



**Devon Countryside Access Forum**  
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## **Fifty-Fourth meeting** **Devon Countryside Access Forum**

**Norman Room, The Kenn Centre, Exeter Road, Kennford, Exeter**  
**EX6 7UE**

Thursday, 19 September 2019 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. Minutes of the meeting held on 25 April 2019 (Pages 1 - 10)
4. Matters arising
  - 4.1 Membership (2. 25.04.19)
  - 4.2 Annual Report (17. 25.04.19)
5. Public questions
6. Correspondence log (Pages 11 - 16)
7. Meetings attended by DCAF members
  - 7.1 Training Day (Pages 17 - 18)

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

7.2 Accessibility visit to East Devon Pebblebed Heaths

7.3 Devon Local Nature Partnership Communities Conference

7.4 Turf cutting, Alma Bridge, Sidmouth.

8. Exe Estuary Trail and countywide trails (Pages 19 - 24)

To note and discuss verbal reports from:

- a) A DCC, Exe Estuary Management Partnership and DCAF working group on shared use and codes of conduct; and
- b) The Exe Estuary Stakeholder event 2019, held at Powderham Castle.

To consider forming a DCAF working group to explore some of the issues raised in the agenda paper and to make recommendations.

9. To note minutes of the Public Rights of Way Committee held on 4 July 2019 (Pages 25 - 28)

10. Public Rights of Way update

11. To note and approve responses to consultations and any feedback

12. Current consultations

12.1 Jurassic Coast World Heritage Site Management Plan consultation (Pages 29 - 36)

To discuss draft response.

13. Forthcoming consultations

13.1 Pebblebed Heaths Visitor Management Plan (Pages 37 - 38)

To note the letter advising of the forthcoming consultation. The South East Devon Habitat Regulations Partnership and the Pebblebed Heaths Conservation Trust are seeking views on the recommendations in a commissioned report which sought to identify some ways to improve visitor experiences and access to the East Devon Pebblebed Heaths. The consultation details will be available at the end of September. A working group meeting is suggested to discuss the proposals.

13.2 Coastal access (Pages 39 - 40)

To note the coastal access update. Natural England is planning to publish the coastal access reports for Cremyll to Kingswear and Combe Martin to Marsland Mouth in November. A working group is proposed to consider

these reports and ensure a response during the eight week consultation period.

14. Dates of meetings 2020

15. Any other business

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 Fifty-Third meeting  
of the Devon Countryside Access Forum  
held at the Devon Rural Hub, Amory Building, Cheriton Bishop, EX6 6JH  
Thursday, 25 April 2019

## **Attendance**

### *Forum members*

Andrew Baker	Gordon Guest
Simon Clist	Charlie Lloyd
Chris Cole (Vice-Chair)	Sue Pudduck
Sean Comber	Tino Savvas
John Daw	Sarah Slade (Chair)
Tim Felton	Maggie Watson

### *Devon County Council Officers and others present*

John Baker, Warden, Public Rights of Way, DCC  
Helen Clayton, Senior Officer, Public Rights of Way, DCC  
Ros Mills, Manager, Public Rights of Way, DCC  
Hilary Winter, Forum Officer, DCC

## **1. Apologies**

Apologies were received from Jo Hooper, Councillor Tony Inch, Councillor Philip Sanders and Bryan Smith.

## **2. Membership**

Sophie Pritchard had resigned. The Chair noted that it was difficult for young people, particularly students, to commit to the Forum. In the interim, Ros Mills, DCC, said that the Selection Panel had suggested one of the DCC apprentices could be on the Forum and discussions were taking place with the line manager of an apprentice in the transport planning team. This was agreed but members recommended efforts should be made to target groups with a view to encouraging other young people to apply next year. The importance of mentoring young members was raised and noted.

*Action: DCC and Forum Officer to action.*

The Chair paid tribute to Linda Lee for her contribution over the past three years and for raising the profile of carriage driving.

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## **3. Welcome to new members**

Tim Felton and Tino Savvas were welcomed. Bryan Smith, new member, had given apologies.

## **4. Declaration of interests**

There were no declarations of interest.

## **5. Election of Chair and Vice Chair**

No nominations had been received for Chair and Vice Chair. The existing Chair and Vice Chair had agreed to continue in post. Sarah Slade was elected as Chair, proposed by Sue Pudduck and seconded by Andrew Baker. Chris Cole was elected as Vice Chair, proposed by Maggie Watson and seconded by John Daw.

## **6. Minutes of the meeting held on 24 January 2019**

Minutes of the meeting held on 24 January were agreed and signed.

## **7. Matters arising**

### **7.1 Planning Position Statement (9. 24.01.19)**

Following discussion at the last meeting, it was proposed to amend the Planning Position Statement and add a further statement - "scrutinise safety implications where any new roads affect an existing public right of way, liaising at the earliest opportunity with all relevant authorities to design in improvements." This was agreed.

*Action: Forum Officer to edit position statement and republish.*

### **7.2 Greenspace Position Statement (11. 24.01.19)**

The Greenspace Position Statement had been finalised and was on the website. The Forum Officer had contacted Natural England to check on the Accessible Natural Greenspace Standard, used in the position statement. Natural England had let a contract for a Green Infrastructure Standards project with a view to developing draft guidance and a framework of GI standards. The new guidelines would be tested in a number of communities, in association with local authorities. The DCAF position statement may need to be amended in future once these new standards are published.

### **7.3 Local Nature Partnership (15. 24.01.19)**

The Local Nature Partnership Conference in 2019, held in March, focussed on outdoor learning for the primary school sector. Members will be advised of any relevant LNP activities which arise during the year. The Local Nature

Partnership's Naturally Healthy work includes promoting 'Naturally Healthy Month' in May.

## **8. Public Questions**

There were no public questions.

## **9. Correspondence log**

Attention was drawn to the response from Bigbury Neighbourhood Plan Steering Group. This stated that horse-riders would be included as vulnerable road users and improved opportunities for cyclists and horse-riders will be considered as part of the neighbourhood plan.

Items 10, 11 and 12 referred to current surveys being conducted by Exeter City Council, Teignbridge District Council and the Forestry Commission which members might wish to complete as individuals.

## **10. Meetings attended by DCAF members**

### **10.1 Marine Management Organisation workshop**

Sue Pudduck had attended the Marine Management Organisation SW Marine Plan workshop on the SW Plan and a brief response to the consultation had subsequently been sent. Representatives from a wide range of interests were present. Following earlier work in the South East, the Marine Management Organisation is keen to engage with many organisations and identify gaps in knowledge.

Sue was thanked for attending.

### **10.2 East Devon Pebblebed Heaths - car parking strategy**

Gordon Guest had attended the workshop at the East Devon Pebblebed Heaths and the accompanying agenda paper outlined the content of the day and the challenges of competing demands and increased use of the heaths. He had subsequently arranged a visit for wheelchair/mobility scooter users on 7 June so that access issues could be discussed with the Pebblebed Heaths Site Manager. Details would be sent to DCAF members should anyone wish to attend.

Gordon was thanked for his involvement and for setting the visit up.

*Action: Gordon Guest and Forum Officer.*

## **11. Minutes of the Public Rights of Way Committee meeting held on 4 March 2019**

Minutes of the Public Rights of Way Committee were noted.

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## 12. Public rights of way update

Ros Mills, Public Rights of Way Manager, reported that targets had been met for the year end. The Public Rights of Way Warden and Legal and Development teams had done an excellent job and work programmes were in place.

Key strategic matters for the future were:

1. Improvements to the IT and GIS systems to assist inspections and to keep a digital legal library of records affecting each route. This would enable Orders to be attached to the definitive line which would be more efficient.
2. A programme of re-surfacing for recreational and multi-use trails. These are re-surfaced on an ad-hoc basis when funds allow. The aim is to have a five-year rolling programme in place, with advice from Highway Asset Team colleagues. It will be important to identify costs and commit funding, increasingly important with the likely growth agenda and increased use of such routes. Installation of routes attracts capital funding to ensure green infrastructure and planning targets are met, however ongoing maintenance is an issue.
3. The Country Parks as important recreational assets.
  - Stover Country Park is re-submitting its Heritage Lottery Fund bid to improve the park in its historic house and garden setting. It is hoped the DCAF will send a new letter of support and a request will be sent shortly.
  - The Grand Western Canal has dealt with badger encroachment and part of the towpath has been underpinned using a grid system. This has alleviated the problem in the short term, but it will be a future issue.

