



Local Plan 2013-2033

Equalities Impact
Assessment

January 2017

Equality Impact Assessment

What is an Equality Impact Assessment?

Under the Equality Act 2010 local authorities have a legal duty to eliminate discrimination and promote equality within service delivery. Local authorities are required to have 'due regard' to the need to:

- Eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- Advance equality of opportunity (remove or minimise disadvantage, meet people's needs, take account of disabilities, encourage participation in public life); and
- Foster good community relations between people (tackle prejudice and promote understanding).

The equality strands protected under the Equality Act (the 'protected characteristics') are:

- Age;
- Disability – including physical disability, mental health;
- Gender reassignment;
- Marriage and civil partnership;
- Pregnancy and maternity;
- Race;
- Religion or belief;
- Sex; and
- Sexual orientation.

'Gender reassignment', 'Marriage and civil partnership' and 'Sexual orientation' are not as directly related to planning policy as the other protected characteristics. As there are less clear links to planning policy, these two protected characteristics have not been assessed against the policies in the Local Plan Review.

'Due regard' is demonstrated through undertaking an equality assessment. The purpose of the equality assessment is:

- To understand the actual or potential effect of your functions, policies or decisions on different people;
- To consider if there are any unintended consequences for some groups;
- To consider if the policy will be fully effective for all target groups;
- To help you identify practical steps to tackle any negative effects or discrimination;
- To advance equality and to foster good relations; and
- To document the results.

This document sets out how the equality assessment has been undertaken and the findings that have arisen as a result.

The policy being assessed

The Mid Devon Local Plan Review 2013-2033 is being assessed prior to its submission to the Planning Inspectorate for examination.

The Local Plan Review sets out the strategic policies for development, identifies sites for housing, employment, infrastructure and environmental protection, and provides general policies on matters such as the design of development. The preparation of the Local Plan Review has been guided by national planning policy and legislation.

The Local Plan Review supersedes and replaces the earlier Local Plan which was broken into the following three parts:

- Core Strategy 2026 (adopted 2007);
- Allocations and Infrastructure Development Plan Document (adopted 2010); and
- Local Plan Part 3: Development Management Policies (adopted 2013).

A list of functions included in the policy being assessed

One main purpose of planning is to help achieve sustainable development. This means ensuring that providing for the development needs of the current generation does not adversely impact the lives of future generations. The National Planning Policy Framework (NPPF) sets out how local councils should achieve this through the preparation of Local Plans and decisions on planning applications, having regard to the economic, social and environmental roles of sustainable development.

The Local Plan Review vision for Mid Devon is:

'Mid Devon will be a prosperous and sustainable rural district, where individuals, families and communities can flourish as a result of access to good quality local employment, housing and services and a clean, green, safe environment. Local communities and private, public and voluntary organisations will work in partnership to meet social and economic needs in ways that enhance the environment and reduce the area's carbon footprint. High quality development in the right places with appropriate infrastructure will bring regeneration, social and economic benefits and enhance towns, villages and countryside while promoting sustainable use of energy and other resources and tackling the causes and effects of climate change.'

The Local Plan Review sets broad strategic policies to guide development within the district until 2033. Some of the key policies contain the following stipulations:

- Policy S1: Sustainable development priorities – outlines the strategic priorities that will need to be achieved to deliver the vision and address key issues.

- Policy S2: Amount and distribution of development – the provision of approximately 7,860 dwellings and 147,000 square metres of commercial floorspace between 2013-2033 with development concentrated at Tiverton, Cullompton and Crediton.
- The remaining policies cover: meeting housing needs; ensuring housing delivery; public open space; employment, town centres; infrastructure; the environment; and the development focus for the towns, villages and countryside of the district.

The Local Plan Review allocates sufficient residential sites to meet the districts housing target. If this is insufficient to deliver the necessary level of housing, identified contingency sites will be permitted to boost housing supply. Strategic allocations are located at Tiverton Eastern Urban Extension, North West Cullompton and East Cullompton. Commercial allocations are located in the three towns with the exception of two existing allocations in villages and one other allocation in a village as the site currently has planning permission. An additional commercial allocation is proposed at Junction 27 of the M5 for high quality tourism, leisure and retail development. The districts most sustainable villages have been allocated for small scale of growth. Allocations are supported by appropriate infrastructure.

The Local Plan Review provides detailed policies to manage individual development proposals in a way that meets local need, both economic and social, while also protecting the environment.

The key people that are involved, for example decision-makers, staff implementing it, service users and equality groups

The Local Plan Review is prepared by the Forward Planning Team within the Planning and Regeneration Service and is subject to approval by Cabinet and Council. It is a result of evidence gathering and analysis, consultation with external and internal expert organisations, public consultation and professional judgement. A table of the organisations consulted during the development of the Local Plan Review can be found in Appendix 2.

Delivery of the policies in the document will be undertaken by the Development Management Team in the Planning Service and by the Planning Committee. The development management officers will use the policies to determine the acceptability of planning proposals submitted to Mid Devon District Council. Specialist staff, such as Conservation Officers will make use of the Heritage Asset policy in their determination of applications affecting listed buildings and conservation areas, whilst Enforcement Officers will make use of the Enforcing Planning Decisions policy. Larger applications or sites of notable public interest will be determined by the Planning Committee, with recommendations from officers as to a proposal's accordance with the policies of the Local Plan Review.

There are a number of broad service user groups that will be affected by the implementation of the policies. These include householders, as the document sets policies that will affect the delivery of new housing within the district. Residents will be affected through the provision of new or improved infrastructure and the improvement of maintenance of an attractive local environment. Workers will also be affected, through the setting of policies that determine in what circumstances the development of new, or the loss of existing, employment land will be acceptable. Everyone is affected by the implications of climate change and efforts to mitigate. Protected characteristic groups that tend to be affected by planning include those vulnerable due to age and also due to disability. The next section sets out further how these might be affected.

Relevance of the policy to the different arms of the duty and the different protected groups

Each policy and allocation has been assessed against the five policy areas which are set out in the table below. The relevance to equality and which specific protected characteristics the policy areas meet are included in the table. 'Marriage and civil partnership', 'sexual orientation' and 'gender reassignment' are not included in the table, as they have less clear links to planning policy than the other protected characteristics. The assessments for the Strategic Policies, Allocations and Managing Development Policies can be found in Appendix 1.

<i>Policy Areas</i>	<i>Relevance to Equality (Positive or Negative)</i>	<i>Which protected characteristics are most affected?</i>
Ethnicity (e.g. Gypsy and travellers)	High impact	Race Religion or Belief
Adaptable housing	High impact	Age Disability Pregnancy and Maternity
Housing affordability / housing suitability (e.g. adequate gardens, provision of public open space)	Medium impact	Age Disability Pregnancy and Maternity
Protection of services in rural areas / protection of facilities and recreational land	Medium impact	Age Disability Sex Pregnancy and Maternity
Sustainable transport/access to public transport	Medium impact	Age Disability Sex

Each of the policies and allocations in the Local Plan Review were assessed against each policy area. The use of a scoring system from ++ to - - highlights the scale of any potential impact on the protected characteristics in each policy area. The table below sets out the system used to determine the impact on the policy areas, and therefore the protected characteristics.

