

Plan Mid Devon Survey

Submitted By: Anonymous user

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Question 1

Q1 Priority 1] Responding to the climate emergency and moving to a net-zero carbon future

Q1] Do you agree Priority 1 responding to the climate emergency and moving to a net-zero carbon future should be the overarching / top priority for Plan Mid Devon?

Q1 Priority 1] Please state why?

Q1 Priority 2] Delivering development, infrastructure and regeneration to meet our needs

Q1 Priority 2] Please state why?

Q1 Priority 3] Addressing housing affordability and improving choice

Q1 Priority 3] Please state why?

Q1 Priority 4] Protecting and enhancing the natural and built environment, and respecting environmental limits

Q1 Priority 4] Please state why?

Q1 Priority 5] Improving our health and well-being

Q1 Priority 5] Please state why?

Q1 Priority 6] Supporting rural vitality and a prosperous rural economy

Q1 Priority 6] Please state why?

Q1] Are there other priorities that we should include instead, please state why?

Question 2

Q2] What parts of this vision do you think should be kept and what parts should be changed, and why?

Question 3

Q3] Do you think that the Local Plan should introduce policies requiring that all developments which propose the construction of new homes or non-residential floor space will be designed, constructed and will perform to deliver net-zero carbon emissions?

Q3] Please provide your reasons

Question 4

Q4] Do you think that the Local Plan should introduce a policy to address the Whole Life-cycle carbon impacts of a development?

Q4] Do you think we should take the following approach(es)?

Q4] Do you have any other comments on Whole Life-cycle carbon impacts, or which circumstances each of the three approaches might apply?

Question 5

Q5] How do you think we should plan the future of Mid Devon to help reduce the need to travel by car?

Question 6

Q6] How do you think the new Local Plan should plan for renewable energy developments?

Q6] Comments

Question 7

Q7] Which renewable energy technologies should be prioritised in Mid Devon?

Q7] Comments

Question 8

Q8] Are there any other measures in relation to the development and use of land and buildings that you think the Local Plan should consider to help address climate change and help us move towards a low carbon future?

Question 9

Q9] Which new technologies and/or digital communications are most important to you and you think we should encourage/support through the new Local Plan?

Question 10

Q10] Do you think that Plan Mid Devon should explore allocating sites in the Local Plan for Build to Rent homes?

Q10] Comments

Question 11

Q11] Do you think that the new Local Plan should introduce additional eligibility criteria in addition to the national criteria referred to in the issues paper?

Q11] Comments

Question 12

Q12] Do you think that Plan Mid Devon should set minimum requirements for accessible and adaptable housing?

Q12] Comments

Question 13

Q13] Which types of specialist housing do you think we need more of and why?

Question 14

Q14] Do you think that there is any demand for senior co-housing communities in Mid Devon and is this something we should be planning positively for?

Q14] Comments

Question 15

Q15] In addition to requiring a percentage as custom and self-build on larger sites, what else can the Council do to support custom and self-build in Mid Devon?

Question 16

Q16] What types of custom and self-build would you like to see more of in Mid Devon?

Question 17

Q17] What can Plan Mid Devon do to support community-led, co-housing and custom and self-build projects?

Question 18

Q18] Do you think that Plan Mid Devon should include a policy to support Modern Methods of Construction?

Q18] Comments

Question 19

Q19] What do you think we can do to raise awareness and understanding of MMC and realise the opportunities for MMC in Mid Devon?

Question 20

Q20] Do you think that Mid Devon should introduce a 'One Planet Development' policy that would provide scope for modest scale low impact, land based developments in the countryside, subject to strict requirements?

Q20] Comments

Question 21

Q21A] Identify sites in the three main towns - Tiverton, Cullompton, and Crediton

Q21B] Identify sites outside the main towns in rural and semi-rural locations

Q21C] Include a policy for rural exceptions sites to meet local traveller needs

Question 22

Q22] Are you aware of a site that you think may be suitable to provide homes and Gypsies and Travellers, a transit site or emergency / negotiated stopping place, or a yard for Travelling Show People?

Q22] Please tell us where the site is and which use you think it might be most suitable for

Question 23

Q23] How do you think we should plan for a green economic recovery in Mid Devon? Please select 3 priorities

Question 24

Q24] Which of the following ways should the new Local Plan help commercial development across the district?

