



**Devon Countryside Access Forum**  
Lucombe House  
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## **Fifty-Fifth meeting** **Devon Countryside Access Forum**

**The Wiltshier Room, Broadclyst Victory Hall, Broadclyst, Exeter EX5 3DX**

Thursday, 23 January 2020 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 19 September 2019 (Pages 1 - 10)
4. Matters arising
  - 4.1 Fly-tipping conference, Chartered Institute of Waste Management
  - 4.2 Stover Country Park. Letter sent in support of the Heritage Lottery Fund bid. (Pages 11 - 12)
5. Public questions
6. Correspondence log (Pages 13 - 18)
7. Meetings attended by DCAF members
  - 7.1 Exe Estuary Partnership, DCC and Devon Countryside Access Forum working group

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 Active Devon Conference (Pages 19 - 20)

7.3 Marsh Barton railway station

To discuss outcome from working group discussions related to the proposed Marsh Barton railway station and to consider pre-planning advice to submit to Devon County Council.

8. Draft recreational trail proposals

To consider draft recommendations to submit to Devon County Council to improve safety and awareness of other users on recreational trails.

9. Minutes of the Public Rights of Way Committee held on 12 November 2019 (Pages 21 - 24)

To note minutes of the ProW Committee.

10. Public Rights of Way update

11. Presentation by Jane Beech and Richard Andrews, Coastal Access team, Natural England.

Discussion on the published coastal access reports for the stretches from Cremyll to Kingswear and Combe Martin to Marsland Mouth. To consider setting up a working group in order to respond to the proposals.

Links to the coastal access reports:

<https://www.gov.uk/government/publications/england-coast-path-from-cremyll-to-kingswear-comment-on-proposals>

[www.gov.uk/government/publications/england-coast-path-from-combe-martin-to-marsland-mouth-comment-on-proposals](http://www.gov.uk/government/publications/england-coast-path-from-combe-martin-to-marsland-mouth-comment-on-proposals)

12. To note and approve responses to consultation and any feedback.

12.1 Jurassic Coast World Heritage Site Partnership Plan (Pages 25 - 26)

12.2 Fire Beacon Hill (Pages 27 - 30)

12.3 Pebblebed Heaths Visitor Management Plan (Pages 31 - 36)

12.4 Cranbrook Local Plan Examination (Pages 37 - 42)

13. Current consultations

13.1 Mid Devon Local Plan Review – Proposed Main Modifications Consultation (Pages 43 - 44)

13.2 Network Rail. Public consultation on revised plans to protect vital rail line between Teignmouth and Dawlish.

The public consultation is being launched on 20 January and will include proposals for new amenity areas alongside the line. A series of consultation events are taking place.

14. Any other business

14.1 Devon Local Nature Partnership Conference - 20 March 2020.

14.2 Devon Countryside Access Forum membership

15. Date of next meeting

The next meeting is on 23 April 2020 at 10.00 a.m.

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.





# Agenda Item 3.

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Minutes of the Fifty-Fourth meeting  
of the Devon Countryside Access Forum  
Norman Room, The Kenn Centre, Exeter Road, Kennford, Exeter EX6 7UE  
Thursday, 19 September 2019

## **Attendance**

### *Forum members*

Andrew Baker	Sue Pudduck
Chris Cole (Vice-Chair)	Councillor Philip Sanders
Sean Comber	Tino Savvas
John Daw	Sarah Slade (Chair)
Tim Felton	Bryan Smith
Charlie Lloyd	Maggie Watson

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

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

## **1. Apologies**

Apologies were received from Jo Hooper and Gordon Guest. Councillor Tony Inch was absent. Bryan Smith was welcomed to his first meeting.

Simon Clist was elected to Mid Devon District Council in May and his appointment on the DCAF had been terminated as the legal number of councillors had been exceeded. The Chair paid tribute to Simon for his contribution.

## **2. Declarations of interest**

There were no declarations of interest.

## **3. Minutes of the meeting held on 25 April 2019**

Minutes of the meeting held on 25 April were approved and signed.

# Agenda Item 3.

## 4. Matters arising

### 4.1 Membership (2. 25.04.19)

The apprentice due to join the DCAF had left DCC. The Chair led a discussion on ways to engage with young people which might be informed by research work at colleges or universities. Sue Pudduck offered to contact her networks to see what informal links could be made. Charlie Lloyd offered to assist.