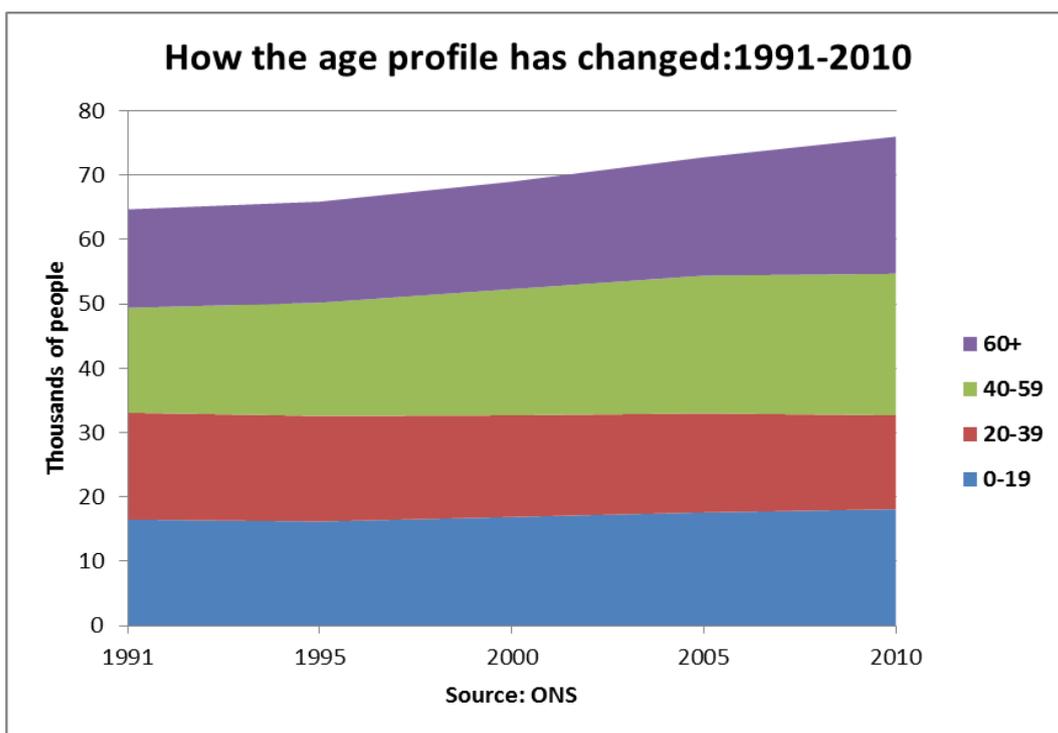
Score	Impact	Rationale
++	High Positive	High probability of a positive impact on the protected characteristics
+	Medium Positive	Probability of a positive impact on the protected characteristics
0	Neutral	No perceived impact on the protected characteristics
-	Medium Negative	Probability of a negative impact on the protected characteristics
--	High Negative	High probability of a negative impact on the protected characteristics
+/-	Mixed Impact	Both a positive and negative impact on the protected characteristics

Please note that the overall impact of each policy or allocation is not determined by 'adding' the positive or negative impacts. Mathematical models can lead to artificial 'certainty' in determining the impact of a policy.

What equality information is available, including any evidence from your engagement with users?

Population, age and ethnicity

The latest 2011 census estimate puts the population of Mid Devon at around 77,750. Within the district, the main age range of the population is between 40 and 59. The median age in Mid Devon at the time of the 2011 Census was 44 (ONS).



The Indices of Multiple Deprivation is measured nationally by combining a range of datasets on income, employment, health, education, barriers to housing/services and living environment, was noted to have increased within Mid Devon District Council. The rank of social deprivation is against other Local Authorities. The table below shows the changes to Mid Devon’s Indices of Multiple Deprivation.

Indices of Multiple Deprivation	2004	2007	2010	2015
Mid Devon – Rank average score (1 is most deprived, 326 least deprived)	175	177	165	156

Source: Neighbourhood Statistics (ONS)

The Local Housing Needs and Demand Survey (2011) stated that 64.5% of household members are aged 45 or older, compared with census data of 2001 where only 45.6% were aged 45 or older. Population is projected to increase by 23.7% between 2008-2033, equivalent to 17,900 people, with the 65+ age group showing the highest increase. Mid

Devon does not have a high ethnic mix. The table below shows the breakdown of the ethnic variety of residents in Mid Devon.

Mid Devon ethnic mix (2011)	All groups	White	Mixed race	Asian	Black	Chinese or other ethnic group
Number	77,750	76,696	484	428	94	48
Percentage		98.6%	0.6%	0.6%	0.1%	0.1%

Source: 2011 Census (ONS)

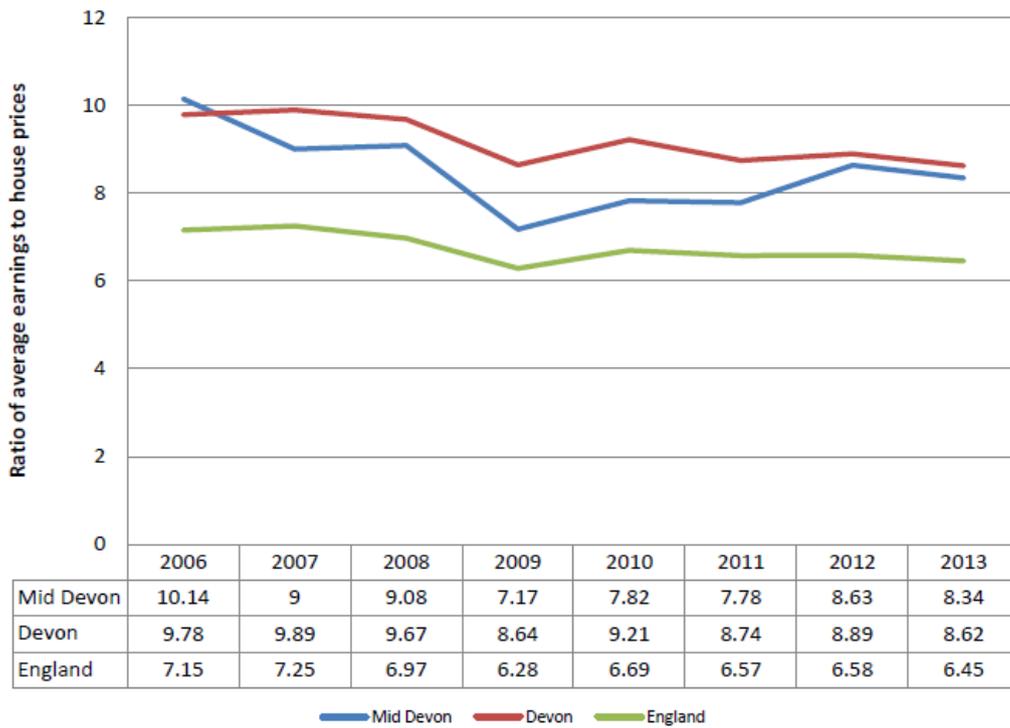
The latest Gypsy and Traveller Accommodation Assessment (GTAA) was published in 2015 and suggests a need for 35 additional Gypsy and Traveller pitches in Mid Devon between 2014 and 2034 and 11 plots for travelling showpeople. The need for gypsy and traveller pitches will be accommodated by pitches within larger housing sites, for example at Tiverton Eastern Urban Extension, North West Cullompton, East Cullompton and Pedlarspool in Crediton. The Council is working with the travelling showpeople community to approve a large site near Cullompton which would meet the need requirements set out in the GTAA.