Q24] Comments

Question 25

Q25] What do you consider to be the key infrastructure issues that Plan Mid Devon needs to address?

Question 26

Q26] Please select your top three priorities for the new Local Plan to address in a review of parking standards.

Question 27

Q27] Do you have any comments on how Plan Mid Devon can help the transition to electric vehicles?

Question 28

Q28] Is there any other areas in Mid Devon that you think should be designated as a 'Local Green Space'?

Q28] Please tell us why you think this area?

Question 29

Q29] What do you think is the minimum level of Biodiversity Net Gain that the new Local Plan should set? (please select one)

Q29] You selected 'More than 10% Biodiversity Net Gain', so what do you think this should be and why?

Question 30

Q30] In addition to securing tree planting along new streets and walking / cycle paths and as part of green infrastructure, should Plan Mid Devon include a prescribed level of tree planting in new development?

Q30] If Yes, please tell us what level you think this should be and why?

Question 31

Q31] Are there any specific parts of the Grand Western Canal that should be given more protection and why?

Question 32

Q32] Please select what you think should be the top three measures in terms of their importance in the planning our places to encourage and support healthy lifestyles

Question 33

Q33] National Planning policy and guidance does not define what is meant by 'beauty' in design. What aspects of design, such as layout, architecture or landscape elements, do you think would contribute to create beautiful places and buildings?

Question 34

Q34 TIVERTON]

Q34 CREDITON]

Q34 CULLOMPTON]

Question 35

Q35] Which town (or village or rural area) do you live in?

Question 36

Q36] What do you like most about where you live?

Question 37

Q37] How do you think we could achieve a 20 minute neighbourhood where you live to make it more sustainable?

Question 38

Q38] What do you think are the top 5 main issues affecting Tiverton and its environs that need to be addressed in a new Local Plan? Please rank these in order of importance (1 = most important, 5 = least important)

1] 2] 3] 4] 5]

Question 39

Q39] What do you think are the opportunities for us to consider in the future planning of Tiverton and its environs, including locations that may be suitable for development?

1] 2] 3] 4] 5]

Question 40

Q40] What do you think are the top 5 main issues affecting Cullompton and its environs that need to be addressed in a new Local Plan? Please rank these in order of importance (1 = most important, 5 = least important)

1] 2] 3] 4] 5]

Question 41

Q41] What do you think are the opportunities for us to consider in the future planning of Cullompton and its environs, including locations that may be suitable for development?

1] 2] 3] 4] 5]

Question 42

Q42] What do you think are the top 5 main issues affecting Crediton and its environs that need to be addressed in a new Local Plan? Please rank these in order of importance (1 = most important, 5 = least important)

1] 2] 3] 4] 5]

Question 43

Q43] What do you think are the opportunities for us to consider in the future planning of Crediton and its environs, including locations that may be suitable for development?

1] 2] 3] 4] 5]

Question 44

Q44] Which community facilities in village(s) in Mid Devon do you think are currently at risk of being lost through closure or other development?

Village: Community facility currently at risk:

Question 45

Q45] What do you think are the top 5 main issues affecting the rural areas and villages in Mid Devon that need to be addressed in a new Local Plan? Please rank these in order of importance (1 = most important, 5 = least important)

1] 2] 3] 4] 5]

Question 46

Q46] What do you think are the opportunities for us to consider in the future planning of the villages in Mid Devon, including locations that may be suitable for development?

1] 2] 3] 4] 5]

Question 47

Q47] Which village(s) in Mid Devon do you think should have more development to support the provision of new and improved community facilities, and why?

Village: Community facility needed: Reason why:

Question 48

Q48] Please tell us where more development at one village in Mid Devon could help sustain local shops and services at a village nearby?

Question 49

Q49] What types of non-farming activity do you think should be supported in the countryside and why?

Question 50

Q50] What types of non-farming activity do you think should NOT be supported in the countryside and why?

Question 51

Q51] How should the Council provide more support for the growth and prosperity of the rural economy?

