



Devon Countryside Access Forum
Lucombe House
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Sixty-Fifth meeting
Devon Countryside Access Forum

Committee Room, County Hall, Topsham Road, Exeter EX2 4QD

Monday, 18 September 2023 at 10.00 am

The meeting will be open to the public in accordance with provisions of reg.7 of The Local Access Forums (England) Regulations 2007 (under s 94 and 95 of the Countryside and Rights of Way Act 2000).

A G E N D A

1. Apologies
2. Declarations of interest
3. To approve minutes of meeting held on 24 April 2023 (Pages 1 - 12)
4. Matters arising
 - 4.1 Tamara Coast to Coast trail
 - 4.2 Devon Wildlife Trust
 - 4.3 Network Rail
 - 4.4 British Horse Society and multi-use (Pages 13 - 16)
5. Public questions
6. Correspondence log (Pages 17 - 22)
7. Report on training events and meetings attended by DCAF members

The Devon Countryside Access Forum is a local access forum. It is required, in accordance with Sections 94 and 95 of the Countryside and Rights of Way (CRoW) Act 2000, to provide advice as to the improvement of public access to land for the purposes of open-air recreation and enjoyment

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Devon
County Council

- 7.1 Farm visit, Silverton
- 7.2 Training day - Pebblebed Heaths and Lower Otter Restoration Project
- 7.3 Managing Dogs in the Countryside
- 7.4 Otter Landscape Recovery Stakeholder Group
8. To note minutes of the Public Rights of Way Committee held on 13 July 2023 (Pages 23 - 26)
9. Public Rights of Way update
10. Rights of Way Improvement Plan review update and notes of DCAF working group (Pages 27 - 34)
11. Defra response on dog issues (Pages 35 - 38)
12. To note and approve responses to consultations and submissions. To note any feedback.
 - 12.1 Shercroft Close, Broadclyst to Mosshayne Lane (Devon County Council, DCC/4336/2023) (Pages 39 - 42)
 - 12.2 Felling licence, Trenchard Farm. Forestry Commission (Pages 43 - 46)
 - 12.3 Planning application for multi-use trail. Buttercombe - Foxhunters, West Down. DCC/4363/2023 (Pages 47 - 50)
13. Current consultations
 - 13.1 Lower Brenton Farm landfill application DCC/4337/2023 (Pages 51 - 64)
 - 13.2 A379 bridge
 - 13.3 Felling Licence Application ref 018/2870/2023 Woldford Lodge (Dunkeswell Turbary) (Pages 65 - 68)
14. To approve annual report
15. Any other business
 - 15.1 Local Cycling and Walking Infrastructure Plans
 - 15.2 Open access review

15.3 Natural England Local Access Forum Sharepoint site

16. Date of next meeting and meeting dates 2024/2025

Monday, 22 January 2024

Proposed dates for 2024/2025 year:

Monday, 22 April 2024

Monday, 20 September 2024

Monday, 20 January 2025

Notice of questions from the public should be submitted in writing four working days before the Forum meeting. At the discretion of the Chair members of the public may be invited to ask a question or make a statement.



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Minutes of the Sixty-Fourth meeting of the Devon Countryside Access Forum held at Silverton Community Hall, Wyndham Road, Silverton, Exeter EX5 4JZ

Monday, 24 April 2023

Attendance

Forum members

Andrew Baker
Joanna Burgess
Chris Cole (Vice-Chair)
Tim Felton
Lucinda Francis
Gordon Guest
Sue Pudduck

Tino Savvas
Robert Sewell
Lorna Sherriff
Sarah Slade (Chair)
Bryan Smith
Tim Spray
Glynn Yabsley

Devon County Council Officers and others present

Philip Hackett, Access Field Officer, South West. British Horse Society
Richard Walton, Public Rights of Way and Country Parks Manager, DCC
Hilary Winter, Forum Officer, DCC

1. Apologies

Apologies were received from Councillor Richard Chesterton, Holly Daniels, Councillor Linda Hellyer, Jo Hooper and James Nevitt. The resignation of Holly Daniels was noted with regret. Glynn Yabsley was welcomed as a new member.

2. Declarations of interest

There were no declarations of interest.

3. To approve minutes of the meeting held on 31 January 2023

Minutes of the meeting held on 31 January were approved and signed.

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4. Matters arising

4.1 Tamara Trail project

Mark Owen, consultant to the Tamara Landscape Partnership Scheme, had confirmed that use of the 'Miles without Stiles' categories included mobility scooters. The three categories are 'For All' (a gradient of less than 1:10 with tarmac or a compacted stone surface of less than 10mm); 'For Many' (gradients up to 1:8 with stone of 4cm or less) and 'For Some' (slopes greater than 1:8 will have improved surfacing or handrails with stone less than 10 cm and steps or breaks less than 10 cm in height). It is suggested that mobility vehicles could manage all three categories. Descriptions will be added to the website.

Some concern was expressed about the use of a range of standards for different projects with no nationally applied criteria.

4.2 Sustrans barriers project

Gordon Guest and Tim Spray had been out on the Exe Estuary Trail and produced a photographic report for Sustrans on gates and chicanes. No problems had been encountered regarding accessibility for mobility scooters. A potential consideration is whether there is a real need to remove or replace these barriers with less restrictive bollards. In addition to cost implications, removal might increase speed and so might potentially have an unintended negative impact on safety (e.g. at Lympstone).

The Forum Officer had been informed by Sustrans that hand cyclists, an additional group of users, experienced some difficulties with access. It would be helpful to ascertain dimensions required for hand cyclists. It was noted cargo bikes would have similar requirements.

Richard Walton, Public Rights of Way and Country Parks Manager, said that the timescales and conditions for Department for Transport and Sustrans funding were out of sync with DCC (for example, clauses around land ownership), and so related work might not be significantly funded via the grant. The PRow team is liaising with Sustrans. All work will be subject to a safety audit.

5. Election of Chair and Vice Chair

The Forum Officer took the Chair. Sarah Slade was elected Chair, proposed by Andrew Baker and seconded by Tim Spray. Chris Cole was elected Vice Chair, proposed by Sue Pudduck and seconded by Bryan Smith. All in agreement.

6. Public questions

There were no public questions.

7. Correspondence log

The correspondence log was noted, in particular the response to Silverton Neighbourhood Plan (item 3) and four applications made to Devon County Council by the Open Spaces Society to register four areas of land near Stockland as common land (item 4).

8. Meetings attended by DCAF members

8.1 Pebblebed Heaths National Nature Reserve Advisory Board

Sarah Slade had attended part of the last Pebblebed Heaths National Nature Reserve Advisory Board meeting, held on 31 January. She had missed the site visit to the Estuary View car park but would be able to do this with Kim Strawbridge from the Pebblebed Heaths team separately. The Board discussed taking the Management Plan forward and work on the Lower Otter Restoration Project.

8.2 Devon Wildlife Trust

Tim Felton, Gordon Guest and the Forum Officer had met Dean Holland (Discover Nature Manager), Emily Cuff (Nature Recovery Officer) and Elouise Keatley. Tim Felton reported that it was useful to get to know new staff with responsibilities for the Valley Parks in Exeter. The Devon Wildlife Trust is seeking to ensure accessibility is central to forthcoming projects and will liaise with the DCAF.

It was noted that the DWT would shortly have a new Chief Executive and it was agreed the Forum should continue to develop links. Whilst on the mailing list for project developments, it was agreed that Management Plans should be requested.

Action: Forum Officer

The DWT and Exeter City Council had invited Richard Walton to a workshop in March to discuss green space development and opportunities for Suitable Alternative Natural Greenspaces (SANGs).

It was noted that a further park, Matford Valley Park, is proposed on the outskirts of Exeter. If developed this would be a Suitable Alternative Natural Green Space (SANGS) site, managed by Teignbridge District Council.

8.3 Access for All conference

Gordon Guest reported that he and the Forum Officer had attended the two-day Access for All Conference in Okehampton. His focus had been on mobility scooters but a breadth of other perspectives was included. The presentations and working group discussions would be fed back to the Cabinet Office and it would be interesting to see whether this would be

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translated into action. All the different disability groups were campaigning.

It was noted there were no common standards and a range of interpretations. The British Standard requirement is for a 1.2m gate but it is not a legal requirement. The installation of gates potentially had an impact on the available width if not aligned correctly and there was no British Standard for installation. Comment was made that flexibility could be lost if standards were too heavily prescribed.

The size and power of mobility scooters was increasing and now included two-seater models. The Department of Transport had not yet decided how to deal with these, and they would also impact on access.

Pippa Langford, Principal Specialist Access and Recreation at Natural England, had mentioned a forthcoming guidance document on Outdoor Accessibility and this had just been published. This updated the earlier Fieldfare publication. This would be circulated and put on the Devon Countryside Access Forum website.

Action: Forum Officer

9. To note minutes of the Public Rights of Way meeting held on 9 March 2023

The minutes were noted. In response to a query, Richard Walton confirmed that the reference to increasing community giving in paragraph 59 referred to community payback schemes and potential opportunities for practical maintenance support rather than financial donations.

10. Public rights of way update

Richard Walton, Public Rights of Way and Country Parks Manager, gave an update.

Staffing

The new Chief Executive, Donna Manson, was now in post.

Agreement had been sought for a second senior post in public rights of way to work alongside Steve Gardner in managing the warden team. An internal recruitment was being carried out and interviews would take place shortly. The ten warden areas would be divided into two teams, north and south. This division was agreed as it would provide a central contact for each of the National Parks and Areas of Outstanding Natural Beauty, as well as the north and south coast path sections. Following this appointment, recruitment for warden vacancies would take place including the longstanding vacancy in South Hams.

An advertisement would be placed shortly for the third senior officer post to oversee the Definitive Map Review team.

The DCAF Officer would continue to report to Richard Walton.

Budgets

The revenue budget (£1m for off-road cycleways and public rights of way) had been frozen at the same level as 2022/23 which represented a cut in real terms.

The capital budget had been reduced from approximately £1.75m to £900,000, although this budget had tended to be underspent due to capacity issues. However, an additional capital sum of £1m had been ring-fenced for trail infrastructure, specifically for the Exe Estuary. A yearly agenda item on budgets was requested.

Action: Richard Walton and Forum Officer

There was some flexibility across the capital and revenue funding streams depending on procurement and financial regulatory rules.

Stover Country Park

Emily Cannon (Project Officer) and Chloe Morgan (Project and Volunteer Administrator) had been appointed and joined Eve Malster (Community Engagement Officer). This project is now in the delivery phase. Land purchase to complete the circular trail was being completed, together with a licence agreement with Stover School to allow partial restoration of the Serpentine Lake. SW Norse had been instructed to progress delivery of the visitor centre refurbishment. Teignbridge District Council had given formal approval for listed building consent. Appropriate specialists would be brought in as necessary.

Drake's Trail

Wooden structures on the Drake's Trail were currently being replaced (the aerial walkway near Gem Bridge). Where wood can be re-used elsewhere this was clearly listed for the contractors. The closure would be for five weeks without a recommended diversion as there is no route suitable for all the different types of user.

England Coast Path

Work at Down End, Croyde, had been completed with some minor adjustment to that planned due to a high spring tide and related sand movement. The scheme had improved accessibility. There had been a few adverse comments on Facebook, but this had been countered by lots of positive feedback.

The section between Croyde and Saunton Sands is still with the Secretary of State for approval. A new alignment is proposed on the landward side of the road. An exploratory route had been cut and walked with Natural England.

Mothecombe

The England Coast Path at this point is tidal so the official route will be along steps created on coastal stabilisation work at the top of the beach. This is supported by the landowners and will be subject to a grant bid.

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Lower Otter Restoration Project

East Devon District Council had now made the order to realign the South West Coast Path. It was important for the Environment Agency to ensure this happened prior to doing the breach. The diversion will not formally exist until the new path is available.

Discussions are taking place with the Environment Agency about tree planting to ensure that biodiversity gains from construction work do not impact adversely on public rights of way, for example by planting too close to the path. This, and similar proposals along other planned new path routes, has potential to restrict future access and create maintenance issues, and so work is needed on improved guidance to cover wider issues such as blackthorn encroaching onto routes. The guidance should reflect Rights of Way Improvement Plan policies.

Cabling project

Discussions were taking place in association with cabling coming onshore at Saunton Sands and across to Yelland from a proposed off-shore wind farm near Lundy. DCC had been contacted as landowner for part of the Tarka Trail in that area. The intention was to minimise the impact, hopefully through cabling underground.

E-scooter trial

Part of the Tarka Trail just outside Barnstaple may be included as part of the e-scooter trial about to commence in the town.

11. Rights of Way Improvement Plan review

Richard Walton explained a couple of organisations had yet to feedback and the consultation deadline had been extended.

The draft integrated the 2012 policy objectives with the summary table and included consultation outcomes from the DCAF working group and Parish Paths Partnership workshops.

Work still needed to be completed on some key items including the Equalities Assessment.

Richard Walton apologised for postponing the working group. After discussion it was agreed new dates should be circulated so that the working group could work through a revised edit.

Action: Richard Walton and Forum Officer

It was noted that the headings and structure were good and sound. A request was made for the Plan to identify the reporting process and frequency so that the success of the Plan can be evaluated.

It was suggested there should be a key target for each key topic, identifying the

desired achievement. This could be explored further at the working group.

Incorporating landscape character was mentioned, for example surfacing. Richard Walton acknowledged this was important and could feed into planning documents. Links to research and other policy documents could be included. It was noted that whilst there was a focus nationally and locally on active travel there was a balance between developing this agenda and not urbanising the countryside.

With regard to Traffic Regulation Orders, it was suggested that it was important to look not only at Government guidance but also best practice as some useful innovative work was being carried out.

From the land management perspective, it was proposed that land managers should have the ability to move paths out of farmyards for reasons of safety and to enable a thriving agricultural industry.

The new Outdoor Accessibility Guidance document might provide some additional actions.

Members were asked to feedback comments to the Forum Officer.

Action: Members

12. To note and approve responses to consultations and submissions. To note any feedback.

12.1 New public greenspace at Station Road, Broadclyst. (East Devon District Council)

The response was noted and approved.

12.2 Teignbridge Local Plan. Regulation 19 consultation. (Teignbridge District Council).

The response was noted and approved.

12.3 Dog legislation. Letter to Trudy Harrison, Under-Secretary of State

The response was noted and approved.

The letter had been acknowledged. No further comment had been received. A suggestion was made that the letter be sent to the Shadow Minister, but it was decided to chase up a response, copying in Natural England. It was agreed a letter should be sent to the Institute of Public Rights of Way Officers (IPROW magazine) and a draft would be circulated to members.

Action: Forum Officer and Chair

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12.4 Exeter Local Cycling and Walking Infrastructure Plan. (Devon County Council).

The response was noted and approved.

12.5 Horse riders' permit review. (Forestry England).

The response was noted and approved. The timeline for a response to the review from Forestry England was not known.

13. Current consultations

13.1 Shared use trail planning application - Shercroft Close, Broadclyst to Mosshayne Lane (Devon County Council, DCC/4336/2023)

Members discussed the trail planning application. It was unclear whether the route was multi-use. It would appear that horses were excluded by inference, which was a missed opportunity, setting a bad precedent. The trail, although short, would ultimately link to the Clyst Valley Trail and on to Ashclyst Forest and the wider Killerton Estate. Nothing was proposed that would exclude horse-riders and serious priority should be given to including them at this stage in the process. It would provide an off-road route with potential to reach safer riding areas.

It had been the policy of the Devon Countryside Access Forum to have multi-use routes, particularly when new routes were made. This was echoed in the Rights of Way Improvement Plan policies 2012.

A question was raised as to whether proximity to the railway line made a difference. This had been cited as a reason on the Teign Estuary Trail. This was not regarded as a deciding factor.

The route would not be lit and there was a parallel commuting route.

The planning application stated a non-porous, bound surface. There were reservations about this from the point of view of horses and also the landscape. A stone surface or self-binding gravel were suggested.

Concern was expressed about the proximity of the trail to houses in Shercroft Close. The application also did not mention the Suitable Alternative Natural Green Space (SANGS) site which was adjacent to Shercroft Close and would include a car parking area.