Housing need, adaptability and affordability

The average house price in the district in the second quarter (April-June) 2013 was £224,673, slightly higher than regional average of £223,288. The house prices for April 2013-March 2014 dropped slightly whereas the year before (April 2012-March 2013) house prices increased. House prices are on average higher in Mid Devon than the average for Devon, the South West and England and Wales. The graphs below shows the house prices to earnings ratio for Mid Devon, Devon and England for 2006 to 2013 and the first quarter (January-March) house prices for Mid Devon, Devon, the South West and England and Wales from 2001 to 2014.

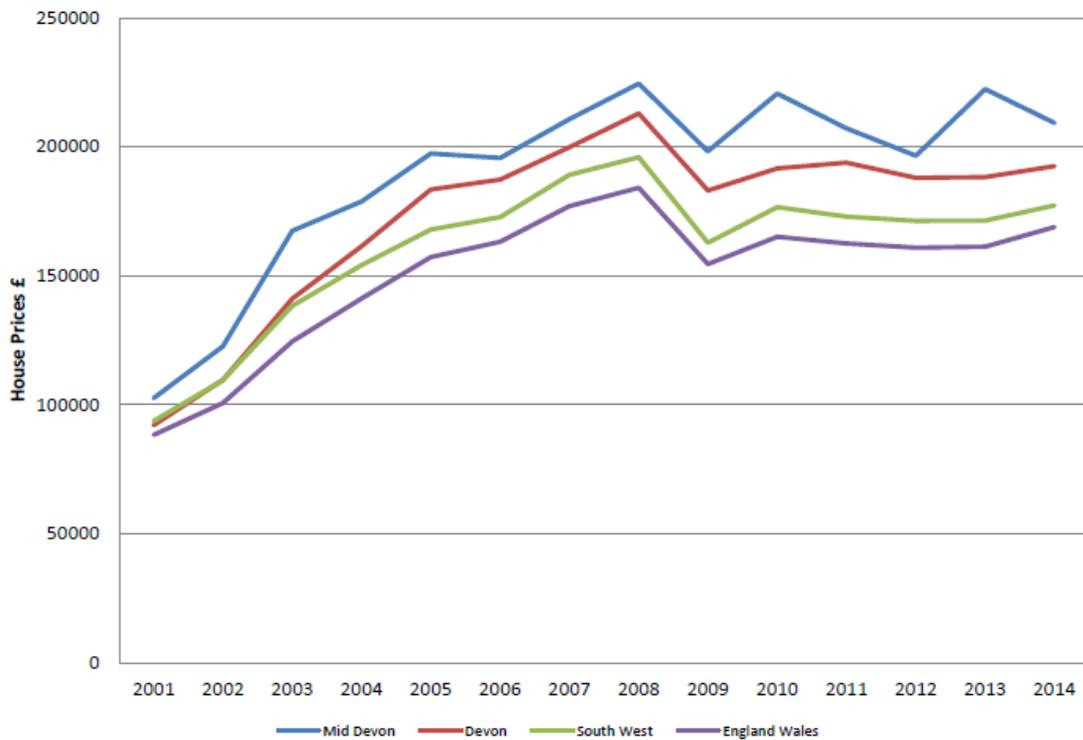
The average house price in the district in the second quarter (April-June) 2016 was £210,729, lower than regional average of £232,649. The house prices for April 2015-March 2016 increased slightly further to this, the year before (April 2014-March 2015) house prices increased by a large margin. House prices are on average lower in Mid Devon than the average for Devon, the South West and England and Wales. The graphs below shows the house prices to earnings ratio for Mid Devon, Devon and England for 2006 to 2013 and the first quarter (January-March) house prices for Mid Devon, Devon, the South West and England and Wales from 2001 to 2014.

House prices to earnings ratio

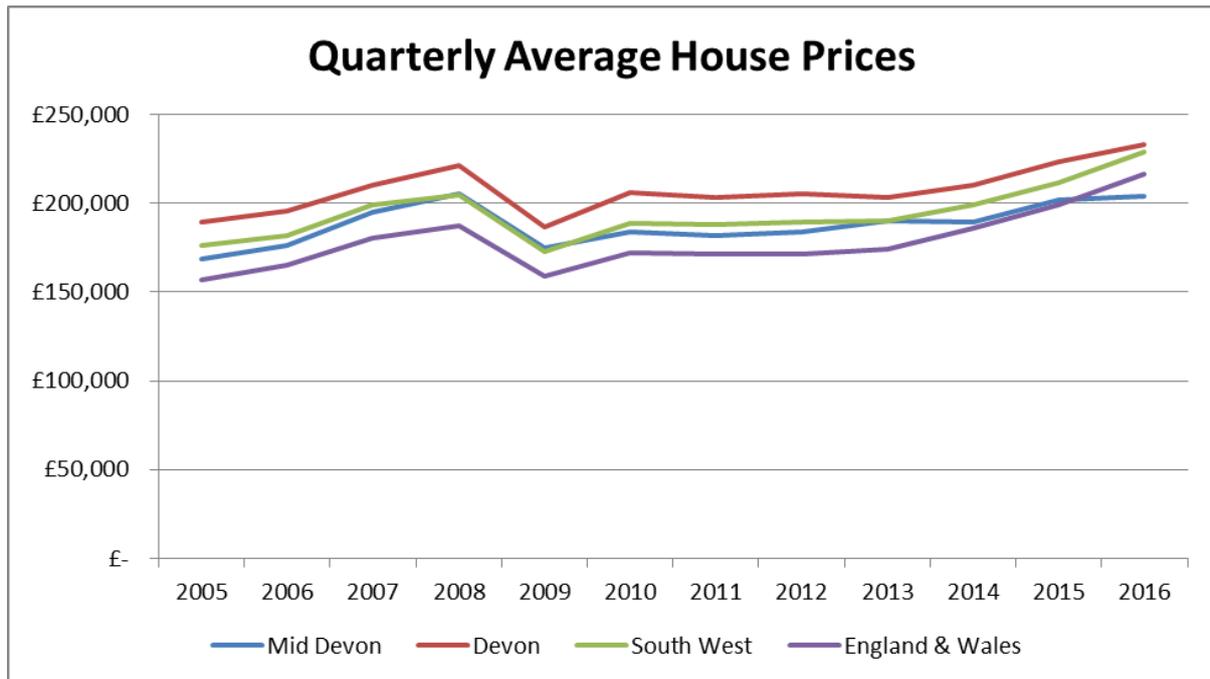


Source: *Devonomics (ONS)*

1st quarter house prices (January-March)



Source: Land Registry



The Local Housing Needs and Demand Survey (2011) found that 20.3% households included a member with a disability, and 66.3% of all disabled household members were over the age of 60. 9.7% of existing properties have had some form of adaptation. 90.3% of respondents to the housing needs survey said their home was adequate for their needs, 9.7% said inadequate with the main reason being that it was too small. The highest levels of property over-occupation were in council rented accommodation, at 8.1% (three times the overall level), whilst under occupation was at 46.5% overall.

Car ownership and public transport

In Mid Devon there had been a 6% increase in households that own more than one car from 2001 to 2011. The district is rural in nature and has a high dependency on the car. Most residents indicated that they do not use public transport frequently. Despite this, 14% of households within the district do not own a car (2011 Census).

Public transport provision is more frequent within the main towns of the district than in the rural hinterland. Tiverton, CREDITON and CULLOMPTON all receive an hourly bus service approximately five services a day, whilst many parts of the district, particularly the rural areas, are in receipt of less than one service per day.

