PLAN MID DEVON 2023 – 2043

Regulation 18 – Issues Consultation Statement

Planning and Compulsory Purchase Act 2004

The Town and Country Planning (Local Planning) (England) Regulations 2012

Regulations 17 and 18

Title of Regulation 18 Local Plan: Plan Mid Devon (2023-2043) Regulation 18 – Issues Consultation
January 2022

August 2022

Contents

1. Introduction

1.1 In February 2021, Mid Devon District Council (MDDC) approved the decision to pursue a new Mid Devon Local Plan (Plan Mid Devon). Plan Mid Devon will set out strategic policies on issues such as housing and employment, allocation of sites for development and Development Management policies[1].

1.2 This Consultation Statement sets out how the Council undertook consultation and engagement to determine the issues affecting the district, in order to inform the preparation of Plan Mid Devon. It describes the key issues raised during the consultation, which will be taken into account during the preparation of draft policies for Plan Mid Devon.

2. Statutory Duties

2.1 The 2022 Plan Mid Devon Issues consultation forms part of the statutory requirements for consultation and engagement. These are set out under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

2.2 The Council has a 'Duty to Co-operate' to work with a number of public agencies and service providers in the plan making process. These bodies are set out in the Localism Act 2011. The Council's planning policy consultation database contains a number of specific and general consultation bodies. These are set out under Regulation 2 of the Town and Country Planning (Local Planning) (England) Regulations 2012. All relevant duty to co-operate bodies specified in the Regulations are held on the consultation database and were contacted at the start of the Issues Consultation.

2.3 This Consultation Statement also demonstrates how the Council has satisfied public engagement obligations in the local planning process. These are set out in the Statement of Community Involvement (SCI) adopted by the Council in August 2020.

3. Regulation 18 Consultation Period and Process

3.1 The Plan Mid Devon 2023-2043 Regulation 18 Issues Paper was published for consultation on Monday 31st January 2022. The Council also published the associated Sustainability Appraisal Scoping Report, and Equalities Impact Assessment Screening Report for consultation during the same period. The consultation was open for eight weeks and closed at 23:59 on Monday 28th March 2022. The consultation was promoted through a variety of methods, in compliance with the Council's Statement of Community Involvement; these are outlined below.

Notifications

(i) **Which bodies and persons were invited to make representations under Regulation 18**
All consultees on the Council's Plan Mid Devon mailing list as of Friday 28th January 2022 were notified via post or email, and invited to make representations. The list includes relevant specific and general consultation bodies, parish and town councils within or adjoining Mid Devon, residents or other persons carrying on business in the area who have requested to be kept informed. Lists of key consultees can be found within Appendix 1.

(ii) **How those bodies and persons were invited to make representations**
The following methods were used to notify consultees:

---

[1] Subject to forthcoming planning reforms

- Letter or email to every person and organisation who appeared on the Plan Mid Devon database, as set out in Section 3.1(i) and Appendix 1

- Information on the Council website

- Press release

- 12 notification posts were made on Facebook

- 12 notification posts were made on Twitter

- 8 informational videos were available to view via the Council's website and YouTube, with links posts on Facebook and Twitter

- Full documents were available to view at Mid Devon District Council, Phoenix House (main office) and all public libraries within the Mid Devon District (including the mobile library), and online at https://www.middevon.gov.uk/residents/planning-policy/plan-mid-devon/

- StoryMaps, a web-based version of the Issues Paper which included maps, graphics and photographs was also available to view via the Council's Plan Mid Devon webpage

- Posters listing 4 public Zoom meetings were sent to parish and town councils

- 2 town and parish council meetings were held via Zoom

Date/Time	Towns/Parishes Represented
Thursday 3rd February 2022 5.00PM – 6.00PM	Bampton, Borden Gate, Coldridge, Colebrooke, Halberton, Holcombe Rogus, Kentisbeare, Thorverton, and Sandford
Tuesday 8th February 2022 5.00PM – 6.00PM	Bow, Coldridge, Culmstock, and Newton St Cyres

- 4 public meetings were held via Zoom

Date/Time	Topic
Monday 7th February 2022 3.30PM – 4.30PM	Introduction to Plan Mid Devon (recorded)
Thursday 10th February 2022 6.00PM – 7.00PM	Climate Change and Plan Mid Devon (recorded)
Monday 14th February 2022 10.30AM – 11.30AM	Introduction to Plan Mid Devon
Wednesday 16th February 2022 6.00PM – 7.00PM	Housing and Plan Mid Devon (recorded)

- 3 public exhibitions were held in the 3 main towns

Date/Time	Location
Thursday 3rd March 2022 9.00AM – 12.00PM	Crediton Lords Meadow Leisure Centre – Sports Hall
Monday 7th March 2022 9.30AM – 12.30PM	Tiverton Mid Devon District Council – Phoenix House

Date/Time	Location
Tuesday 8th March 2022 1.00PM – 4.00PM	Cullompton Cullompton Community Centre – Hillersden Suite

Supporting Documents

3.2 A summary of the Issues Paper was produced in plain English, setting out the purpose of Plan Mid Devon.

3.3 To comply with the Planning and Compulsory Purchase Act (2004), and Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations), all planning policy documents must undergo a Sustainability Appraisal (SA). This ensures that the possible effects on social, environmental, and economic objectives are considered. To achieve this end, a Sustainability Appraisal Scoping Report was published for consultation alongside the Issues Paper. In order to make this report accessible to a wider audience, a non-technical summary was also produced.

3.4 An Equalities Impact Assessment (EqIA) was also undertaken on the Issues Paper, and consulted on during the same period. This was in accordance with the Public Sector Equality Duty set out in the Equality Act (2010). The three aims of the duty are to eliminate discrimination, harassment and victimisation; advance equality of opportunity; and foster good community relations between people. To attain this, the Act defines 9 protected characteristics which all planning policy documents must consider. These characteristics are: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief (including lack of belief); sex; and sexual orientation.

4. Summary of the Main Issues Raised by the Representations

4.1 To assist participants in responding to the consultation, 58 questions were posed. A total of 116 separate individuals and organisations made representations. Responses received were analysed so that the relevant aspects of each representation could be recorded under the appropriate question. Representations received outside of the published consultation period do not form part of this summary.

4.2 Where respondents made comments on more than one section of the Issues Paper, the Sustainability Appraisal, or Equalities Impact Assessment, these have been logged separately, with 2,635 comments recorded. A range of comments were received that were not related to Plan Mid Devon and as such, have not been included within this summary.

4.3 The following summary is a reflection of the issues raised during the consultation and is split into ten sections A-K. A record of duly made representations has been published online.

(A) Plan Mid Devon Vision and Priorities

4.4 This section combines questions featured in Chapters 2 and 3 of the Issues Paper regarding the vision and priorities proposed for the next Local Plan.

Vision

4.5 Of the representations received, the majority of respondents supported the vision presented, while 3 people suggested minor alterations, including setting out the district's position as a 'gateway' to Cornwall and the rest of Devon. Although the majority of responses supported the vision, the following issues were raised:

- Two comments criticised the emphasis on climate change, in contrast this was generally supported
- Vision does not explicitly link to the priorities such as 'health and well-being'
- 'High quality development' should be defined and include the term sustainable
- Role of development in addressing ecological emergency should be included
- Reference to the importance of heritage should be included
- The vision should have a greater focus on rural aspects

Priorities

4.6 Participants were presented with six potential priorities for the next Local Plan to address and given to opportunity to suggest alternatives. Support was high for each of the priorities (Table 1), with support for climate change as the overarching priority. However some suggested that the order should change although the order itself varied between respondents. One person also suggested 'promoting sustainable transport modes and widening travel choices' as an additional priority.