While a grass verge could be included for horses this would depend on the surface.

The ongoing maintenance of wildflower and green space areas was raised with concern for the ongoing costs. Some hedge species such as blackthorn and hawthorn should not be planted too close to the edge. Trees were a

valuable landscape asset, but safety and sight lines needed to be taken into consideration to ensure people were not deterred from using the trail.

It was unclear how much agricultural land was needed during construction and its after-use.

At both ends of the trail there were concerns about onward travel. Legally defining the route itself, perhaps as a bridleway, and ensuring onward connections, for example permitting cycle and horse use on Mosshayne Lane, was essential.

The need to restrict vehicular access was noted. 1.5m access should cover most mobility scooters. A lockable, moveable bollard was raised as an option.

It was noted it would be useful to include reference to the new Outdoor Accessibility Guidance document.

A draft response would be circulated.

Action: Forum Officer

14. Training Day

The Training Day would take place on Monday, 19 June with visits to the Pebblebed Heaths and the Lower Otter Restoration Project. Staff from Clinton Devon Estates would accompany members. It was suggested that input from the Environment Agency and Kier would be useful. A programme for the day would be circulated when finalised.

Action: Forum Officer

15. To approve annual report

The draft Annual Report had not been finalised and would be emailed to members for approval.

Action: Chair and Forum Officer

16. Draft 2023-2024 Work Plan

Members suggested additions to the draft Work Plan. It was proposed that the September meeting include a presentation on new forms of transport such as e-bikes, e-scooters and more powerful mobility scooters and the implications for public rights of way and landowners.

It was suggested that the Sensory Trust give a presentation on the difficulties experienced by blind and deaf people in accessing the countryside and green space, as well as children with impaired mobility. Jo Burgess would forward contact details.

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It was agreed to include Yonder Oak Wood near Lymptone, a woodland being created by the Woodland Trust, on the progress update list.

Whilst not a direct role for the Forum, it was agreed to include education about responsible use of the countryside as an aspiration which could be incorporated in responses. This would be a role for the country parks although not specifically for the public rights of way team.

It was noted that trail development and maintenance could potentially be part-funded in future by incorporating adjacent land as tradeable carbon credit areas.

Succession planning for the Devon Countryside Access Forum was raised.

Action: Forum Officer and Jo Burgess

17. Any other business

17.1 Update on Stakeholder Working Group and 2026 cut-off date

In 2022 it was announced that the 2026 cut-off date for submitting claims for public rights of way based on historic evidence was not going to be implemented. The national Stakeholder Working Group had been advising on this matter since 2007. The Government had now stated an intention to implement the cut-off, but from 2031. This was already possible within the existing primary legislation. The Stakeholder Working Group made comment on this when it met last week.

Under the provisions of the Deregulation Act 2015, if the local authority fails to undertake a preliminary assessment or to determine an application within a prescribed period, the applicant (or the landowner) may appeal to the magistrates' court. This will replace the current appeals process to the Secretary of State. Again, these regulations have not yet been brought into effect.

17.2 Natural England - Local Access Forum support

Danielle Radley, Natural England, had been tasked with providing support to Local Access Forums and would commence this shortly. One of the proposals is to have a dedicated LAF SharePoint to share information and good practice. It is intended Annual Reports will be uploaded to this site.

It was agreed it would be useful to explore sharing expertise with neighbouring LAFs in particular.

Additional items, not on the agenda, were discussed during the meeting and minuted below.

17.3 Network Rail

Andrew Baker reported that the crossing at Rewe, which had been raised at a previous Forum meeting, was apparently to remain closed until November/December 2023. Access was currently restricted by concrete blocks. Richard Walton confirmed that the section over the railway only had pedestrian rights and was not a footpath. He agreed to pursue this with the appropriate Network Rail Manager.

Richard Walton and the Forum Officer had attended a virtual Network Rail and Institute of Public Rights of Way Officers' meeting earlier in April. This covered national standards and procedures that had been agreed. There was no agenda to close crossings, with focus on putting in mitigation measures.

It was noted the national Local Access Forum conference in 2017 had included a presentation on this topic from Lincolnshire.

Andrew Baker agreed to forward details to Tim Spray.

It was resolved to send a letter to Network Rail about the delay and timings. A draft would be circulated.

Action: Forum Officer, Andrew Baker and Tim Spray.

17.4 Countryside Code

Natural England would be incorporating Aardman animations in its Countryside Code promotion. This would be available to preview in May and the email giving information would be circulated. Natural Resources Wales had produced dog walking codes.

Action: Forum Officer

17.5 Update from the British Horse Society

Philip Hackett, Regional Access Officer for the British Horse Society, expressed concern that the Devon County Council's multi-use policy was not being adopted. Devon had a high rate of road incidents involving horses. He stated that a retrospective assessment of existing trails to consider horse use needed to be undertaken, plus consideration on new routes. He had emailed the Leader of the Council, Cllr John Hart, on this matter but had not yet received a response.

Mr Hackett explained he was now the Chair of the Dorset Local Access Forum and there was much to gain from sharing good practice and working together. The Forum had less support as the key member of staff had moved to a new job. There was no formal multi-use policy in Dorset.

18. Date of next meeting

The next meeting would be on Monday, 18 September 2023.

Mr Philip Hackett
(by email)

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

10th May 2023

Dear Philip,

RE: Multiuser trails

Please accept my apologies for the delay in responding to the questions you raised with Councillor Hart about the County Council's position on horse riding in relation to the multi-use trail network. You have raised several points questioning officers' expertise and believe that the authority takes an anti-horse stance. I have provided a response below to explain how we consider horse riders in the planning and delivery of new infrastructure and also what future opportunities there may be to make further improvements.

Devon County Council's starting point for all new multi-use / rural trails is to include equestrians, unless there are good reasons not to. This start point is informed by guidance from the Devon Countryside Access Forum and also the Rights of Way Improvement Plan.

Examples of when we cannot include equestrians on multi-use trails include:

- No safe equestrian access onto the proposed trail
- Where the trail requires use of infrastructure e.g., bridges and other structures that are not appropriate for safe equestrian use
- Landowners may be opposed and cannot be persuaded otherwise

Many of the constraints are to do with legal restrictions in some leases and licences, and Health & Safety considerations and our design teams need to consider a range of criteria including specifications on path surface, parapet height (to be minimum 1.8m) and overhanging vegetation.

For new routes impacting on highway schemes impacting on motorways and all-purpose trunk roads (i.e. responsibility of National Highways), we carry out a walking, cycling and horse-riding assessment (WCHAR – see [GG 142 - Walking, cycling and horse-riding assessment and review \(standardsforhighways.co.uk\)](#)).

I therefore do not believe that we exclude horse riders in the planning or design of new infrastructure. Whilst I appreciate that there are pre-existing restrictions on a number of routes, there are several recreational trails across the County, providing access to horse riders, and over 1,300 km of bridleways and byways forming part of the public rights of way network, plus approx. 600 km of unsurfaced, unclassified County roads not generally used by vehicular traffic other than occasional agricultural vehicles for access. There is also permissive land (e.g. National Trust, Clinton Devon

Estates etc), Forestry Commission trails and Common land on Dartmoor. I have attached separately a summary of opportunities that exist in Devon for horse riders.

Regarding future opportunities to improve upon the network, the only current funding route for investment in our multi-use trail network is via our limited Local Transport Plan capital programme or Active Travel England¹ grant funding; however to date, the criteria for active travel funding has been focused on commuter cycling with funding primarily offered for more urban cycle routes.

I am aware that one of my colleagues [REDACTED] spoke at length with you at the Barnstaple, Bideford and Northam Local Cycling and Walking Infrastructure Plan consultation and in response to the points you raised, he followed up with officials at DfT / Active Travel England to seek their formal position regarding horse riding. They replied sharing a letter, which was sent to the British Horse Society in March this year, which included the following excerpts:

“Horse riders do not come under the strict definition of active travel used by the Department for Transport, and therefore active travel funding cannot be used directly to improve the safety of horse riders”

“Active Travel England (ATE) does encourage local authorities and funding partners like Sustrans to consider safety improvements for horse riders during the design and implementation of new or upgraded active travel projects. LTN 1/20 also recommends that equestrian groups should be considered in the design stage of certain active travel projects, such as mixed off-road routes. We will work with local authorities during the design stage of active travel projects to ensure that the needs of different road users, including horse riders, are considered throughout the process”

The approach described above is consistent with Devon County Council’s approach which considers the needs of equestrian groups at the design stage of new multi-use trail trails. Separately, in an email [REDACTED] on 24th March 2023, ATE also clarified:

“ATE focuses on functional journeys, particularly short vehicle journeys that can be converted to walking, wheeling and cycling. We don’t support schemes that are purely leisure orientated, but we do support those that have dual use, e.g. NCN routes that link housing to various trip attractors and are also used for leisure purposes”

Our opportunities to finance improvements to our multi-use trail network using active travel grant funding are therefore likely to be limited to what can be achieved through funding linked to delivery of objectives within the Rights of Way Improvement Plan. Requests for a wholesale opening up of the network has previously been resisted due to restrictions in Deed packets and agreements with landowners which were not fully known or on digital record. While we do not have the resource to carry out a comprehensive review of our entire existing trails, we are willing to consider ‘quick wins’ if these can be identified by users. This is a similar approach to the work we have been doing to remove physical barriers on some of our trails to improve access for people with disabilities.

¹ Active Travel England is the government’s executive agency responsible for making walking, wheeling and cycling

Our Public Rights of Way & Country Parks Manager, Richard Walton, previously involved in many of the Cornish schemes you described, has also offered to review and audit trails to identify and quantify the constraints. He will use this information to prioritise sections that can potentially be made available for horse riders (subject to considering wider issues described above). At the current time Richard's team's capacity to move this forward is very limited; but he is happy to factor this into the review of the Rights of Way Improvement Plan, which is underway at present.

I hope this helps clarify our position regarding horse riders and our multi-use trail network.

Yours sincerely.



Deputy Director – Planning
Climate Change, Environment & Transport Directorate

cc: Councillor John Hart

Agenda Item 4.4

Horse-riding access statistics in Devon – April 2021

These linear routes and land offer opportunities for horse-riders to enjoy riding off-road in the County. Connections between the different types of access provide longer or circular routes.

Recreational trails

Horse riders have access to parts of the recreational trail network in Devon. Information provided in order of length.

- Pegasus Way - 15 miles
- Tarka Trail - Meeth to Servis Farm, Great Torrington - 9 miles (via Little Torrington Bridleway 1 or Frithelstock Bridleway 2 - 11 miles)
- Wray Valley Trail - 7 miles and Stover Trails - 3.5 miles
- Granite Way - Granite Way - 2 sections Prewley to Lake and Southerly Down Sourton Bridleway 12 to Lydford - 4 miles
- Holsworthy (Windmill Road to Hollacombe) - 3.5 miles
- Exe Estuary Trail (Starcross) - 1.5 miles
- Okehampton (Fatherford) Granite & Gears project - 1 mile
- Drakes Trail (connection to Mary Tavy) - 0.62 miles
- Knowle link (Castle Lane) - 0.3 miles
- Bratton Fleming (NCN3) at Ditch End Cross - 0.14 miles

Total length of recreational trail accessible to horses – 47 miles approximately

Public rights of way

- Bridleways – 256.11 miles
- Restricted byways – 20.31 miles
- BOATs (byways open to all traffic) – 49.81 miles

Total public rights of way accessible to horses – 362.23 miles

Unsurfaced, unclassified County roads

These roads are not used by normal vehicular traffic but might be used by off-riders or farm vehicles.

Total length of uUCRs accessible to horses – 365 miles

Note that all public carriageways are also available except those with legal restrictions e.g. motorways.

Other access – not quantifiable

- Permissive access routes by permission of the landowner e.g. Clinton Devon Estates on the Pebblebed Heaths and the National Trust at several locations including Killerton.
- Forestry Commission woods and forests, some with waymarked horse trails and designated de-boxing car parks.
- Common Land on Dartmoor. The right to ride on the commons was established under the Dartmoor Commons Act 1985.

**Devon Countryside Access Forum
CORRESPONDENCE RECEIVED AND RESPONSE
(not specifically on the agenda)**

Available to view on request subject to General Data Protection

	Sender	Subject	
1	Mid Devon District Council 17.04.23	Adoption of Air Quality SPD (2023) and revocation of the Air Quality SPD (2008) Mid Devon District Council adopted the Mid Devon Air Quality Supplementary Planning Document (SPD) 2023 on 4 April 2023. A copy of the adoption statement is available online. The Council revoked the 2008 Air Quality SPD on the same date and ceased to make this SPD and associated documents available in accordance with Local Planning Regulations.	No action needed.
2	Clyst Honiton Parish Council Neighbourhood Plan lead 03.06.23	Clyst Honiton Neighbourhood Plan consultation.	Consulted with Chair and sent position statement on Neighbourhood Plans and Disability Access. Also mentioned that the Neighbourhood Plan makes no reference to horses and the Devon Countryside Access Forum advises that multi-use should be considered in terms of any recreational access improvements so that walkers, cyclists and horse riders have opportunities to walk/cycle/ride safely to other areas, for example the proposed Clyst Valley Regional Park/Clyst Valley Trail.
3	Marine Management Organisation 20.06.23	South West Marine Plans monitoring survey to provide . data on the use of marine plans in the decision-making process and support understanding of the influence marine plan policies have in decision-making.	Not completed as plans have not been used to support evidence used by the DCAF in responses.

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4	<p>East Devon District Council 13.07.23</p>	<p>Draft East Devon Local Plan. The feedback will be reported to the Strategic Planning Committee of East Devon District Council on the 21 July 2023 – see:</p> <p>https://democracy.eastdevon.gov.uk/ieListDocuments.aspx?CId=154&MIId=2157&Ver=4</p> <p>Later in 2023 it is likely that the Council will produce a new Local Development Scheme, a project plan for local plan/Development Plan Document production. This will set out a new timetable for production of the local plan. It is envisaged further consultation will take place (Regulation 18 stage).</p>	<p>Report references DCAF comments.</p> <p>In this report there is no comment made on the comments received, and specifically no recommendations on if or how the plan might change in respect of feedback received. The Strategic Planning Committee of East Devon District Council will need to determine appropriate local plan policy, and therefore any plan changes, in response to the consultation feedback and any other existing or new or emerging considerations.</p>
5	<p>Member of public 16.06.23</p>	<p>Questions and concerns raised about Devon County Council’s cutting policies on recreational trails, with particular reference to the Wray Valley Trail.</p>	<p>Referred to the Public Rights of Way and Country Parks Manager to respond. Comments were sent as follows:</p> <p>To provide some context, the Devon County Council Public Rights of Way team manages a 6,000-kilometre network of paths, off-road cycleways and minor roads across the County. The scale and extent of this network is such that it is neither practicable or financially viable to deliver a bespoke solution to management and maintenance of each individual path. With regards to key principles, Devon County Council recognises the importance of verges for biodiversity. DCC aims to carry out seasonal cutting work in a sensitive way, alongside responsibilities to make sure that vegetation does not act as an obstruction, nuisance or hazard to path users, and that sight lines etc. are clear. Linked to this, DCC is equally likely to receive public feedback</p>

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			<p>requesting that more vegetation management work is carried out – concerns were recently expressed that vegetation growth on verges is potentially impacting on the use of cycleways and associated value in enabling sustainable, non-car travel choices (and carbon reduction).</p> <p>Key factors informing the current regime are;</p> <ul style="list-style-type: none">• Seasonal Vegetation Cutting (SVC) is undertaken on the Public Rights of Way and Recreational Trail network annually, typically with one or two cuts in late spring / early summer, followed (where needed) by scrub management in winter. This work is primarily undertaken to enable safe, unobstructed public use (a legal requirement, particularly under the Highways Act 1980), including for people with disabilities such as visual impairments and restricted mobility.• Public Rights of Way Wardens time the start of the verge cutting each year to reflect the extent and rate of vegetation growth. This can be as early as February in some locations, but more typically starts in May through to mid-July. Generally, this cutting regime helps to encourage a reasonably diverse mix of wild flowers and beneficial plants, including early-growing species that directly benefit pollinating insects. On some of our longer off-road cycleways and trails (for example where Devon County Council is the landowner), DCC usually carries out a winter cut, followed by a couple of lighter summer cuts to just a strip of
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Agenda Item 6.