Creating a social media presence on Facebook or an Instagram feed were suggested. DCC had a corporate twitter account. Other proposals put forward were developing contact with Duke of Edinburgh Award scheme participants or uniformed groups, such as the Guides, and using young people as a sounding board on particular issues. Some young people might volunteer through community service, for example with the North Devon Biosphere. It was noted the Forum would need to identify the limits of what it could achieve.

It was agreed young peoples' use of public rights of way was often peripheral and many in that age group sought more adventurous activities.

*Action: Sue Pudduck, Charlie Lloyd and other members to liaise with the Forum Officer.*

### 4.2 Annual Report (17. 25.04.19)

The Annual Report was on the DCAF website. Attention was drawn to a typographical error which would be amended.

*Action: Forum Officer*

## 5. Public questions

There were no public questions.

## 6. Correspondence log

The log was noted. Changes to the East Devon Forest Plan were highlighted. Item 5 referred to the Network Rail consultation on Parson's Tunnel (Teignmouth) and it was confirmed an initial meeting had been held between Network Rail and Devon County Council. Monthly meetings are planned to discuss and mitigate implications for public rights of way. The DCAF is likely to be consulted on further detail. The SWCP Association are also discussing the project.

Changes to the SW Marine Plan affecting access were noted.

The Neighbourhood Plan Position Statement was sent in response to draft plans, with points of amendment or clarification as required. Otterton had engaged with young people in preparing its Plan and this initiative was welcomed.

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

### **7.1 Training Day**

The Forum Officer and members of the Public Rights of Way team were thanked for an interesting day. It demonstrated how working with landowners could achieve recreational access improvements.

### **7.2 Accessibility visit to East Devon Pebblebed Heaths**

Gordon Guest and members of the Wheelchair Access Group had initiated a meeting with the Pebblebed Heaths Site Manager. Jo Hooper had attended. A range of problems were discussed including steep cross slopes; deep gulleys; earth bunds around car parks; gates that were too narrow and access requirements required around the side and rear of vehicles to get trampers/scooters out. Off-road scooters and trampers had higher capability than manual wheelchairs and shopping scooters. Improvements to access points were discussed. Gates on the Pebblebed Heaths are being replaced with 1.5m bridleway gates with long handles.

Stock grazing requirements and the Royal Marines' use of the common are part of management considerations.

Woodbury Common provided large flat areas and paths. In the long term, improvements could be made to provide short paths for manual wheelchair access and access from car parks.

Following the visit one of the earth bunds was removed.

### **7.3 Devon Local Nature Partnership Communities Conference**

Sue Pudduck had attended the Local Nature Partnership conference in Chagford. The day included many workshops with a focus on community engagement. Naturally healthy and social prescribing were included with an emphasis on supportive networks to build confidence. The key speaker was Sasha Dench who spoke on Bewick Swans and her mission to reduce hunting of the swans on their migratory path. The strong message of this was the importance of creating a story to change behaviour in a positive and imaginative way.

### **7.4 Turf cutting, Alma Bridge, Sidmouth.**

Jo Hooper and Ros Mills, PROW, had attended the turf cutting ceremony for the new Alma Bridge in Sidmouth. This is being built inland to reduce the risk of coastal erosion and will be part of the South West Coast Path. The bridge would include ramps and a viewing platform and input from the DCAF on accessibility had been taken into account.

# Agenda Item 3.

## 8. Exe Estuary Trail and countywide trails

The Chair explained the Training Day had covered some aspects related to trail management and accessibility of trails.

Ros Mills, DCC, had set up a working group meeting, between DCC (Public Rights of Way Manager and the Safer Travel Officer) and two representatives from both the Exe Estuary Trail Partnership and the Devon Countryside Access Forum, with the aim of understanding the user feedback of real/perceived conflict on the Trail. Three meetings are planned with the aim of making recommendations to improve the situation on the Exe Estuary Trail and also to consider findings in the broader strategic context of the family of Trails county wide. The initial meeting had explored some issues and a further couple of meetings will be held. At the next meeting it was hoped to invite members of the public who had written in to raise problems they had experienced. The final meeting will be to agree the recommendations.

The Exe Estuary Forum Stakeholder meeting, held at Powderham Castle, was attended by Sarah Slade and Jo Hooper. Ros Mills, DCC, had given a presentation on codes of conduct and share this space. Comments on maps were being fed back in. The current perception is that problems are more evident on the Exmouth side. Issues are related to different user groups and not just cyclists. The feedback from this event will inform the working group discussions.