Priority	Supported	Did Not Support
1 Responding to the climate emergency and moving to a net-zero carbon future	95%	5%
2 Delivering development, infrastructure and regeneration to meet our needs	89%	11%
3 Addressing housing affordability and improving choice	93%	7%
4 Protecting and enhancing the natural and built environment, and respecting environmental limits	96%	4%
5 Improving our health and well-being	96%	4%
6 Supporting rural vitality and a prosperous rural economy	97%	3%
- Priority 1 as the overarching/top priority for Plan Mid Devon	72%	28%

Table 1: Support for priorities proposed for Plan Mid Devon

4.7 A range of general comments were also received around the priorities as follows:

- All priorities should be equal
- Topics should be linked such as climate and biodiversity emergencies
- Local Nature Recovery Strategies and Nature Recovery Networks should guide green spaces
- Questioned need for further development

- There is repetition between the priorities
- Include reference to cultural enhancements
- Strategy required attract/retain younger people
- Move to a green, sustainable economy reliant on sustainable agriculture and nature recovery
- Priority 2 should include the word sustainable

4.8 Although there was overall support a number of issues were also raised:

Priority 1
- Priority 1 as the overarching policy obscures other issues
- Too much focus on net-zero carbon, wider issues such as electricity generation and food production
- Could deter brownfield development as harder to assess
- Net-zero unattainable

Priority 2
- Lack of long-term Vision

Priority 3
- Too focussed on affordable housing and doesn't consider market housing
- Competing demands for different types of affordable housing e.g. home ownership and rental

Priority 4
- Respecting environmental limits too ambiguous, replace with 'increase and enhance biodiversity' to support Priority 1
- Decouple agriculture from nature

Priority 5
- Consider this to be individual's responsibility and not a planning issue

Priority 6
- Concerns about the word 'prosperity', suggested 'resilient and sustainable' instead
- Focuses too much on reducing private transport. Working from home, electric/hydrogen cars and digital communications should be considered in this context

(B) Responding to the Climate Emergency and Moving to Net-Zero Carbon

4.9 Chapter 4 of the Issues Paper considered whether policies to address net-zero carbon emissions and Whole Life-cycle carbon impacts of new development should be introduced within the next Local Plan. It also asked which renewable energy technologies should be prioritised within the district and how these should be planned for.

Net-Zero and Whole Life-cycle Carbon

4.10   There was strong support for introducing policy requiring new development to deliver net-zero carbon emissions and a policy to address the Whole Life-cycle (WLC) carbon impacts of a development with fairly even support across the range of WLC policy approaches presented in the Issues paper. Of those supporting the inclusion of these policies, various suggestions were made including:

- That evidence for these policies should be clear, realistic and reasonable
- Off-setting/mitigation should be in place prior to Building Control sign-off
- Measures should discourage soil movement/removal (carbon storage)

4.11 Although there was overall support for these policies, there was a query whether the policies would be required. This is given that energy efficiency and carbon emissions will be covered by Building Regulations and the forthcoming Future Homes Standard. It was also argued that the WLC policy is not a requirement of National Policy. The following issues were also raised:

- Low carbon emissions more cost effective target
- Existing buildings should be repurposed rather than build new ones
- Currently no standardised approach to measuring Whole Life-carbon impacts
- Concerns that new technologies have not been proven
- Lack of resources to enforce planning controls
- Impact on delivering affordable housing
- Should be a phased approach so that the market can adapt, or could lead to supply problems and delay delivery
- Viability testing required; need to balance upfront and long-term carbon costs for materials and building techniques
- Higher insulation standards required

Renewable Energy

4.12 There was strong support for renewable energy but opinions varied as to how these should be planned for and which technologies should be prioritised. Participants were able to choose more than one technology and as such, the figures in Figure 1 below show a percentage out of 61 (respondents) for each option, with support for solar PV scoring highest.

4.13 Of the policies approaches set out in the Issues Paper, support for requiring the Culm Garden Village and all strategic urban extensions to include decentralised renewable or low carbon energy supplies was strongest. With setting out criteria for determining planning applications the next most popular option. A range of suggestions were made as follows:

- No one type fits all, range of renewable energy technologies required
- The best performing and most efficient should be prioritised
- Solar panels should be installed on roofs but not in fields
- Policy support should be given to battery storage

- Inclusion of renewables should be mandatory
- Maximising energy from waste is vital
- Hydro schemes should avoid impact on the water environment
- Must align with the emerging Devon Carbon Plan and thus focus on conserving energy use, and reducing waste, with greater emphasis on reuse and recycling
- Carbon should not be the only focus, wildlife friendly elements should be included
- Existing empty properties should be redeveloped
- Reduce land take by provision of underground garages
- All developments should have a minimum threshold for carbon neutrality
- Retain scrubland, hedges, and trees in developments and minimise hard surfacing. Any hard standing should enable water absorption
- Soils, trees, hedges, woodland, lowland moorland and Culm Grassland should be safeguarded as carbon sinks
- Design new buildings to be energy efficient and low carbon through:
    - Local materials with high thermal properties
    - Solar PV panels, rainwater harvesting and water recycling
    - Oriented for maximum solar gain
    - Introducing external shutters, roofs that shade buildings to avoid overheating
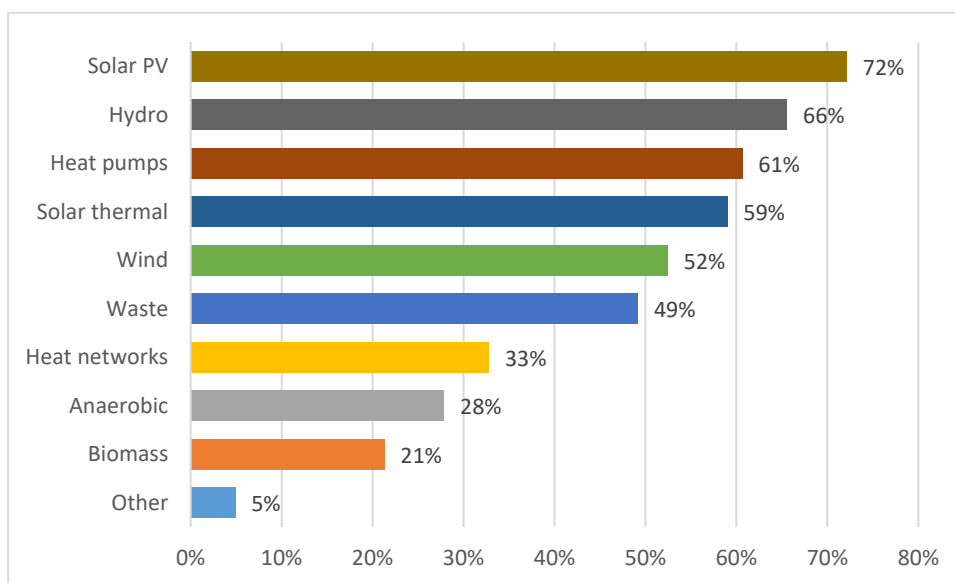   - Passivhaus standard

Figure 1: Preference rating of renewable energy technologies

4.14 Although there was overall support, the following issues were also raised:

- Energy production is of limited use if supporting infrastructure isn't in place
- Energy from waste could be problematic if emissions are not tightly controlled
- Heat pumps are unlikely to provide the level of heating which people expect for their homes
- Biomass crops can cause harm to soils and water quality, and lead to significant carbon emissions; should not displace other land uses into sensitive areas
- Scale of onshore wind farms and solar farms should be limited

- Anaerobic digesters increase heavy goods vehicle journeys and can rely on land take for biomass
- Loss of land for amenity
- Viability testing is required

(C) Meeting our Housing Needs

4.15 Chapter 6 of the Issues Paper centred on how the district's diverse housing needs could be met. The topics covered include build to rent, housing eligibility, accessible and adaptable housing, specialist housing (including community-led and co-housing), custom and self-build, sites for Gypsies and Travellers and Modern Methods of Construction. In general, participants noted that the Council should provide legal and professional guidance on the range of housing types and in some cases coordinate lists of schemes, vacancies and interested parties. It was also identified that conflict might arise with market-led and affordable housing targets across the types of housing.