			<p>verge – leaving the majority of the plants to flower and seed.</p> <ul style="list-style-type: none"> Local Contractors do the majority of the cutting, although in some areas, local partners take a lead – for example parish councils and local community groups. Contractors and partners are provided with guidance produced in consultation with the County Ecologist and relevant bodies such as the RSPB, with the intention of protecting nesting birds and small mammals. <p>In considering your concerns regarding the Wray Valley Trail, the cutting regime will be reviewed in liaison with the warden team to identify whether there are adjustments that can be made prior to next Spring and Summer. As indicated above, the Public Rights of Way team do have some arrangements with local community groups and so a potential option may be for interested parties to ‘adopt’ part of the trail to enable a more bespoke maintenance regime to be implemented.</p>
6	Mid Devon District Council 17.07.23	<p>Silverton Neighbourhood Plan.</p> <p>A re-consultation on the Silverton Neighbourhood Plan. The re-consultation is necessary so as to include the Environment Report (September 2022) that has been prepared by the consultant AECOM.</p>	<p>Discussed with DCAF Chair. A response was sent noting the additional context to the policies on access, public rights of way and greenspace and the associated aspirations. It was stated that the previous response sent by the DCAF still stands and noted that these comments will be taken into consideration.</p> <p>The Devon Countryside Access Forum’s position statements on disability access, landowner consultation and greenspace were submitted.</p>

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7	East Devon District Council 15.08.23	<p>Broadclyst Neighbourhood Plan</p> <p>Broadclyst Neighbourhood Plan was formally 'made' by East Devon District Council and effective from 20 July 2023. See published <u>Decision Statement</u>.</p> <p>The Neighbourhood Plan now forms part of the Local Development Plan for East Devon, alongside the current adopted Local Plan, and will be taken into account in determining planning applications in the parish.</p>	No action required.
8	Open Access Centre 25.08.23	<p><u>Case number 2022119787 (2023) and 2023080001 (2024)</u></p> <p>Notification of discretionary restrictions under Section 22 of the Countryside and Rights of Way Act 2000.</p> <p>The restriction applies to land at Hartridge Hense Moor and Luppitt Common for the following dates:</p> <p>2023 Tuesday 19 September Thursday 5, 12, 19, 26 October Thursday 2, 9, 16, 23, 30 November Thursday 7, 14, 21, 28 December</p> <p>19 of the 28 days allocated to this case have now been used. The details of appear on the Open Access website.</p>	For information. No action required.

In addition, the DCAF Forum Officer receives a large quantity of e-mail updates from Devon County Council and other organisations. Relevant information is extracted and circulated to DCAF members via regular newsletters, available on the website www.devon.gov.uk/dcaf or forwarded direct.

PUBLIC RIGHTS OF WAY COMMITTEE

13 July 2023

Present:-

Councillors L Hellyer (Chair), R Chesterton (Vice-Chair), J Bradford, I Chubb, D Sellis, D Thomas

Apologies:-

Councillors J Brook and M Squires

* 61

Minutes

RESOLVED that the minutes of the meeting held on 9 March 2023 be signed as a correct record.

* 62

Items Requiring Urgent Attention

There was no item raised as a matter of urgency.

The Chair informed the Committee that there was a request to defer agenda item 6 as representatives were unable to attend due to a family bereavement.

There was also a request to defer agenda item 7 to enable further assessments to take place including possible impact on part of the lane.

It was agreed to defer both items until the next meeting in November.

* 63

Devon Countryside Access Forum

The Committee received the draft minutes of the meeting held on 24 April 2023.

The minutes were noted.

* 64

Parish Review: Definitive Map Review - Parishes of East Budleigh with Bicton

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/46) which examined one proposal that arose as a result of the Definitive Map Review in the parishes of East Budleigh with Bicton. This was for a footpath claim for a path between Russel Drive and Oak Hill end of the Oakhill private estate road between points A-B-C on the plan CET/PROW/23/34.

Agenda Item 8.

2

PUBLIC RIGHTS OF WAY COMMITTEE

13/07/23

Members were informed that from assessment of the user evidence, in conjunction with the lack of any historical evidence, it was considered that there is insufficient evidence to support the claim that this route is a public footpath.

It was **MOVED** by Councillor Hellyer, **SECONDED** by Councillor Thomas and

RESOLVED that

(a) no Modification Order be made in respect of Proposal 1.

* **65** **Parish Review: Definitive Map Review - Parish of Parracombe - Part 3**

This item was deferred until the next meeting.

* **66** **Parish Review: Definitive Map Review - Parish of Washfield - Part 2**

This item was deferred until the next meeting.

* **67** **Parish Review: Definitive Map Review - Parish of Newton Poppleford & Harpford - Part 2**

Mr R Swan, the applicant for Proposal 3, attended the meeting under the Council's Public Participation scheme and spoke in favour of recommendation.

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/49) on a proposal arising from the Definitive Map Review in the parish of Newton Poppleford & Harpford. This was the second report and examined a claimed footpath between High Street and School Lane in Newton Poppleford.

The Report stated from the assessment of the evidence, in conjunction with other historical evidence and all evidence available, it was considered sufficient to support the claim that public rights subsist on the balance of probabilities on the northern part of the proposal route between the car park and The Green.

There was further discussion regarding the full-length of the proposed route with claims that this was well used.

It was **MOVED** by Councillor Chesterton, **SECONDED** by Councillor Chubb and **RESOLVED**

- (a) that a Modification Order be made in respect of part of proposal 3 as shown between points E and G on the plan CCET/PROW/23/33; and
- (b) that prior to making the Order, the Council negotiates with the landowners with a view to extending the proposal to Point F on the plan

CCET/PROW/22/86, and subject to these negotiations being successful, delegate authority to the Chair of the Committee to determine the proposal.

* **68** **Public Inquiry, Informal Hearing and Written Representation Decisions; Directions and High Court Appeals**

The Committee received the report of the Director of Climate Change, Environment and Transport (CET/23/50) which outlined decisions received from the Secretary of State since the last meeting of the Committee.

Members noted the report.

* **69** **Public Path Diversion and Definitive Map Modification Orders**

The Committee received the report of the Director of Climate Change, Environment and Transport (CET/23/51) on Public Path Diversion and Definitive Map Modification Orders that had been confirmed as unopposed under delegated powers.

Members noted the report.

* **70** **Dates of Future Meetings**

Dates of future meetings were noted as:

23 November 2023 and 7 March 2024

NOTES:

1. *Minutes should always be read in association with any Reports for a complete record.*
2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

* **DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 2.15 pm and finished at 2.45 pm

Devon on the Move

Rights of Way Improvement Plan Version 3

Update to the Devon Countryside Access Forum, 18 September 2023

Introduction

The Rights of Way Improvement Plan (RoWIP) is produced by Devon County Council in accordance with the Countryside and Rights of Way Act 2000, and related guidance from the Department for Environment, Food and Rural Affairs, and Natural England.

The key purpose is to encourage and guide improvements to the public rights of way network to provide a better experience for walkers, cyclists, horse riders, horse and carriage drivers, people with mobility problems, and people using motorised vehicles, for example, motorbikes.

The initial Rights of Way Improvement Plan (Devon on the move) was published in 2005. This was reviewed, with a summary document published in 2012 – available to view at [RoWIP](#)

Review

A review of the 2012 version of the RoWIP was initiated in 2022, initially co-ordinated alongside updating the Public Rights of Way Annex to the Highway Asset Management Plan, which has subsequently been approved and published at [Highway Infrastructure Asset Management Plan](#).

Consultation has included workshop sessions with local partners participating in the Parish Paths Partnership Scheme, with discussion focused on what has changed within the last 10 years which did or could impact on use and management of the Public Rights of Way network. Suggestions for priority actions were also sought for consideration as part of the updated RoWIP.

Internal and external stakeholders have also been contacted and invited to contribute – including representatives for transport planning, ecology, landscape, heritage, agriculture, rural economy; plus, protected landscapes (Areas of Outstanding Natural Beauty and National Parks), and interest groups.

Drafting of the plan has been overseen by a Devon Countryside Access Forum (DCAF) working group, reporting back through the full Forum, with the review (including oversight) also being considered by the Devon County Council Public Rights of Way Committee (DCC PRow Committee).

Next Steps

Progress has been made, with emerging drafts of the revised RoWIP considered by the DCAF working group. However, further work is still

Agenda Item 10.

required to finalise the draft plan to a stage where endorsement and approval are appropriate.

The current proposal is to update the draft plan based on all the feedback to date; and for this to be distributed for further consultation, including more widely via the Devon County Council website at [Have your say | Help shape services across Devon](#).

Initial consultees, and other relevant stakeholders will also be contacted providing opportunity for additional comment.

The revised RoWIP will then be subject to final review through the DCAF working group, prior to consideration at the next Forum meeting.

Initial consultees, and other relevant stakeholders will also be contacted providing opportunity for additional comment. Suggestions from Forum members are welcome regarding specific groups to be included as part of this.

Revised Timetable:

- September 2023 – Revised draft completed.
- October 2023 – Additional consultation on the revised draft.
- November 2023 – Draft updated in liaison with the DCAF working group. Update report to the DCC PRow Committee.
- January 2024 – Final version considered by the DCAF.
- March 2024 – Final version considered by DCC PRow Committee.
- April 2024 – Revised RoWIP published.

Richard Walton
Public Rights of Way and Country Parks Manager

Devon Countryside Access Forum
Rights of Way Improvement Plan Review Working Group
Notes of meeting held on 29 June 2023

Issue/policy number	Comments	Actions	Who
Responses	<p>Some organisations did not respond. Range of inputs and good response internally and from National Parks.</p> <p>Next stage of consultation to wider public. Proposed that organisations contacted again to provide another opportunity.</p> <p>As part of the consultation it would be useful to draw out where there are new policies or substantial updates. Many of the new policies are around carbon reduction, climate change and biodiversity.</p>	<ul style="list-style-type: none"> • Include in DCC weekly newsletter. • Put on 'Have Your Say' (DCC consultation page). • Send DCAF working group list of organisations consulted. DCAF to check for omissions. • Highlight major changes when sending out the wider consultation. 	<p>RW</p> <p>RW</p> <p>RW/DCAF Working Group</p> <p>RW</p>
Aims	<p>To inform Council and influence spatial planning across authorities and work with landowners. The RoWIP should inform the next iteration of the Local Transport Plan.</p> <p>Estimated that 2/3^{rds} of the draft document are existing policies with some amended wording and 1/3rd new policies to reflect changes in last ten years.</p>		
Summary document	Suggested that this is not included as an appendix but that elements are included in the main document as part of the introduction and background. The themes in the table are sometimes not directly	<ul style="list-style-type: none"> • Expand introduction in RoWIP draft v.3 prior to consultation. 	RW

	reflected under the same headings in the main document, for example design and materials in development/housing cited in the summary document is included under F1 (Environment and Climate).	<ul style="list-style-type: none"> Consider whether to include document as a hyperlink or leave as internal background to development of the RoWIP. 	RW
Disability needs	This should be more specific and needs expanding as part of the introduction and background. Accessibility to blind or partially sighted persons and others with mobility problems is part of the statutory requirement of the RoWIP.	<ul style="list-style-type: none"> Add additional text to the introduction, perhaps including disability terminology from the Impact Assessment. 	RW
<p>British Standard for Gaps, Gates and Stiles BS:5709:2018</p> <p>B5 (Management and Maintenance: Quality Standards) and C3 (Accessibility, Social Inclusion, Health, and Wellbeing)</p>	<p>The BS for Gaps, Gates and Stiles is mentioned. It was noted this is advisory guidance and not a compulsory standard. There are issues with copyright and the document is not freely available.</p> <p>The reference to the British Standard should be included as part of the introduction/background.</p> <p>It was noted that for historic paths the footpath width is that 'habitually available.' There is no requirement to widen to the new BS. The Impact Assessment, probably published first, could include the historic aspects as part of this and as a limitation.</p> <p>More use should be made of the DCAF Disability Access Position Statement.</p> <p>Including the diagram of width requirements for different users from the Outdoor Accessibility document was suggested but this risked excluding those with other protected characteristics.</p>	<ul style="list-style-type: none"> Reference the British Standard as part of the introduction/background. Include a policy that states that widths from the British Standard will be used where new paths are created/improved. Impact Assessment to include reference to historic limitations. Provide a link to the DCAF Disability Position Statement under section C - Accessibility, Social Inclusion, Health, and Wellbeing. Consider including mobility scooters more specifically in section C. 	RW

C1 and C2	Although included in the RoWIP legislation, use of the term 'mobility problems' might give undue negativity.	<ul style="list-style-type: none"> Seek advice from Jo Hooper on term 'mobility problems' used in C1 and C2. 	RW and Jo Hooper
Young people	No reference to young people and difficult to consult with that group. Their role and voice should be acknowledged in the document. For example, safe cycle routes for young people. Young people under fourteen cannot use a mobility scooter. Goes back to multi-use provision. Ties in with equality section of Impact Assessment.	<ul style="list-style-type: none"> Include statement about young people in section C, Accessibility, Social Inclusion, Health, and Wellbeing 	RW
Countryside Code	Reference should be made to the new Countryside Code.	<ul style="list-style-type: none"> Reference the Countryside Code, either in the introduction/background or in E, Information, Education and Technology. 	RW
Rangers	The Training Day on the Pebblebed Heaths demonstrated the importance of rangers. Ranger posts provide employment and opportunities for such roles to be undertaken by trained volunteers.	<ul style="list-style-type: none"> Consider inclusion of statement in E, Information, Education and Technology. 	RW
Coastal access A18	There is no mention of rollback. The England Coast Path name needs to be changed to King Charles 111 England Coast Path.	<ul style="list-style-type: none"> Change references to coast path to new name A18. Include roll back provisions in A18. 	RW
Courtesy E7 and A8	References to safe and/or courteous use of roads should be expanded to include trails and paths.	<ul style="list-style-type: none"> Amend policies A8 which refers to diversion and road safety, and E7 on education. 	RW
Guidance on mobility scooters E9	Including links within the main document where these is topic specific guidance would be useful, for example the outdoor accessibility document from the Sensory Trust.	<ul style="list-style-type: none"> Include link to the Outdoor Accessibility guidance in E9. Gordon to email references to mobility scooters and suggested sections to include these. 	RW GG
Links	Consider including links where directly relevant within the text. The supporting documents could be included in table form.	<ul style="list-style-type: none"> Embed topic specific links where appropriate. 	RW

		<ul style="list-style-type: none"> Consider presentation of list of relevant documents at the end of the RoWIP. 	RW
Special educational needs E10	The term had now changed to 'additional educational needs.'	<ul style="list-style-type: none"> Change wording in E10. 	RW
Information E13	Whilst appreciating the provision of parish maps on request and where appropriate, the policy should be updated to include QR codes and improving the digital offer. Important that adopt available and advancing technology.	<ul style="list-style-type: none"> Refresh policy E13. 	RW
Electric scooters and ebikes.	A policy on electric scooters and cycles should be included.	<ul style="list-style-type: none"> Include wording in appropriate section. 	RW
Targets and dates	<p>These would be useful but may be difficult to set down. Nonetheless it would be useful to see what achievements have been made. There will be future targets when regulations arising from the Deregulation Act are put in place. Consideration should be given to identifying a target which captures the essence of a section. Some priorities from the Local Cycling and Walking Infrastructure Plans could be included.</p> <p>The mid term review (5 years) will be an opportunity to assess progress and present to DCAF and PRow Committee.</p>	<ul style="list-style-type: none"> Consider inclusion of targets where possible and logical. DCAF working group to provide any ideas. 	<p>RW</p> <p>DCAF working group</p>
Women	Making access to greenspace and public rights of way safer for women is now being considered by organisations. This should be included.	<ul style="list-style-type: none"> Include policy on women. 	RW
Greenspace Standards (Strategic context)	Accessible Greenspace Standards aim to promote access to good quality green and blue space within 15 minutes' walk from home'. This is not included in the policy statements but there could be a target to	<ul style="list-style-type: none"> Include policy/target on Accessible Greenspace Standards, possibly in section C: Accessibility, Social 	RW

	identify deficiencies and poor connections from PRow.	Inclusion, Health, and Wellbeing.	
Mapping E5	This section could be expanded to include some links to interactive mapping as technology is developing rapidly.	<ul style="list-style-type: none"> Expand E5 to include more information on mapping, or insert an additional policy. 	RW
Maintenance Section B: Management and Maintenance Quality Standards	Concern was raised about long-term maintenance of some assets, particularly wooden sections of major structures for example the Exe Estuary and Gem Bridge. The PRow team now had an asset renewal budget.	<ul style="list-style-type: none"> Include a policy about long-term maintenance and link to climate change in section B. 	RW
Next steps	Next steps and proposed timeline discussed.	<ul style="list-style-type: none"> Examples of good practice. Revise RoWIP following working group. Consultation (Have Your Say, DCC newsletter, consultation list) mid-July to mid-August. Revise RoWIP and prepare Impact Assessment and bring to DCAF – 18 September. Take to PRow Committee – November. Internal sign-off Publication early 2024 (commencement date January 2024) Mid term review – 5 years 	<p>RW/DCAF working group</p> <p>RW</p> <p>RW</p> <p>RW</p> <p>RW</p> <p>RW/DCC</p> <p>RW</p> <p>RW</p>



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Hilary Winter
Devon Countryside Access Forum
Devon County Council
hilary.winter@devon.gov.uk

Our ref: PO2023/05273/MO

4 May 2023

Dear Hilary,

Thank you for your letter of 3 March about the concerns you have over the current legal framework for dog control.