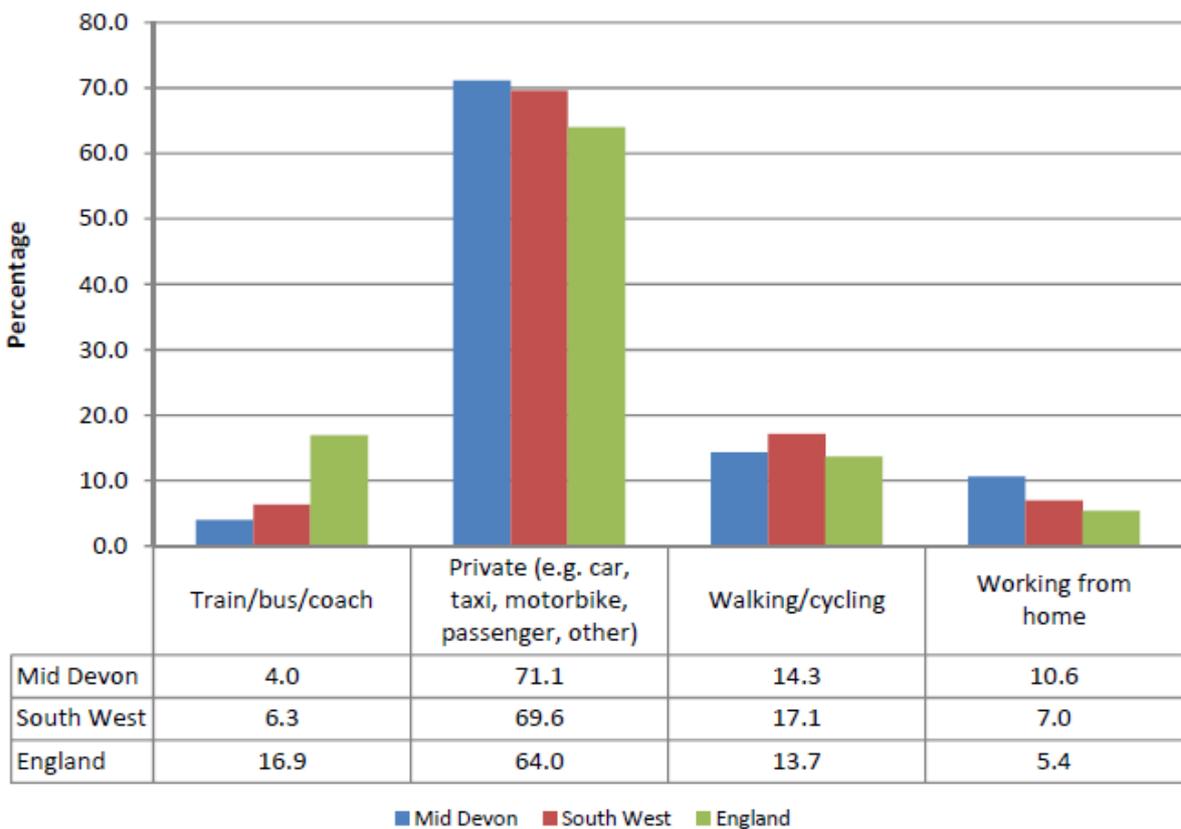
The district has only a limited access to rail services. Tiverton Parkway is the principle station, connecting the district to the line between London and Penzance. There are no other stops on this line within the district, and the station is not located within a settlement – Tiverton being the nearest town approximately 6 miles away. An hourly bus service connects the station to Tiverton, Cullompton and Exeter. A branch line exists between

Exeter and Barnstaple, stopping every couple of hours at a number of small settlements in the west of the district.

Employment provision

The Authority Monitoring Report (AMR) 2015 reports that a high proportion of working residents (13,776 total outflow) work outside the district, with the majority travelling to Exeter for employment (2011 Census). The most common method of transport is the private vehicle, which is a slightly higher percentage than for the whole of the South West and England. Since the 2001 Census, there have been small increases in all modes of transport but a reduction in residents working from home. However, the percentage of working from home residents remains higher for Mid Devon than for the South West and England as a whole. The proportion of the working population claiming Job Seekers Allowance has decreased to 0.8% which is the lowest level in the District for over nine years.

Travel to work mode



Source: 2011 Census (ONS)

Job Seekers Allowance claimants as a proportion of the working age population



Source: Nomis Official Labor Market Statistics

What information gaps exist?

A large amount of data used by the Council is taken from the 2011 census. This covers a wide range of indicators which can be aggregated at Local Authority level, including subject areas such as population information, indices of deprivation, health, education, crime etc. This data is now starting to become out of date as some of the information will have changed since the census was conducted.

The main information gaps regarding the protected characteristics in Mid Devon include religion and sexual orientation.

What have other authorities identified as equality issues?

Comparison with the neighbouring authorities of Dartmoor National Park and East Devon has been included, to highlight equalities issues in the wider area, and the approach taken to remove discrimination.

Dartmoor National Park Authority

Dartmoor National Park Authority’s (DNPA) Equality Impact Assessment (2011) of the emerging Dartmoor National Park Development Management and Delivery Development Plan Document (DMD) 2013 used 2001 Census data as 2011 data was not available at the time. Their Equality Impact Assessment therefore had a large amount of out-of-date data. As well as this, in assessing the scope of their DMD the Equality Impact Assessment highlighted similar gaps in information to those experienced at Mid Devon. They highlighted

that much of the data they collected was very limited in terms of race/ethnicity, and absent for sexual orientation, making it difficult to assess the impacts of the Local Plan on all of the protected characteristics.

DNPA also drew the following conclusions from their consultation programme in trying to engage 'hard-to-reach' groups:

- Getting feedback from young people and some older people is difficult. Some work was undertaken with primary schools on the natural environment but no views of secondary school pupils were sought;
- A range of factors make it more difficult to involve older residents, including reduced mobility, lesser use of internet services etc. However many older people did attend local exhibitions;
- Contact with gypsy and traveller communities is difficult, and is generally best conducted through a relevant governing body rather than through individual congregations; and
- No specific problems were apparent or raised in relation to the other protected characteristics, and it was not considered that any communication, cultural or physical barriers prevent or discourage feedback.

Only a small proportion of their proposed Local Plan policies were noted as having a potential negative impact on equalities characteristics. Those policies specifically stated the importance of conserving the special qualities of the national park, over and above achieving development that would meet other identified local needs.

Many of the important issues highlighted by DPNA, such as wildlife, landscape and cultural heritage are also of high importance to Mid Devon. However, they will be weighed equally against other material considerations when determining planning applications, and therefore are likely to have a greater impact in addressing equalities issues, than has been the case at Dartmoor.

East Devon District Council

East Devon District Council undertook Equalities Impact Assessment alongside their Pre-submission Local Plan in 2012. Many of the policies within the plan were found to benefit the wider community in East Devon and not specifically those with protected characteristics. East Devon expressed the difficulty with acquiring data on sexual orientation or gender reassignment, but believed that there would be no adverse impacts to these protected characteristics. Of all the policies assessed, one policy had a potential adverse effect on a protected characteristic. Through their Equalities Impact Assessment, it was indicated that East Devon District Council's Pre-submission local plan policies are supportive of equality groups.

Teignbridge District Council

Since 2011 Teignbridge District Council has undertaken a number of Business Impact Assessments (BIAs) which have been used to ensure the Council complies with the Equality (Specific Duties) Regulations 2011. During consultation with communities and stakeholders, Teignbridge District Council notes that as there was no data available on the demographic composition of respondents and consultees it is not possible to establish whether the consultation was representative of the population of the District. Teignbridge District Council raises the issue that during consultations it is not possible to identify whether any given protected characteristic group or individual raise an issue or theme which is specific or unique to them.