Question 52

Q52] What things do you think should be included in the planning of the Culm Garden Village to make it a successful place to live, work and visit? Please rank in their order of importance (where 1 is the most important)

1] 2] 3] 4] 5]

Question 53

Q53] Do you think we should:

Q53] Comments

Question 54

Q54] Continue to restrict development to the currently designated 22 rural settlements based on their level of services

Q54] Identify certain settlements to grow as service centres for a local hinterland including nearby villages and hamlets

Q54] Allow limited development at more villages and hamlets to help meet identified local housing need, where these have good digital communications (broadband / wireless internet / satellite)

Q54] Other, please tell us what this is and why

Question 55

Q55] What other things do you think we should take into consideration in a strategy for the broad distribution of development in the new Local Plan for Mid Devon?

Question 56

Q56] Are there any other issues that we have not identified or other matters that we have not discussed which you think are important to the future planning of Mid Devon? Please tell us what these are and why?

Question 57

Q57] Comments on the Sustainability Appraisal

Question 58

Q58] Comments on the Equalities Impact Assessment

Please upload any attachments if you have additional comments

DCAF Planning Position Statement rev. 2015 FINAL.pdf, 0.23MB

Disability Access Position Statement rev. 2021 FINAL.pdf, 0.29MB

DCAF Neighbourhood Plans position statement rev. 2020 FINAL.pdf, 0.31MB

Would you like a copy of your response emailed to you?

Please provide an email address for us to send it to



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NEIGHBOURHOOD PLANS

Thinking about recreation and access

The Devon Countryside Access Forum is a statutory forum under the Countryside and Rights of Way Act 2000. Its members are volunteers appointed by Devon County Council to provide independent advice on “the improvement of public access to land for the purposes of open-air recreation and enjoyment.” The members represent the interests of land managers, access users and other interests such as tourism.

The Localism Act 2011 provides the opportunity for communities to draw up a Neighbourhood Plan and have more say in where development is located, subject to certain limitations. Plans need to support the strategic development needs set out in the Local Plan (district/borough council) and to plan for local development in a positive manner.

Looking at the provision of public rights of way and green space is an important part of each Plan as these offer opportunities for people to exercise and gain health benefits.

Checklist

What's there already?

- Map **public** green space areas within the Plan area (including woods, parks, playing fields, public rights of way and cycle/multi-use trails);
- recognise the importance of areas shown on the map and protect them, where possible, from development;
- recognise other routes, such as Unclassified Unsurfaced County Roads, and their contribution to recreational opportunities; and
- consider designating important and special open areas as Local Green Space, in consultation with the district council. [Open space, sports and recreation facilities, public rights of way and local green space - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

Improving what's there - be aspirational but ensure your proposals are realistic and achievable.

Don't forget you are dealing with land that is owned by someone, whether that's a farmer or another individual/body. Consult closely with them at an early stage. Some improvements require permission or need to go through a legal process.

- Consider the improvement or upgrading of routes, for example
 - improving the surface to allow all year round use;
 - designing new routes to the requirements of those with mobility needs, and in the improvement of existing routes;
 - upgrading to permit horse riding or cycle use.
- use the 10 Steps Guide, produced by Devon County Council, to achieve neighbourhood improvements; [Community Paths - a 10 step guide](#)

- look at Devon County Council's Rights of Way Improvement Plan to give you some ideas; [Rights of Way Improvement Plan and policy - Public Rights of Way \(devon.gov.uk\)](https://www.devon.gov.uk/rights-of-way-improvement-plan-and-policy)
- consider creating off-road routes to the school or other facilities to reduce car use;
- seek to develop important linking routes on a permissive basis, in agreement with landowners;
- try to find circular routes to encourage healthier lifestyles and minimise car use;
- seek to secure the safety for rights of way users where routes meet or run alongside busy or dangerous roads.

New development areas

- check new development proposals include safe and high quality provision for cycling and walking routes linking housing to schools, shops, employment areas, recreational and sports facilities and rights of way/greenspace;
- seek to ensure sufficient areas of greenspace;
- consider better provision for dog walkers to discourage fouling of other areas.