As you have pointed out, there are a number of legislative tools and guidance that effectively set out the roles and responsibilities of dog owners when walking their dogs in the countryside. One such tool is the recently updated Countryside Code which makes it clear that owners need to keep their dogs under effective control.

Local authorities also have powers to introduce Public Spaces Protection Orders and it is right that they are able to use such powers in the areas for which they are responsible. Legislation also permits local authorities to introduce various countryside byelaws where it is appropriate to do so, subject to confirmation by the Secretary of State.

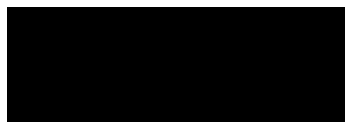
On responsible dog ownership more widely, you may be interested to learn that in December 2021 Defra published research in collaboration with Middlesex University investigating measures to reduce dog attacks and promote responsible dog ownership across all breeds of dog. Further details can be found on Defra's website [here](#).

In response to this research, we have established a Responsible Dog Ownership working group involving police, local authorities and animal welfare organisations. Conclusions and policy reform recommendations are expected later this year. These should address all aspects of tackling irresponsible dog ownership effectively, from prevention to robust, consistent enforcement, focussing on owners as well as on their dogs.

As part of the Responsible Dog Ownership working group, Defra will be considering the role of education and communications in encouraging responsible dog ownership and ensuring that dog owners are aware of their legal responsibilities. We will also be considering how we can refresh our current guidance for enforcement practitioners to support them to apply their powers effectively.

Alongside this, over recent months Defra has been arranging joint sessions with the police and with local authorities about how to make best use of their powers to tackle dog control issues in different scenarios and encourage the consistent application of dog control legislation.

Yours sincerely



TRUDY HARRISON MP

Agenda Item 11.

Email to Defra following letter received 4 May 2023
Sent: 13 June 2023

Your reference PO2023/05273/MO

Dear Under-Secretary

Dog issues

Thank you for your letter of 4 May, reference PO2023/05273/MO, received in response to the letter sent by the Devon Countryside Access Forum.

Forum members were interested to read your comments and updates on the issue of dog control. However, the main point of the Forum's letter focussed on the discrepancy in legislation across different types of land and between authority areas, not dog control per se. The variation in legislation is highly complex and difficult for dog owners to understand. The Forum would welcome your thoughts specifically on this issue.

The Devon Countryside Access Forum notes with interest the establishment of the Responsible Dog Ownership working group, a valuable initiative. The Forum requests that its initial communication, re-attached, is forwarded to this group for its consideration as the issues raised are important in trying to establish responsible dog ownership. Furthermore, the Forum requests that the conclusions and recommendations of the national Responsible Dog Ownership working group are put out to consultation with local access forums across the country.

Your response would be appreciated.

Yours sincerely
Hilary Winter

E-mail sent on behalf of the Devon Countryside Access Forum
Chair: Sarah Slade
Vice Chair: Chris Cole

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Our ref: PO2023/11565/EBT

17 July 2023

Dear Hilary

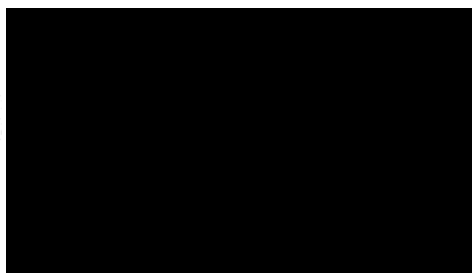
Thank you for your follow up email of 13 June about dog issues.

I am grateful to the Devon Local Access Forum for providing their feedback on the application of the current legal framework for dog control. We currently have no plans to review the current legal framework for dog control. We are focussing our efforts on ensuring that the full range of existing powers to tackle dog control issues are effectively applied.

As I mentioned in my previous letter, we are working with police, local authorities, and animal welfare organisations to consider how the recommendations from the Middlesex University report could be taken forward and to identify ways in which to improve the application of the full range of existing dog control powers. As part of this, we are also considering the role of education and training (for both dogs and their owners) in reducing the risk of dog attacks, as well as considering how we can improve data collection and recording and enforcement practices. Conclusions from this work are expected later this year and any proposed legislative reforms would be subject to public consultation as appropriate.

Your feedback has been passed onto the responsible dog ownership policy team and noted.

Yours sincerely



TRUDY HARRISON MP



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██████████
Planning, Transportation & Environment
Devon County Council
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28 April 2023

Dear ██████████

Planning Application - DCC/4336/2023
Shared-use trail – Shercroft Close, Broadclyst to Mosshayne Lane, Exeter

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000 (CRoW Act). Its statutory 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...” Section 94(4) of the Act specifies bodies to whom the Forum has a statutory function to give advice, and this includes county councils.

The DCAF currently has eighteen members, appointed by Devon County Council, who represent the interests of landowners/managers, access users and other relevant areas of expertise such as conservation and tourism.

The Devon Countryside Access Forum welcomes initiatives to improve recreational access in the area east of Exeter where there are significant housing developments and very few public rights of way. The planning application for the trail from Shercroft Close, Broadclyst to Mosshayne Lane was considered at the meeting of the Forum held on 24 April. The Forum advises that the following specific points should be considered in determining the application and in any future detailed design.

The Devon Countryside Access Forum is a local access forum. It is required, in accordance with Sections 94 and 95 of the Countryside and Rights of Way (CRoW) Act 2000, to provide advice as to the improvement of public access to land for the purposes of open-air recreation and enjoyment.

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Multi-use

The Devon Countryside Access Forum welcomes aspirations for the trail to be suitable for cyclists, pedestrians and people with impaired mobility. However, it is unclear whether horse use has been considered. By inference, horses appear to have been excluded. The Devon Countryside Access Forum advises that this is a missed opportunity, setting a poor precedent, in a geographical area where other recreational access projects are being considered. This application, although short in length, would ultimately link to the proposed Clyst Valley Trail, Ashclyst Forest and the wider Killerton estate. If horse use is not considered at this point, it is difficult to redesign at a later stage. Given the vulnerability of horse riders on the increasingly busy roads, this trail would provide a safe-off route with the potential to reach additional horse-riding areas. There are no bridleways in this area so it would provide an opportunity to improve access for this group, particularly as the route is anticipated to be “mainly used for leisure purposes.” The Devon Countryside Access Forum notes that the trail runs partially alongside the railway but do not consider this should exclude horse use. The Regional Access Officer for the British Horse Society has drawn the attention of the Forum to a new multi-use trail in the Lake District which runs alongside a railway. [West Windermere Way : Lake District National Park](#) This also includes sections of boardwalk for horse use.

Multi-use, particularly on new routes, has been the aspirational policy of the Devon Countryside Access Forum and multi-use is embedded in policies in Devon County Council’s Rights of Way Improvement Plan, revised in 2012: Policies CY3A, CY3B, CY3C/2 and HC3, as below.

D. Cyclists (page 34)

MULTI-USE

CY3A Provision for multi-use will be preferred where new routes are developed and the use of restrictive covenants will only be agreed in exceptional circumstances.

CY3B A review of existing cycle routes will be undertaken to see if multi-use is appropriate.

CY3C/2 Appropriate surfacing and design of multi-use routes will be undertaken following local consultation with the public and user-groups and taking into account environmental considerations, user needs, costs (including future maintenance) and guidance from the relevant sources, such as the good practice guide *Surface Requirements for Shared Use Routes* published by the former Countryside Agency (now Natural England).

C. Horse-riders and carriage drivers (page 32)

MULTI-USE

HC3 Multi-use will be encouraged in accordance with policy and action CY3A, B and C/2.

Whilst the Rights of Way Improvement Plan is currently being reviewed, there is no expectation of a change to these policies.

Surfacing

To ensure a surface suitable for multi-use and to minimise impact on the landscape the Devon Countryside Access Forum advises that a stone surface or self-binding gravel surface would be preferable to a “non-permeable bound surface.” Depending on the surface it might be possible to include a grass verge for horses.

Disability access

The Forum notes and appreciates the intention to restrict vehicular access. It is important that in so doing mobility scooters, cargo bikes and similar are not impeded. A lockable, moveable bollard might be one option which would still permit maintenance or emergency vehicles. A clear width of 1.5 metres is required for mobility scooters.

Outdoor accessibility

A guide to inclusive outdoor design and management was published earlier in April 2023 by Paths for All and the Sensory Trust. The comprehensive guidance on path design and routes covers all access user groups, including cyclists and horse-riders, and the Devon Countryside Access Forum advises that the trail proposals should be cross-referenced against this guide. Funding sources for the guidance included Forestry England, Natural England and Paths for All and a wide range of organisations provided advice and technical expertise. [Outdoor Accessibility Guidance Download – Paths for All | Paths for All](#)

East end – Station Road

The Shercroft Close junction drawing shows the trail very close to housing. The Forum advises that consideration should be given to reducing the proximity to these properties. The Devon Countryside Access Forum is aware of the proposals for a Suitable Alternative Natural Green Space (SANGS) at Station Road, recently consulted on by East Devon District Council. It is regrettable that this is not referred to in the planning application as the positioning of the car park in particular may influence where the trail can go, and the design needs to include associated safety features to separate trail users from vehicles. It is important that consideration is given to safe routes progressing from the trail eastwards to new developments at Blue Hayes and Cranbrook to encourage use of the trail.

West End – Mosshayne Lane

Through its response to the Clyst Valley Trail consultation, the Forum is aware that Mosshayne Lane is not a highway maintainable at public expense but has a footpath running along it (Broadclyst footpaths 29 and 65). As part of the trail development, the Devon Countryside Access Forum advises that thought needs to be given to the legal status of the trail itself which could be designated as bridleway. Where the trail emerges onto Mosshayne Lane, early discussions with the landowner need to take place to ensure that all users can legally proceed from that point.

Biodiversity

The Devon Countryside Access Forum appreciates design elements associated with green space and biodiversity. However, it is important that the maintenance cost of such areas, for example wildflower strips or hedgerows, is fully costed to ensure these do not just scrub or grow over. This could be a high cost to the local authority. Where trees are proposed consideration should be given to safety and visibility to

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ensure that these do not deter use, particularly as the route will not be lit. Use of native species such as blackthorn or hawthorn can pose issues for users when overgrown or can cause punctures if recently cut. The Forum advises that such species should not be planted too close to the trail.

Agriculture

It is not clear how much agricultural land is involved in trail construction and what agricultural use will be on completion.

The Devon Countryside Access Forum would appreciate detailed feedback on its comments.

Yours sincerely

A black rectangular box redacting the signature of Hilary Winter.

Hilary Winter
Forum Officer

Letter sent on behalf of the Devon Countryside Access Forum

Chair: Sarah Slade

Vice Chair: Chris Cole



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Ms E Waller
Operations Admin Officer
Forestry Commission England
Operational Delivery Team
Bullers Hill Hub
Kennford
Exeter
EX6 7XR

13 June 2023

Dear Ms Waller

Felling licence application ref 018/1801/2023 Trenchard Farm

Thank you for your email of 23 May consulting the Devon Countryside Access Forum on the above felling application.

The Devon Countryside Access Forum recognises the necessity of felling for effective woodland management. It notes that both woodland blocks affected by the proposed felling are crossed by public footpaths which are part of the Tarka trail network, an important recreational route. As Great Wood is CRoW access land, it is also possible that members of the public will explore other areas of the woodland off the footpath.

It would be helpful if you could confirm what measures are in place to ensure the safety of the public during felling operations and whether a direction will be sought to prohibit access during this period.

The Forum would welcome clarification on how and when details about felling will be communicated to the public. It is noted that the felling duration is 5 but it is not clear whether this is a period of weeks or months and when this is likely to start.

The Devon Countryside Access Forum is a local access forum. It is required, in accordance with Sections 94 and 95 of the Countryside and Rights of Way (CRoW) Act 2000, to provide advice as to the improvement of public access to land for the purposes of open-air recreation and enjoyment.

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This response will be on the agenda for the next meeting of the Forum on 18 September for formal approval.

The Devon Countryside Access Forum would appreciate feedback on its comments.

Yours sincerely



Hilary Winter
Forum Officer

*Letter sent on behalf of the Devon Countryside Access Forum
Chair: Sarah Slade
Vice Chair: Chris Cole*

Trenchard Farm
Summary of responses from the Forestry Commission
June 2023

The Woodland Officer spoke with the applicant. The area they are intending to work borders the CROW land rather than falling within it. The border traces along the south-eastern edge of the relevant compartments.

The applicant has provided written confirmation that they will not allow the works to interfere with the CROW land in any way. They will fell the trees away from the CROW land, meaning that their operators will ensure they land in the northern section of the compartment rather than into the accessible areas.

This is also a thinning operation, meaning that the applicant will be removing no more than 30% canopy cover evenly across the licenced areas. This means that the works are unlikely to be drastic and will hopefully not have too great a visual impact on the right of way.

Once the felling licence is approved it will be for a period of five years.



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██████████
Planning, Transportation and Environment
Devon County Council
County Hall
Topsham Road
Exeter
EX2 4QD

6 September 2023

Dear ██████████

Planning application for multi-use path. Buttercombe Lane to Foxhunters Inn, West Down. DCC/4363/2023

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000 (CRoW Act). Its statutory 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...” Section 94(4) of the Act specifies bodies to whom the Forum has a statutory function to give advice, and this includes county councils.

The DCAF currently has seventeen members, appointed by Devon County Council, who represent the interests of landowners/managers, access users and other relevant areas of expertise such as conservation and tourism.

This response has been agreed by the Forum and will be on the agenda for formal approval at its next meeting on 18 September. These comments accord with advice submitted to other consultations.

The Devon Countryside Access Forum strongly supports the proposal to reduce the extent of on-road sections on the popular Coast to Coast (Ilfracombe to Plymouth) trail, National Cycle Network route 27. These trails take many years to reach fruition and it is

The Devon Countryside Access Forum is a local access forum. It is required, in accordance with Sections 94 and 95 of the Countryside and Rights of Way (CRoW) Act 2000, to provide advice as to the improvement of public access to land for the purposes of open-air recreation and enjoyment.

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fortunate that funding from the Department of Transport's Active travel scheme has now been obtained.

The inclusion of horses on this section of the trail is welcome and accords with the Devon Countryside Access Forum's position on multi-use and Devon County Council's Rights of Way Improvement Plan (2012), currently being reviewed. The additional off-road section will improve safety for all users and enable quiet enjoyment and re-connection with nature.