Both country parks have issues with dogs. The parks are working to retain their Green Flag Awards.

### 4. Budgets

The revenue budget for 2019/20 had been cut slightly but capital had been increased by just over £200,000. DCC as an authority recognised the benefit of a well-managed access network.

Gordon Guest offered to update the chart of scooter sizes and capacity to assist DCC in planning for disability access.

*Action: Gordon Guest*

The importance of wheelchair accessible toilets on recreational trails was raised. These encouraged disabled people to be more active and promoted tourism. Ros Mills confirmed that historically the Environment Team was involved in business liaison and promotion for any route but now fewer staff were involved in delivery. The Public Rights of Way team was not involved in negotiation or liaison.

Ros Mills, DCC, reported that issues had arisen on the Exe Estuary due to its increasing popularity. A DCC working group was being set up to look at soft messaging and ways of mitigating conflict between different groups. The Exe Estuary is not a public right of way so legislation could not be applied. Two members of the DCAF, Sarah Slade and Gordon Guest, had been asked to participate and provide advice alongside members of the Exe Estuary Forum.



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Concerns about cycling speed were not specific to the Exe Estuary trail. It was noted that electric bikes were a new factor.

A discussion took place about the need to persuade businesses of the benefit of offering disabled toilets. Disabled visitors often had other people with them. There were 2.35m Blue Badge holders in England at the end of March 2018. Technology developments meant that disabled users could explore over longer distances.

At the previous meeting, Richard Walton SWCP National Trail Officer, had mentioned the possibility of funding through the South West Coast Path Association for toilet improvements. It was noted that associations or trusts could take on a role in improving facilities. Businesses and parish organisations could have a role too. Potentially, it was also something that could be asked of developers if they are seeking permission to access a trail, for example the Tarka Trail. Historically, during the planning process, opportunities may have been missed to use s106.

It was suggested that making Sustainable Accessible Natural Green Space (SANGS) sites multi-use could displace people from sensitive wildlife sites, particularly if linked to the existing public rights of way network. It was noted there will be consultation on the Greater Exeter Strategic Plan later in the year and this may cover SANGS sites and areas for quiet enjoyment such as dog walking. A complementary document will focus on the sensitivities of different sites in terms of flooding, ecology and historic interest.

The Chair suggested, and it was agreed, that a working group to look at some of the issues affecting trails would be useful, exploring increased use, the differences between functional and recreational use, and the associated facilities that could be provided. It was agreed later in the meeting to make this the key focus of the forthcoming training day to be followed up by a working group.

Helen Clayton, Senior Officer Public Rights of Way, confirmed that the Definitive Map Review was 82% complete with a further 7% in progress. The next Public Rights of Way Committee would be held in July.

The Ramblers had appealed a Planning Inspectorate decision not to confirm a footpath in Luppitt. The Planning Inspectorate decision had been quashed and the case will have to be determined again.

The Parish Paths Partnership (P3) surveys were all in and grants had been sent out.

It was hoped to consider public rights of way matters at an early stage in the development of the Greater Exeter Strategic Plan.

## **13. Presentation by John Baker, Public Rights of Way Warden, Devon County Council**

John Baker, Public Rights of Way warden, gave a presentation.

He confirmed that his duty was to protect Devon's rights of way and he did this by:

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- Supporting landowners,
- informing the public,
- liaising with Parish Councils (P3) and district councils, and
- cooperating with the Police and dog wardens.

The legal rationale for wardens' work was embodied in the Highways Act 1980, s130

- It is the duty of the Highway Authority to assert and protect the rights of the public to the use and enjoyment of any highway...
- It is the duty of a Highway Authority to prevent, as far as possible, the stopping up or obstruction of the highway...

Devon County Council had 5000km of footpaths, bridleways, byways open to all traffic and restricted byways. In addition, there were 560km of unsurfaced roads and 225km of off-road trails.

A map showing the warden areas for the County was displayed. The wardens carried out work on off-road trails and unsurfaced roads in the National Park areas. The National Park rangers dealt with public rights of way on an agency basis.

Wardens inspected public rights of way on a three-yearly cycle, ensuring they were signed at the road, free from obstruction and clearly waymarked. Ease of use was also assessed using condition criteria and 97% of the public rights of way in Devon met the criteria. In addition, off-road trails and the South West Coast Path were inspected annually. Wardens also responded to reports from the public and recorded findings. A number of legal and technical publications informed warden work.

Wardens were responsible for maintenance. This included signs and waymarking; vegetation; stiles and gates; surfaces – including bridges and boardwalks; removing obstructions and working with approved contractors. Wardens made increasing use of technology, for example What's App to share photos with contractors.

Interesting photographs illustrated 'before' and 'after' shots of maintenance work. Gates were authorised where there were forestry or stock control issues although it was acknowledged this could impact on use by buggies and scooters.

The Enforcement Protocol worked through goodwill and cooperation with the public and landowners. This worked most of the time. The occasional enforcement notice was also effective most of the time. Prosecution was rarely used in Devon as this was unnecessarily stressful, time consuming and expensive. It was important to ascertain why a landowner had obstructed a path and what could be done to resolve issues.

Wardens were proactive in seeking improvements and making a difference. Stiles were upgraded to gates with landowner permission and this had been easier with improved self-closing gates. Surfaces were upgraded, signs were improved and diversions (paid for by landowners) were secured. Diversions went out to formal consultation.

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The wardens' improvement schedule was usually reliant on capital bids and budget allocations. For example, improvements had been made to the SWCP surface and, on the Tarka Trail, a least restrictive option had been put in place with manoeuvring space and easy to use latches. In Iddesleigh, a diversion was planned to remove one bridge crossing and take a footpath away from a farmyard.

The Strava app showed the level of use and a map was displayed which indicated use of public rights of way and recreational trails in Hatherleigh over the last two months. Higher use was indicated by a lighter colour. The whole network was well-used especially the off-road trails.

A number of questions were asked.

*What are the maintenance priorities?*

John responded that it was based in priority order of Health and Safety issues; high usage paths such as cycle/multi-use trails, promoted routes and village/town centres.

*How do wardens work with groups, for example South West Riders?*

SW Riders report problems in a constructive way. They have identified diversions and also recognise the need to identify priorities. For example, improving bridleway access across Hollow Moor would be disproportionately expensive meaning less budget for other routes. John would be attending their AGM. North Devon Ramblers reports problems. He had not had so much contact with the Trail Riders' Fellowship.

*Is it possible to go around obstructions or deal with them?*

The public can make a reasonable route around an obstruction but not remove the obstruction itself. It is best to report obstructions to the public rights of way team to avoid the risk of causing criminal damage. Wardens had to notify landowners of their intentions with regard to obstructions.

*Is there any say on amenity value?*

Not as such. An improvement to surface may be needed to ensure access can continue.

*What is liaison like with the roads team?*

Public Rights of Way can raise an objection to a proposal and the roads team (Highway Development Control Officers) may defer to that advice. The Public Rights of Way team has a good relationship with the Highway Development Control Officers who may refer matters to the PROW Team. John mentioned he had worked with highways colleagues to improve surfaces for horses.

The Chair thanked John and the warden team for all their work. It emphasised the value of goodwill and working with people.

## **14. Responses to consultations and any feedback**

### **14.1 Highway Code**

The DCAF response was noted and approved. The Department of Transport

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reply made no reference to carriage driving but it was agreed there was no point in a further response.

## **14.2 Hemyock Common - Review of Direction to restrict access**

The DCAF response was noted and approved. Natural England had subsequently determined to continue the direction and members noted the decision papers.