[planningfordogownership.pdf \(hants.gov.uk\)](https://www.hants.gov.uk/planningfordogownership.pdf)

Funding

- new housing developments within the neighbourhood will be subject to payment of a Community Infrastructure Levy. Communities with a Neighbourhood Plan receive 25% of the Community Infrastructure Levy. Discuss opportunities for using this money for rights of way and greenspace improvements with the District Council and any developer.
- investigate local trusts and other grant awarding bodies such as companies which distribute landfill tax to community projects or have their own community fund.

[Directory of Social Change - The Complete Fundraising Handbook \(dsc.org.uk\)](https://www.dsc.org.uk/) (available in libraries).

Legislative Framework – brief notes

Proposals for new or improved public rights of way will need to go through a legal process unless they are modest changes, such as replacing stiles with gates (in which case the landowner must give consent).

There are a number of processes and Acts that may impact on public rights of way proposals in the Neighbourhood Plan but the most important ones are below:

- a permissive agreement for a route, agreed with the landowner.
- an agreement between the landowner and the Parish Council (Highways Act, section 30). A footpath or bridleway could be added to the Definitive Map through this process and is the quickest way to create a legal route beneficial to the community.
- Creation Agreements between the landowner and Devon County Council under the Highways Act 1980, section 25.
- applications can be submitted to Devon County Council to add an unrecorded route to the Definitive Map (the legal record of public rights of way) or upgrade it, for example from a footpath to bridleway, under Schedule 14 of the Wildlife and Countryside Act 1981. Applications are based on evidence that such rights exist.
- Section 257 of the Town and Country Planning Act 1990 gives local planning authorities the power to extinguish or divert footpaths, bridleways or restricted byways where necessary to enable a development to proceed.

[Rights of way circular \(1/09\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/rights-of-way-circular-109)

It's a complex area so please consult with the Public Rights of Way section at Devon County Council to discuss the best options for your community proposals.

Tel: 0345 155 1004 E-mail: prow@devon.gov.uk

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POSITION STATEMENT ON LOCAL DEVELOPMENT FRAMEWORKS AND MAJOR DEVELOPMENTS

2015

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000. Its remit is to give independent advice “as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area...” The Forum currently has fifteen members, appointed by Devon County Council, who represent the interests of land managers, access users and other interests such as tourism and conservation.

The Devon Countryside Access Forum recognises that not all these points will necessarily fall within the remit of the authority in all instances. However, where the authority is exercising its function as a planning authority, or is developing strategic principles and policies, the DCAF advises that these considerations are taken into account.

Reducing car use and improving health through the provision of access

Thinking about the creation or improvement of access routes in conjunction with a major planning application, or as part of strategic policy, provides an ideal opportunity to re-assess current provision. The DCAF advises that there are a number of essential stages in the process which will assist in maximising potential outcomes.

The DCAF advises that the council should:

- encourage developers to create plans incorporating best practise and innovation in the provision of access routes;
- ensure liaison and consultation takes place with any affected landowners and land managers at the earliest opportunity when new routes are being explored, and prior to any routes being included in policy documents;
- consult with any affected landowners and land managers where there are proposals to promote existing routes or designate them for particular purposes;
- consult the local community;
- seek opportunities to expand provision through relevant grants and other funding mechanisms;

The DCAF advises that the council should;

- maximise opportunities for walking and cycling within villages and towns. This would accord with the Government health agenda and sustainability proposals embedded in the National Planning Policy Framework;
- identify strategic walking and cycling routes within settlements and ensure these link to surrounding rural areas and the rights of way network. Wherever possible routes should be multi-use, allowing access for all users, in accordance with Devon County Council's Rights of Way Improvement Plan. (Multi-use means use by all users: walkers, cyclists, horse-riders and those using wheelchairs, mobility scooters or buggies);
- ensure new development proposals include safe and high quality provision for cycling and walking routes linking housing to schools, shops, employment areas and recreational and sports facilities;
- seek to develop circular multi-use routes within settlements to encourage healthier lifestyles and minimise car use;
- encourage opportunities to develop, facilitate and promote the National Cycle Network and its integration with other forms of transport;
- give adequate consideration to the requirements of those with mobility needs in the design of new walking, cycling and multi-use routes, and in the improvement of existing routes.
- explore opportunities for locally important or strategic routes along former railway lines and canals.