Ros Mills, DCC, confirmed that use is likely to increase on the westward side of the Exe as the trail is extended. The western side was physically less constrained than the east and allowed more scope for design options.

It was noted that the Camel Trail does not suffer from the same sort of issues, despite high usage, possibly due to the softer surfacing. Users had become self-policing with different user groups avoiding certain times of day. Sections of the Drake's Trail were used at high speed due to downhill stretches and the harder surface. The Strava App promoted 'personal best' times.

It was noted the Teign Estuary Trail was going ahead. This was welcomed as the current route through Bishopsteignton to Teignmouth was dangerous for cyclists/walkers.

Discussion took place on a number of issues:

### *Financing*

Financing of trails frequently meant more resilient surfaces as little budget was available for long term maintenance.

Route standards could not always be consistent. The E4 route into Exeter from Cranbrook was paid for by developers. Two bridges had been built over the motorway for walkers and cyclists, but once in Exeter it is a mixture of designated on-road space/shared footway and off-road parkland and could be seen as less safe due to existing physical constraints.

Solutions should be sustainable, not just infrastructure but associated facilities and



branding. For example, the Tarka Trail had art works but there was insufficient finance to replace or maintain these.

## *Signing*

It was agreed 'share this space' conveyed a good message but there was a need to consider how best to manage people on the route and slow people down.

On the Grand Western Canal photographic signs had been put in place on a trial basis to ask cyclists to dismount under bridges where visibility lines were poor and dog walkers, the barge horse, children and groups of users might be under the bridge. This was a site-specific solution.

## *Future trends*

Due to the growth of electric bikes a wider group of people were accessing trails, and this was likely to expand further as sales increased.

Electric bikes had a restricted speed of 15 mph but could go faster on downhill sections. Concentrations around towns will increase cycling numbers, with the emphasis on the health dimension.

The growth in number, size and power of tramper buggies is likely to present future issues. Currently electric scooters are not permitted but this use could also grow, subject to legislation.

**Future measures** to improve the situation were discussed and these were focused around the following matters.

## *Engineering Design*

- Different routes serve different functions. More thought could be given to splitting quiet enjoyment from commuting by using a change of surface or widths on certain sections to offer variety for people with different requirements
- Road commuting could be improved to allow cyclists a safer road space. It was noted the road between Exeter and Exmouth provided little room for dedicated cyclists.
- There was a need to identify potential conflict areas. These were likely to be small in number but significant at particular points. Rumble strips and other calming measures might be one solution to reduce speed, subject to health and safety considerations.
- Engineering design elements could reduce speed, such as divided tracks e.g. near Totnes, although this was not always seen as good practice.
- Car parking and the provision of toilet facilities are aspects which should be considered alongside the trail itself.
- Trails should be accessible and multi-use.

## *Codes of conduct and signage*

- Share this Space was regarded as a good message about being considerate. It raised awareness that people need to think more about other users.
- 3D imagery or signs on the ground were an option. Signs needed to have an impact and could be used where people join the route or at identified potential conflict points.

# Agenda Item 3.

- It was noted that signage is effective initially but can become part of the scenery. Signage could be varied from time to time.
- Too many signs could be intrusive or have implications on the landscape, particularly on more rural routes.
- Collaboration with businesses about signs would be worth exploring.
- An awareness campaign could be funded where there are particular issues. This could include someone to liaise with users.
- Share this Space could be extended to other rights of way, e.g. byways, as people may not know which users they might encounter.
- There was no uniform signage nationally. National Cycle Network (NCN) signs implied use was solely for cyclists and could be supplemented with additional signs.

## *Evidence base and project solutions*

- Solutions needed to be proportionate. The DCC Safer Travel Team seeks evidence and has an online survey form.  
*Action: Ros Mills, DCC, to provide link. [Survey link](#)*
- The Changing Lanes project presented the opportunity to downgrade roads, in consultation with the parish council, if a property was not affected. It was noted such roads became the responsibility of the PROW team and maintenance could be onerous due to drainage and deteriorating tarmac.
- It was suggested that different options should be trialled at conflict points with publicity to explain what is happening with a feedback opportunity. This would provide a learning experience and an evidence base to inform future management. Best practice from elsewhere could inform this process.
- The Quiet Lanes project was raised and it was agreed it might be appropriate to revisit this or a similar type of project. Quiet enjoyment remained important.
- It was noted that Sustrans volunteers are out on the trails and engage with users. It was suggested that liaising with Sustrans might help to get messages across to trail users.
- Friends' groups could sometimes attract funding and it was agreed such trail groups could be useful, not only to raise funds but to raise awareness of local issues.
- Marketing and social media campaigns around soft messaging could assist alongside upfront website information.