Build to Rent

4.16 Participants were generally supportive (58.5%) of allocating sites for build to rent properties. However, 23% did not endorse this and 18.5% were either uncertain or did not express a view. Those who agreed tended to be in favour of integrating sites with market housing and providing affordable homes for local people. Support was given to introducing eligibility criteria and including a rent to buy option, with proceeds funding additional build to rent properties. The following additional comments were made:

- Rental housing should be provided by either the Council or housing associations
- Local housing needs for different groups should be informed by robust evidence
- Should be built in small numbers and intermixed with different tenured properties to avoid creating social divide
- Rent levels and security of tenure; should be covenanted to prevent changing to holiday lets
- Exclusion of pets by many private rental companies

Housing Eligibility

4.17 The option of introducing an eligibility criteria met with moderate support (37.5%). 44.5% of participants either did not express a view or stated that they were unsure. 18% did not support this option. Those that provided support were in favour of:

- Prioritising housing for local people, those with a local connection, those on lower salaries (within combined income cap), along with key workers
- Council run accommodation for elderly people with a local connection
- Covenants stipulating the need to have lived and worked in the county for a minimum of 3 years for rented accommodation, and owner occupancy for new build housing

Those who did not agree raised the following issues:

- Additional criteria would impact on viability and delivery timeframes
- The national criteria of 30% should be adhered to
- Robust evidence and viability assessment testing are required
- Too complicated and liable to legal challenge

Accessible and Adaptable Housing

4.18 Strong support (75%) was received for setting a minimum requirement for accessible and adaptable housing, whilst 15% did not support and 10% were uncertain. Those in favour endorsed:

- Constructing inclusive homes which could allow people to remain in throughout their lives, accommodating any health or mobility issues that may arise
- New development to be in easy walking distance of shops and local parks, or is supported by local public transport
- Developed together with a policy setting a threshold for the size and/or location of development where such housing should be included
- Building adaptable housing for old and young people in combined living

4.19 Although there was overall support, comments were raised identifying that criteria should only apply to 25% of new homes and that minimum requirements were already set out in Building Regulations. A number of issues were also raised as follows:

- Location and affordability
- Could limit delivery of affordable homes
- Is there evidence to support its viability and deliverability

Specialist Housing

4.20 Participants were asked about the types of specialist housing needed in the district. A wide range of responses were received, with most support (26%) for older person's accommodation to respond to an ageing population. Different types of dwelling were suggested, including:

- Retirement living and sheltered housing; care and nursing homes; extra care housing; age-restricted housing
- Accessible and adaptable housing
- Single-storey or same-level dwellings to cater for a range of needs
- En suite bedrooms for multi-generational living
- Council/social housing
- Starter homes
- Emergency accommodation and refuges for those in need
- Step down housing for those who are moving on from earlier dependence
- Live/work accommodation
- Co-housing

4.21 Issues were raised regarding:

- Affordability
- Proximity to public transport, local amenities and health services
- Shortage of bungalows within the district

4.22 Participants were also asked whether they thought that there was a demand for senior co-housing communities and whether we should be planning positively for this. 63% of respondents advocated senior co-housing communities to offer greater choice, combat social

isolation and improve well-being, and as bridging a gap between independent living and sheltered housing or care homes, whilst 27% were uncertain. The following issues were raised:

- If not in proximity to existing friends and family would not be right location
- Whether there is evidence of demand or viability
- Age should not be the criteria for co-housing, intergenerational communities have greater benefit

4.23 Participants were also asked whether they supported a One Planet Development Policy with the majority of respondents supporting (53.4%) and equal numbers of people either uncertain or not in agreement (23.3%). However, some respondents stated that they either did not understand the concept or thought it was a good idea but required further detail. A range of comments were made to support the provision of a One Planet Development Policy:

- Setting maximum targets
- Restricting this type of development to individuals and community groups, rather than commercial developers
- Attaching to existing settlements
- Should be temporary dwellings
- Subject to a biodiversity net gain of at least 10%
- Location is key / no development in the open countryside / not on valuable agricultural land

4.24 The following issues were also raised:

- Interpretation of the concept could be subject to abuse
- Question whether this would be enforceable

Custom and Self-Build

4.25 Participants were asked what could be done to support custom and self-build in Mid Devon, in addition to requiring a proportion of development. Suggestions included:

- Allocate sites through the Local Plan
- Permit self and custom build outside, but adjacent to, settlement boundaries on sustainable sites
- Introduce a scheme similar to the one on Exmoor which requires landowners who have gained a significant increase in the value of other land through planning consent, to give over land for self-builds
- Have an exception policy for self/custom build schemes, with a slightly higher affordable percentage that is delivered as an off-site commuted sum
- The Council should provide legal and professional guidance, hold registers of approved contractors, and support the development of financing options
- Ensure they are carefully sited to avoid hindering the main building works

4.26 The following issues were also raised:

- Self and custom build serviced plots on larger residential sites are unlikely to appeal to individuals wishing to build their own home

- Evidence should be demonstrated of the effectiveness of the adopted Local Plan policy requiring 5% custom and self-build plots on sites of 20 or more dwellings

4.27 A range of ideas were also put forward for different types of custom and self-build properties that people would like to see within the district:

- 'Eco-friendly', environmentally sustainable construction and off grid development
- Net-zero or carbon neutral development
- Small scale development
- Affordable
- Community building
- Co-housing schemes
- Local connection or key worker housing
- 'Tiny houses'

Gypsies and Travellers Sites

4.28 Participants were provided with a choice of options regarding the location of Gypsy and Traveller sites. As Figure 2 shows, the greatest support and least resistance was for sites to be identified within the 3 main towns. One respondent however queried whether the Gypsy and Traveller community had been asked which locations they preferred.
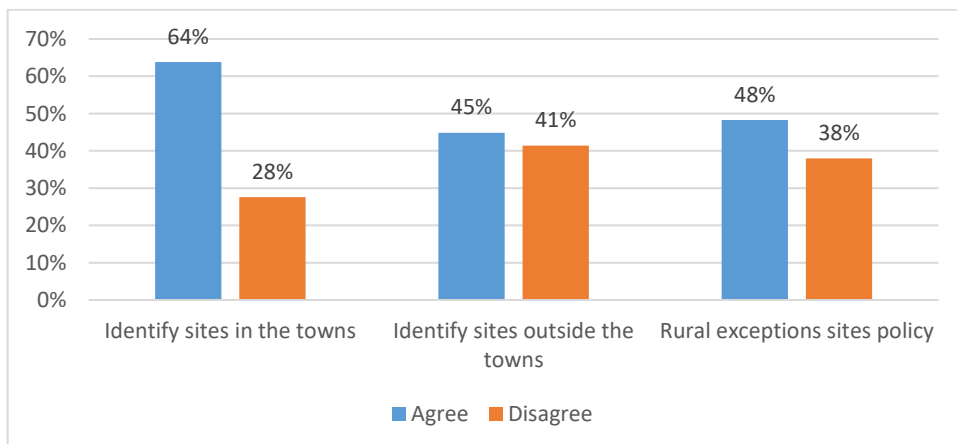

Figure 2: Preferred locations for Gypsy and Traveller sites

4.29 Four suggestions were received regarding potential sites which could provide homes for Gypsies and Travellers, a transit site or emergency/negotiated stopping place, or a yard for Travelling Show People.

- Lords Meadow, Crediton
- Peddlerspool, Crediton
- A377 and A3072 laybys
- Land either side of Old Tiverton Road, by the A3072

Modern Methods of Construction

4.30 Participants were asked whether they should support a policy on Modern Methods of Construction (MMC). Whilst 51% of participants favoured a policy, 33% were unsure and 16% disagreed. Those that supported identified:

- The adaptable nature, sustainable reuse of materials and structural components of MMC was appealing
- Environmental performance and sustainability should be top of the agenda
- They should be aesthetically sympathetic to the surrounding area

4.31 A comment was made that build quality, environmental performance and sustainability were equally possible with traditional construction. It was also raised that a policy should not be introduced but that the market and application of Building Regulations should determine construction. Some argued that MMC should not be mandatory or used in conservation areas. Issues were also raised around:

- Need to ensure individuality and use vernacular materials
- Quality, durability and longevity
- Fire risk in timber-frame buildings

4.32 Respondents were asked what could be done to raise awareness and understanding of MMC in order to realise the opportunities for MMC in the district. Suggestions received included:

- Support for skills training, linking within education and apprenticeships
- Financial incentives to attract MMC companies to the district
- Construct show houses within the towns
- Ensure that designs in MMC can have an appearance in keeping with local character

4.33 However issues were raised over Council resources to enable this and advice from mortgage lenders should be sought prior to policy formation. It was also questioned why this particular area of construction was being promoted.