What engagement has been done regarding this policy, and the results of this?

To date, there have been three consultations on the emerging Local Plan Review. A Scoping Report & accompanying Sustainability Appraisal, setting out the broader sustainability issues was produced and circulated to all consultees in July 2013. In January 2014, an Options Consultation and Interim Sustainability Appraisal was distributed to all those listed on the consultation database.

A total of 1201 representations were received at the second consultation and overall the vision, strategic and development management policies were supported. The majority of responses received focussed on Policy S3: 'Amount and Distribution of Development' and potential site allocations across the district.

There was some dispute over the projected housing need, although most respondents felt that this would be clarified at the next stage with the provision of the new Strategic Housing Market Assessment. Most people accepted the need for new housing, especially affordable, however there were some respondents who felt there should be no further development in Mid Devon. Some concern was also raised over the level of development in and around villages whilst others supported more development in rural areas.

299 respondents commented on the two strategic policy options for how development might be distributed across the district:

- Option 1 - a town centred approach, or
- Option 2 - a new community later in the plan period.

Of those that responded, 30% opted for Option 1, 52% opted for Option 2 and 18% made 'other' comments.

The majority of responses received were based on individual site options, mainly concerned with the following:

- Levels of development;
- Small scale development in villages;
- Services and facilities;
- Utilities;
- Access, parking, highway capacity, traffic and road safety;
- Pollution;
- Flooding and sewerage capacity;
- Landscape and visual amenity impact;
- Loss of agricultural land;
- Wildlife and environment;
- Employment;
- Character, conservation areas, listed buildings and heritage assets;
- Impact on existing residents; and
- Settlement Limits.

32 comments were received on development management policies. The majority of responses either supported the policies or suggested minor amendments. A number of respondents noted the Department of Communities and Local Government 'Housing Standards Review' and the need to update the development management policies as appropriate.

Consultation on the Local Plan Review Proposed Submission was held February – April 2015. At that time, it was intended that once these comments had been considered, the Local Plan would have been submitted to the Planning Inspectorate later that year. The local plan consultation generated 2,434 specific comments to which the Council prepared a series of summary documents outlining the comments made, taking each of the plan areas in turn. The tables also included the officer's recommended response and any recommended modifications to the plan arising. These documents are available to view on the Council's website.

In addition, following the consultation the need for additional technical work was identified in order to ensure that the evidence base would be more robust prior to submission. Since the spring 2015 consultation there have also been changes to national guidance and the supporting local plan evidence base which have led to the need for additional modifications. The plan has also been updated to reflect the Full Council decision taken on 22 September 2016 to propose an allocation of land a Junction 27 of the M5 for high quality tourism, leisure and retail and associated additional housing.

A final stage of consultation is being held from 3 January – 14 February 2017 which invites comments on the proposed modifications to the Local Plan Review Proposed Submission document and its associated Sustainability Appraisal addendum. Statutory groups, voluntary organisations, businesses, landowners and individuals will be written to in order to seek their views and staffed exhibitions will be held at Tiverton, Cullompton, Crediton, Uffculme, Willand and Sampford Peverell. At this point any representations will be submitted to the Secretary of State along with the Local Plan and other relevant documents. An independent inspector will then conduct an examination on the Local Plan which will take into account public and other opinion when deciding whether the plan is sound. The Council is subject to a ‘Duty to cooperate’. The bodies consulted included:

- All neighbouring district councils including East Devon, Exeter, North Devon, Taunton Deane, Teignbridge, Torridge, West Devon and West Somerset
- Devon County Council (in particular its functions covering waste, transport, landscape, ecology, historic environment and strategic planning)
- Somerset County Council
- Exmoor and Dartmoor National Parks
- Natural England
- Historic England
- Environment Agency
- Sport England
- Heart of the South West Local Enterprise Partnership
- North Devon Biosphere
- Blackdown Hills Area of Outstanding Natural Beauty
- The Woodland Trust
- Devon Wildlife Trust

The responses received from these organisations have been considered during the drafting of the plan’s policies.

What the actual or likely effect of the policy is, regarding the aims of the general equality duty and the protected groups

A more detailed assessment of the impacts on the protected characteristics of each policy and proposal is contained within Appendix 1. The following table summarises the impact of all the Strategic and Managing Development Policies. Site allocations are excluded from the table as they all have a potential positive impact on equality under housing affordability/suitability and potential protection of services in rural areas.

Impact	Number
Strategic and Managing Development Policies with a high possibility of a positive impact on the protected characteristics	8
Strategic and Managing Development Policies with a probable positive impact on the protected characteristics	15
Strategic and Managing Development Policies with a neutral impact on the protected characteristics	18
Strategic and Managing Development Policies with a mixed positive/negative impact on the protected characteristics	2

The twenty-three policies that were noted as having a high/medium probable positive impact on protected characteristics are:

- Policy S1 Sustainable development priorities;
- Policy S2 Amount and distribution of development;
- Policy S3 Meeting housing needs;
- Policy S5 Public open space;
- Policy S8 Infrastructure;
- Policy S10 Tiverton;
- Policy S11 Cullompton;
- Policy S12 Crediton;
- Policy S13 Villages;
- Policy S14 Countryside;
- Policy DM1 High quality design;
- Policy DM5 Parking;
- Policy DM6 Rural Exception Sites;
- Policy DM7 Traveller Sites;
- Policy DM11 Residential extensions and ancillary development;
- Policy DM12 Housing Standards;
- Policy DM14 Town Centre Development;
- Policy DM17 Rural shopping;
- Policy DM19 Protection of employment land;
- Policy DM23 Community facilities;
- Policy DM24 Protection of local green space and recreational land / buildings; and
- Policy DM26 Green Infrastructure in major developments.

These policies have a positive impact on the protected characteristics, in particular against the backdrop of local equalities issues.

- The Plan recognises the special racial heritage of Gypsies and Travellers within the District. Policies S3 and DM7 consider need, whilst site allocations are made in the districts four largest allocations at Tiverton Eastern Urban Extension, North West and East Cullompton and Pedlerspool in Crediton.
- Delivery of affordable housing is a key concern for families and young people that enables them to remain living near to family in the same village (Policies S2, S13 and DM6 alongside all rural allocations).
- Policies DM1, DM11 and DM12 ensure that new and existing homes are adaptable, allow sufficient floorspace for internal movement or permit extension to take place to enable families to remain in their homes.
- Provision for parking which should have a positive impact on those with mobility issues is set out in Policy DM5.
- Access to services/facilities is promoted through Policies S1, S2, S10, S11, S12, DM14, DM23 and DM24 whilst reducing out commuting is a positive outcome of policies BA2 and WI2. S8, DM14 and all strategic allocations encourage walking, cycling and public transport opportunities. A number of rural allocations also require footpath provision or widening.
- Protection of employment sites and rural shopping that maintain sustainable communities and also reduce out-commuting are set out in Policies DM17 and DM19.
- Provision for new public open space and the protection of existing sites are set out in Policies S5, DM24 and DM26. Public open space is important for families and young people, providing opportunities for sport and recreation.

The principal point of discussion of this analysis is on the two policies where a mixed impact has been noted on the protected characteristics. The specific policies are:

- Policy DM15 Development outside town centres; and
- Policy DM29 Planning Enforcement.

Policy DM15 Development outside town centres

DM15 focusses on the suitability of new economic development taking place in the towns of the district. It sets out a sequential approach, directing new development in the first instance to the town centre, then to edge of centre, and finally to out of centre.