## *Consideration of user groups*

- Young people, without access to cars but increasingly independent, were not safe on the roads.
- Some user groups required very low-key access.
- Multi-use trails should consider all user groups.

## *Legal aspects*

- Discussions had taken place nationally over extending footpaths to cycle use. (In 1968 cyclists were allowed to ride on bridleways). A landowner could give permission for use of a footpath by cyclists.
- There were a lot of issues with car drivers. In the EU they were legally more accountable.

# Agenda Item 3.

- The message about giving cyclists sufficient width seems to have been taken on board. There remained an issue about road cyclists disliking stopping at junctions when using designated space alongside roads.
- Management of trails was often complicated by the underlying legal definition and ownership which could impact on potential solutions to issues.

It was agreed the DCAF could consider some management solutions which might assist forward planning. It could not deal with societal problems. It should identify who needs to be drawn in and how the Forum can assist DCC.

It was proposed and agreed that the DCAF should prepare a draft with actions and recommendations. This should endorse multi-use as an explicit statement and include the need for quiet recreation.

*Action: Forum Officer to circulate draft.*

## 9. To note minutes of the Public Rights of Way Committee held on 4 July 2019

Minutes of the Public Rights of Way Committee meeting were noted. The meeting had been non-contentious.

## 10. Public Rights of Way update

Ros Mills and Helen Clayton, DCC, reported:

- Plans for the Teign Estuary Trail were on track.
- Wardens were receiving ash-dieback training, with a particular emphasis on land owned by DCC.
- Discussions were taking place with Network Rail about the Teignmouth Parson's Tunnel resilience project.
- Money is being bid for from the Department for Transport Challenge Fund to replace boardwalks on the Exe Estuary Trail.
- Both Stover and the Grand Western Canal had been awarded Green Flag status. Stover would be submitting its revised bid to the Heritage Lottery Fund and a support letter from the DCAF was requested.  
*Action: Forum Officer*
- Approval had been received for appointment of a full-time Public Rights of Way Assistant Officer to process Public Path Orders (PPOs) and deal with temporary closures. This was income generating work. This followed the retirement of an officer in Land Charges who had previously dealt with PPOs.
- Several parish reports were being compiled through the Definitive Map Review process.
- A change of policy would be put to the next Public Rights of Way Committee to extend the County completion date for the Definitive Map Review (DMR) to 2025. The current target date is January 2020 but legal changes resulting from the Deregulation Act are not yet in force. Amending the date would provide policy back-up should an appeal against non-determination be submitted. 83-84% of the County had been completed
- In the parish of East Down a restricted byway had been confirmed based on documentary evidence.

# Agenda Item 3.

- Some unopposed orders had yet to be confirmed. The DMR team had a target of eight parishes a year and had met that plus additional Schedule 14 appeals.
- P3 workshops would be held in Spring 2020 instead of late 2019.
- Building work was planned for County Hall which would impact on the location of the public rights of way team for a prolonged period from April 2020.

The Chair thanked the Public Rights of Way staff.

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

No responses, other than itemised on the Correspondence Log, had been submitted since the last meeting.

## 12. Current consultations

### 12.1 Jurassic Coast World Heritage Site Management Plan consultation

The summary paper was considered. The policies and associated priority actions were seen as well-written and precise. In response it was agreed to submit comments on the following issues:

1. The Jurassic Coast should have a more lively and inspiring priority action on education so that young people can learn from the coast.
2. The linear nature of the Jurassic Coast underlines the importance of public transport so that people can explore and return to their starting point.
3. Links should be made with specific groups to consider accessibility. Villages are the access point to many trails and the Jurassic Coast yet many have lost toilet provision. Parishes should be made aware of the economic benefit. People should have ready access to information about parking and toilet facilities along the coast.