## **14.3 Fire Beacon Hill**

The DCAF response was noted and approved. The RSPB had just produced a summary report following the initial feedback and further consultation on proposals would take place.

## **14.4 Marine Management Organisation SW Plan**

The DCAF response was noted and approved.

## **14.5 East Devon Forest Plan**

The DCAF response was noted and approved.

## **14.6 The Cranbrook Plan 2013-2031 - Development Plan Document**

The DCAF response was noted and approved.

## **15. Current consultations**

There were no current consultations.

## **16. Work Plan 2019-2020**

Members were content with the draft Work Plan. It was agreed to add a working group on trails to report by December. The presentation at the September meeting could be related to this theme. The Exe Estuary Trail working group convened by DCC would meet during May/June.

## **17. Annual Report**

Members were content with the Annual Report. The Chair had drafted her comments. Photographs and visual content would be added to the final version before publication. Gordon Guest commented that he was now working proactively with a wheelchair group on Dartmoor, through links with the DCAF.

*Action: Forum Officer*

## **18. Training day**

Following the discussion on multi-use trails and issues associated with increased use and lack of facilities, it was agreed the Training Day could usefully focus on these matters. Wednesday, 19 June was suggested and agreed with visits to the Granite Way.

*Action: Forum Officer to finalise programme in discussion with the Chair and Public Rights of Way team.*

## **19. Any other business**

Gordon Guest said that following his meeting with Simon Bates, (Green Infrastructure Project Manager, East Devon District Council), additional money had been secured for improved drop kerbs at Killerton/Broadclyst.

## **20. Date of next meeting**

The next meeting will be on Thursday, 19 September 2019.



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**Devon Countryside Access Forum**  
**CORRESPONDENCE RECEIVED**  
**(not specifically on agenda)**  
**Available to view on request**

	<b>Sender</b>	<b>Subject</b>	<b>Action and any feedback</b>
1	Forestry England 30.04.19	East Devon Forest Plan. Response to consultation comments.	<p>Forestry England noted and acknowledged the DCAF's comments. It made a specific comment that the Plan did not define the strategy for recreation.</p> <p>With reference to the DCAF's comments on the lack of mention of equestrian use of woodlands, FE has changed the Plan text to read "These woodlands and the rights of way which bisect them are popular for quiet cycling, riding and walking with views to the Jurassic Coast."</p> <p>The FE noted the comments on dogs and responsible dog walking. Although not included in the Plan, the FE is engaging with the Devon loves Dogs project.</p> <p>FE noted the comments on car park enhancements for people with disabilities. It confirmed no new car parks were planned.</p> <p>The DCAF made a comment on improving recreational access in association with other landowners, particularly authorities or charities. The FE noted this statement and said work is in progress.</p> <p>A wish to see maps of public rights of way in the Plan had been expressed. The FE said people are referred to OS maps.</p> <p>The full FE consultation response is on <a href="https://consult.forestryengland.uk/forest-districts/east-devon-forest-plan/results/consultationrecord.pdf">https://consult.forestryengland.uk/forest-districts/east-devon-forest-plan/results/consultationrecord.pdf</a></p>

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2	Land Charges DCC 03.06.19	Commons Act 2006: Schedule 2(2) and in accordance with the Commons Registration (England) Regulations 2014.  Applicant on behalf of the Open Spaces Society seeking to register part Kentis Moor as common land. (Dulford, parish of Broadhembury). Non- registration or mistaken registration under the 1965 Act.	No action required.
3	National Network of Regional Coastal Monitoring Programmes of England Stakeholder Consultation 14.06.19	Survey looking at extent to which organisations use coastal monitoring data.	Brief response sent ticking boxes related to potential to use data related to shoreline management, coastal and recreational access. Stated that all data used by the DCAF is free.
4	Otterton Neighbourhood Plan 20.06.19	Pre-submission Consultation stage of the draft Otterton Neighbourhood Plan.	Discussed with Chair and Vice Chair. Sent Neighbourhood Plan position statement and suggested a map of public rights of way and the National Cycle Network would be a useful addition. Also commended Steering Group for carrying out surveys with children and young people.
5	Network Rail July 2019	Parson's Tunnel to Teignmouth Resilience Project	Discussed with Chair and Vice Chair. Details and implications for public rights of way and the South West Coast Path not clear. Sent initial comments requesting information and further consultation on access and amenity land proposals. Also advised that Network Rail should consult with DCC, NE and private landowners regarding implications.



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6	South Hams District Council 23.07.19	Bigbury Neighbourhood Plan. Regulation 16. Consultation on Plan before making a formal decision as to whether to instruct an independent examiner to carry out the examination.	<p>Discussed with Chair and sent brief comments on a few sections of text seeking clarification or expansion. The current coastal access process is not mentioned nor Devon County Council's legal responsibilities for the inspection and maintenance of public rights of way and recreational trails.</p> <p>Reference is made to the access issues experienced by those with pushchairs and mobility difficulties. In accordance with the Disability Position Statement, advised that improving disability access should be incorporated in policy BP17 which refers to recreational access enhancements.</p> <p>Several areas of Local Green Space have been designated. It was noted that defining these areas should follow relevant requirements and guidance.</p>
7	Exe Estuary Trail Partnership July 2019	Print run of map. Inclusion of accessible toilets.	Discussed with Gordon Guest. Limited time-scale so suggested inclusion of public facilities with footnote that pubs/establishments may have additional facilities.
8	East Devon District Council 05.08.19	East Devon District Council has now submitted its Cranbrook Plan and associated documents and evidence for examination. An inspector will be appointed to undertake the examination.	No action required.
9	Open Access Centre 23.08.19	<p>Case number 2018088743</p> <p>Discretionary restriction 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.</p>	For information. No action required.

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		<p>Closed 2019:  September 24<sup>th</sup>:  October 17<sup>th</sup>, 24<sup>th</sup> and  31<sup>st</sup>;  November 7<sup>th</sup>, 14<sup>th</sup>, 21<sup>st</sup>  and 28<sup>th</sup>;  December 5<sup>th</sup>, 12<sup>th</sup> and  19<sup>th</sup>.</p>	
10	<p>Open Access  Centre  23.08.19</p>	<p>Case number  2019088949</p> <p>Discretionary restriction  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 in 2020:</p> <p>Closed 2020:  January 2<sup>nd</sup>, 9<sup>th</sup>, 16<sup>th</sup>,  23<sup>rd</sup> and 30<sup>th</sup>;  February 1<sup>st</sup>.</p>	<p>For information. No action required.</p>
11	<p>Marine  Management  Organisation  09.09.19</p>	<p>Summary of stakeholder  led Iteration 3 policy  changes.</p>	<p>The DCAF responded briefly to the  MMO consultation on the SW Plan  earlier in 2019. (DCAF agenda item 14.4  25.04.19)</p> <p>The MMO has published draft policy  changes following the consultation. The  following are the main ones related to  access. (The final draft Marine Plan for  the South West will go out for  consultation in autumn 2019).</p> <p>SW-ACC-1 Proposals, including in  relation to tourism and recreation,  should demonstrate that they will, in  order of preference: a) avoid, b)  minimise, c) mitigate significant adverse  impacts on public access.</p> <p>SW-ACC-2 Proposals demonstrating  appropriate enhanced and inclusive  public access to and within the marine</p>

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			<p>area, and that consider the future provision of services for tourism and recreation activities, will be supported.</p> <p>SW-DIST-3 Proposals, including those that increase access to the south west marine plan areas, must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate adverse impacts on priority habitats.</p> <p>SW-SCP-1 Proposals should demonstrate how the significant adverse impacts of a development on the seascape and landscape of an area has been considered.</p> <p>The proposal will only be supported if they demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate d) if it is not possible to mitigate, the public benefits for proceeding with the proposal that outweigh significant adverse impacts to the seascape and landscape of an area and its significance. Where possible, proposals should demonstrate that they have considered how highly the seascape and landscapes of an area is valued, its quality, and the areas potential for change. In addition, the scale and design of the proposal should be compatible with its surroundings, and not have a significant adverse impact on the seascape and landscapes of an area or the wider landscape.</p> <p>SW-TR-1 Proposals supporting, promoting or facilitating tourism and recreation activities where appropriate, particularly ecotourism or where this creates additional utilisation of related facilities beyond typical usage patterns, should be supported.</p>
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*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 or forwarded direct.*



## Devon Countryside Access Forum

### Training Day visit to West Devon

Members of the Devon Countryside Access Forum, accompanied by Public Rights of Way staff, went on a training day to West Devon.