(D) Supporting our Businesses and Jobs

4.34 Chapter 7 of the Issues Paper concentrated on the economy and included questions around a green economic recovery and how a Local Plan could help commercial development. Chapter 13 'Our Rural Areas and Villages' also included questions regarding rural economic activities, a summary of these comments is also provided below.

Green Economic Recovery

4.35 Participants were asked how they thought we should plan for a green economic recovery in Mid Devon. A range of options were presented and participants were able to choose more than one option and as such, Figure 3 below shows a percentage out of 62 (respondents) for each option, with support for farm diversification scoring highest. Repurposing waste streams received the least interest. Suggestions noted under 'other' included:

- Restricting development to brownfield
- Bringing forward employment land
- The land at Junction 27 should be established as a hub for green technologies
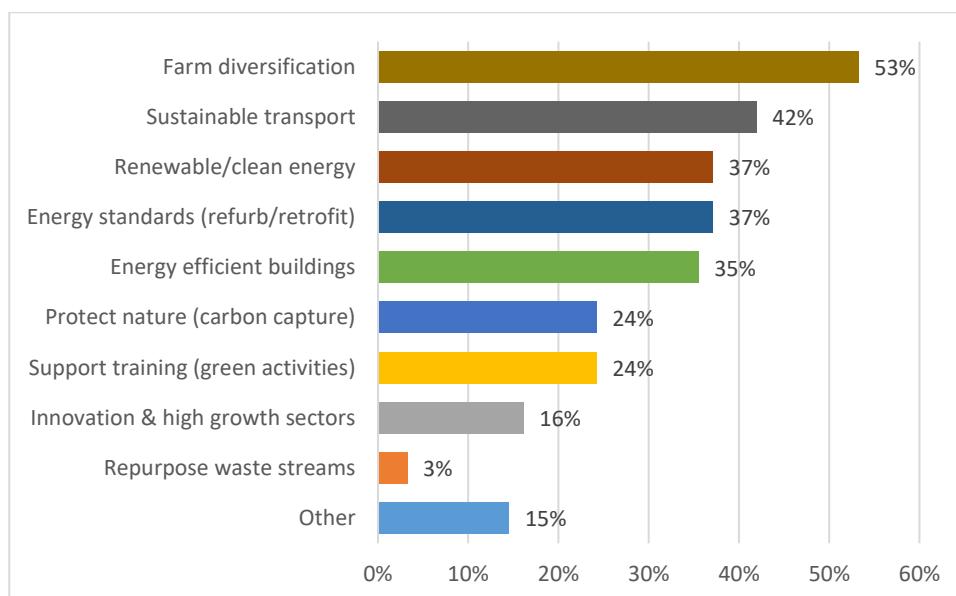- Locating new development near to railway stations

Figure 3: Preferred areas of focus for a green economic recovery

Supporting Commercial Development

4.36 Respondents were asked how the Local Plan could help support commercial development. Options were presented, with participants expressing similar levels of support for co-working space, plots for micro, small and medium units, smaller sites and live-work units (Figure 4).

4.37 Comments included under 'other' proposed:

- Need to deliver employment sites alongside housing development to discourage car usage and prevent 'dead areas' outside of working hours
- Some large sites, mixed with a spread of smaller sites for smaller local businesses
- Focus on developing existing employment clusters
- Repurpose vacant commercial for different types of employment or service provision, e.g., community outreach and business start-up hubs
- Serviced employment sites for local working

- An up to date evidence base including employment land review/studies is required
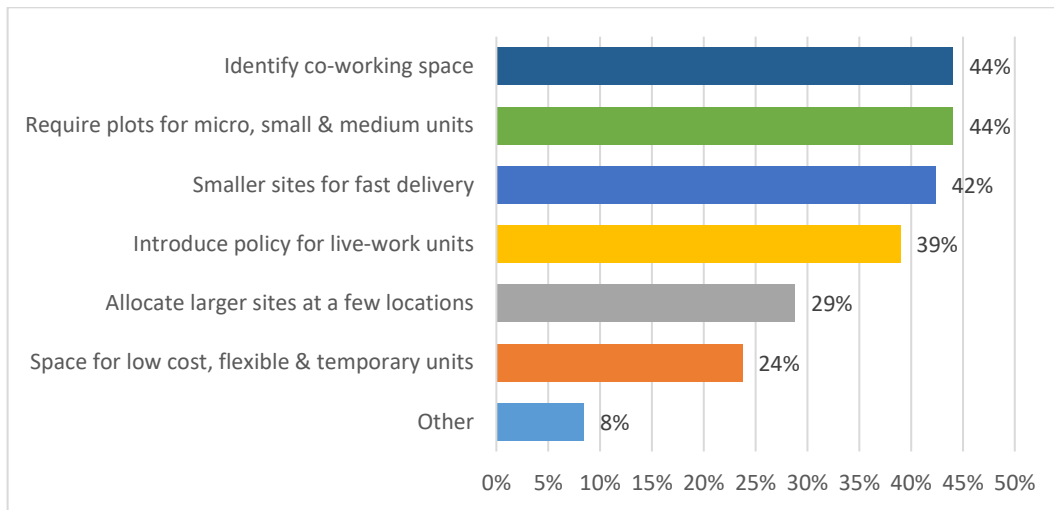

Figure 4: Preferred types of employment sites

Rural Economic Activities

4.38 Participants were asked what types of non-farming activities they thought should and should not be supported in the countryside. Of the activities that should be supported the following suggestions were made, with particular emphasis on providing tourist accommodation and leisure activities:

- Holiday accommodation that is in keeping with the rural environment (natural materials, shepherds huts, etc.) and temporary structures (e.g., camping and glamping)
- Sites for rural pursuits such as fishing or shooting
- One-off events such as festivals
- Hospitality to support tourism
- Promotion of local heritage, e.g., the Grand Western Canal, Tiverton Museum, and Culmstock Beacon
- Craft centres
- Employment hubs and small scale employment units
- Small scale energy generation or energy trials
- Rewilding of unproductive land
- New community orchards, country and forest parks where access to nature is poor

4.39 Respondents were consistent in 'not' supporting the following:

- Activities which generate significant car journeys, or rely on heavy goods vehicles
- Any form of large scale enterprise or development regardless of whether this is industrial, commercial, energy production, waste disposal, mining, oil drilling/fracking, tourist accommodation, or housing
- Development which leads to a reduction in agricultural land, including solar farms
- Motor vehicle sports
- Biomass production
- Blood sports
- Sports facilities located away from the communities who use them

4.40 Participants were also asked how the Council could provide more support for the growth and prosperity of the rural economy. Ideas included:

- Affordable homes for local people, key workers, and younger families
- Improve digital infrastructure
- Targeted advice, grants for start-ups and local projects, and reduced business rates
- Incentivise businesses to employ local people and engage with other local businesses
- Pop up shops and markets in empty commercial properties
- Small scale business parks
- Introduce policy to allow enhancement of existing tourism development, without expansion
- Consider alternative economic models which do not focus on growth
- Work with partners to provide alternative forms of public transport, e.g., post buses
- Improve cycle paths
- Cheap, good quality public transport so people can access jobs
- Encourage local food production, the nation needs to be more self sufficient
- Better understand their rural villages, how they operate and what happens in them

(E) Infrastructure and How We Travel

4.41 This section includes questions taken from Chapters 4, 5, 8 and 12 of the Issues Paper. Questions were asked about infrastructure issues, parking standards, a reduction in the need to travel by car, how we can support electric vehicles and the 20-minute neighbourhood.