The impact on the protected characteristics is in relation to how the policy will enable residents to access the proposed developments. It has already been noted that not every household in the district has access to a car. For those that do not own a car, access to

services, which are most concentrated within town centres, is most likely undertaken by public transport. As a large rural district, public transport provision is less comprehensive than in other, perhaps more urban areas. The town centres receive the most frequent public transport services, typically hourly provision. Given that the town centres are the most accessible location by public transport, concentrating services within them remains the best means of ensuring residents without access to private transport are able to access services.

Conversely, the policy may have a negative impact on services and access if the edges of centre or out of centre locations are chosen for new development. The sequential approach proposal is however based on national policy, and local policy can only build on the guidance set out by central government. The policy however does require that non-town centre locations still be well related to a town centre and remain accessible via public transport, walking and cycling.

In terms of the effect on people with mobility impairment or other disabilities it may be that edge of centre or out of centre developments are often serviced by larger car parks with dedicated disabled parking spaces and therefore more accessible. New facilities are designed to meet standards set out in the Equality Act (formerly laid out in the Disability Discrimination Act), and therefore may appear more 'disability friendly'.

Therefore the effect of Policy DM15 will likely be determined by the location selected for any proposed development. Given the nature of the policy, it is not possible to say with absolute certainty, the definitive impact its delivery will have, given the issues raised above.

Policy DM29 Planning Enforcement

This policy sets out the approach the district takes to enforcing planning decisions and managing suspected breaches of planning control. The National Planning Policy Framework (NPPF) recommends that local planning authorities draw up their own policies and set them out within a Local Enforcement Plan.

Policy DM29 is the first stage in developing a Local Enforcement Plan, establishing the approach the district will take to investigating and enforcing suspected breaches of planning control. The plan will contain detail on: the way to report suspected breaches; procedures in place for investigation, in particular information to be aware of for those suspected breaches; and timescales for each stage of the process.

Enforcement action is an area that is likely to have a mixed impact on the protected characteristics of the equality groups. Specific groups, such as gypsies and travellers, can be subject to requests for enforcement action that the Council will need to investigate. The Equality Act states that policies should not have a worse impact on groups that fall within

the protected characteristics categories; this applies to gypsies and travellers as they would fall within the race category. The Local Enforcement Plan will need to give consideration to the implications of enforcement action on these groups. Enforcement action should be the last option, and the plan should set out how officers will seek to achieve reasonable alternatives.

Site Allocations

Large scale strategic allocations in Tiverton, Cullompton and Crediton each provide Gypsy and Traveller sites. Tiverton Eastern Urban Extension, North West Cullompton Urban Extension and Pedlerspool in Crediton promote at least five pitches in each allocation site while East Cullompton Urban Extension promotes at least ten pitches within the site allocation. All rural allocations of six dwellings or more contribute to affordable housing need and many include site specific measures for footpath provision or widening. All rural site allocations have a potentially positive impact, due to potential increased housing affordability and the potential protection of services in rural areas.

What steps you will take in response to the findings of your analysis

This assessment highlights that the majority of the impacts of the proposed policies will have a positive effect on the protected characteristics. This assessment notes that few examples of potential negative impacts have arisen. It is recommended that no major alterations to the Local Plan Review are needed in regard to equality.

Action will be taken in relation to Policy DM29 Planning Enforcement, by ensuring that a Local Enforcement Plan is developed, which fully sets out the approach to be undertaken when investigating breaches of planning control.. Monitoring of Policy DM15 will ensure that development outside of town centres are well related to the town via public transport and cycle ways and footpaths.

This document may also be updated following the consultation period to reflect the contributions of respondents. Any amendments that are made as part of the examination of the Local Plan may also need to be reflected within this assessment, in order for their impact to be considered.

How will you review the actual effect of the policy after implementation

The impact of the policies within the Local Plan Review will be assessed through regular monitoring. Mid Devon annually produces an Authority Monitoring Report (also known as an AMR), which contains indicators to measure the performance of planning delivery. The AMR will be updated to reflect the latest policies and is published every December on the Mid Devon District Council website.

It is anticipated that the Local Enforcement Plan will be produced within 12 months of the adoption of the Local Plan Review. The accompanying assessment will also be able to review the effects of the delivery of Policy DM29 Planning Enforcement, as it may have been in place for a year at that point.

The Council also undertakes periodic equalities monitoring. This is often undertaken through questionnaires attached to consultations or planning decisions. The collected data can be used to highlight equalities issues and allow policies or procedures to be amended.

The timescale for implementation

Implementation will be ongoing. The Local Plan Review will remain in place until it is reviewed. Typically development plan documents are reviewed every five years. However the effects of the policies will be reported upon annually, as set out within the AMR.

Person responsible for undertaking the assessment	Chad Kirby, Chief Executive Apprentice Poie Li, Principal Forward Planning Officer Arron Beecham, Forward Planning Assistant
Accountable person	Jenny Clifford, Head of Planning and Regeneration
Date of assessment	January 2017
Date of next assessment	At next review of the Local Plan.

Appendix 1 - Strategic Policies

Strategic Policy	Ethnicity	Adaptable Housing	Housing affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport	Commentary
S1 Sustainable development priorities	++	++	+	+	+	High possibility of a positive impact on the protected characteristics. The policy takes a positive approach in supporting the construction of sustainable communities. Promoting growth in sustainable locations, reducing the need to travel. Delivering a choice of housing mix including provision of accessible housing for old people, disabled and gypsy and traveller pitches. Designing out crime, tackling climate change, conserving the natural environment, biodiversity and the historic environment.
S2 Amount and distribution of development	0	0	+	+	+	Probability of a positive impact on the protected characteristics. Provision of residential and commercial floor space concentrated within sustainable locations within the towns. Some limited development in rural areas. Strategy supports accessibility to services.
S3 Meeting housing needs	++	++	+	0	0	High probability of a positive impact on the protected characteristics. Policy requires a five year supply of Gypsy and traveller pitches on allocated and deliverable sites with a further supply for a future predicted growth, increasing supply of sites. Increased number of dwellings in the district will allow for adaptable housing and housing affordability for new and current

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						residents.
S4 Ensuring housing delivery	0	0	0	0	0	Neutral
S5 Public open space	0	0	0	+	0	Probability of a positive impact on the protected characteristics. Policy sets out requirement for public open space. Public open space is important for families and young people, providing opportunities for sport and recreation.
S6 Employment	0	0	0	0	0	Neutral.
S7 Town centres	0	0	0	0	0	Neutral.
S8 Infrastructure	0	0	0	0	+	Probability of a positive impact on the protected characteristics. Policy requires transport planning to be coordinated to improve accessibility for the whole community.
S9 Environment	0	0	0	0	0	Neutral.

Strategic Policy	Ethnicity	Adaptable Housing	Housing affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport	Commentary
S10 Tiverton	0	0	0	+	+	Probability of a positive impact on the protected characteristics. Policy supports enhanced walking and cycling opportunities and bus services around the town, particularly access to the town centre and enhanced public transport access to Tiverton Parkway. The green setting of the town will also be retained.
S11 Cullompton	0	0	0	+	+	Probability of a positive impact on the protected characteristics. Promote further public transport improvements within Cullompton and to other urban centres and improve access to rail network. New facilities will need to be provided.
S12 Crediton	0	0	0	+	+	Probability of a positive impact on the protected characteristics. Policy promotes enhanced walking and cycling opportunities around the town. The settings of the historic parklands and surrounding hills will need to be retained.
S13 Villages	0	0	+	+	0	Probability of a positive impact on the protected characteristics. Rural affordable housing will increase the supply of affordable housing. This has a positive impact, particularly on rural communities, where young people are much less likely to be able to join the housing ladder, due to high property prices. The retention of services may result from development in suitable village locations.
S14	0	++	+	0	0	High probability of a positive impact on the protected

Strategic Policy	Ethnicity	Adaptable Housing	Housing affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport	Commentary
Countryside						characteristics. Permitting <i>'appropriately scaled and designed extensions and other alterations to existing buildings'</i> allows people with disabilities or those with larger families to undertake adaptations to remain within their homes.