The purpose of the Training Day was to compare aspects of the Granite Way and Pegasus Trail and the economic context.

The group parked at Okehampton Station, a tourism hub, and the day commenced with meeting the Operations Manager at Okehampton Youth Hostel and cycle hire outlet. This confirmed the importance of the Granite Way as a key attraction for groups and tourists and vital for the business. It was an opportunity to discuss use of the Granite Way and potential safety and other recreational access improvements in the area.

Second stop was the pub at Sourton Down, in the process of extensive refurbishment to re-open as a pub, together with relocation of an existing cycle repair workshop. Again, the Granite Way is important to the business. The group inspected the new disabled toilets. The lack of such facilities can discourage access for disabled people wishing to use cycle/multi-use routes as existing cafes/pubs only have to make 'reasonable' adjustment which in some cases is not possible due to the nature of old buildings.

The group noted the nearby cycle hire place, closed on the day, which offers a tramper buggy and tandem for hire for use by those with disabilities or sight impairment.



Members walked a section of the Granite Way discussing surface and vegetation maintenance with Public Rights of Way staff. A proposed safety improvement, where the Granite Way crosses a small road, was brought to the group's attention. A few public rights of way join the Granite Way and these were discussed, together with the proximity of a couple of promoted trails – the West Devon Way and Two Castles Way.

The group was made aware that the Granite Way has no legal definition and a variety of agreements have been made with landowners. All sections of the Granite Way were approved by the DCC Development Management Committee, following formal planning applications.

The group then went to the Pegasus Trail and walked the recently opened stretch of the new strategic bridleway that will eventually link Dartmoor to Cookworthy Forest, using the bridleway and other public rights of way/minor

roads. Like the Granite Way this trail follows, where possible, a former railway line. This trail has been the result of painstaking negotiation with landowners by a member of the Public Rights of Way staff over the past fifteen years. Some modifications have also been

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made to the surrounding bridleway network to ensure better links. The legal agreements, Public Path Orders, were approved by the DCC Public Rights of Way Committee.



Representatives of SW Riders and one of the landowners met the group and discussed the historical development of the trail, negotiations with DCC and use of contractors. The walk provided the opportunity to look at the surface – a stoned surface with surface dusting unlike the sealed surface on the Granite Way. The Forum has had many discussions on surfacing for different users at meetings and working groups. It was noted that maintenance by the Public Rights of Way Warden would be less frequent than on the more well-used Granite Way.

Starting in the wet, the sun finally shone through and the group enjoyed fantastic and far-reaching views across to Dartmoor and other parts of Devon from the Pegasus Trail. One member cycled for the whole day and gained a different, and enjoyable, perspective of both Trails.



## Shared Use Paths

### Discussion paper for the Devon Countryside Access Forum

#### Introduction

Over the past thirty years several off-road trails have been developed in Devon and there has been considerable investment by DCC, plus grants from bodies such as the Department of Transport. The Exe Estuary Trail, for example, cost £17.5m and has taken ten years to build.

150 miles of off-road trails in the County are now available. Some of these routes such as the Pegasus Trail are very rural and use is recreational but on other routes, such as the Exe Estuary Trail and parts of the Tarka Trail, commuting is important.

Trails are used by different groups of people including walkers; runners; cyclists; dog walkers; families; people with pushchairs, mobility scooters and wheelchairs and, on some routes, horse riders. Multi-use paths offer off-road opportunities for recreation and commuting with associated benefits for health and well-being and road congestion.

There is no uniform signage locally or nationally to promote safe use and the variety of land ownership and legal definition makes it more difficult to put bylaws in place.

A small minority of people are not considerate of other users and there is an increasing perception that trails are not a relaxing and enjoyable place to be. The increasing popularity of routes near centres of population means that some issues have arisen.

#### What are some of the issues?

1. Dogs off leads or on extendable leads;
2. Cyclists going too fast and/or not using a bell or calling to warn people they are approaching or passing. There is no requirement to have a bell on a bike, although it must be sold with one.
3. Walkers/dog walkers who make it difficult to pass and are unaware of other users;
4. Users who are inconsiderate of mobility scooters and wheelchair users;
5. Numbers of users on some routes. (A recent survey in July 2019 before the school holidays showed a weekday use of the Exe Estuary Trail of 1000 cyclists a day (7 a.m. to 7.00 p.m.); 60% men and 40% women and at the weekend 1400 cyclists; 70% men and 30% women, many accompanied by children) <https://twitter.com/breezedevon/status/1157179186861264897>
6. Cost of maintenance to ensure widths are maintained and vegetation is cut-back.
7. Conflict hotspots e.g. the on-road section through Lypstone where increased numbers of cyclists have changed the character of the community and there are reports of dangerous and inconsiderate behaviour.
8. Signing as the National Cycle Network (NCN) may give the wrong impression that a trail is for cyclists primarily and not a shared path.

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The Devon Countryside Access Forum was involved at Lypstone in 2014, following representation from the Lypstone Trail Action Group. The DCAF made a site visit and subsequently advised DCC on potential speed reduction and calming measures that might alleviate some of the problems arising from an increased number of cyclists in the village. Suggestions were made on possible off-road options. The Lypstone Trail Action Group continues to seek solutions and some work has been done by DCC in the village to calm traffic.

The Exe Estuary Partnership is seeking to address some of the issues that have arisen through increased use of the trail. Several complaints have been received about inconsiderate users and other incidents may be unreported. As links are developed to Teignmouth and potentially up the Clyst Valley, numbers will increase further and developing solutions to encourage considerate use is vital to ensure people can enjoy the route.



Photos © Devon County Council

## **Other matters**

### ***Disabled facilities***

Trails are ideal for access by those with disabilities but the lack of disabled facilities along trails can reduce use by wheelchair and scooter users.

### ***Multi-use***

The equestrian community feels increasingly vulnerable on the roads and would welcome increased opportunities to use trails in Devon.



## What are some of the current solutions?

### Share this Space



Devon County Council uses this message on many of its trails and through promotional work. The message:

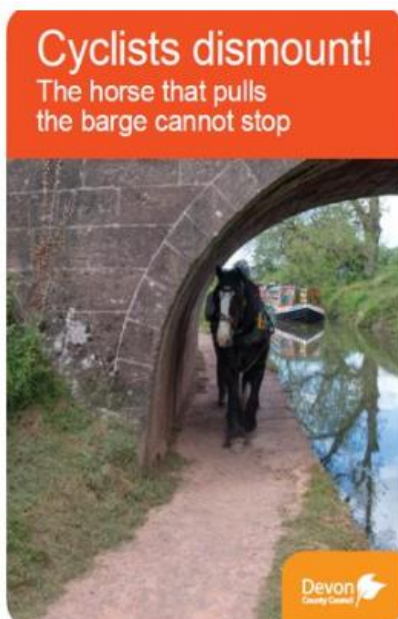
- Encourages all highway users to be polite, courteous and take responsibility for their actions.
- Provides clear and simple visual signing to remind people of the other users they may encounter on shared paths

This message is shared through bike shops, hire shops, Devon County Council's Cycle Devon website, cycle maps and newsletters and through social media. The Share this Space message is incorporated in National Standard cycle training programmes.

Reports of conflict and actual collisions are rare but the numbers now using trails means that sharing the space in a considerate manner is more important.