Infrastructure Issues

4.42 Participants were asked to consider which infrastructure issues Plan Mid Devon should address, the primary ones are listed below:

- Traffic congestion in towns and M5 junctions
- Road surfaces
- Buses with frequent links to transport hubs and key employment locations
- Cycle and pedestrian networks between villages and towns, and to Exeter and Taunton
- Green energy production
- Digital connectivity
- Community centres or hubs and phasing/delivery of community infrastructure
- Well positioned play space for children
- Healthcare and education provision
- Sewerage and water

4.43 Focussing on digital communications, there was a noticeable preference for fibre broadband, with wireless taking second place, and satellite the least popular option. However, many respondents stated that they simply wanted an improvement to their existing provision.

Parking Standards

4.44 When asked about the top priorities the new Local Plan should address in a review of parking standards, of the 66 people who responded, the majority favoured electric vehicle charging points (Figure 5). A range of 'other' comments were received as set out below with one issue raised over whether the local energy network had capacity for electric vehicle charging points.

- Allow 1-2 cars per household / one space per bedroom for new homes
- Parking that encourages the use of public transport as a part of the journey
- Accessible parking spaces to accommodate people with varying needs
- Some free parking to revitalise town centres
- Safe, accessible cycle parking in public places
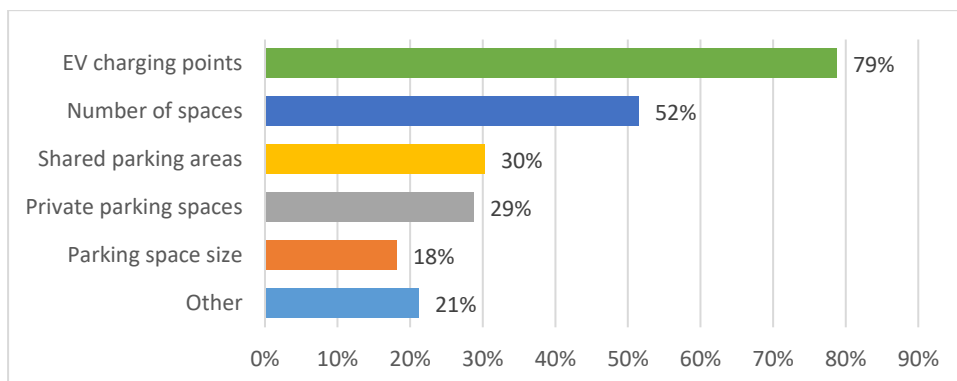- New housing to include provision for bicycle storage

Figure 5: Preferred parking standard factors

Reduction in the Need to Travel by Car

4.45 When asked how reducing the need to travel by car should be planned for, the following comments were received:

- Develop in sustainable locations only
- Restrict ribbon development, favouring clustering around existing settlement and employment centres, and transport hubs
- Plan for 20-minute neighbourhoods
- Pedestrianise town centres
- Provide safe, well maintained walking and cycling routes with cycle parking, linking housing to schools, shops, employment areas, and recreational and sports facilities
- Shuttle bus between Tiverton and Tiverton Parkway railway station
- Reopen Cullompton railway station, upgrade Crediton station, and open more stations on the Okehampton line
- More frequent, reliable, better connected, and lower cost, child-friendly, accessible public transport to extend into evenings
- Community transport and demand responsive travel schemes
- Electric bike hire and charging points
- More extensive and reliable broadband provision
- Support homeworking hubs in towns and villages

Support for Electric Vehicles

4.46 A number of respondents suggested that in order to aid the transition to electric vehicles (EVs), charging points (EVCPs) should be required for all new properties. A range of other suggestions were provided as listed below. However, it was also noted that as of June 2022, this would become mandatory through changes to Part S of the Building Regulations. The issue of the electricity grid requiring an upgrade to cope was also raised.

- Introduce an app showing where EVCPs are within the district
- Support car sharing companies with dedicated parking in urban and village centres
- Install multi-use, fast charging points for all makes and types of electric vehicles
- Stipulate passive EVCPs instead of active ones to futureproof, and smart chargers to reduce peak demand
- Provision of charging points across the district; on main roads, at railway stations, public car parks, and at every village hall
- Introduce a small charge per new dwelling or per sq. m of commercial development to pay for public EVCPs across the district
- Ensure all electricity used for vehicle charging is generated from low carbon / renewable energy
- Consider alternative technologies to futureproof, e.g., Vehicle to Grid (V2G) allows cars to store electricity and feed it back to homes or the grid as required. Combine with solar panels or wind generation

20-Minute Neighbourhood

4.47 Participants were asked how they thought we could achieve a 20-minute neighbourhood. The following comments were received:

- Restrict edge of town developments

- Improve safe pedestrian and cycle connectivity between and within neighbourhoods, especially to town centres
- Reduce high levels of vehicle traffic, particularly from heavy goods vehicles
- Introduce 20mph speed limits in towns
- Ensure that all key services are within walking distance
- Support central community hubs
- Encourage schools to allow public access to their sports facilities outside of school hours

(F) Natural and Historic Built Environment

4.48 Chapter 9 of the Issues Paper focused on the district's natural and historic built environment assets. Topics covered included local green space, biodiversity net gain, tree planting in new development, and protection of the Grand Western Canal.

Local Green Space

4.49 Participants proposed seven areas for potential designation as Local Green Space. These and the reasons why are set out in Table 2.

Location Proposed	Reason
Land between Willand and Cullompton	For recreation and to maintain a buffer between the settlements
Leat Street (Kennedy Way end), Tiverton	Green lawn framed by houses on three sides, acts as a green full stop to Kennedy Way
Land off Park Road, Tiverton	Green field off of Park Road at the end of Old Park, extending a green buffer from the parks when viewed from Bolham Road
Long Plantation between Forches Cross and top of George Hill	No reason provided
Fields between Dulings Farm and Bewsley Hill, Copplestone	Previously considered important enough to the local community to halt a large housing development
Green space in centre of Westleigh, EX16 7HS	Small pleasant green in the middle of Westleigh with some mature sycamore trees
The Village Green, Cheriton Bishop	For recreation

Table 2: Preferred Local Green Space designations

Biodiversity Net Gain

4.50 Participants were asked what level of Biodiversity Net Gain (BNG) the new Local Plan should set with 58% of respondents supporting a higher requirement for biodiversity net gain than the statutory 10% minimum. Targets proposed generally ranged between 20-30%, with 2 participants suggesting 50%, and others simply stating 'as much as possible'. One comment suggested setting higher targets only for larger developments. Comments were also made about concerns around declining biodiversity levels, a need to address climate change and that BNG could support the visitor economy.

Tree Planting

4.51 Introducing a prescribed level of tree planting was strongly supported, with 87% of respondents in favour. However, there was little consensus around what this should entail with comments ranging from 'as many as possible' to 'one tree per ten houses'. The following comments were also made:

- Right tree, right place
- Planting in public spaces
- Enough to make the site carbon neutral
- Aim for 30% of the area to support nature-rich habitats by 2030 (and more beyond that)
- Financial provision is needed to maintain the trees and clear fallen leaves
- Must protect felling of established trees
- Streets should have sufficient room for tree planting and subsequent growth

- Trees should be planted in groups, as woodlands, avenues, or as hedgerows to support tree health and biodiversity, not as single specimens

Grand Western Canal

4.52 People were generally supportive of providing greater protection to the Grand Western Canal, with 29% proposing that the entire length of the canal should be safeguarded from development. However, 12% did not consider additional protection to be necessary, 9% suggested specific locations and the remainder were unsure.

4.53 Areas put forward included the stretch between Whipcott and Lowdwells, in order to preserve the rural character, and the land between Tiverton and Halberton, to retain their distinct settlement boundaries. The area around Manley Lane was also proposed due to existing development pressures. The following comments were also raised:

- Public access to the canal should be protected for leisure and tourism
- Protect the listed bridges by restricting the types of vehicles which can use them
- Restrict development on both sides of the canal from Tiverton basin to Sampford Peverell to critical infrastructure only

(G) Improving Our Health and Well-Being and How Our Places Look and are Used

4.54 This section collates questions taken from Chapters 10 and 11 of the Issues Paper. It focuses on how places can support and enhance health and well-being, and what contributes to attractive environments.