Existing Rights of Way and other access opportunities

The DCAF advises that the council should;

- recognise the rights of way network and its contribution to health, tourism and sustainability;
- protect the rights of way network from development proposals;
- ensure new housing developments link to the rights of way network, where possible;
- seek to improve the safety for rights of way users where routes meet or run along roads;
- explore integration of transport links with rights of way, particularly strategic long distance routes;
- recognise other routes, such as unsurfaced Unclassified County Roads, and their contribution to recreational opportunities.

Other recreational space

The DCAF advises that the council should;

- identify access land (open country and registered Common Land) and highlight the opportunities this affords for recreation;
- draw attention to permissive access opportunities, for example on farmland, in Forestry Commission woodlands and elsewhere;
- recognise the importance of green space, green linkages, playing fields and other similar areas and protect these from development;
- map and indicate legal uses of green space areas within the plan area;
- seek to develop green recreational areas within new housing and employment sites.

Up-to-date statistical information on a range of issues to support these statements is available.



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Devon Countryside Access Forum

Physical Disability Access Position Statement

The Devon Countryside Access Forum recognises that everyone, whether residents or visitors, should be able to enjoy recreation in Devon's natural environment.

The issue

This Position Statement sets out recommendations for improving access to the countryside for people with limited mobility, including on Public Rights of Way and cycle/multi-use trails, and points readers to more detailed information.

Although this Statement focuses particularly on physical disabilities, it is worth noting that limited mobility affects a range of people, including parents with children in buggies; elderly or frail people, who might use an electric mobility scooter or wheelchair; and people with walking aids. Improving access for wheelchairs and large off-road electric mobility scooters can improve access for all.

Research shows that people with limited mobility are less likely to say they can access 'green spaces' and are less likely to visit the countryside. This is because they experience barriers that can be impossible to navigate. Barriers can include:

- stiles;
- steps;
- narrow gates, entrances, paths and exits;
- difficult or high handles and latches on gates;
- logs or earth mounds;
- steep gradients and cross-gradients; and
- overgrown vegetation.

The DCAF recognises that there are some routes that cannot be made accessible because of flights of steps or unavoidably narrow sections. However, many barriers can be removed at relatively low cost, opening up significant areas of countryside to more disabled people. The aim should be to achieve the least restrictive option.

Disabled people are now benefiting from ongoing technological improvements in mobility aids. Now, electric and all terrain scooters/buggies, such as the off-road Trampler, can cope with more challenging gradients (25%) and cross gradients as well as having good ground clearance. All-terrain type scooters are quite capable of going across grass fields and open moorland. Such off-road scooters can even manage distances of 20 to 40 miles. A modest improvement to a gate may open up more extensive areas for access.

Access managers often under-estimate the capability of this new generation of off-road mobility scooters and may think access cannot be improved if routes are not suitable for wheelchairs, whereas it is highly likely that a Trampler off road scooter could cope adequately.

Making improvements

Major modifications to routes using very specific criteria are often inappropriate, especially in rural areas, or very expensive but relatively minor changes can often result in a much more accessible and enjoyable route, particularly for people with all-terrain scooters.

Improvements must be agreed with landowners and should consider how disabled people might be able to access the route while maintaining necessary measures to control farm animals and any vehicles. In some instances, changes will not be possible. Historic or locally important structures should be respected.

Some possible improvements include:

- Replacing stiles and kissing gates with 1.5 m wide gates with good latches and trombone handles. Where self-closing gates are required a two-way gate is preferable. Kissing gates that can be operated by radar keys may be an option in some locations. (e.g. National Trust Parke estate and Fremington Quay nature reserve). Latches are often over-looked but can ensure gates can be easily opened and closed. They should be positioned where they can be reached and in good condition. Long handles which can be reached at different heights are useful to open gates.
- Ensuring the path width and surface are suitable for wheelchairs, buggies and trampers helps many people. This does not mean that a route requires a road surface – minimising puddles, roots and ruts may be all that is needed. Many disabled people still want a countryside experience.
- Ramps rather than steps on approaches to bridges would greatly assist those with disabilities. Where steps are unavoidable, rest or landing areas should be included or there should be signposting to an alternative reasonable route.
- DCAF advises site managers to explore options for facilitating access for Trampler all terrain mobility scooters or making these available for hire, as has been successfully developed by Countryside Mobility South West.
- Routes for cyclists should take into account reclining bikes, trikes and modified bikes as well as Trampler type mobility scooters. These can be longer, lower or wider than a standard bike when navigating a gate or turning space.