More information on Share this Space can be found on <https://www.traveldevon.info/cycle/safe-cycling/share-this-space/>

### Grand Western Canal



Two pioneering new safety initiatives have been introduced at the Grand Western Canal Country Park to make the towpath safer for everyone, particularly under bridges where cyclists may be unaware that they might meet the barge horse, dogwalkers; children; or an adult with a pushchair or a mobility scooter. Many cyclists do not dismount and walk and there is no possible legal restriction.

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New signs explain the dangers to cyclists using photo-based illustrations of vulnerable towpath users with a clear message to slow down, take care or dismount.

Elsewhere efforts have been made to encourage responsible use of shared paths, for example in the South Downs National Park <https://behaviourchange.org.uk/case-studies/using-social-norms-on-shared-paths> and on urban towpaths <https://canalrivertrust.org.uk/news-and-views/our-campaigns/share-the-space-our-towpath-code/drop-your-pace> The South Downs National Park uses a video of a man and his dog interacting with other users and the Canal & River Trust's video explains initiatives and fun messages to encourage people to 'drop your pace'.



© South Downs National Park



© Canal & River Trust

## **What could be explored in Devon?**

1. Increased liaison with Sustrans volunteers or a friends' type group.
2. Terminology around shared use. What words convey the right message?
3. Social media and dedicated sites.
4. Targeted messages at particular points where there is perceived or real conflict.
5. Maintenance options.



## PUBLIC RIGHTS OF WAY COMMITTEE

4 July 2019

Present:-

Councillors P Sanders (Chair), T Inch, J Brook, P Colthorpe, A Dewhirst, L Hellyer, M Shaw and H Ackland

Also in attendance:-

Councillor A Davis

\* 97

**Minutes**

**RESOLVED** that the minutes of the meeting held on 4 March 2019 be signed as a correct record.

\* 98

**Items Requiring Urgent Attention**

There was no matter raised as a matter of urgency.

\* 99

**Announcements**

The Chair welcomed Mr Hipkin who was attending the meeting in his capacity as a Co-opted Member of the Council's Standards Committee to observe and monitor compliance with the Council's ethical governance framework.

\* 100

**Devon Countryside Access Forum**

The Committee received the draft minutes of the Devon Countryside Access Forum meeting held on 25 April 2019 which covered a range of matters, including a site visit to the Granite Way and the Pegasus Trail on 19 June. Officers confirmed that Members of the Committee and local Members would be invited to the Parish Paths Partnership events in the Autumn.

\* 101

**Parish Review: Definitive Map Review - Parish of Plymtree**

The Committee received the Report of the Chief officer for Highways, Infrastructure Development and Waste (HIW/19/54), noting that the Definitive Map Review had been completed in the Parish of Plymtree and that no modifications were required.

\* 102

**Parish Review: Definitive Map Review 2017-2019 - Parish of Lympstone (Part 2) (Minute \*90/4 March 2019)**

(Mrs B Beer attended under the Public Participation Scheme and spoke to this item as a lifelong Lympstone resident and horse rider.)

(Mr S Goddard also attended under the Scheme, on behalf of his Mother, and spoke against the Upper route, but in support of the Lower route of Proposal 2.)

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/55) which examined the last proposal from the three that arose from the Definitive Map Review in the Parish of Lympstone in East Devon District. The background to the Review was set out in Report HIW/19/17 which was considered at the Committee's meeting on 4 March 2019.

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It was **MOVED** by Councillor Sanders, **MOVED** by Councillor Brook and

**RESOLVED** that a Modification Order be made to modify the Definitive Map and Statement by adding to them a bridleway between points C-D and upgrading to bridleway part of Footpath No. 1 Lymstone between points D-E-F-G as shown on drawing number HIW/PROW/19/02.

It was **MOVED** by Councillor Sanders, **MOVED** by Councillor Colthorpe and

**RESOLVED** that a Modification Order be made to modify the Definitive Map and Statement by adding to them a bridleway between points D-H-G as shown on drawing number HIW/PROW/19/02.

\* **103**      **Parish Review: Definitive Map Review - Parish of Wembury**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/56) which examined two proposals arising from Schedule 14 Applications made prior to the Definitive Map Review for the Parish of Wembury.

It was **MOVED** by Councillor Sanders, **MOVED** by Councillor Inch and

**RESOLVED** that the making of a decision in respect of Proposal 1 be deferred to a future meeting pending a review of further information received.

It was **MOVED** by Councillor Sanders, **MOVED** by Councillor Brook and

**RESOLVED** that a Modification be not made in respect of Proposal 2.

\* **104**      **Parish Review: Definitive Map Review - Parish of Trentishoe**

(Councillor Davis attended in accordance with Standing Order 25(1) and spoke to this item at the invitation of the Committee.)

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/57) which examined two proposals arising from the Definitive Map Review in the Parish of Trentishoe.

It was **MOVED** by Councillor Sanders, **SECONDED** by Councillor Colthorpe and

**RESOLVED** that a Modification be not made in respect of Proposal 4.

It was **MOVED** by Councillor Sanders, **SECONDED** by Councillor Ackland and

**RESOLVED** that a Modification be not made in respect of Proposal 5.

\* **105**      **Parish Review: Definitive Map Review 2018-2019 - Parish of Bampton (Part 1)**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/58) which examined the routes referred to as Proposals 1-3 arising out of the Definitive Map Review in the Parish of Bampton in Mid Devon.

It was **MOVED** by Councillor Sanders, **SECONDED** by Councillor Inch and

**RESOLVED**

- (a) that a Modification Order be made to modify the Definitive Map and Statement by upgrading Bridleway No. 20, Bampton to a Restricted Byway (not a Byway Open to All Traffic) as shown on drawing number HIW/PROW/18/060A (Proposal 2); and

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(b) that a Modification Order be not made to modify the Definitive Map and Statement in respect of Proposals 1 and 3.

\* **106** **Public Inquiry, Informal Hearing and Written Representation Decisions; Directions and High Court Appeals**

The Committee noted the Report of the Chief Officer for Highways, Infrastructure and Waste (HIW/19/2) on decisions received from the Secretary of State.

\* **107** **Modification Orders**

The Committee noted the Report of the Chief Officer for Highways, Infrastructure and Waste (HIW/19/60) on a Modification Order confirmed as unopposed under delegated powers, namely Bridleway No. 20, Sampford Peverell and No. 26, Uplowman Definitive Map Modification Order 2019.

\* **108** **Public Path Orders**

The Committee noted the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/61) on Public Path Orders made and confirmed under delegated powers, including Diversion Orders, Extinguishment Orders and Creation Orders/Agreements.