Health and Well-being

4.55 Participants were asked what they thought we should do to encourage and support healthy lifestyles with a series of options presented, these are demonstrated in Figure 6 below. Active travel, open space and food were the top three areas identified. One comment was made that all options presented were needed to form the development of a good place to live and thrive.
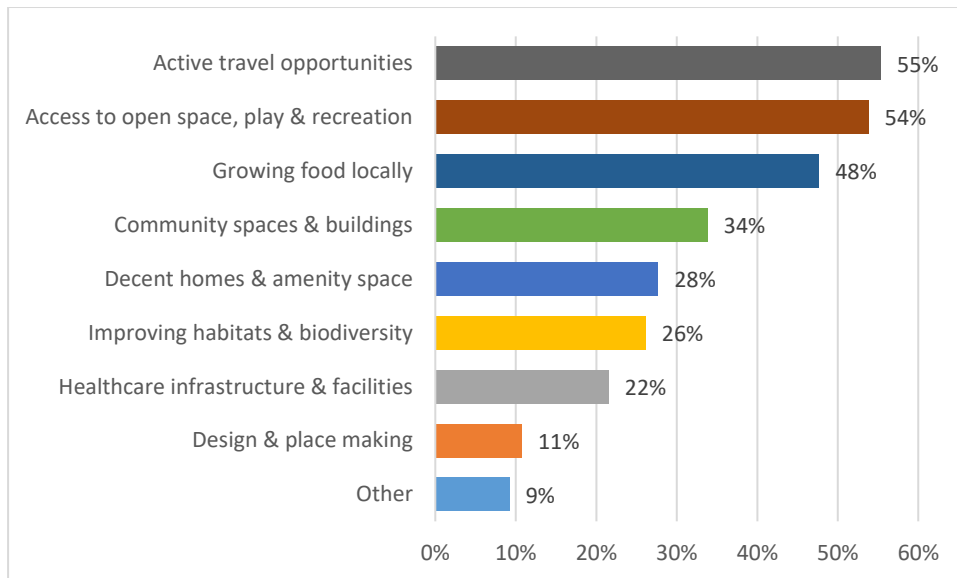

Figure 6: Priorities in planning for health and well-being

Attractive Environments

4.56 National Planning policy and guidance does not define what is meant by 'beauty' in design. Participants were asked what they thought would contribute to create beautiful places and buildings. The following comments were made:

- Buildings in a variety of sizes, styles, colours and materials
- New developments should be in scale with, and complement, the existing character of the area
- Natural local materials
- Generous layout with space between buildings
- Asymmetrical layouts, not uniform
- Trees, hedges, and green space should be visible from every aspect
- Limit vehicle movement and on street parking
- Produce design codes in consultation with local people
- Although subjective a wind turbine can be beautiful

(H) Towns and Their Environs

4.57 Chapter 12 of the Issues Paper focused on developing and enhancing sustainable neighbourhoods within the three main towns, and improving town centre vitality and viability. Half of all survey participants supplied the name of the settlement they lived in. 43% of respondents reside with the 3 main towns, with 56.5% living within the district's rural areas, and 1 participant living outside of the district.

4.58 When asked about what people like most about where they live, responses varied. However, the following comments arose several times: active community; close to amenities; small scale; rural surroundings; proximity to natural and heritage assets; and good links to other towns and cities.

4.59 People were asked how the planning of each of the town centres should be prioritised from a range of options. Participants were allowed to select up to three choices and as such, the figures in Figure 7 show a percentage out of 44 respondents for each option. A consistent hierarchy of priorities emerged for all 3 towns, with supporting a wider visitor experience the most popular choice. The following suggestions were also received for all the towns:

- Encourage urban greening
- Focus on public transport and active travel (cycling and walking)
- Discourage out of town shopping developments
- Invest in encouraging markets, health/fitness centres and music/entertainment venues
- Encouragement and financial assistance should be given to independent shops and business to help them de-risk while setting up
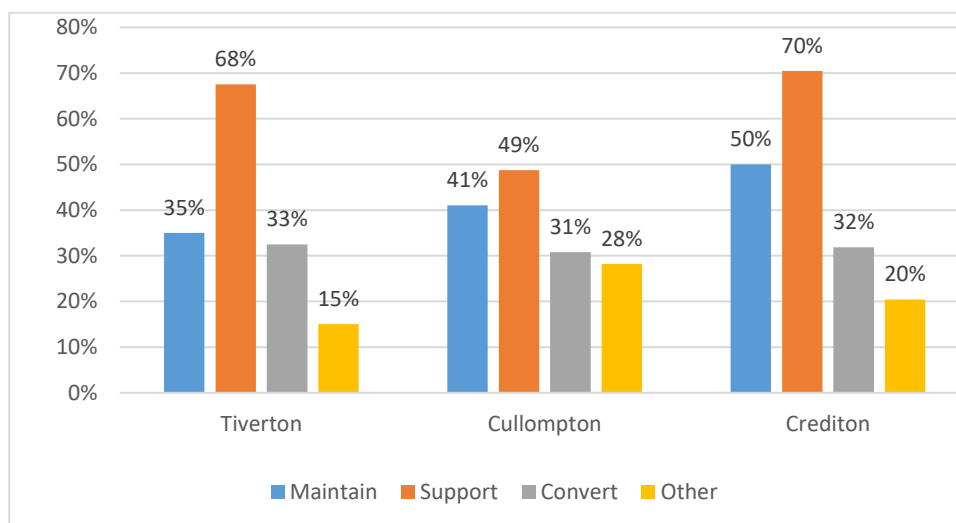

Figure 7: Town centre planning priorities for the main towns

4.60 Specific issues were also raised for the towns as part of this question as follows:

- *Tiverton* – Concern over town centre properties being converted to second or holiday homes with subsequent loss of vitality and viability
- Cullompton – Traffic congestion is an issue and a bypass or traffic management is needed. Cullompton does not have a real centre or focal point.
- Crediton – The dominance of high street vehicle traffic should be reduced. There should be more use of the town square for markets and events.

4.61 Participants were then asked to identify what they thought were the main issues and what opportunities should we consider for each town with a range of options presented. A summary of findings are presented below.

Tiverton
Main issues raised:

- Housing affordability
- Town centre improvements
- Active travel network
- Traffic (speed and congestion)
- Education and healthcare concerns - existing capacity already under pressure

Main opportunities raised:

- Site development on brownfield
- Improve employment opportunities
- Active travel routes
- Riverside access creation
- Conversion of disused petrol station sites to residential use
- Expansion of the recycling centre in line with development growth

Cullompton
Main issues raised:

- Relief road to ease traffic congestion
- Lack of a railway station
- Need to improve Cullompton's town centre
- Need to increase employment opportunities
- Develop / enhance walking and cycling network
- Improve education quality

Main opportunities raised:

- Reopen the railway station
- Constructing a relief road
- Town centre improvements
- Active travel routes
- Green space
- Provision of a swimming pool
- Restrict development to brownfield sites

Crediton
Main issues raised:

- Housing affordability
- Education within Crediton
- Public transport frequency, cost and connections
- Active travel networks
- Air pollution

- Need to retain shops
- Lack of youth services
- Requests for a limited/proportionate scale of development

Main opportunities raised:

- Public transport frequency and connectivity
- Active travel routes
- Limiting development to brownfield sites
- Housing affordability
- To improve traffic congestion particularly the town centre

(I) Rural Areas and Villages

4.62 Chapter 13 of the Issues Paper focused on how Plan Mid Devon could seek to maintain or improve the vitality and accessibility of rural settlements. Questions that were originally included about rural economic activities are presented within Section D 'Supporting our Businesses and Jobs'. In this section questions were asked around which community facilities in villages people thought were at risk of closure or other development, what were the main issues and opportunities facing rural areas and villages, which villages should have more development to support community facilities and how development in one village could support shops and services in another. A question about rural vitality from Chapter 16 is also presented here.

