

Customer Feedback

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Custom Value: empty	IP Address: 81.158.55.61
Response Started: Monday, March 10, 2014 10:42:43 AM	Response Modified: Monday, March 10, 2014 12:31:01 PM

1. Do you agree with the Vision and Spatial Strategy?

Yes

I feel the Overall Strategy for Villages will be difficult to achieve without major investment for "sufficient services and public transport provision", whilst also "avoid(ing) significantly increased travel by car". Many villages have deteriorating infrastructure and severe access problems due to ongoing reductions in County Council provision for roads in rural areas: something that will not be remedied in the duration of this plan.

2. Draft Policies S1 and S2 set out the Council's approach and priorities for sustainable development. What is your opinion about these policies?

Support

1. Policy S3 includes two options for the distribution of development over the plan period (2013-2033). The first option is to continue focusing development in the three main towns according to their current sizes and roles. The second option is to provide for long-term growth (post-2026) in a new community. A separate question deals with the location of a new community, but please indicate your opinion in principle below. Which option do you prefer and are there alternative options we should consider?

Option 2. Focus development after 2026 in a new community

2. If the Council chooses to pursue Option 2 under Policy S3 (the new community option), which location would you prefer and why?

Option 2(a) - Land at Junction 27 and adjoining Willand

1. Policies S4-S6 are strategic housing policies setting out a potential target for annual rates of housing across the district, the proportion to be affordable and adaptable, the amount of public open space to be provided, and the Council's approach to ensuring housing delivery. Do you support these policies or have suggestions on how they could be improved?

Other

Until the Strategic Housing Market Assessment is complete, how can MDDC say that 8400 houses are need to satisfy demand. This figure could be less or even more when these final figures are available. See also para 2.21 comments, with which I concur. Whilst I support its philosophy, MDDC has a difficult task to achieve its target for Affordable Home provision, given the determination of housebuilders to minimise or remove provision based on "economic viability of sites". This will be particularly detrimental to village developments which need this provision most of all.

2. Economy and infrastructure policies are set out in Policies S7-S9 of the options document. These propose 154,000 square metres of commercial floorspace (including retailing) over the plan period (2013-2033) and set out the Council's approach to town centres and infrastructure delivery. Do you support these policies or have suggestions about how they could be improved?

Other

Whilst I agree with the general policy, none of this must be to the detriment of retail provision in the three market towns, which already have numbers of vacant premises. Large retail outlet(s) that duplicate those smaller ones in the towns will prevent the vitality MDDC strives to encourage returning.

1. Policy S10 seeks to sustain the quality of Mid Devon's environmental assets and minimise the effects of development on climate change. Do you support this policy and do you have suggestions about how it could be improved?

Support

If possible, provide greater recognition of local historical data and experience relating to local distinctiveness, flooding and carbon reduction, particularly in rural areas, during planning application consideration

2. Policies S11-S15 set out strategic policies for the towns, villages and countryside, including expected annual rates of development for the towns which can vary depending on the options discussed under Policy S3 (amount and distribution of development). Do you support these policies and do you have suggestions about how they can be improved?

Other

The "Village" criteria of "educational facility, convenience store and transport service" are commendable, however greater weighting must be given to the reality of those provisions. If the school is near to capacity, the convenience store has limited provision or the transport has very limited links to main hubs or poor frequency, this is designing a scheme or policies unable to meet those sustainable targets already made or at least to be easily opposed..

1. The Site Allocations section of the Local Plan Review options document includes numerous options for development sites in the towns and villages. These exceed the amount of development likely to be required, but the Council wishes properly to consider all the available sites before making decisions on which are most appropriate. Please tell us your opinion on specific sites in this chapter of the plan, continuing on a separate sheet if necessary. Providing detailed reasons for any objections will help us evaluate and compare the suitability of different options.

Hemyock sites. There are three sites proposed, all of which will contribute a significant increase to the limited facilities of the parish. If 50% (100 homes) of those proposed are given approval, this will have a marked effect on flooding, which has been a major source of concern locally for 5 years or more. Hard surface run-off will need expensive attenuation measures to prevent this causing more local flooding. There is no proposal for increasing the provision of educational facilities in Hemyock. More homes mean more children (well hopefully so), but this means either the existing school will have to enlarge, or DCC will have to provide a larger one, where will this go. Admittedly, providing a new purpose - built school on an exception site would provide housing availability on a brown-field site, but there is no provision for this in the options: this would be used as a "gain" by MDDC should it occur, not as a contribution towards the current consultation. If one is seeking to minimise journeys / carbon emissions and there is no provision for commercial/industrial land for Hemyock in this proposal, how can this be met. The result is therefore increased car / vehicle movements to employment centres, as the existing public transport fails to provide adequate support for those who need to travel to and from work

2. The Council adopted its Development Management Local Plan (LP3) in October 2013. This plan is included in the options consultation without modification, but pages 102-107 explain where amendments or new policies are being considered. Do you have anything to say about the amendments or new policies being considered, or comments about the existing adopted policies included within the consultation document?

I would strongly support the proposal for Self - build housing provision at para 4 20 (page 107)

1. NOTE: RESPONSES CANNOT BE REGISTERED WITHOUT A NAME AND ADDRESS Name

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2. Please provide your postal address

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