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

The Meeting started at 2.15 pm and finished at 3.52 pm





## Jurassic Coast Partnership Plan 2020 - 2025

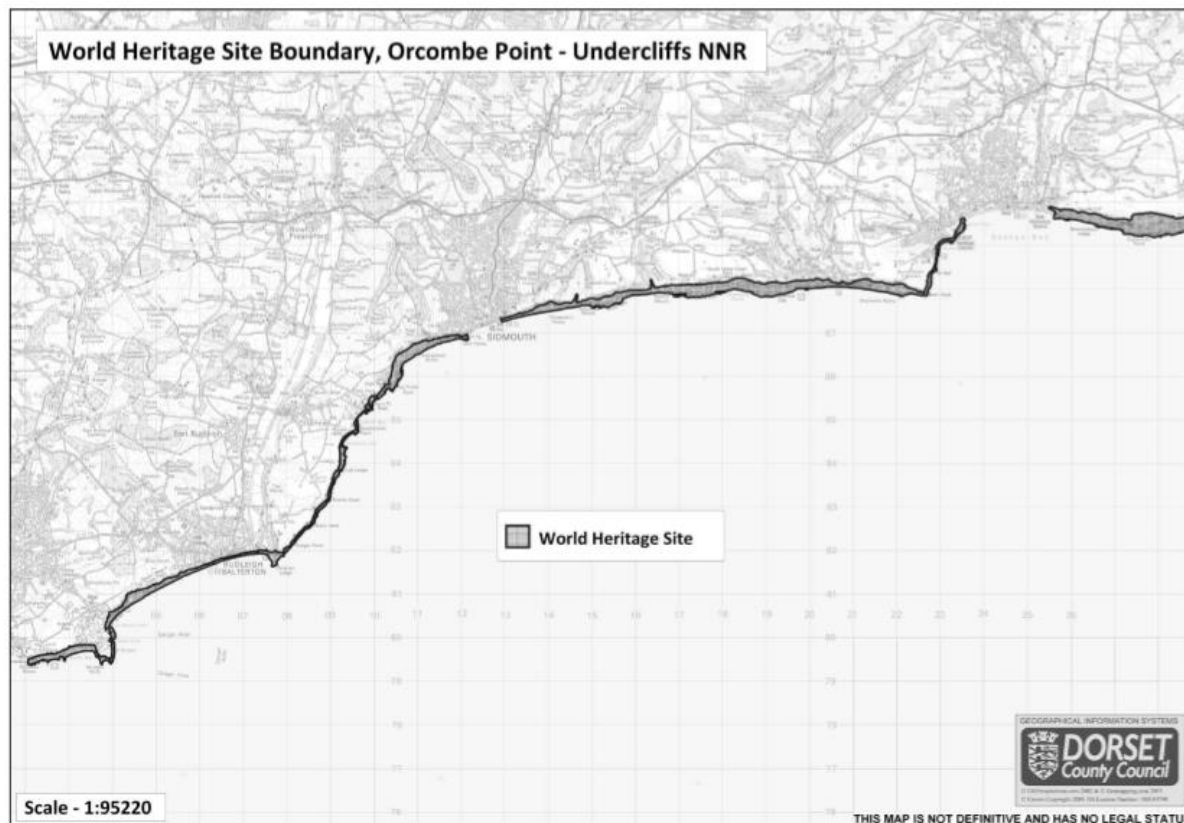
### Consultation summary for the Devon Countryside Access Forum (access related aspects)

Full text on : <https://jurassiccoast.org/what-is-the-jurassic-coast/world-heritage/looking-after-the-jurassic-coast/partnership-plan-consultation/>

Closing Date: 4<sup>th</sup> October 2019

#### Introduction

The consultation document covers the UNESCO World Heritage Site along the Jurassic coast in East Devon and Dorset. The site is 95 miles long. Its designation is based on globally significant geomorphological and geological features. World Heritage Sites have Outstanding Universal Value (OUV) - a “*cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity*”. The Devon section can be seen on the map below.



The vision for the WHS, designated in 2001, is to “inspire people to understand, celebrate and safeguard the Jurassic Coast for future generations.”

The Jurassic Coast Trust is involved in the day to day management of the Site and its World Heritage Status. The Jurassic Coast’s stakeholder body is the Partnership Advisory Committee (PAC), which has representatives from key organisations together with specialist advisors. There is a wider partnership of interested bodies and individuals. As a charity, the Jurassic Coast Trust will have its “operational and delivery

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plan in line with the priorities and actions within the Partnership Plan, as well as providing strategic co-ordination and facilitation of the partnership.”

“There is no central government funding available to WHSs. Dorset Council and Devon County Council provide a grant to the JCT in support of its strategic role, but this only covers around 30% of operating costs.”

“Investment in the WHS from grants and other funding sources will be crucial to achieving delivery against the Partnership Plan.”

“The ideas behind World Heritage are profound and inspirational. The OUV of the Jurassic Coast provides astonishing insight into the history of our planet and its geodiversity underpins the biodiversity and cultural life of the area. It is a powerful, place-making story that continues to seep into the identity of Dorset and East Devon. The health benefits of spending time in natural environments and near ‘blue spaces’ (lakes, rivers and the sea) are becoming increasingly clear. Encouraging people to explore beauty and diversity of the Jurassic Coast offers tremendous opportunities to promote active and healthy lifestyles. People’s outdoor experiences are bolstered by a rich provision of learning and interpretation materials that create emotional and intellectual access routes into the landscape. The Partnership is committed to helping people connect with and value the WHS. Volunteers are a fundamental part of that endeavour, providing essential support to heritage and conservation organisations and freely sharing their passion for this special place with others.”

## Partnership Values

The partnership values, laid out in the Plan, are to:

- **advocate** the global significance of the Jurassic Coast, England’s only natural World Heritage Site and most important geological site;
- **protect and promote** the unique geology, landscapes, and flora and fauna associated with the Jurassic Coast World Heritage Site, and do our best to ensure that any development or changes to the WHS support net environmental gain;
- **collaborate** in the development and delivery of projects and programmes to support the policies in the Partnership Plan;
- **develop and share research** into issues about or affecting the Jurassic Coast, in particular, the earth sciences;
- **deliver specific actions** relating to Aims and Policies in the Partnership Plan, either individually or in collaboration;
- **communicate** with other stakeholders to keep all parties abreast of relevant work areas and priorities in order to seek collaborative opportunities;
- **celebrate and share** the achievements and successes of the Jurassic Coast partners in delivering our shared goals for the WHS.

The Jurassic Coast, which includes an inland area, is covered by national and local planning policies and a range of important designations which offer significant protection to the natural environment. Erosion influences the coast, but this dynamic situation is seen as fundamental to the designation. Due to the fluidity of the coast a written description is used rather than a fixed boundary. Areas around the coastal area, the buffer zone, influence the setting of the World Heritage Site and can impact on it. In the case of the Jurassic Coast a specific buffer zone is unnecessary due to the existing conservation and planning controls that are in place. These are outlined in the Plan.

The Plan explains what previous plans have achieved in terms of protecting the World Heritage Site; fossil research, education and display; volunteer recruitment and business accreditation; and public engagement with the geological heritage of the area. It includes details of the palaeontology and geomorphology importance.

## **Strategic Aims**

Strategic aims are:

***Strategic Aim 1: Protect the Site's Outstanding Universal Value and World Heritage Status***

***Strategic Aim 2: To conserve and enhance the Site, its presentation, setting and its attributes***

***Strategic Aim 3: Inspire and engage people with the Site and deepen their understanding of its values***

***Strategic Aim 4: Maintain and improve access to and experience of the Site***

***Strategic Aim 5: Enable the World Heritage Status to be of benefit to people and communities***

All aims in the Plan include relevant policies, together with priority actions.

**From the DCAF's perspective strategic aims 3, 4 and 5 are the most important**

### **Strategic Aims 3 & 4**

"Welcome, access, understanding and enjoyment are intrinsically linked on the World Heritage Site. Policies within this aim are focused on making appropriate, realistic and sustainable improvements that enable people to enjoy the coast responsibly and encourage them to become invested in its ongoing protection. There is an emphasis on the way that the destination is promoted, on visitor safety and on the maintenance or improvement of those facilities that are crucial for visitors, including interpretation provision that celebrates the unique and global heritage value of the Site."

### **Critical Success factors**

- "Sustainable and appropriate access to the Site is maintained or enhanced in line with capacity.
- Tranquillity and sense of place are maintained or enhanced.
- Walking and cycling routes accessing the Site continue to be improved and managed to a high standard.
- Visitors' enjoyment of the Jurassic Coast is maintained or enhanced."