*Action: Forum Officer to circulate draft response.*

### Fire Beacon Hill

A consultation had been launched by the RSPB on Fire Beacon Hill. The DCAF had responded to the earlier consultation. The Forum Officer had attended a site visit to view the proposals and maps were passed around. The proposals recommended a fenced area which would include an area of Forestry England land to the west (Fire Beacon Plantation) and Woodland Trust land to the east (Core Hill Wood). The area would be grazed to improve biodiversity and access and achieve enhanced heathland and a wood pasture habitat. Some new path furniture was marked on the consultation map.

The DCAF had received an email from a member of the public expressing some concern about the use of temporary electric fencing restricting access to open access land and raising questions about use of livestock with horns.

Members of the DCAF agreed that use of invisible fencing, one of the options, would control stock well. Added advantages were reduction in the need for additional path furniture and better wildlife corridors, as well as minimising the visual impact. To reduce poaching, it was agreed that stock should graze in the spring, summer and autumn and not the winter. Devon cattle were regarded as a docile breed and suitable for grazing management on the common.

As raised in its earlier response, the partnership working between the different agencies involved with Fire Beacon Hill was seen as a positive development. The blurred boundaries between different areas of landownership were welcomed.

The issue of dog control and management was not included on the consultation questionnaire. The DCAF had previously raised the matter of differing dog legislation and members thought this should be mentioned again and specifically in relation to fouling and cattle issues, for example worming of dogs and control in the vicinity of stock.

The area to the east of Core Hill Wood, outside the proposed boundary, could become less accessible unless the invisible fencing option was chosen. This would be included in the response.

It was not known whether invisible fencing affected people with pacemakers and this specific question would be asked.

*Action: Forum Officer to circulate a draft response.*

## **13. Forthcoming consultations**

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

The Forum Officer agreed to contact members once details of the consultation had been published.

*Action: Forum Officer.*

### **13.2 Coastal access**

The update from Natural England was noted. It was agreed a working group would be required to consider the reports, when published, in order to meet the consultation deadline. Andrew Baker, Tim Felton, Charlie Lloyd, Sue Pudduck, Tino Savvas and Sarah Slade put their names forward. Members not present would be invited.

*Action: Forum Officer.*

# Agenda Item 3.

## 14. Dates of meetings 2020

Meetings for the coming year were agreed. These would remain at 10.00 a.m. for the time being.

Thursday, 23 January 2020  
Thursday, 23 April 2020  
Thursday, 24 September 2020  
Thursday, 21 January 2021

## 15. Any other business

### 1. Fly-tipping

Sean Comber reported that he would be attending a conference on Fly-tipping, organised by the Chartered Institute of Waste Management, on 29 October. He would report back on any access-related issues.

*Action: Sean Comber*

### 2. DCAF papers

Tim Felton raised the importance of archiving DCAF papers and it was agreed he should discuss this with the Forum Officer.

*Action: Tim Felton and Forum Officer.*



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Mr J Avon  
Stover Country Park  
Newton Abbot  
Devon  
TQ12 6QG

11 November 2019

Dear Mr Avon

## **Stover Country Park – Heritage Lottery Fund bid**

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..."

The DCAF currently has fifteen 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.

Stover Country Park is a well-used and popular country park situated close to Newton Abbot, a town that is expanding significantly. The DCAF visited the Park on one of its training days and was impressed by the Country Park, its visitor centre and engagement with the community, schools and volunteers.

The proposals accord with the aims of the DCAF to improve access and enjoyment of the countryside. The creation of 2.5 km of new footpath routes, accessible for mobility scooters, will enable more people to take advantage of the site and enjoy extensive walks. The Forum welcomes the proposal to have a further tramper buggy for use and the associated enlarged and improved accessible toilet facilities, to Changing Places standards. The improvement of cycle links to the Stover Trail is also appreciated.

Stover Country Park has the capacity to act as an increasingly important recreational hub as it is well-linked to other public rights of way and the Wray Trail, a multi-use trail which will eventually connect Moretonhampstead to Bovey Tracey and Newton Abbot.

# Agenda Item 4.2

It is well-served by public transport links which increases its accessibility to a wide range of users.

The project includes proposals to extend the use of amenity land at Stover for additional groups of people, for example by providing contacts and transport to enable vulnerable elderly people to venture out and, similarly, developing support for families who might not otherwise take advantage of opportunities to explore Stover. Ensuring such groups can use Stover will deliver a range of health and well-being benefits.