Community Facilities at Risk

4.63 Participants were asked which community facilities they thought were currently at risk of being lost through closure or other development. Shops and pubs were identified as community facilities most at risk in a range of villages, as shown in Table 3. Six participants did not specify either a village or community facility but expressed general concern about loss of shops, pubs, libraries and playing fields.

Village	Community Facility Identified as at Risk
Ashill	Pub
Burlescombe	Primary school, permanent loss of pub (currently closed)
Cheriton Bishop	Village green
Copplestone	Pub
Culmstock	Shop, primary school, scout group, football club, second pub, bus service
Hemyock	Post office, bowling club, cricket club
Holcombe Rogus	Pub (currently closed)
Kentisbeare	Shop, pub, village hall
Sandford	Green space
Willand	Green space

Table 3: Community facilities currently at risk

Issues and Opportunities

4.64 Participants were asked what they thought were the main issues and opportunities in rural areas and villages. A summary of responses received are set out below.

Issues:

- Lack of housing affordability
- Local shops
- Infrequency or absence of public transport
- Poor road surface quality
- Slow broadband speeds
- Employment
- Need for proportionate or limited scale of development
- Loss of social diversity through affordability issues and an ageing population

Opportunities:

- A limited or proportionate scale of development
- Restricting this to existing sustainable locations
- A review of settlement boundaries
- Community facilities
- Affordable housing

Development Supporting Community Facilities

4.65 Seven villages were put forward for further development to support the needs of the local community, with Copplestone receiving four nominations. Village halls and community hubs were noted as important for four of the settlements (Table 4). However, objections were raised to additional development within Culmstock and Hemyock.

Village	Community Facility Required	Reason
Cheriton Bishop	Outdoor leisure facilities (e.g., dog walking field, senior fitness equipment, skate ramps, allotments, community orchards)	To reduce the need to travel to other areas to access these
Copplestone	Village hall Pub Community woodland or green space and additional footpaths	To meet the needs of the current population For recreational use and safety
Lapford	Larger village hall / community hub	Oversubscribed and too small for some activities. Lack of facilities in neighbouring villages.
Sampford Peverell	Car club, electric vehicle charging points	To remove need for private vehicle ownership
Uffculme	Community hub Youth centre	The 'Old Garage' site proposed To provide activities outside of school hours/in school holidays
Willand	Secondary school	To serve the growing population
Zeal Monachorum	New village hall with community shop Car park with electric vehicle charging points Allotments	Constraints to existing village hall and lack of village shop Poor public transport service and over-reliance on on-street parking Existing identified need

Table 4: Villages which could support more development

Development in One Village Supporting Another

4.66 The following seven villages were suggested as suitable for further development in order to support a nearby village as a local service centre: Burlescombe, Coleford, Colebrooke, Copplestone, Culmstock, Halberton and Yeoford. Existing facilities at Burlescombe, Halberton, and Yeoford were given as reasons for additional development. No reasons were provided for the other villages identified.

Measures to Support Viable Communities in Rural Areas

4.67 Participants were asked what measures they thought we should take through Plan Mid Devon to support viable communities in the rural parts of the district. As part of this three options were presented (Figure 8) which included to continue to *restrict* development to the currently designated 22 rural settlements, *identify* certain settlements to grow as service centres or allow *limited* development at more villages and hamlets to meet identified local housing need. An option for 'other' was also presented for which the following comments were made:

- Support community-led affordable housing
- Provide more social and shared ownership housing in villages
- Allow disused buildings outside settlement boundaries to become new homes
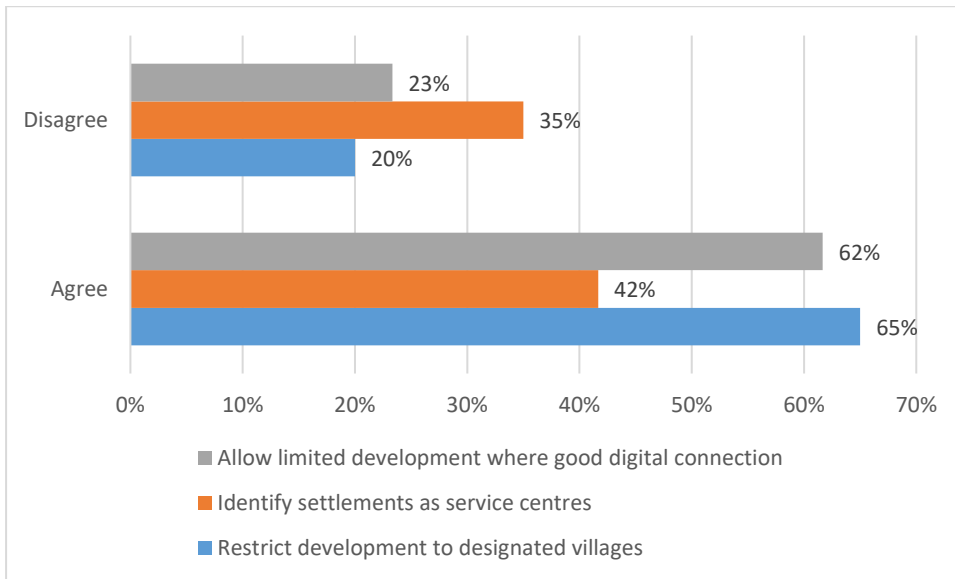- Determine which villages could grow as service centres for surrounding settlements

Figure 8: Preferred measures to support viable communities in rural areas

(J) Strategic Sites and Distribution of Development

4.68 This section combines questions taken from Chapters 14, 15 and 16 of the Issues Paper. It focuses on proposals for Culm Garden Village, strategic land at Junction 27 of the M5, and how development should be distributed throughout the district.

Culm Garden Village

4.69 The following responses were received regarding what should be included in planning Culm Garden Village to ensure its success.

- Active travel routes
- Public transport frequency and connectivity
- Local facilities such as shops, pubs and community hubs
- Green infrastructure and green space
- Education
- Healthcare

Junction 27

4.70 Views were sought over the current adopted policy proposals for Junction 27 of the M5. Options were provided to continue with the current approach, reconsider the approach and 'other'. 22% advocated continuing with the policy whilst 45% supported reconsidering the approach whilst 33% suggested other options. Retail needs have changed, the location is unlikely to support leisure development and the area should remain rural were issues identified with the current approach. Suggestions for different uses included:

- A mixture of employment with some housing
- Industrial and logistics

Distribution of Development

4.71 Participants were asked what other things they thought we should take into account in considering a strategy for the broad distribution of development in the new Local Plan. A summary of comments is provided below:

- Constrain growth to the towns
- Make it easier for individuals to build their own homes where they need them
- Local housing need – new development in villages should prioritise affordable housing for local people or those with a connection to the area
- Large scale developments have not increased the affordable housing stock for renters or owner occupiers and are not effective in providing the right housing mix
- Allocate several small sites in villages for a maximum 5 plots for self-build. On sites of 5 new builds, ensure a mix of housing sizes and types
- Take into account existing employment including links with Somerset West and Taunton and that this may increase
- Decouple infrastructure burdens from multiple ownership allocated sites
- Adopt a zero green field development policy
- Value natural capital, allocate land with the least environmental or amenity value
- An historic environment evidence base is required

(K) Supporting Technical Documents

4.72 The Council published the Sustainability Appraisal / Strategic Environmental Assessment Scoping Report, and the Equalities Impact Assessment Screening Report for consultation during the same period. Both documents support the Plan Mid Devon 2023-2043 Regulation 18 Issues Paper.