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Destination Marketing	
Policies	Priority actions and/or aspirations
<p><b>DM1</b> Promotion of the Jurassic Coast is sensitive to the needs of, and issues faced by, local communities and the World Heritage Site.</p>	<ul style="list-style-type: none"> <li>○ Audit, analyse and understand the issues and opportunities for local communities in respect of recreation and tourism along the Jurassic Coast. By 2021</li> <li>○ Create clearer guidance on responsible fossil collecting for tourists on the WHS, emphasising those areas of the coast where fossil hunting is appropriate and permitted, and those where it is discouraged or restricted and why. This will be done in consultation with collectors and in response to actual visitor behaviours and pressures to avoid inadvertently promoting sensitive areas by telling people not to go there. Reactive action, to be completed as required.</li> <li>○ Develop a 'code' for promoting responsible recreation and tourism on the WHS, based on research and to include guidance on the nature of the coast as a natural site, safety, responsible fossil hunting, events planning, sensitive sites, access restrictions, 'honeypot' sites, and year-round tourism. By 2022.</li> <li>○ Partners will collaborate to make information available to visitors in advance of arrival, through online or other means, to help manage congestion at honeypot sites and promote responsible tourism and behaviour. Prioritised development Plan by end 2020</li> <li>○ A sustainable initiative to develop joint promotion and collaborative working between the String of Pearls organisations will be piloted and rolled out, and an annual conference for forward planning and cooperation will be held. Plan by end 2020, Meeting annually in November.</li> </ul>
<p><b>DM2</b> Information about events, promotions and campaigns relating to the Jurassic Coast is shared between Partners and destination marketing agencies.</p>	
<p><b>DM3</b> Collaborative working is actively encouraged to promote public behaviour change, particularly in the following areas: Safety and selfies; Littering and other fouling; Fossil collecting; Sporting or similar events; Marine behaviour – e.g. tranquillity or landing in sensitive areas.</p>	
<p><b>DM4</b> Relevant partners will continue to collaborate as much as possible in order to provide consistent messages about responsible fossil collecting and safety.</p>	

	<ul style="list-style-type: none"> <li>○ Explore the idea of a 'distributed museum' along the coast, including an inventory of assets and expertise, and the development of a Jurassic Coast 'Gallery Plan'. Pilot by 2021</li> <li>○ Creation of a single 'guide book' concept. Pilot by end 2020.</li> </ul>
<b>People's experience of the Site</b>	
<b>Policy</b>	<b>Priority actions and/or aspirations</b>
<p><b>ES1</b> Signage at access points to the coast is coordinated, consistent and sensitive to the location and visitor needs. Permanent installations along undeveloped parts of the coast are kept to a minimum.</p>	<ul style="list-style-type: none"> <li>○ The South West Coast Path National Trail (and England Coast Path, where applicable) is the most significant access route for the Jurassic Coast and partners with a remit will work collaboratively to monitor, maintain and improve its condition. Ongoing.</li> <li>○ Audit on-site signage and prepare guidance for improvements. By 2021</li> <li>○ Work collaboratively to identify funding streams to support infrastructure and signage improvements. Ongoing.</li> </ul>
<p><b>ES2</b> Partners with a responsibility for Jurassic Coast visitor infrastructure will maintain and improve these taking account of demand, quality guidelines, site sensitivity and expectations. These might include paths, interpretation and signage, toilets, car parks, viewpoints, piers, seafronts, amenity beaches, TICs and other visitor facilities.</p>	
<p><b>ES3</b> Public access to beaches within the Site is maintained, but with sensitivity to wildlife and safety considerations.</p>	
<p><b>ES4</b> Place-based interpretation and information about the Jurassic Coast emphasises locally distinctive needs and stories that are linked to the wider narratives of the Walk Through Time and the value of geodiversity</p>	
<p><b>ES5</b> When implementing emergency plans partners carefully manage any impacts on public access to and perception of the Jurassic Coast.</p>	
<b>Interpretation and learning</b>	
<p><b>IL1</b> Development of Jurassic Coast interpretation, learning and outreach is embedded in existing engagement programmes whenever possible</p>	<ul style="list-style-type: none"> <li>○ For consistency and quality control, when planning or developing interpretation or learning projects about the Jurassic Coast, partners will seek specialist advice from</li> </ul>

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	<p>the Jurassic Coast Trust and additional professional input when necessary. Partners can initially refer to the Jurassic Coast Interpretation Toolkit for basic best practice advice. Ongoing.</p>
<p><b>IL2</b> The approach to interpretation, learning and outreach programmes about the Jurassic Coast follows industry best practice.</p>	
<p><b>IL3</b> Interpretation content about the Jurassic Coast is high quality and guided by the Jurassic Coast Story Book.</p>	<ul style="list-style-type: none"> <li>○ Interpretation about the Jurassic Coast should be created in collaboration with local communities and other stakeholders. Ongoing.</li> </ul>
<p><b>IL4</b> Opportunities for improving interpretation and learning through remote and global access will be developed where possible within partnership initiatives.</p>	<ul style="list-style-type: none"> <li>○ Partners will communicate their interpretation development plans to the wider Jurassic Coast partnership and, where possible, collaborate to create an agreed pipeline of funding bids to support projects. Ongoing.</li> <li>○ Where possible, the data and findings from the evaluation of interpretation and engagement programmes is shared amongst partners. Ongoing.</li> <li>○ Jurassic Coast content aimed at primary or secondary schools should respond to relevant elements of the National Curriculum. Jurassic Coast content aimed at further or higher education should be accurate and aspire to be based on current research and technologies. Ongoing.</li> </ul>

## **Strategic Aim 5**

“It has been shown that the Jurassic Coast’s designation as a World Heritage Site has brought a strong sense of identity to the area. This has stimulated the local economy and been a catalyst for civic pride and social enterprise. Policies within this section will look to build on this progress in sustainable ways and emphasises how sense of place, local business, well-being, and access and inspiration are integrated aspects of this protected landscape.”

### **Critical Success factors**

- “The Jurassic Coast continues to be seen as a positive asset for the local communities [measured through council surveys]
- Economic benefit of Status grows past 2015 level
- Community assets along the coast are improved
- Use and promotion of sustainable transport increases”

Well-being	
Policies	Priority actions and/or aspirations
<p><b>W1</b> Growth in more sustainable means of accessing the coast is encouraged and supported, in line with the Environmental values of the Site.</p>	<ul style="list-style-type: none"> <li>○ Develop and implement a pilot integrated, joint or smart transport ticketing along the Jurassic Coast, and link to Visitor Centres, Museums and other attractions. By 2024</li> <li>○ Develop and roll out an agreed and joint responsible use policy, Code of Conduct and portal for group or commercial users of the Coast Path (or linked paths) along the Jurassic Coast. By 2021</li> <li>○ Undertake an accessibility audit of the Jurassic Coast and use the evidence to promote and improve access to those with specific needs. By 2021</li> <li>○ Grow, and join-up appropriate volunteering programmes as a means of skills and confidence development, well-being and as a support to management of the WHS. Ongoing</li> </ul>
<p><b>W2</b> Initiatives to promote the Jurassic Coast as an area supportive to well-being and / or health are strongly encouraged, as long as they are within agreed environmental tolerances.</p>	
<p><b>W3</b> Volunteering programmes contributing to management and sustainability of the World Heritage Site are encouraged and supported.</p>	
<p><b>W4</b> Accessibility and inclusivity are strongly supported as a means to build a cohesive community, locally and internationally, that is invested in the future of the Site.</p>	
Economy	
<p><b>E1</b> The economic value of the designation is evaluated, promoted and demonstrated, particularly to encourage sensitive business growth and encourage a greater year-round economy.</p>	<ul style="list-style-type: none"> <li>○ Demonstrate the continued and growing economic value of the designation through a repeat of the 2015 study, and develop a case study of the combined economic value of the String of Pearls. By 2021</li> <li>○ Develop joint funding initiatives between organisations in the String of Pearls, to allow them to develop as organisations and work more effectively on collaborative projects. Ongoing</li> <li>○ Advocate existing and potential funding partners to play a long-term supportive role for Visitor Centres and Museums that support World Heritage Status. Ongoing</li> </ul>
<p><b>E2</b> Visitor Centres and Museums are a key asset for tourism and the communities of the World Heritage Site and their long-term sustainability will continue to be supported.</p>	
<p><b>E3</b> Local producers and service providers are used and advocated for where possible in respect of activity relating to the management of the World Heritage Site.</p>	

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	<ul style="list-style-type: none"> <li>○ Produce guidelines for responsible Tourism in line with UNESCO and World Heritage Values. By end 2020</li> <li>○ Develop joined up itineraries in partnership with local businesses, museums, visitor centres and other attractions. Ongoing.</li> </ul>
<b>Civic Pride</b>	
<p><b>CP1</b> The profile of the Jurassic Coast, World Heritage Status and its significance is increased within towns and parishes close to the Site.</p>	<ul style="list-style-type: none"> <li>○ Produce new guidelines for use of the name ‘Jurassic Coast’, logos, and other branding tools amongst all stakeholders, particularly businesses and the String of Pearls. By end 2020.</li> </ul>
<p><b>CP2</b> The use of the Jurassic Coast and UNESCO brands should be nurtured in order to strengthen the integrity of the designation.</p>	<ul style="list-style-type: none"> <li>○ Establish an effective mechanism for communicating and interacting with all towns and parishes along the World Heritage Site, and raising the profile of the Site within their communities. By 2021 and ongoing.</li> </ul>

## Responding to the consultation

Devon Countryside Access Forum members should consider, within the Forum’s remit, the recreational and functional access aspects of the Plan and whether any comments should be made to support particular policies or to amend wording or overall content. Attention is particularly drawn to the sections on People’s Experience of the Site and Well-being and some aspects of the Destination Marketing theme.