The DCAF is keen to see Phase 3 pursued, southwards towards Knowle, as soon as practicable and resources allow as this would enable greater use of the route for sustainable transport between Barnstaple and Ilfracombe.

This is a multi-use trail and will be used by walkers, dog walkers, cyclists, mountain and gravel bike cyclists, horses and people with mobility scooters, wheelchairs, pushchairs and other aids. In this respect a sealed, smooth asphalt surface is considered inappropriate. Whilst recognising this is seen as a compromise, the majority of users will be using it for leisure and therefore a more natural surface would be much more appropriate and more suitable in landscape terms. The British Horse Society suggest a crushed stone to dust (Type 1 or 40mm scalplings) with quarry dust is a good surface for horses and this would be suitable for walkers and most cyclists. A smooth surface can encourage cyclists to cycle at a speed inappropriate for safe use of the trail by other users and a design life of 20 years seems short-term and potentially expensive to deal with in the future. Using a compacted stone surface with dust stone e.g. a 25mm depth of 6mm to dust stone and rolled to compact it would be more beneficial. For more information see the BHS Advice on Surfaces for Horses [surfaces-1122.pdf \(bhs.org.uk\)](https://www.bhs.org.uk/resources/surfaces-1122.pdf)

The DCAF would like confirmation that the bollards can be easily removed for maintenance access without causing a trip hazard. One solution recently seen on the newly constructed A379 bridge near Matford involves a moveable chicane – see photograph in appendix. This might be worth considering.

Whilst not relevant to the planning application, the DCAF welcomes discussions on improving a road crossing of the A361 at Foxhunters as it advised on this matter at the time of the previous application.

This response constitutes formal advice from the Devon Countryside Access Forum and feedback on its comments would be appreciated.

Yours sincerely



Hilary Winter
Forum Officer

*Letter sent on behalf of the Devon Countryside Access Forum
Chair: Sarah Slade
Vice Chair: Chris Cole*

Appendix

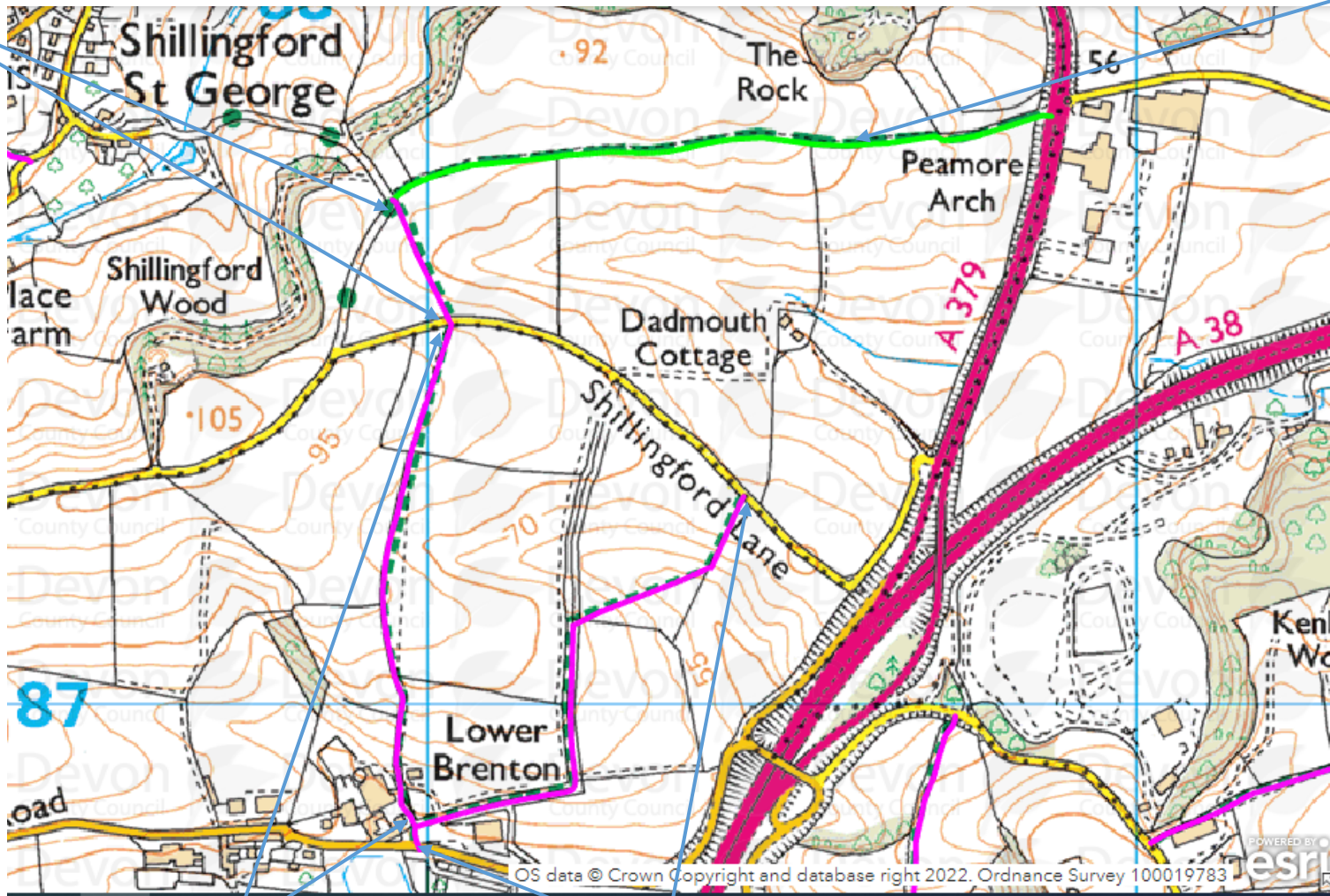
Photograph of chicane on A379 bridge, near Matford, Exeter



Map of Public Rights of Way on the proposed Lower Brenton landfill site

Shillingford St George Footpath 14

Shillingford St George Bridleway 19



Kenn footpath 54

Kenn footpath 16

Lower Brenton Farm – Landfill site (30.10 hectares) Application number: DCC/4337/2023

Summary for Devon Countryside Access Forum – August 2023

Full details on:

[Search and comment on applications | Planning \(devon.gov.uk\)](#)

Background

The original planning application was withdrawn in March 2022. This current application has been revised following concerns raised by the community and consultees. The main differences, identified in the Planning Statement (4.14), are as follows:

- The north eastern access and part of fields to its south have been removed from the proposal removing the perceived highway safety concerns at the junction with the A379, the potential for conflict between users of the bridleway (Bridleway 19) that runs along the Days-Pottles Lane and potential harm to trees' Root Protection Areas along the application site's northern boundary.
- The proposed recycling facility has been relocated from the elevated Phase 1 Northern Fill Area towards the lower-lying and less conspicuous south eastern edge of the Phase 3 Southern Fill Area, to reduce visual and landscape impact concerns and disturbance and loss of amenity to users of Bridleway 19.
- Phase 1's north western boundary has been pulled back to the south east to provide a greater buffer between the site and Shillingford Wood and to provide a wider corridor for cirl bunting travelling along the top of the site.
- The lateral extent of the northern and southern areas of fill and the fill volumes have been reduced to increase distance from and potential impact on the application site landowner-controlled Dadmouth Cottage, to avoid the need to temporarily close or divert rights of way, and to reduce visual and landscape character and ecological impact.

Comments on Public Rights of Way

1. "A footpath (Footpath 14) also runs through Phase 1 although skirting the western flank of the actual fill area. It is proposed to provide a temporary fenced margin as shown in detail on accompanying 'Phasing Plan Phase 1 – Northern Fill Area' drawing (519.125 Rev. C. for the duration of the landfilling works, which is expected to be 2 – 3 years including initial setting up of the site compound and recycling area within the Southern Fill Area." (5.3.10 Planning Statement)
2. "The gradient of the field in the Southern Fill Area is such that the site compound and recycling area will need to be built up slightly at its north eastern end with a batter in order to create a level surface for the compound measuring approximately circa 30 m wide and 70 m long. To its south east and south west, the site compound and recycling area will be framed by a 2.0m high screening bund formed with top soil and outer stock proof fence to delineate the line of Public Footpath 16, which will skirt along the site compound and recycling area's southern flank. This will mean that stockpiled material and recycling activities are less noticeable from shorter and longer distance public vantage points." (5.3.11 Planning Statement)

3. “The stripped top soil from Phase 3 would be stockpiled along the phase’s western, southern and south eastern flanks to provide dust, noise and visual screening to users of Footpath 54 along the fill area’s western flank and Footpath 16 along the fill area’s south eastern flank and from more distant views from the south, and for operational efficiency reasons. Again these top soil screening bunds would respect and avoid Root Protection Areas on all flanks.” (5.3.16 Planning Statement)

Additional revisions outlined in the Statement of Community Involvement

“We have changed all fill areas so we are not intending to close any footpaths. When topsoil is stripped, it will be put alongside the footpath to limit visual impact on the footpaths.”

“The scheme has incorporated several proposals to moderate vehicle speeds within the vicinity of the footpath crossing. These comprise the positioning of the office and recycling centre adjacent to the crossing point (where drivers will need to stop to drop their transfer ticket at the office), the inclusion of a speed control bend on the approach to the crossing point and a gated section of footpath. The pedestrian gate will be spring closed so that walkers cannot continue straight across the haul road without pausing to open the gate; this physical action will provide an opportunity for them to check the way is clear before crossing and similarly afford drivers more time to see walkers at the crossing point. The position of the office affords a line of visibility directly to the crossing point to allow site staff to monitor drivers speeds at the crossing point. In regard to the number of vehicle movements, the 200 lorry movements per day stated is the peak flow on site, the average will be in the order of 150 as per Trood Lane. These will not necessarily be at regular intervals, they may be bunched or spread out depending on a number of factors. We believe there are sufficient options to slow vehicles down to create a safe crossing and ongoing monitoring during the lifespan of the facility can inform other measures as necessary.”

“The 2m high seeded mounds will be formed around the fill area perimeters from the topsoil stripped from site, and pushed to the sides for later re-use. These act as topsoil stores and visual screens to the development and are temporary. Where a footpath follows the perimeter of one of the development sites the mounds will be on that side only, and in many cases are on the opposite side of retained hedgebanks. Mounds will therefore be on:”

- The east side of Shillingford George Footpath 14
- The east side of Kenn Footpath 54
- The north side of Kenn Footpath 16
- The South side of Shillingford George Bridleway 19

Comments on public rights of way in the Environmental Statement (Chapter 8) – Landscape and Visual Impact 2022

“*Construction/ operation phase visual effects* are considered to be influenced by the proximity of the visual receptor to the site and their reason for being at that point, which affects the sensitivity of the receptor. The close receptors (Viewpoints 2 to 8) are all within 1km of the site, and from footpaths where the recreational qualities are paramount and generate higher levels of sensitivity. Here the magnitude of the site changes is more apparent and has generally been assessed as medium/ high or high. The site entrance off of Brenton Road will also

have a change in visual character from that of a field gate entrance to a surfaced site entrance with security gates. At these viewpoints the adverse effects before mitigation were considered to reach levels of 'moderate/ substantial' and are considered significant." (8.6.4)

"Restoration phase visual effects are also considered to be influenced by the proximity of the visual receptor to the site and their reason for being at that point, with receptor locations such as footpaths having a higher sensitivity and more distant receptors and those from busy roads having a lowered sensitivity. The restoration phase levels of magnitude are also affected by the nature of the change on site when compared to the baseline conditions, as the end use of farmland is the same as the baseline conditions the magnitude of change is reduced. Differences from the baseline include a general rise in levels across the site, the cirl bunting foraging area and an increase in hedges, however these will be relatively young at this phase. The visual change of the raised levels may also not be apparent without prior knowledge of the valleys at the baseline and so may be noticed by a smaller number of receptors. The magnitude of visual change is therefore considered to be medium at closer viewpoints reducing to lower levels at more distance and with some of the changes having a beneficial impact, the effects are considered to be moderate but neutral closer to the site reducing to slight neutral further away. This means that the change can be considered no better or worse than the baseline. These levels are not considered to be significant." (8.6.10)

"Construction/ operation phase residual visual effects are considered to be influenced by the proximity of the visual receptor to the site and their reason for being at that point. This affects the sensitivity of the receptor with the close receptors (Viewpoints 2 to 8) all within 1km of the site, and from footpaths where the recreational qualities are paramount and generate higher levels of sensitivity. At these viewpoints the adverse effects before mitigation were considered to reach levels of 'moderate/ substantial' and are considered significant. The mitigation listed above was considered to reduce these effects to 'moderate'. All construction/ operation phase impacts are considered temporary and for the duration of the works. No other viewpoints were considered to have effects that are considered to be significant, either because the greater distance reduces the visibility of the site, or the sensitivity of the receptor is lowered due to the nature of the viewpoint." (8.9.3)

Restoration Phase Residual Effects Impacts present at the restoration phase are considered to be:

- Management changes to all site hedges.
- Changes to site levels.
- Changes to local wildlife habitats.
- New hedgerow tree planting and a new hedgerow alongside PROW Shillingford St George Bridleway 19 (8.9.5)

"Restoration phase residual visual effects are also considered to be influenced by the proximity of the visual receptor to the site and their reason for being at that point. This affects the sensitivity of the receptor with the close receptors (Viewpoints 2 to 8) all within 1km of the site, and from footpaths where the recreational qualities are paramount and generate higher levels of sensitivity. At these viewpoints the effects before mitigation were considered to reach levels of 'moderate' and are not considered significant. The mitigation listed above was considered to change this a little with some remaining the same and some reducing to 'slight/ moderate' or 'slight', which again are not significant. The junction off of Brenton Road will be returned to the baseline condition and there will have no lasting significant effect. All restoration phase impacts are considered permanent. From greater height and distance such as at the Haldon Ridge (Viewpoints 9 and 10)

the site level changes will not be noticed and there will be a greater presence of vegetation to this part of the view and the impacts are considered slight but positive. No other viewpoints were considered to have effects that are considered to be significant, either because the greater distance reduces the visibility of the site, or the sensitivity of the receptor is lowered due to the nature of the viewpoint.” (8.9.6)

Viewpoint 3 – PROW SSG Bw19 hedge gap to north of site

This viewpoint is at a hedge gap from the public bridleway to the north boundary of the site.