Sustainability Appraisal

4.73 The following summarises the comments made on the Sustainability Appraisal:

- Comments around the historic environment:
  - Does not fully address the historic environment
  - Some of the heritage content is out-of-date
  - Caution around stating a definitive number of non-designated heritage assets
  - The settings of the Exmoor and Dartmoor National Parks can also be mentioned
  - Consider the important, positive contribution that the historic environment can make to climate change mitigation and adaptation, especially through the retention, repair, retrofitting and reusing historic buildings in reducing greenhouse gas emissions
  - Discuss how the potential for any negative impacts can be avoided, minimised and mitigated in the new Local Plan
  - Prefer it to be worded as 'Conserving and enhancing the historic environment and delivering a quality built environment' bearing in mind the terms used in the NPPF 2021
- No specific reference to the loss of Best and Most Versatile agricultural land and no reference to improving people's access to nature. It is a key issue
- Objective 'A' should encompass 'enhancement and restoration' of the natural environment
- Further sub-objectives/questions are developed to provide detailed analysis into the sustainability of the plan
- Any monitoring indicators should relate to the effects of the plan itself. These indicators may be appropriate:
  - Biodiversity: Number of planning approvals that generated any adverse impacts on sites of acknowledged biodiversity importance; Hectares of biodiversity habitat delivered through strategic site allocations
  - Landscape: Amount of new development in AONB/National Park/Heritage Coast with commentary on likely impact
  - Green infrastructure: Percentage of the population having access to a natural greenspace within 400 metres of their home; Length of greenways constructed; Hectares of accessible open space per 1000 population
- Add to commentary on Countryside and Rights of Way Act: The Act provides for AONBs. It places a duty on public bodies to have regard to conserving and enhancing natural beauty in exercising any functions affecting these areas
- AONB (and National Parks) should be more than inclusion of a policy referring to these sites; needs to be reflected in the whole approach, through strategy, policies and allocations, and mindful of NPPF para 174 to 177, especially 176
- Appropriate to consider Hemyock differently to others in rural Mid Devon, giving great weight to the AONB status. To some extent, also a key consideration for Culmstock, and to a lesser extent Kentisbeare and Uffculme

- Concerned that 'small site' could be up to 100 dwellings and scored as slight negative impact. For most of Mid Devon, especially the AONB, that scale of development would be significant and the negative impact substantial
- The proposed sustainability objective: "Delivering the necessary infrastructure" is an appropriate objective for capturing the impacts of the Local Plan on the strategic road network

Equalities Impact Assessment

4.74 Safe footpaths and cycle routes would also benefit wheelchair and mobility scooter users was a comment made on the Equalities Impact Assessment (EqIA). A general comment was also made which is considered relevant to the EqIA in which there were concerns expressed for members of the community who are either not IT literate or able to access the internet.

Appendix 1: Key Consultees

In addition to the following consultees, Mid Devon's district Councillors and ninety-one individuals who were registered on the Council's Plan Mid Devon mailing list at the start of the Issues Consultation, were invited to make representations.

Specific Consultation Bodies

Duty to Cooperate

Civil Aviation Authority

Dartmoor National Park Authority

Devon County Council

East Devon District Council

Environment Agency

Exeter City Council

Exmoor National Park Authority

Highways England

Historic England

Homes England

Marine Management Organisation

Mendip District Council

Natural England

NHS Devon Clinical Commissioning Group

NHS England Local Area Team

North Devon District Council

Office of Rail and Road

Plymouth City Council

Sedgemoor District Council

Somerset County Council

Somerset West and Taunton District

South Hams District Council

South Somerset District Council

Teignbridge District Council

Torbay Council

Torridge District Council

West Devon Borough Council

Other Statutory

Advisory Council for the Education of Romany & other Travellers

Blackdown Hills AONB Partnership

Coal Authority

CPRE Devon

Devon County Council - Services for Children (Disability Information & Support)

Devon & Somerset Fire and Rescue Service

Devon and Cornwall Constabulary

Devon Association of Local Councils

Devon Countryside Access Forum

Devon Local Nature Partnership

Devon Partnership NHS Trust

Devon Wildlife Trust

Diocese of Exeter, Church of England

Equality & Human Rights Commission

Forestry Commission

Her Majesty's Prison & Probation Service

House of Commons

London Gypsy Traveller Unit

National Grid

National Trust

Network Rail

NHS Northern, Eastern and Western Devon Clinical Commissioning Group

NHS Property Services Ltd

Office of Rail Regulation

Regulator of Social Housing

Royal Devon and Exeter NHS Foundation Trust

South West Water

Sport England

Torbay and South Devon NHS Foundation Trust

Vodafone Corporate Communications

Mid Devon Town and Parish Councils

Bampton Parish Council

Bickleigh Parish Council

Borden Gate Parish Council

Bow Parish Council

Bradninch Parish Council

Brushford Parish Council

Burlescombe Parish Council

Butterleigh Parish Council

Cadbury Parish Council

Cadeleigh Parish Council †

Chawleigh Parish Council

Cheriton Bishop Parish Council

Cheriton Fitzpaine Parish Council

Clannaborough Parish Council †

Clayhidon Parish Council

Coldridge Parish Council

Colebrooke Parish Council

Copplestone Parish Council

Crediton Hamlets Parish Council

Crediton Town Council

Cruwys Morchard Parish Council

Cullompton Town Council

Culmstock Parish Council

Down St Mary Parish Council

Eggesford Parish Council

Halberton Parish Council

Hemyock Parish Council

Hittisleigh Parish Council

Holcombe Rogus Parish Council

Kennerleigh Parish Council

Kentisbeare Parish Council

Lapford Parish Council

Loxbeare Parish Council †

Morchard Bishop Parish Council

Morebath Parish Council

Newton St Cyres Parish Council

Nymet Rowland Parish Council

Oakford Parish Council

Poughill Parish Council

Puddington Parish Council

Sampford Peverell Parish Council

Sandford Parish Council

Shobrooke Parish Council

Silverton Parish Council

Stockleigh English Parish Council

Stockleigh Pomeroy Parish Council

Stoodleigh Parish Council

Templeton Parish Council

Thelbridge Parish Council

Thorverton Parish Council

Tiverton Town Council

Uffculme Parish Council

Uplowman Parish Council

Upton Hellion Parish Council

Washfield Parish Council

Washford Pyne Parish Council

Wembworthy Parish Council

Willand Parish Council

Woolfardisworthy Parish Council

Zeal Monochorum Parish Council

† omitted as clerk's post vacant at time of issue

Adjoining Parish Councils

Ashbrittle Civil Parish

Ashreigney Civil Parish

Bondleigh Civil Parish

Brampford Speke Civil Parish

Broadclyst Civil Parish

Broadhembury Civil Parish

Brompton Regis Civil Parish

Brushford Civil Parish

Chipstable Civil Parish

Chulmleigh Civil Parish

Churchstanton Civil Parish

Clyst Hydon Civil Parish

Drewsteignton Civil Parish

Dulverton Town Council

Dunkeswell Civil Parish

Dunsford Civil Parish

East Anstey Civil Parish

East Worlington Civil Parish

Knowstone Civil Parish

Luppitt Civil Parish

Nether Exe Civil Parish

North Tawton Civil Parish

Plymtree Civil Parish

Rackenford Civil Parish

Rewe Civil Parish

Sampford Arundel Civil Parish

Sheldon Civil Parish

Skilgate Civil Parish

Spreyton Civil Parish

Stawley Civil Parish

Tedburn St. Mary Civil Parish

Upottery Civil Parish

Upton Civil Parish

Upton Pyne Civil Parish

Wellington Without Civil Parish

West Buckland Civil Parish

Whitestone Civil Parish

Winkleigh Civil Parish

Witheridge Civil Parish

General Consultation Bodies

AgeUK Mid Devon

Carter Jonas

Collier Planning

Crediton Town Team

Devon Communities Together

Devon Ramblers Association

DiAS Devon Information, Advice and Support

EDable Architecture

Grand Western Canal Advisory Committee

Greenslade Taylor Hunt

Hallam Land Management Limited

Hele Conservation Society

Involve Voluntary Action in Mid Devon

Jacobs

McMurdo Land Planning & Development Ltd

Mid Devon Mobility

Montagu Evans

Nexus Planning

Paul Green Planning

PCL Planning Ltd

Randell Burton Architects

Richard Stagg Rural Surveyors

Rull Hamlet Association

SSA Planning Limited

Tetlow King Planning

The Gardens Trust

Tilia Homes

Tiverton & District Community Transport Association (incl. Mid Devon Shopmobility)

Waddeton Park Ltd