The survey questions specifically ask whether we agree that the draft policies support the aims and the strength of that agreement, and similarly for the draft actions and aspirations. (Strongly agree, agree, disagree, strongly disagree and don’t know).

The questions ask whether the Plan covers the different types of experience people might have in the WHS and asks for any comments or suggestions relating to equality and accessibility.



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## SOUTH EAST DEVON HABITAT REGULATIONS PARTNERSHIP

Neil Harris  
South East Devon  
Habitat Regulation Partnership  
C/O East Devon District Council,  
Blackdown House,  
Border Road,  
Heathpark Industrial Estate,  
Honiton EX14 1EJ

Dear Sir or Madam,

30 July 2019

### **Pebblebed Heaths Visitor Management Plan**

I'm writing to you as the Habitat Regulations Delivery Manager, working on behalf of the South East Devon Habitat Regulations Partnership (SEDHRP).

Informing and advising a legally constituted Executive Committee (which is made up of one executive member from each of East Devon District Council, Exeter City Council and Teignbridge District Council, with representation from Natural England), we work with a number of partners including the Pebblebed Heaths Conservation Trust (PHCT), RSPB, Devon Wildlife Trust and others.

Our work is focused on mitigating the likely effects on wildlife from increasing recreational pressure on internationally important environmental conservation sites, as a result of a growing population. These sites are the East Devon Pebblebed Heaths, Exe Estuary and Dawlish Warren.

Together with our partners, we are committed to caring for these highly protected sites and the wildlife which is dependent upon them. With a growing population, visitor numbers to the Pebblebed Heaths are set to increase, which has the potential to cause harm to this highly sensitive area.

As part of this commitment, SEDHRP worked in partnership with PHCT to commission an advisory report to help identify some ways to improve visitor experiences and access to the East Devon Pebblebed Heaths, whilst also protecting what makes them so special. We understand the long history of local connection to the heaths, as well as the health and wellbeing benefits for people who enjoy them, too.

SEDHRP with PHCT are now seeking views on proposals in the report which will be hosted on our respective websites (see below) from the start of the consultation period on 23<sup>rd</sup> September 2019 to the end, on 4<sup>th</sup> November 2019.

No decisions have been made and all views will be taken into account before any recommendations are put to the South East Devon Habitat Regulations Executive Committee and PHCT trustees for approval.

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The report suggests that if the vulnerable features could be protected, the heaths could potentially support a higher number of visitors without affecting its wildlife. Some proposals for improvements are outlined below and have been designed to provide an enhanced and enjoyable visitor experience:

- Improved access for emergency vehicles to improve response times.
- A programme of education to help people enjoy their experience through new interpretation boards, route markers for suggested routes.
- Improving general accessibility and layout of car parks for more efficient use and helping to protect ancient monuments and wildlife. There will be no overall loss of car park spaces across the heaths.
- Improving surfaces and entrances to car parks, which will improve safety and visibility when entering and leaving car parks.
- No introduction of car parking charges.
- Increasing visibility in car parks to reduce theft, criminal incidents and antisocial behaviour.
- Preventing roadside parking to improve safety, reduce damage to roadsides and improve the look and feel for visitors.
- Changing the use of one car park, reserving it for school visits and military use.
- Closing one or two smaller, more remote car parks to reduce antisocial behaviour. The areas of the Heaths accessed by these car parks would still be accessible from other car parks with some parking spaces reallocated to nearby areas. Public rights of way would not be affected and remain open.
- Provision of extra dog bins in a way which keeps with the landscape.

In order to give people the opportunity to learn more about the suggested improvements and ask questions, SEDHRP and PHCT will hold public drop-in events:

- Four Firs car park: Sat 28<sup>th</sup> September, 9am-1pm
- Joney's Cross car park: Thurs 17<sup>th</sup> October, 1-5pm
- Exmouth Town Hall: Thurs 10<sup>th</sup> October, 2-8pm.

We will advertise the consultation across the heaths, to the media, on social media, local libraries and both SEDHRP and PHCT will host an online consultation survey, accessible via:

<https://www.southeastdevonwildlife.org.uk/pebblebed-heaths/> ; and  
<https://www.pebblebedheaths.org.uk/>

The report was commissioned by SEDHRP and any improvement work would initially be funded by SEDHRP. As part of a suite of mitigation measures, £500k has been earmarked for the report, the consultation and the capital work. After any works to establish the agreed improvements, PHCT would be responsible for ongoing maintenance costs.

Yours sincerely,

Neil Harris on behalf of the South East Devon Habitat Regulations Partnership

Kim Strawbridge on behalf of the Pebblebed Heaths Conservation Trust

## Coastal Access in Devon

### Natural England update for the Devon Countryside Access Forum

September 2019

#### Summary

##### Combe Martin to Marsland Mouth

Natural England is undertaking the following work:

- Currently finalising the routes at the following locations:
  - Taking the trail off the road at Saunton;
  - making a safer route at Chesil Cliff, Croyde (off road and a safer crossing);
  - 'new' route at Braunton Burrows – on the beach as opposed to on the American Road landward of the dunes; and
  - new route at Watertown, Appledore – taking a 'low tide route' off the foreshore to reduce disturbance to birds and removing the need for a 'high tide route' along the road.
- Drafting of 10 length reports and Overview underway.
- Drafting of length maps.
- Drafting of Nature Conservation and Habitats Regulations Assessments.
- Final visits to assess mudflat and salt marsh restrictions on the Tav/Torridge estuary.
- Meetings with stakeholders including Historic England.
- Meeting with Devon County Council Public Rights of Way officers to agree new infrastructure and establishment costs.
- Planned publication date of end November.

##### Cremyll to Kingswear

Natural England is undertaking the following work:

- Currently finalising the routes at the following locations:
  - Plymouth – new seaward alignment for the coast path in the Cremyll and Millbay areas;
  - Yealm Estuary Alternative Route – using public rights of way and permissive routes;
  - Mothecombe Beach – providing a 'high tide route' to allow continuous access;
  - Avon Estuary Alternative Route – using the Avon Estuary Walk;
  - Lannacombe Beach – new section of path to avoid area subject to coastal erosion;
  - Hallsands – new alignment to address coastal erosion issues;
  - Beesands – new alignment to address coastal erosion issues;
  - Torcross – alignment to address coastal erosion issues; and

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- Stoke Fleming – new seaward alignment of coast path through the village.
- Drafting of 9 length reports and Overview underway.
- Drafting of length maps.
- Drafting of Nature Conservation and Habitats Regulations Assessments.
- Drafting of directions for coastal access restrictions.
- Meetings with stakeholders including Historic England, South West Coast Path Association and the Ramblers.
- Discussions with Plymouth City Council and Devon County Council Public Rights of Way officers to agree new infrastructure and establishment costs.
- Planned publication date of mid-November.

## **General**

Following a review of the England Coast Path proposal procedure, the stretch publication process has been updated so that each chapter will now become a legally separate statutory report and will be published as a compendium of linked reports covering the whole of the stretch. This change will allow Defra to approve the proposals and establishment works to then begin on the lengths covered by the individual reports where there are no objections, whilst the remaining reports, where objections have been received, will be dealt with by the Planning Inspectorate as is currently the case.