Planning for better access

The Forum advises that improvements to Public Rights of Way should incorporate the highest possible access standards from the outset, and that managers should regularly consider potential enhancements. For example, Parish Councils may be planning improvements to Public Rights of Way through Neighbourhood Plans and should consult disabled people on changes. This will ensure costly mistakes that inhibit access are avoided and that people are informed where it is not possible to make an adjustment and improvement. In planning or designing *new* routes the above recommendations should be considered from the beginning to achieve the highest standards possible. Several organisations have good practice guides to ensure disability access standards can be implemented.

It is also worth noting that improving access to the countryside isn't necessarily limited to improving paths and gateways. People with limited mobility may have other needs too. There are additional aspects to consider and these include:

- Connectivity (access to the site via accessible public transport, disabled parking bays or safe paths).
- Rest (stopping off points such as picnic tables, pubs, cafes and wheelchair (or mobility scooter) accessible toilets).
- Information (providing clear, easy to read information about the route or site so that people can plan their visit with confidence and consider making information usable by visually sighted and/or deaf persons)
- Sensory enhancements such as scented plants for visually impaired people. Also, suitable lighting and clear edges to paths in urban areas.

Legislation

Under the Equality Act 2010, Public Authorities (including County, District, Town and Parish Councils) have a pro-active legal duty to advance equality for disabled people. This includes meeting disabled people's needs. The Act also places a requirement on providers of services to the public to ensure people are not unlawfully discriminated against and that reasonable adjustments are anticipated and made for disabled people. Landowners who have public access or public rights of way across their land are not providers of public services, and therefore cannot be obliged under the Act to make reasonable adjustments, for example by changing a stile to a gate. Landowners who provide permissive access must comply with the Equality Act by considering what reasonable adjustments can be made for disabled people. However, this does not oblige them to put in place anything that would be an unreasonable cost, ineffective or impractical. More information:

[Home Page | Equality and Human Rights Commission \(equalityhumanrights.com\)](https://equalityhumanrights.com)

[Equality Act 2010 \(legislation.gov.uk\)](https://legislation.gov.uk)

[Equality legislation - Equality and Diversity \(devon.gov.uk\)](https://devon.gov.uk)

The Department of Transport legislation states that Class 3 mobility scooters must have a maximum speed of 4 mph on pavements and 8 mph on roads, a width of 85 cm and an unladen weight of 150 kg. This class includes Tramper mobility scooters and the TGA 3 wheel Supersport.

[Mobility scooters and powered wheelchairs: the rules: Rules for class 3 invalid carriages - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

Best Practice

For photos showing good practice and details of wheelchair and mobility scooter specifications see the DCAF website [Devon Countryside Access Forum - Public Rights of Way](#)

For more comprehensive information on standards, particularly when establishing a new route, see:

- Disabled Ramblers UK
disabledramblers.co.uk
The Disabled Ramblers helps mobility-challenged people get back out into the countryside. Disabled ramblers have several categories of footpath from level 1 for manual wheelchairs to level 3 for off road scooters. Full details are on the website. One useful guide is their publication on Man-made Barriers and Least Restrictive Access [Access \(disabledramblers.co.uk\)](http://disabledramblers.co.uk)
- Natural England's Trial of self-closing bridlegates
[A trial of self-closing bridlegates: 2015 - JP018 \(naturalengland.org.uk\)](http://naturalengland.org.uk)
The summary and conclusions make recommendations for disability access following a trial involving walkers, horse-riders, cyclists, disabled users and landowners.
- Sensory Trust information fact sheets
[Advice and guidance – Sensory Trust Guides](#)
These include advice on access design, accessible green space, access to the countryside, seating and shelter and access to historic landscapes.

For more general information on current initiatives in Devon which benefit disability access see:

- Countryside Mobility SW (tramper buggy hire project)
[Welcome to Countryside Mobility | Countryside Mobility](#)
- Living Options Devon Heritage Ability project
[Heritage Ability | Countryside Mobility](#)

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