Site Allocations

	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport
TIV1-5 Eastern Urban Extension	++	0	+	+	+
TIV6 Fairleigh Meadows	0	0	+	+	0
TIV7 Town Hall / St Andrews Street	0	0	+	0	0
TIV8 Moorhayes Park	0	0	+	0	0
TIV9 Howden Court	0	0	+	0	+
TIV10 Roundhill	0	0	+	0	0
TIV11 Palmerston Park	0	0	+	0	0

	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport
TIV12 Phoenix Lane	0	0	+	0	+
TIV13 Tidcombe Hall CONTINGENCY SITE	0	0	+	+	0
TIV15 Tiverton Infrastructure	0	0	0	+	+
TIV16 Blundells School	0	0	+	0	0
Comments for Tiverton Site Allocations	High possibility of a positive impact in regard to the protected characteristics for Policy TIV1-5 which allocates land for gypsy and traveller pitches. Probability of a positive impact on the protected characteristics for affordable housing for all policies apart from TIV15, which has a potentially positive impact on the protected characteristics through provision of enhancing sustainable transport, provision of facilities and recreational land. Tiverton Eastern Urban Extension requires the provision of bus, pedestrian and cycle routes at appropriate locations through the development improving accessibility for all.				
CU1-6 North West Cullompton	++	0	+	+	+
CU7-12 East Cullompton	++	0	+	+	+
CU13 Knowle Lane	0	0	+	+	+
CU14 Ware Park and Footlands	0	0	+	0	+
CU15 Land at Exeter Road	0	0	+	0	+
CU16 Cummings Nursery	0	0	+	0	+
CU17 Week Farm	0	0	0	+	+

	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport
CU18 Venn Farm	0	0	0	+	+
CU19 Town Centre Relief Road	0	0	0	0	+
CU20 Cullompton Infrastructure	0	0	0	+	+
CU21 Land at Colebrook CONTINGENCY SITE	0	0	+	+	+
Comments for Cullompton Site Allocations	High possibility of a positive impact in regard to the protected characteristics for Policies CU1-6 and CU7-12 as policy allocates land for gypsy and traveller site at North West Cullompton & East Cullompton, increasing supply of sites. Probability of a positive impact on the protected characteristics for the remainder of sites in Cullompton mainly due to the provision of housing. All policies have a potential positive impact on sustainable transport as the policies all include (apart from CU19 and CU20) the need for a transport assessment, implementation of a travel plan and other non-traditional measures to minimise carbon footprint and air quality impacts. CU19 includes the provision of sustainable transport routes (a foot and cycleway) and CU20 promotes the reopening of the Cullompton Railway Station, a bus interchange and a Town Centre Relief Road.				
CRE1 Wellparks	0	0	+	+	0
CRE2 Red Hill Cross, Exhibition Road	0	0	+	+	+
CRE3 Cromwells Meadow	0	0	+	0	0
CRE4 Woods Group, Exeter Road	0	0	+	0	0
CRE5 Pedlerspool, Exhibition Road	++	0	+	+	+
CRE6 Sports fields, Exhibition Road	0	0	+	+	+

	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport
CRE7 Stonewall Lane	0	0	+	0	0
CRE8 Land at Barn Park	0	0	+	0	0
CRE9 Land at Alexandra Close	0	0	+	0	0
CRE10 Land South of A377	0	0	0	+	0
CRE11 Crediton Infrastructure	0	0	0	+	+
Comments for Crediton Site Allocations	High possibility of a positive impact in regard to the protected characteristics for Policy CU5 which allocates land for gypsy and traveller pitches at Pedlerspool, increasing supply of sites. Policies CU1-8 all have a possible positive impact on the protected characteristics due to providing additional housing, some of which also provide recreational land and sustainable transport routes of either footpaths, cycle ways or other means. CRE10 will have a possible positive impact on the protection of facilities due to retaining commercial development in the town. CRE11 will have a potential positive impact through providing sustainable transport, enhanced public transport and provision and expansion of community facilities in Crediton.				
J27 Land at Junction 27 of the M5 Motorway	0	0	0	0	+
Comments for Junction 27 Allocation	Possibility of a positive impact as land at Junction 27 is allocated for employment land. Once developed this site will provide 1,186 job opportunities, many of which will go to local residents. This will help reduce the need for out-commuting to other districts, which is an existing concern. Policy also has the potential to positively impact on the protected characteristics through provision of enhancing sustainable transport.				
BA1 Newton Square, Bampton	0	0	+	0	0

	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport
BA2 Stone Crushing Works (Scott's Quarry), Bampton	0	0	+	+	0
BA3 Ashleigh Park, Bampton	0	0	+	0	0
BA4 School Close, Bampton	0	0	+	0	0
BO1 Land adjacent to Hollywell, Bow	0	0	+	0	0
BO2 West of Godfreys Gardens, Bow	0	0	+	0	+
BR1 Hele Road, Bradninch	0	0	+	0	0
CH1 Barton, Chawleigh	0	0	+	0	0
CB1 Land off Church Lane, Cheriton Bishop	0	0	+	0	+
CF1 Barnshill Close, Cheriton Fitzpaine	0	0	+	0	0
CF2 Land adjacent school, Cheriton Fitzpaine	0	0	+	0	0
CO1 The Old Abattoir, Coplestone	0	0	+	0	+
CL1 Linhay Close, Culmstock	0	0	+	0	0
CL2 Hunter's Hill, Culmstock	0	0	+	0	0
HA1 Land Adjacent Fishers Way, Halberton	0	0	+	0	0

	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport
MO1 Greenaway, Morchard Bishop	0	0	+	0	+
NE1 Court Orchard, Newton St Cyres	0	0	+	+	0
SP1 Former Tiverton Parkway Hotel , Sampford Peverell	0	0	+	+	0
SP2 Higher Town, Sampford Peverell	0	0	+	0	0
SA1 Fanny's Lane, Sandford	0	0	+	0	0
SI1 Land at Old Butterleigh Road, Silverton	0	0	+	0	0
SI2 The Garage, Silverton	0	0	+	0	0
TH1 South of Broadlands, Thorverton	0	0	+	0	+
UF1 Land West of Uffculme, Uffculme	0	0	+	0	0
WI1 Land east of M5, Willand	0	0	+	0	+
WI2 Willand Industrial Estate, Willand	0	0	0	+	0
Comments for Allocation Sites in Villages	All of the rural allocation sites within the Local Plan have a potential positive impact on the protected characteristics. All of the housing allocations have a potential positive impact regarding housing affordability and a number of these sites also have a potential positive impact on sustainable transport, mainly through the provision or retention of pedestrian routes in or around these sites. Rural affordable housing allocations will increase the supply of affordable housing. This has a positive impact, particularly on rural communities, where young people are much less likely to be able to join the housing				

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	ladder, due to high property prices. Policy NE1 has a possible positive impact as it requires the provision of recreational land in the village in the site in the form of sports pitches. Similarly, SP1 has a potential positive impact as the provision of a doctor's surgery on the site is required along with housing. The remaining area of BA2 Bampton Stone Crushing Works is allocated for employment land. Once developed this site will provide job opportunities for local residents, reducing the need for out-commuting to other districts, which is an existing concern. WI1 Willand Industrial Estate will provide job opportunities for local residents, reducing the need for out-commuting to other districts, which is an existing concern.				