Summary description of the identified impact	Sensitivity of Receptor	Impact Magnitude	Significance and Nature of Effect	Additional Mitigation	Residual Impact Magnitude	Residual Significance and Nature of Effect	Confidence Level
Construction/ operation							
This gap shows a clear view over the hedge which has been cut short in this location. The hedge running across the valley in the middle distance will be removed and the soils will be stripped and stored in 2m high linear mounds around the field perimeter. There will be noise and movement of machinery as the filling operations proceed with the valley contours changing as the filling proceeds.	This is statutorily undesignated farmland with the local AGLV designation and has views to the Haldon Ridge beyond. Receptors on the PROW are likely to be there for the enjoyment of the landscape and so the sensitivity is therefore considered to be medium .	The site soils will be stripped and stored in linear mounds around the field perimeter, which may block and filter the view. The site is close, and the changes will be very apparent. The impact magnitude is considered to be high .	Overall, the site will be in a state of flux with some areas worked and others being restored, and so the construction/ operation phase impacts as a whole are considered to be temporary. The mounds could also block existing views to the Haldon Hills beyond. The scale of this change is considered to be moderate/ substantial and temporary .	Early maintenance changes to site hedgerows will allow for taller hedges and less exposure of the mounds and any fill operations to viewers.	Construction/ operation phase maintenance of the hedges will result in taller growth which could help to screen this view. The perimeter mounds may also screen the works, particularly the lower parts of the view. The impact magnitude is considered to be lowered to medium as a result.	The construction/ operation operations will change the pastoral nature and tranquility of the site; however, the mitigation measures will reduce this, giving a moderate and temporary effect .	Good
Restoration							
The long-term maintenance of the site hedges will result in taller hedges with rotational cutting and this view is therefore likely to be screened for much of the time between cuts. Views of the site could therefore be intermittent but when available will consist of pasture fields and a changed hedge pattern, with the Haldon Hills beyond.	This is statutorily undesignated farmland with the local AGLV designation. It has views to the Haldon Ridge beyond. Receptors on the PROW are likely to be there for the enjoyment of the landscape and so the sensitivity is therefore considered to be medium .	The raised fill levels will be an immediate and permanent change in the view, but only to receptors with historic experience of the site in its baseline state. The grass cover will return to the fields and hedgerows will be planted and grow. Long-term maintenance of the hedges will result in taller growth. The impact magnitude is considered to be neutral medium .	When all restoration stops the site changes and mitigation measures can be considered permanent. Visually this will remain a pastoral scene with grazing fields and hedges, but with the field contours altered. The scale of this change is therefore considered to be neutral and moderate permanent .	The phased construction/ operation period will allow for completed parts of the site to be grassed over early on. This is a view of the north site which will be completed and restored by phase 1/2 (approximately 3-4 years/ 6-8 years respectively). New and existing hedges will grow and form a strong pattern in the landscape with taller growth between cuts.	Long-term maintenance of the hedges and trees will result a greener and more structured view. Views to the Haldon Ridge will become filtered. The impact magnitude is considered to be neutral medium .	The end use and perception of the sites will be little different from the baseline conditions. The changes to the hedgerow pattern and maintenance are considered to have a beneficial visual appeal. The altered site levels are large but may not be apparent without previous knowledge of the site baseline. The residual change is therefore considered to be neutral and a slight/ moderate and permanent effect .	Good

Viewpoint 4 – Sampsons Hill junction with PROW SSG Bw19

This viewpoint is where public footpath SSG Fp14 enters the northern site at a stile

Summary description of the identified impact	Sensitivity of Receptor	Impact Magnitude	Significance and Nature of Effect	Additional Mitigation	Residual Impact Magnitude	Residual Significance and Nature of Effect	Confidence Level
Construction/ operation							
<p>This is a clear view over the stile of PROW SSGBw19 and down the valley of the northern site. The hedge running across part of the valley in the middle distance will be removed and the topsoil will be stripped and stored in piles. A 2m high soil bund will run along the left side of the path, filtering views. There will be noise and movement of machinery as the filling operations proceed.</p> <p>The new cirl bunting habitat will result in vegetation changes to the right of the path.</p>	<p>This is statutorily undesignated farmland with the local AGLV designation and has views to the Kenbury Wood ridge beyond. Receptors on the PROW are likely to be there for the enjoyment of the landscape and so the sensitivity is therefore considered to be medium.</p>	<p>The footpath across the site will lose its open character with views to the left blocked or filtered. The site is close, and the changes will be very apparent. The impact magnitude is considered to be medium/ high.</p>	<p>Machinery may be heard or glimpsed over the mound, however construction/ operation phase impacts as a whole are considered to be temporary. The scale of this change is considered to be moderate/ substantial and temporary.</p>	<p>The cirl bunting habitat to the right of the view will provide a more diverse and attractive meadow type vegetation for receptors.</p>	<p>The view will be blocked or filtered whilst the bund is in place. The cirl bunting habitat will maintained. The impact magnitude is considered to be lowered to medium as a result.</p>	<p>The construction/ operation restorations will change the pastoral nature and tranquility of the site; however, the phased restoration of the site, and the cirl bunting habitat will reduce this, giving a moderate and temporary effect.</p>	<p>Good</p>
Restoration							
<p>The mound to the left of the view will be reduced to 1m high and a Devon hedgebank will be planted on it as a permanent feature. The long-term maintenance of the site hedges will result in taller hedges with rotational cutting, and some will be visible in this view. The cirl bunting habitat will be retained to the right of the view.</p>	<p>This is statutorily undesignated farmland with the local AGLV designation. Receptors on the PROW are likely to be there for the enjoyment of the landscape and so the sensitivity is therefore considered to be medium.</p>	<p>The new Devon hedgebank will block and filter views of the restored fill site and the cirl bunting habitat will continue to the right of the view. Surrounding, existing hedges will also be seen in the new rotation being generally taller between cuts. This is a large change from the existing baseline of an open view of a pasture field but is considered neutral in nature. The impact magnitude is considered to be neutral medium.</p>	<p>When all restoration stops the site changes and mitigation measures can be considered permanent. Visually this will change to a view of the path running alongside a hedge with meadow planting to the right. The change to the fill site contours is unlikely to be noticed to receptors at this viewpoint. The scale of this change is therefore considered to be neutral and moderate permanent.</p>	<p>The ongoing maintenance cycle of the hedges and cirl bunting habitat will extend into future seasons.</p>	<p>The residual impacts will greatly improve the habitat benefits of the site and the hedgerow structure will be different to the baseline. The impact magnitude is considered to be neutral medium.</p>	<p>The end use and perception of the sites will be little different from the baseline conditions. The changes to the hedgerow pattern will change the openness of this view. The fill site will remain well screened. The residual change is therefore considered to be neutral and a moderate and permanent effect.</p>	<p>Good</p>

Viewpoint 5 – PROW K Fp54 looking north to site

This viewpoint is from a field between the two fill sites which will remain in agricultural use

Summary description of the identified impact	Sensitivity of Receptor	Impact Magnitude	Significance and Nature of Effect	Additional Mitigation	Residual Impact Magnitude	Residual Significance and Nature of Effect	Confidence Level
Construction/ operation							
The elevated contours give a clear view over the hedges along Shillingford Lane, which have been cut short in this location. Topsoil will be stripped and stored in piles. A 2m high bund will run the other side of the hedge. There will be noise and movement of machinery as the filling operations proceed with the valley contours changing as the filling proceeds.	This is statutorily undesignated farmland with the local AGLV designation. Receptors on the PROW are likely to be there for the enjoyment of the landscape and so the sensitivity is therefore considered to be medium .	The site is quite close, and the changes will be very apparent. The impact magnitude is considered to be high .	Overall, the site will be in a state of flux and partly visible over the mound; with some areas worked and others being restored, and so the construction/ operation phase impacts as a whole are considered to be temporary. The scale of this change is considered to be moderate/ substantial and temporary .	Early maintenance changes to site hedgerows will allow for taller hedges and less exposure of the fill operations and bund to view. The phased construction/ operation period will allow for completed parts of the site to be grassed over early on. This is a view of the north site which will be completed and restored by phase 1/2.	Construction/ operation phase maintenance of the hedges will result in taller growth which could help to screen this view. Restored phases of the works will be seen grassed over and returned to pasture use during the construction/ operation of other phases of the works. The impact magnitude is considered to be lowered to medium as a result.	The construction/ operation operations will change the pastoral nature and tranquility of the site; however, the phased restoration of the site will reduce this, giving a moderate and temporary effect .	Good
Restoration							
The long-term maintenance of the site hedges will result in taller hedges with rotational cutting and this view is therefore likely to be partially screened for much of the time between cuts. Views of the site could therefore be intermittent.	This is statutorily undesignated farmland with the local AGLV designation. Receptors on the PROW are likely to be there for the enjoyment of the landscape and so the sensitivity is therefore considered to be medium .	The raised fill levels will be an immediate and permanent change in the view, but only to receptors with historic experience of the site in its baseline state. The grass cover will return to the fields and hedgerows and will be planted and grow. Long-term maintenance of the hedges will result in taller growth. The impact magnitude is considered to be medium .	When all restoration stops the site changes and mitigation measures can be considered permanent. Visually this will remain a pastoral scene with grazing fields and hedges, but with the field contours altered. The scale of this change is therefore considered to be neutral and moderate permanent .	New hedges will grow and form a strong pattern in the landscape with taller growth between cuts. The hedgerow trees to the distant field hedge on the right will also grow and form a strong woodland structure in the view.	Long-term maintenance of the hedges and hedgerow trees will result a greener and more structured view. Views to the site will become filtered between hedge cuts. The impact magnitude is considered to be medium .	The northern site will be well screened in this view over time. The residual change is therefore considered to be neutral and a moderate and permanent effect .	Good

Viewpoint 7 –PROW K Fp54 as it enters the south site

This is a view where the footpath enters the south site at a stile.

Summary description of the identified impact	Sensitivity of Receptor	Impact Magnitude	Significance and Nature of Effect	Additional Mitigation	Residual Impact Magnitude	Residual Significance and Nature of Effect	Confidence Level
Construction/ operation							
This is a clear view from the PROW and down the valley of the southern site. The hedge running across part of the valley in the middle distance to the left will be removed and the topsoil will be stripped and stored in piles. A 2m high soil bund will run along the left side of the PROW, blocking views. There will be noise and movement of machinery as the filling operations proceed with the	This is statutorily undesignated farmland with the local AGLV designation and has views to the Kenbury Wood ridge beyond. Receptors on the PROW are likely to be there for the enjoyment of the landscape and so the sensitivity is therefore	The footpath across the site will lose its open character with views to the left blocked or filtered. The site is close, and the changes will be very apparent. The impact magnitude is considered to be medium/ high .	Machinery may be heard or glimpsed over the mound, however construction/ operation phase impacts as a whole are considered to be temporary. The scale of this change is considered to be moderate/ substantial and temporary .	The phased construction/ operation period will allow for completed parts of the site to be grassed over early on. This is a view of the south site which will be completed and restored by phase 4 (approximately 8-10 years).	Hedge maintenance changes will not affect this view. Work on this site will begin later in the phasing programme with it remaining in agricultural use for the first few years of the fill period. The impact magnitude is considered to be lowered to medium as a result.	The construction/ operation operations will change the pastoral nature and tranquility of the site; however, the later phasing and phased restoration of the site will reduce this, giving a moderate and temporary effect .	Good
valley contours changing as the filling proceeds.	considered to be medium .						
Restoration							
The mound to the left of the view will be removed and the pasture field reinstated, along with the views. The long-term maintenance of the site hedges will result in taller hedges with rotational cutting, and some will be visible in this view. Views of the site will return to being pasture fields and a changed contour landform.	This is statutorily undesignated farmland with the local AGLV designation. Receptors on the PROW are likely to be there for the enjoyment of the landscape and so the sensitivity is therefore considered to be medium .	The raised fill levels will be an immediate and permanent change in the view, but only to receptors with historic experience of the site in its baseline state. The grass cover will return to the fields and hedgerows will be planted and grow. Long-term maintenance of the hedges will result in taller growth. The impact magnitude is considered to be neutral medium .	When all restoration stops the site changes and mitigation measures can be considered permanent. Visually this will still be seen as a pasture field, but with the field contours altered and taller perimeter hedges (between cuts). The scale of this change is therefore considered to be neutral and moderate permanent .	Taller hedges will grow and form a strong pattern in the landscape with taller growth between cuts.	Long-term maintenance of the hedges will result a greener and more structured view. Views to the higher ground beyond the site will become filtered. The impact magnitude is considered to be medium .	The end use and perception of the sites will be little different from the baseline conditions. The changes to the hedgerow pattern and maintenance are considered to have a beneficial visual appeal. The altered site levels are large but may not be apparent without previous knowledge of the site baseline. The residual change is therefore considered to be neutral and a slight/ moderate and permanent effect .	Good

Viewpoint 8 – Footpath Kenn FP16 to the south edge of the south site

This is a close viewpoint from the public right of way as it crosses to the southern edge of the south site.

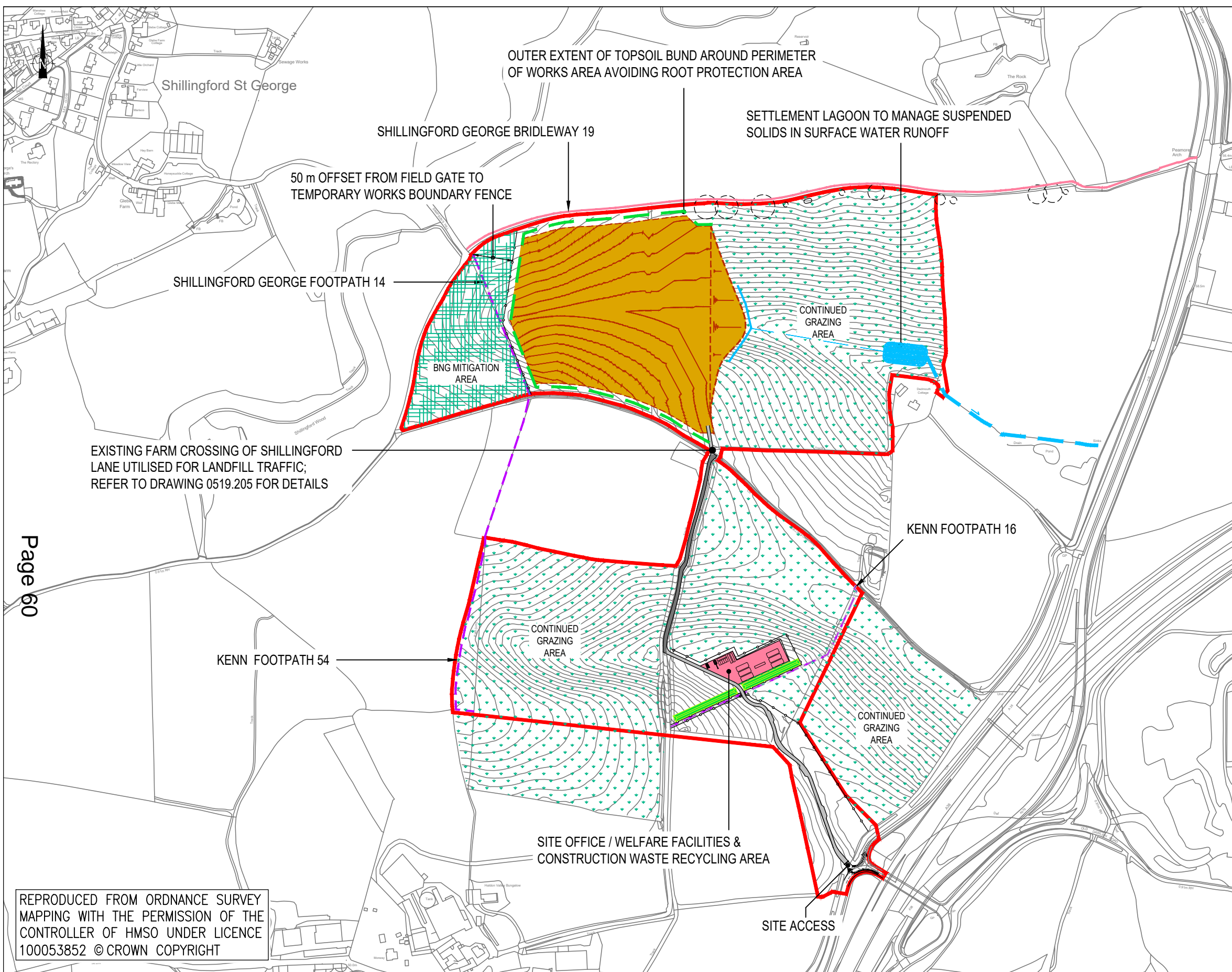
Summary description of the identified impact	Sensitivity of Receptor	Impact Magnitude	Significance and Nature of Effect	Additional Mitigation	Residual Impact Magnitude	Residual Significance and Nature of Effect	Confidence Level
Construction/ operation							
This is a clear view where the footpath passes through the hedge and heads south. It is into the valley of the southern site. The hedge running across the valley in the middle distance will be removed in phase 3 and the topsoil will be stripped and stored in piles. There will be an elevated view over the site compound and sorting area in the valley bottom. There will be noise and movement of machinery as the	This is statutorily undesignated farmland with the local AGLV designation. The viewpoint is on a public right of way where the receptors are likely to be present for the enjoyment of the landscape. The sensitivity is therefore considered to be medium .	The site is close, and the changes will be very apparent. The impact magnitude is considered to be high .	Overall, the site will be in a state of flux with this being the last phase to be worked and restored. There will be movement of machinery and tipping operations evident, but the construction/ operation phase impacts are considered to be temporary. The scale of this change is considered to be moderate/ substantial and temporary .	There is no additional mitigation in this view.	Work on this site will begin later in the phasing programme with it remaining in agricultural use for the first few years of the fill period. The impact magnitude is considered to be lowered to medium as a result.	The construction/ operation operations will change the pastoral nature and tranquility of the site; however, the later phasing and phased restoration of the site will reduce this, giving a moderate and temporary effect .	Good
filling operations proceed with the valley contours changing as the filling proceeds.							
Restoration							
The new site contours will be evident across the valley, filling it and creating a steeper 'nose' to the bank facing the viewer. A new hedge and track will run across the middle of the field, roughly in the location of the old hedge but following the contours more. The long-term maintenance of the site hedges will result in taller hedges with rotational cutting, and some will be visible in this view. Views of the site will return to being pasture fields.	This is statutorily undesignated farmland with the local AGLV designation. Receptors on the PROW are likely to be there for the enjoyment of the landscape and so the sensitivity is therefore considered to be medium .	The raised fill levels will be an immediate and permanent change in the view, with the 'nose' of the fill dropping and marrying in with existing levels. The grass cover will return to the fields and hedgerows will be planted and grow. Long-term maintenance of the hedges will result in taller growth. The impact magnitude is considered to be medium .	When all restoration stops the site changes and mitigation measures can be considered permanent. Visually this will still be seen as a pasture field, but with the field contours altered and a new track and hedge to the fields and hedgerows will be planted and grow. The scale of this change is therefore considered to be neutral and moderate permanent .	New hedges will grow and form a strong pattern in the landscape with taller growth between cuts.	Long-term maintenance of the hedges will result in taller hedges between cuts. The impact magnitude is considered to be unchanged at medium .	The end use and perception of the sites will be little different from the baseline conditions. The changes to the hedgerow pattern and maintenance are considered to have a beneficial visual appeal. The altered site levels are large but may not be apparent without previous knowledge of the site baseline. The residual change is therefore considered to be neutral and a slight/ moderate and permanent effect .	Good