Development Management

Development Management Policies	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport	Commentary
DM1 High quality design	0	++	0	0	0	High possibility of a positive impact in regard to the protected characteristics in relation to major development. The policy also requires the creation of safe, accessible places – CABE research (2010) notes that street safety is a particular concern for people who already feel vulnerable through age or disability.
DM2 Renewable and low carbon energy	0	0	0	0	0	Neutral

Development Management Policies	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport	Commentary
DM3 Transport and air quality	0	0	0	0	0	Neutral
DM4 Pollution	0	0	0	0	0	Neutral
DM5 Parking	0	0	0	0	+	Probability of a positive impact on the protected characteristics. The policy sets minimum standards for car parking. The policy therefore should provide a degree of parking provision, increasing accessibility for those with mobility impairment or other disabilities. Local parking standards are set out in a supplementary planning document, taking account of location, dwelling size, and up-to-date information on local car ownership.
DM6 Rural Exception Sites	0	0	+	0	0	Probability of a positive impact on the protected characteristics. The policy permits some market housing on exception sites. Overall, the effect is likely to be one of increasing the number of affordable dwellings that are built. This has a positive impact, particularly on rural communities, where young people are much less likely to be able to join the housing ladder, due to high property prices.
DM7 Traveller	++	0	0	0	0	High probability of a positive impact on the protected

Development Management Policies	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport	Commentary
Sites						characteristics. Policy is restricted to those who meet the Government's published definition of gypsies and travellers, including show people.
DM8 Rural workers dwellings	0	0	0	0	0	Neutral
DM9 Conversion of rural buildings	0	0	0	0	0	Neutral
DM10 Replacement rural dwellings	0	0	0	0	0	Neutral
DM11 Residential extensions and ancillary development	0	++	0	0	0	High Possibility of a positive impact on the protected characteristics. Permitting extensions allows people with disabilities to undertake adaptations to remain within their homes, or for those with larger families to extend their property to accommodate their needs. The policy can also help to off-set issues with over-crowding.

Development Management Policies	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport	Commentary
DM12 Housing Standards	0	++	0	0	0	High possibility of a positive impact on the protected characteristics. The policy requires dwellings to be built with floorspace that allows for adequate movement as set out in the Nationally Described Space Standards. This policy impacts positively on those with mobility impairment or other disabilities in designing homes that can be lived in to accommodate a range of circumstances.
DM14 Town centre development	0	0	0	0	+	Probability of a positive impact on the protected characteristics. The policy requires town centre developments are readily accessible by public transport, walking and cycling. This has a positive impact as town centre locations are better accessed by public transport which is especially important to households which do not own a car.
DM15 Development outside town centres	0	0	0	+/-	+/-	Probability of a mixed impact on the protected characteristics, through taking a sequential approach to town centre development. Town centre locations are better accessed by public transport than out of centre locations but may have less available parking. A proportion of local residents do not own a car and therefore town centre locations may be more accessible. Conversely, those with mobility impairment that own cars may prefer to drive to edge of centre or out of centre facilities where parking is more readily available.
DM16 Fronts of	0	0	0	0	0	Neutral.

Development Management Policies	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport	Commentary
shops and business premises						
DM17 Rural shopping	0	0	0	+	0	Possibility of a positive impact on the protected characteristics, through maintaining access to shops for people who live in rural areas. Some people may rely on their local facilities to meet their day to day needs, and they may not be able to access the larger settlements if they do not own a car. This policy takes a positive approach to protecting the vitality and viability of rural settlements and town centres.
DM18 Rural Employment Development	0	0	0	0	0	Neutral.
DM19 Protection of employment land	0	0	0	+	+	Possibility of a positive impact on the protected characteristics. The policy protects land for employment, which in the longer term should be developed thereby creating jobs for local people. The sites allocated have been located in sustainable locations, which if they were lost to alternative uses, may mean future employment development taking place outside the district. This could result in further out-commuting to sub-regional centres such as Exeter and Taunton. Access to these centres without the use of a car will be very limited for residents that live outside of the principle towns of the district.
DM20	0	0	0	0	0	Neutral.

Development Management Policies	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport	Commentary
Agricultural development						
DM21 Equestrian development	0	0	0	0	0	Neutral.
DM22 Tourism development	0	0	0	0	0	Neutral.
DM23 Community facilities	0	0	0	+	0	Probability of a positive impact on the protected characteristics. Community facilities cover a range of functions that are important for local people, and often operate on an inclusive, equal opportunities basis. The policy also seeks to limit the circumstances in which such facilities could be lost to a community.
DM24 Protection of local green space and recreational land / buildings	0	0	0	+	0	Possibility of a positive impact on the protected characteristics. Land for sport and recreation as well as local green spaces is important for providing opportunities for healthy activities and general well-being. Being able to take part in sporting activities is particularly important for young people. This policy provides protection for these sites, so they can be used for future generations.

Development Management Policies	Ethnicity	Adaptable Housing	Housing Affordability	Protection of facilities/ rural services/ recreational land	Access to public transport/ sustainable transport	Commentary
DM25 Heritage assets	0	0	0	0	0	Neutral.
DM26 Green infrastructure in major development	0	0	0	+	0	Possibility of a positive impact on the protected characteristics. The policy sets out the need for Green Infrastructure (GI). GI is a network of multi-functional green space with recreational, visual and ecological value. Recreational space is important for families and young people, providing opportunities for sport and recreation.
DM27 Protected landscapes	0	0	0	0	0	Neutral.
DM28 Other protected sites	0	0	0	0	0	Neutral.
DM29 Planning enforcement	+/-	0	0	0	0	Probability of a mixed impact on the protected characteristics. Enforcing planning decisions requires an element of discretion on behalf of those determining which complaints to pursue. Detailed consideration of how the enforcement service applies its policies and reduces potential barriers to its service is set out within the Local Enforcement Plan.

Appendix 2

The bodies that the local authority is required to consult when preparing a local plan are set out in the Town and Country Planning (Local Planning) (England) Regulations 2012. These stipulate that when a local planning authority is preparing a local plan a number of prescribed bodies must be consulted. These are called either ‘specific consultation bodies’ or ‘general consultation bodies’.

The local authority maintains a database of all the bodies that it consults. There are just over 3,300 individual entries on this database. The following table summarises the specific and general bodies that are consulted during the plan development process.

Specific consultation bodies	General consultation bodies
The Environment Agency Historic England Natural England Network Rail Highways England Adjoining local authorities including Dartmoor, East Devon, Exeter, North Devon, Taunton Deane, Teignbridge, Torridge, West Devon and West Somerset Devon County Council and Somerset County Council Parish and Town councils – either within, or adjoining Mid Devon The Homes and Communities Agency South West Water	Voluntary bodies – whose activities benefit part of the local authorities area; this typically includes community groups, civic societies, environmental groups Bodies which represent the interests of different racial, ethnic groups or national groups; typically this includes a gypsy and traveller forum and the Devon Racial Equality Council Bodies which represent the interests of different religious groups, for example the Churches Housing Action Team Bodies which represent the interests of disabled persons, for example the Disability Action Group Bodies which represent the interests of persons carrying on business, e.g. Crediton Chamber of Commerce