NOTES: GENERAL

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3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATIONS

KEY:

- PHASE 1 FILL AREA
- SITE COMPOUND AND RECYCLING AREA
- PROPOSED CONTOUR
- FOOTPATH (CURRENT ALIGNMENT)
- BRIDLEWAY (CURRENT ALIGNMENT)
- PLANNING BOUNDARY
- EXISTING FARM ACCESS TRACK
- INTERNAL HAUL ROAD
- VEHICLE MOVEMENTS



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Rev	Description	Drn	Chk	Date
C	UPDATED PLANNING BOUNDARY AND TOPSOIL STORAGE AREA	GB	HT	17.01.23
B	PHASE 1 FILL AREA REDUCED IN AREA	JT	HT	02.12.22
A	RECYCLING AREA REORIENTATED; GRAZING AREAS SHOWN	JT	HT	20.09.22

REVISIONS				
Preliminary	15.09.22	Approval	Tender	Const.

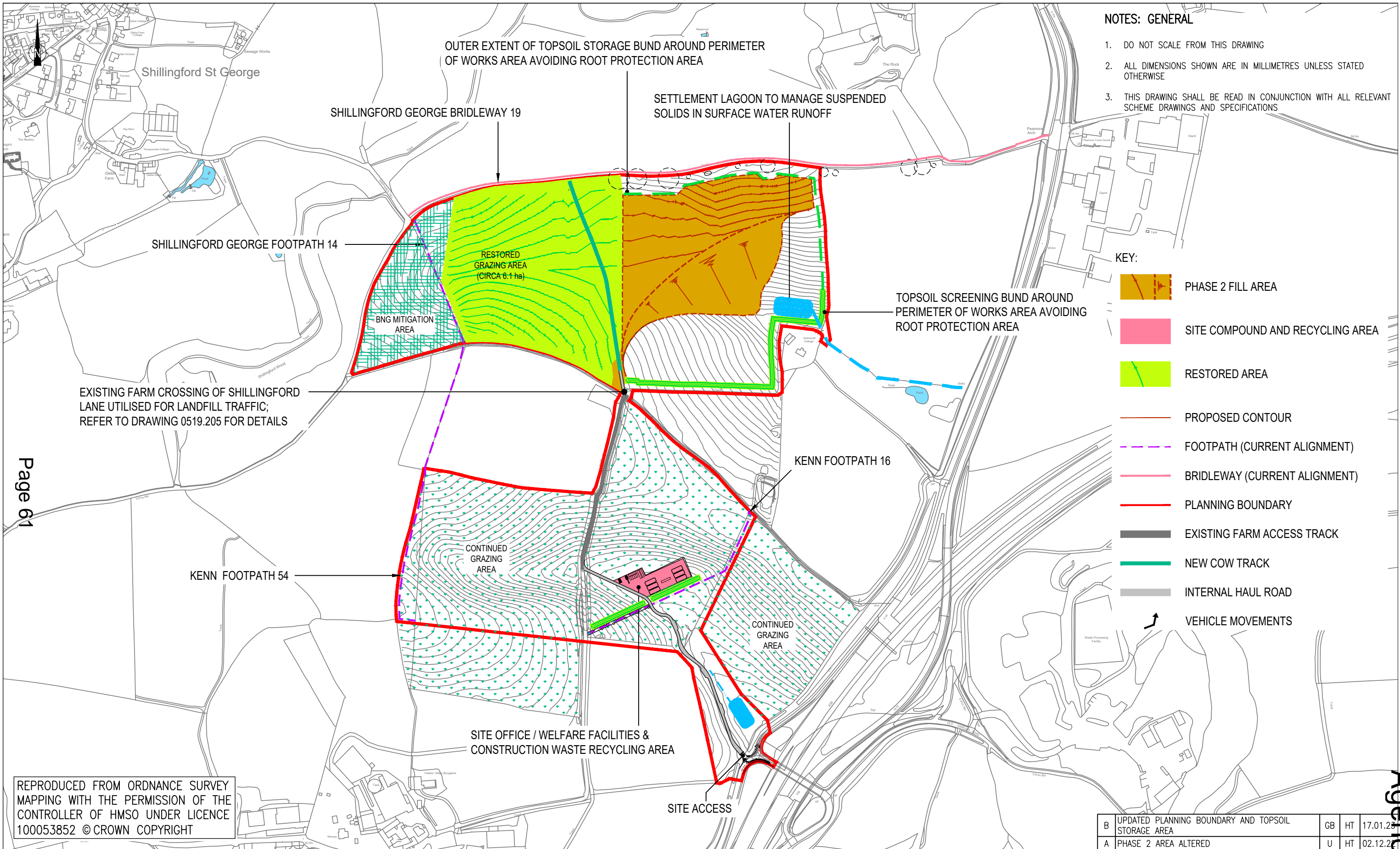
DRAWING STATUS				
DATE	DRAWN	CHECKED	ISSUE CHECKBOX	
SEPT '22	JT	HT		
DRAWING No. 519.125	REV C	SCALE 1:5000	@ A3	

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JOB TITLE
LOWER BRENTON RECYCLING FACILITY & INERT LANDFILL DEVON

DRAWING TITLE
**PHASING PLAN (SHEET 2 OF 5)
PHASE 1 – NORTHERN FILL AREA**



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- KEY:**
- PHASE 2 FILL AREA
 - SITE COMPOUND AND RECYCLING AREA
 - RESTORED AREA
 - PROPOSED CONTOUR
 - FOOTPATH (CURRENT ALIGNMENT)
 - BRIDLEWAY (CURRENT ALIGNMENT)
 - PLANNING BOUNDARY
 - EXISTING FARM ACCESS TRACK
 - NEW COW TRACK
 - INTERNAL HAUL ROAD
 - VEHICLE MOVEMENTS

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B	UPDATED PLANNING BOUNDARY AND TOPSOIL STORAGE AREA	GB	HT	17.01.22
A	PHASE 2 AREA ALTERED	U	HT	02.12.21
Rev	Description	Drn	Chk	Date
REVISIONS				
Preliminary	20.09.22	Approval	Tender	Const.
DRAWING STATUS				
DATE	SEPT '22	DRAWN	JT	CHECKED
			HT	ISSUE
DRAWING No.	519.126	REV	B	SCALE
				1:5000 @ A3

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DRAWING TITLE
**PHASING PLAN (SHEET 3 OF 5)
PHASE 2 – NORTHERN FILL AREA**

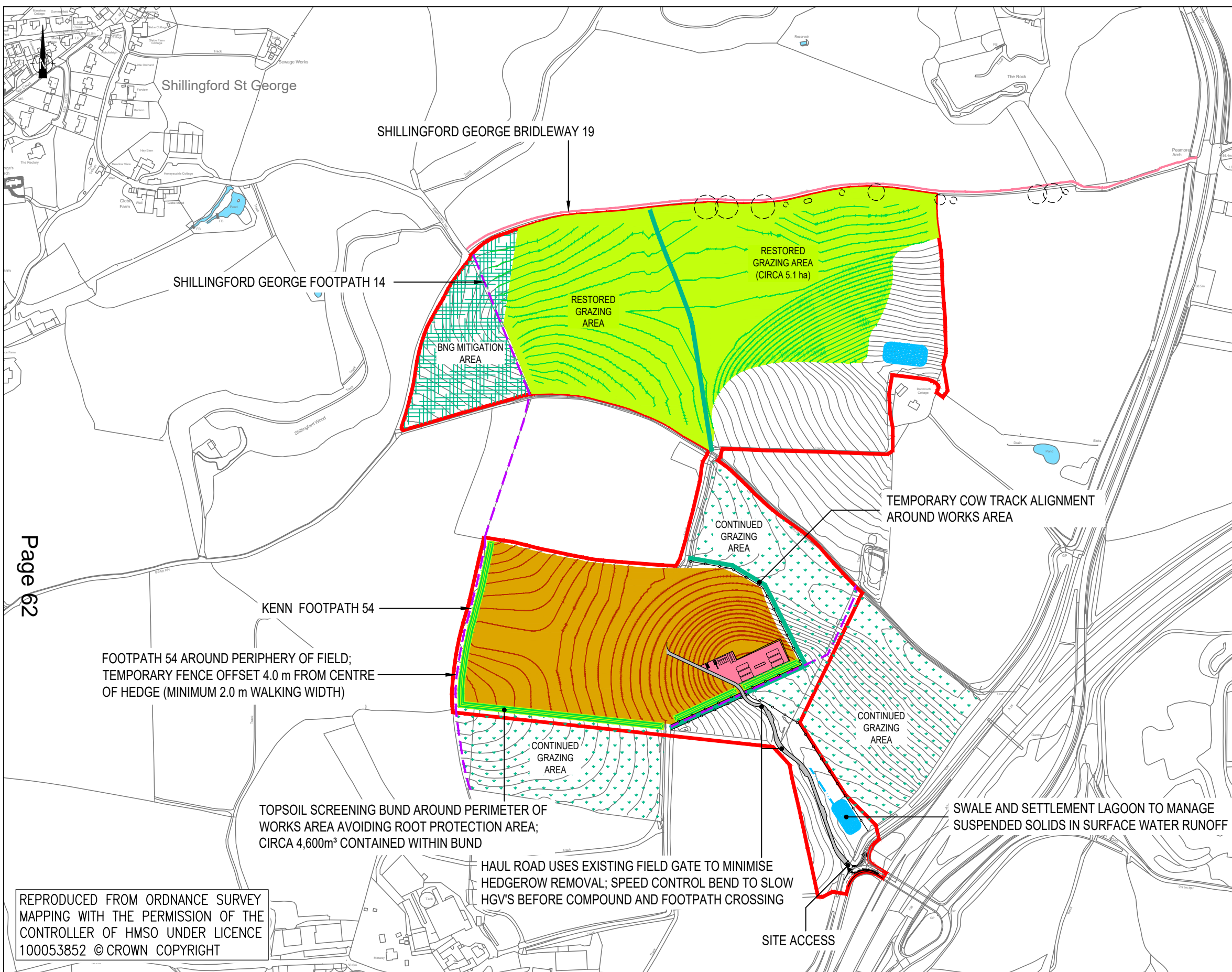
Agenda Item 13.1

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KEY:

-  PHASE 3 FILL AREA
-  SITE COMPOUND AND RECYCLING AREA
-  RESTORED AREA
-  PROPOSED CONTOUR
-  FOOTPATH (CURRENT ALIGNMENT)
-  BRIDLEWAY (CURRENT ALIGNMENT)
-  PLANNING BOUNDARY
-  NEW COW TRACK
-  INTERNAL HAUL ROAD
-  VEHICLE MOVEMENTS



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B	UPDATED PLANNING BOUNDARY	GB	HT	17.01.23
A	PHASES AMENDED	JT	HT	05.12.22
Rev	Description	Drn	Chk	Date
REVISIONS				
Preliminary	20.09.22	Approval	Tender	Const.
DRAWING STATUS				
DATE	SEPT '22	DRAWN	JT	CHECKED HT
DRAWING No.	519.127	REV	B	SCALE 1:5000 @ A3

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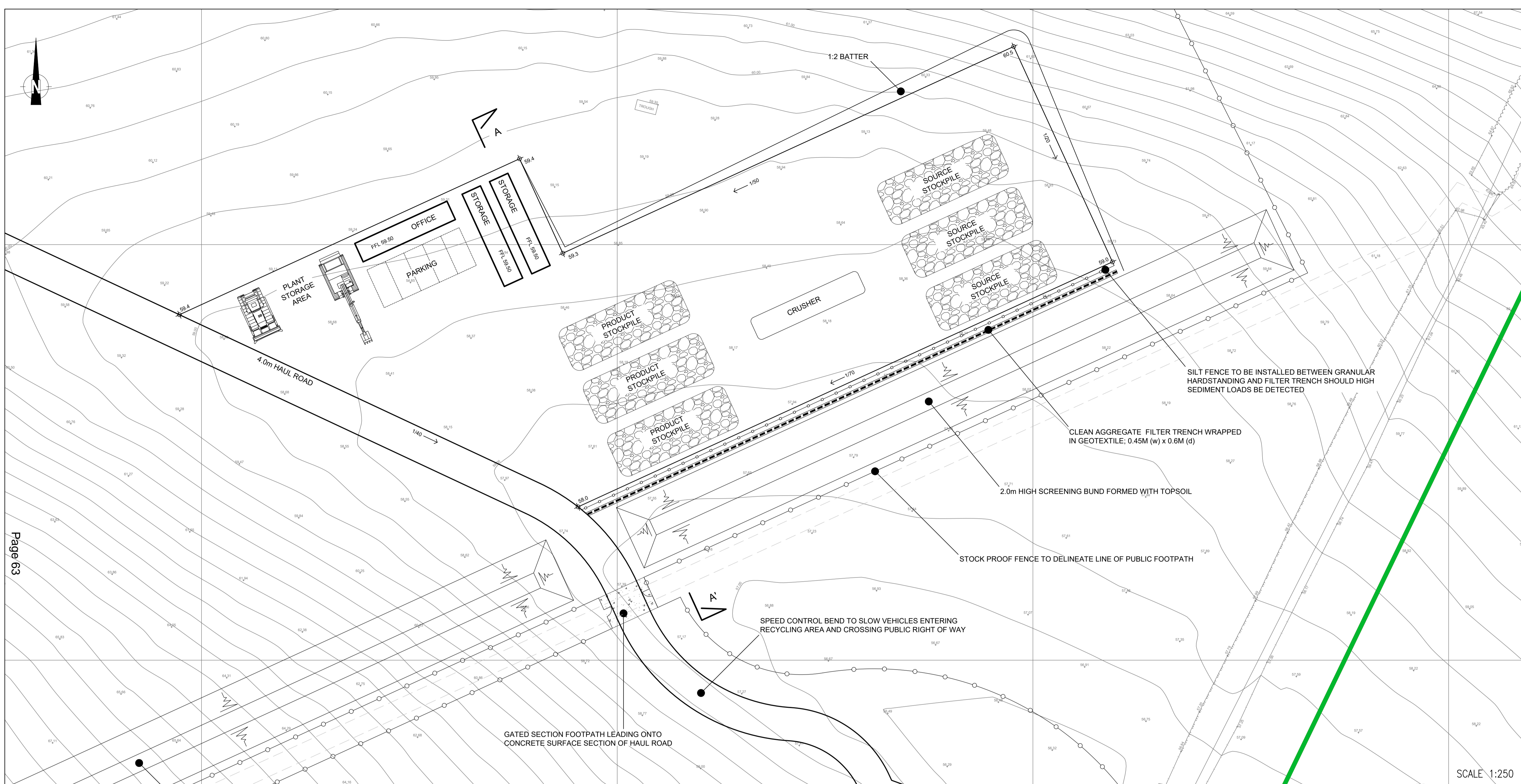
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LOWER BRENTON RECYCLING FACILITY & INERT LANDFILL DEVON

DRAWING TITLE
**PHASING PLAN (SHEET 4 OF 5)
PHASE 3 – SOUTHERN FILL AREA**

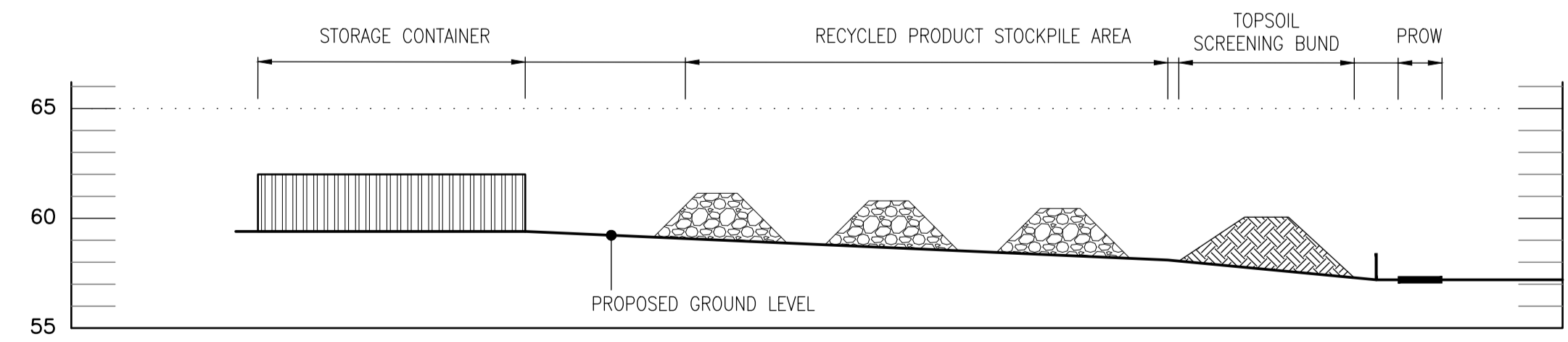
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- KEY:**
- PERMIT BOUNDARY

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SCALE 1:250



SECTION A-A'
1:250 HORIZ / 1:250 VERT

Rev	Description	Drn	Chk	Date
C	FILTER DRAIN AND SILT FENCE ADDED TO LOW EDGE OF GRANULAR HARDSTANDING	JT	HT	02.03.23
B	ADDED PERMIT BOUNDARY TO CA	DB	HT	09.01.23
A	OFFICE AREA MOVED TO EASTERN SIDE OF HAUL ROAD; RECYCLING AREA RE-ORIENTED	JT	HT	20.09.22

REVISIONS

Issue	Date	Submitted for
Preliminary Issue	15.09.22	Submitted for S104
Planning Issue		Issued for Tender
Submitted for S38		Issued for Construction
Submitted for S278		As Built

DRAWING STATUS



LOWER BRENTON RECYCLING FACILITY & INERT LANDFILL

OFFICE & RECYCLING AREA GENERAL ARRANGEMENT

DATE	DRAWN	CHECKED	HT
SEPT '22	JT		HT

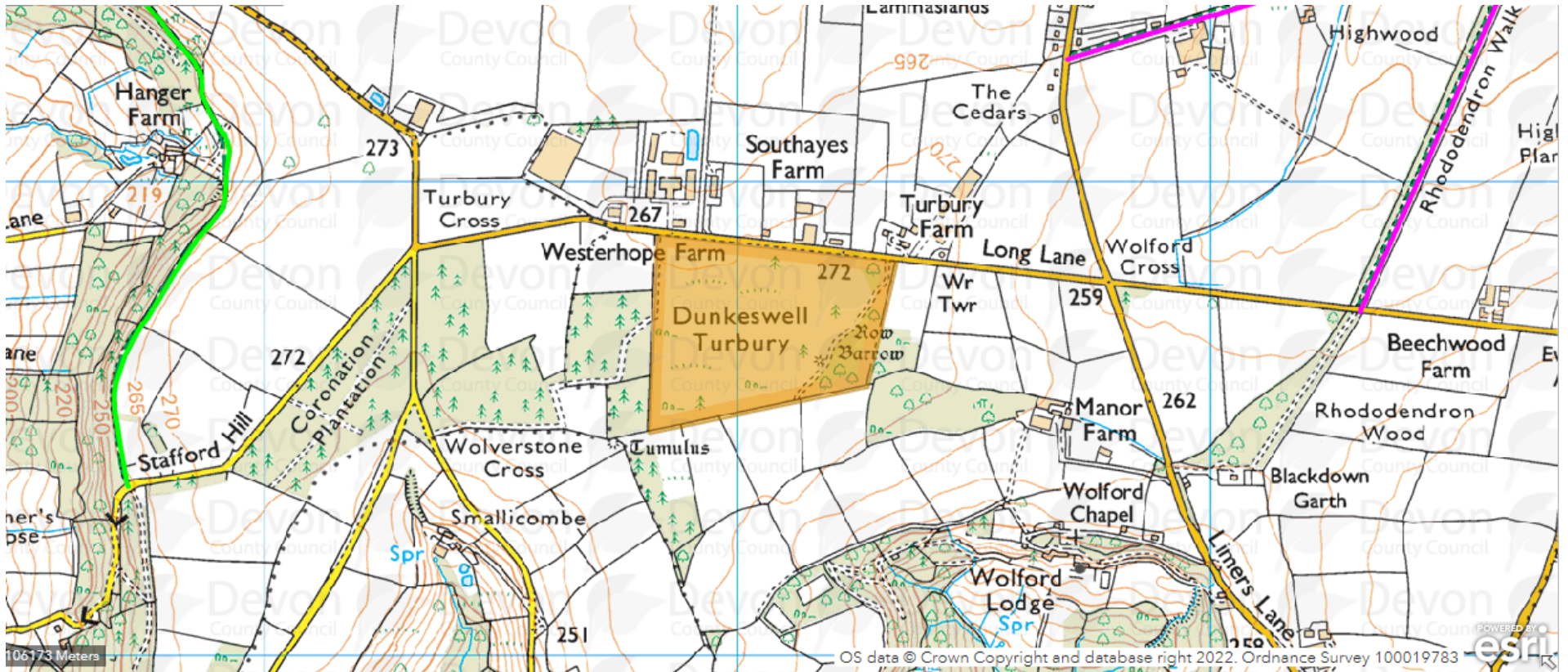
DRAWING NO: 0519.129 REV: C SCALE: AS SHOWN @ A1

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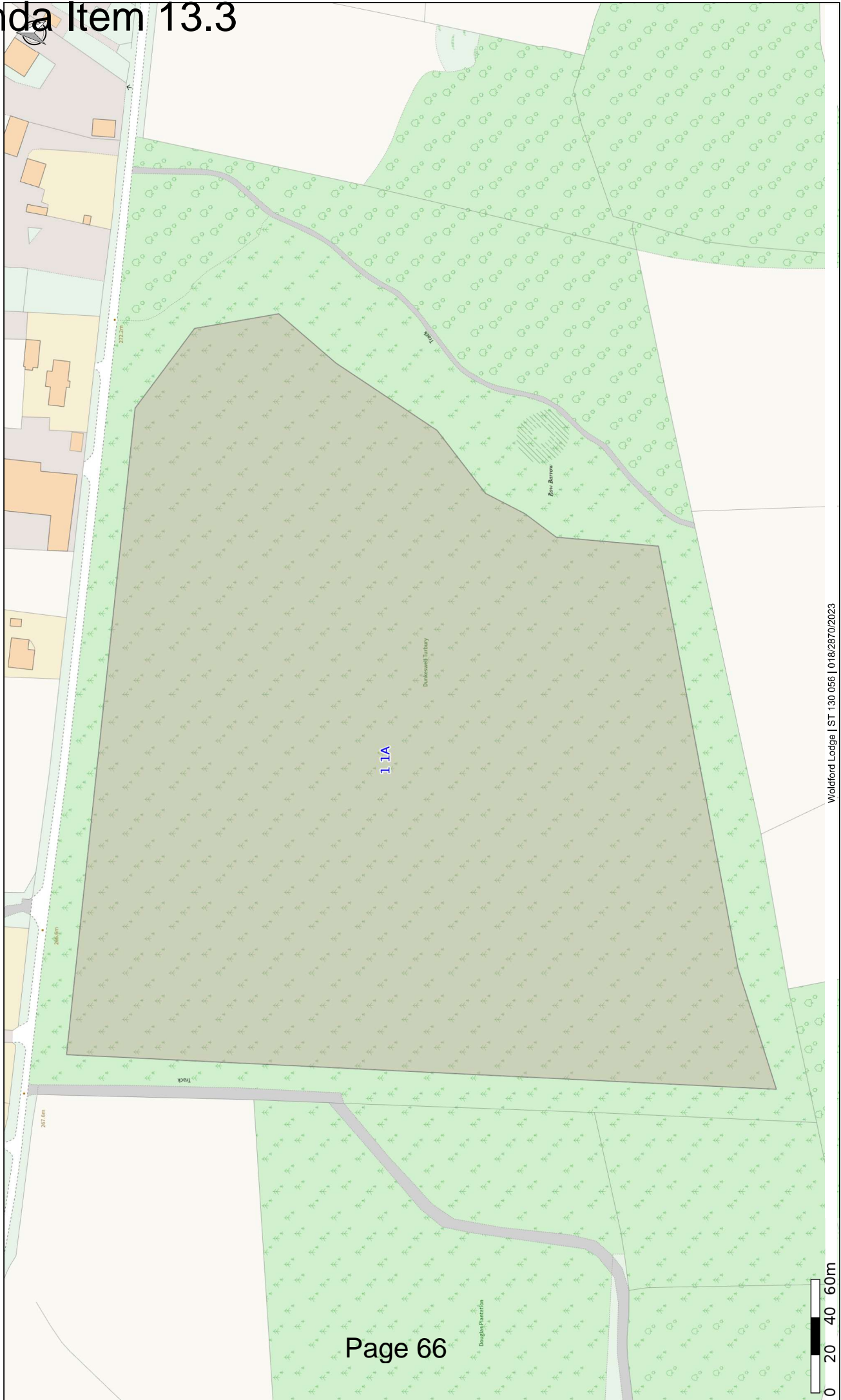
Agenda Item 13.1

Felling Licence Application ref 018/2870/2023 Woldford Lodge

Map location of Dunkeswell Turbarry



Operations Map



Reset Form	Basic Details Form	Application Reference Number: <input style="width: 100%;" type="text" value="018/2870/2023"/>			
Property name: <input style="width: 80%;" type="text" value="Wolford Lodge"/>	Woodland Management Ref: <input style="width: 100%;" type="text"/>	Woodland Officer: <input style="width: 100%;" type="text" value="James Robertson"/>			
Woodland name/cpt: <input style="width: 80%;" type="text"/>	Date of site visit: <input style="width: 100%;" type="text" value="18/08/2023"/>				
Notes - Remarks for file only (record on Felling Licence Online on Internal Review tab under Site Investigations):		389			
This application is to clear successional tree growth on priority lowland heath. The restoration of priority habitat will remove two thirds of the trees within the felling area and grazing cattle will be introduced with no fence technology. The project is receiving FIPL funding. The intention to not restock will require a conversion to open habitat and a deforestation EIA application.					
Notes - Remarks for licence (record on Felling Licence Online on Internal Review tab under Advisory Details):		0			
Land Information Search checked? <input type="text" value="Yes"/> Yes/No Are proposals UKFS compliant? <input type="text" value="Yes"/> Yes/No					
TPO or Conservation Area declared? <input type="text" value="No"/> Yes/No Is the application valid? <input type="text" value="Yes"/> Yes/No					
Consultation					
Enter on consultation public register (PR)? <input type="text" value="Yes"/> Yes/No	Declaration form required? <input type="text"/>	Date consultation public register completes: <input type="text"/>			
Enter on decision public register (PR)? <input type="text"/>					
Note: the following minimum information is required for the PR: property name, GR, nearest Town, Local Authority, BL/CON, hectares of felling					
Who must be consulted? (insert rows as required)	Date contacted	Response received Y/N	Date received	Amendment required Y/N	Amendment complete Y/N
Blackdownhills AONB					
Local Access Forum					
Deforestation Ref: Open Habitat Policy					
EIA threshold exceeded? <input type="text" value="Yes"/> Yes/No	EIA checklist done? <input type="text" value="No"/> Yes/No				
EIA Tracker completed? <input type="text" value="No"/> Yes/No					
Habitat Restoration and/or PAWS CSV files are NOT required.					M&G Output
Recommendation for the application					
Duration of licence: <input style="width: 40px; height: 30px;" type="text" value="5"/>	The licence should be:				
	Indicate FLA type:	Unconditional: <input type="text"/>	Conditional: <input type="text" value="x"/>		
	Indicate other options:	Refused: <input type="text"/>	Referred: <input type="text"/>		
	Deemed approval option:	** Have the conditions changed from the original application? Yes - AO to send conditions letter prior to issuing a licence			
Completi					
Conditions discussed with applicant? <input type="text" value="No"/> Yes/No		Date	<input style="width: 100%;" type="text"/>		
WO confirmation that PW14 is complete? <input type="text" value="Yes"/> Yes/No		Date	<input style="width: 100%;" type="text" value="18/08/2023"/>		
If yes, WO to upload this form into the working folder and notify AO the PW14 is ready to be processed.					
Public Register Totals					
Broadleaf - Ha	<input style="width: 40px;" type="text" value="3.29"/>				
Conifer - Ha	<input style="width: 40px;" type="text" value="7.68"/>				
Total - Ha	<input style="width: 40px;" type="text" value="10.97"/>				

**** DO NOT USE AT THIS TIME**

Sub-Cpt Record		Felling										Restocking																												
FLO		CSV																																						
		(Information required to produce a ten year felling licence, compliant with EUTR & CPET Category B)																																						
Cpt SORT	Sub Cpt	Area (Ha) Gross	FC Digitised Area (Ha)	Designations	Area to be felled (ha)	% of compartment area to be felled auto generated	Confirmed Felling area (Ha) auto generated	Type of Felling	Identify species of more than 20% of the volume to be felled. Below 20%, record as MB or MC					Est Volume (m3) con	Est Volume (m3) bdiv	N.O. of Tree Tree Marking	Restock area (ha)	% of compartment to be restocked auto generated	Confirmed Restock Area (Ha) auto generated	% of open space	Spp: Species to be restocked %: Percentage of restock area, split by species										Total % including open space (must equal 100%) auto generated	Stocking Density (Stems Per Hectare)	% Established by natural regeneration	Confirm restock proposal type	TPO	Conservation Area	Is this PAWS restoration to native?	TPO / CA Details		
									JL	SS	MC											Spp.	%	Spp.	%	Spp.	%	Spp.	%	Spp.									%	
14	a	0.90	0.90	PAWS	0.75	83%	0.75	CF	JL	SS	MC				175		80	0.75	83%	0.75	15	OK	70	SLT	15								100	1250	20	Replant The Felled Area	Yes	No	Yes	Details of TPO / Conservation Area. Only required if either TPO or CA is "Yes"
15	a	1.15	1.15	TPO	1.00	87%	1.00	T	OK	AH				70	15	60 areen dot	N/A															0				Do Not Intend to Restock	No	No		
1	1A			None	10.97			RF	Scots pine	downy birch	goat willow	grey willow	rowan			1000 none																								