The Forum welcomes partnership approaches; agreements with Stover School and Sibelco UK Ltd to allow permissive access to woodland and interesting historical sites will enhance the visitor experience and enjoyment of the Park.

Stover Country Park is already established and has a strong community presence. Additional funding will allow the restoration of important historical buildings, improve the biodiversity and appearance of the lake and ornamental waters, and open up viewpoints. These features will provide an enriched experience for the many visitors who come to Stover and will safeguard the historic setting of the Park for the future

The DCAF has no hesitation in commending this project and hopes that the Heritage Lottery Fund will provide funding to allow this exciting and aspirational project to go forward.

Yours sincerely



H. Winter  
Forum Officer

*Letter signed on behalf of Devon Countryside Access Forum.*

*Chair: Sarah Slade  
Vice Chair: Chris Cole*



# Agenda Item 6.

**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	Bigbury Neighbourhood Plan August 2019	Bigbury Neighbourhood Plan – Regulation 16	<p>Discussed with Chair and Vice Chair.</p> <p>The Devon Countryside Access Forum submitted a copy of its Position Statement on Neighbourhood Plans in February 2019 and made a specific comment on the health and well-being objectives.</p> <p>Additional points were made seeking clarification or amendment.</p> <p>The section on access and public rights of way makes no mention of the legal responsibilities of Devon County Council's public rights of way team for the inspection and maintenance of public rights of way and recreational trails.</p> <p>Although coastal access land is referred to, the text does not cover the current England Coast Path process and the implications for Bigbury.</p> <p>With regard to the Local Green Space policy, it was advised that the designation of local green spaces should meet the requirements set out under the legislation and according to guidance.</p> <p>Reference is made to muddy footpaths unsuitable for cycling or use by those with limited mobility (4.98). Attention was drawn to the fact that cyclists are not permitted on footpaths.</p>

# Agenda Item 6.

			<p>Paragraph 4.98 raises the difficulties of access for people with pushchairs or mobility difficulties but there is no mention of improving access. It was advised that an amendment to Policy BP17 to include this as an aspiration would be welcome, in accordance with the Forum's Position Statement on Disability Access.</p> <p>It was advised that the retention of public rights of way, as outlined in the Transport Objective, should not prevent Devon County Council from making any necessary adjustments/ improvements, for example for the diversion of paths.</p> <p>The Transport Objective refers to making paths safer for pedestrians, cyclists and horse riders. It was advised that this aspiration is not reflected in Policy BP25 which only refers to pedestrians and cyclists.</p>
2	<p>Local Plan Torridge and North Devon District Councils 26.09.19</p>	<p>Public Consultation - draft Supplementary Planning Documents (SPDs), Planning and Compulsory Purchase Act 2004 (as amended) and Town and Country Planning (Local Planning) (England) Regulations 2012</p> <p>Consultation on the following draft SPDs: Draft Air Quality SPD; draft Leadengate Design Guide SPD; and draft Rural Workers' Dwellings SPD.</p>	<p>Not central to DCAF remit. No response.</p>
3	<p>Kingston Neighbourhood Plan August 2019</p>	<p>Regulation 14 consultation on the Neighbourhood Plan.</p>	<p>DCAF Position Statement submitted 27.09.19.</p>

# Agenda Item 6.

4	Open Access Centre 01.10.19	<p><u>Case numbers 2019108975 and 2019108976</u></p> <p>Notification of discretionary restrictions under Section 22 of the Countryside and Rights of Way Act 2000.</p> <p>The restrictions apply to land at Gittisham Hill for the following dates for case number 2019108975 which expires at the end of 2019.</p> <p>13 – 19 October 2019 inclusive 18 – 20 November 2019 inclusive 16 – 17 December 2019 inclusive</p> <p>And for the following dates for case number 2019108976 which applies to 2020.</p> <p>13 – 14 January 2020 inclusive.</p> <p>12 of the 28 days allocated to the 2019 case have now been used and 2 of the 28 for the 2020 case. Details of the restrictions appear on the Open Access website.</p>	For information only.
5	Mid Devon District Council 4.10.19	Cullompton Neighbourhood Plan proposal. Regulation 16 Publicity Period.	<p>Plan incorporates policies on access and provision for different user groups. The Plan includes a useful Local Green Space Assessment Report.</p> <p>No response.</p>
6	Open Access Centre 9.10.19	<p><u>Case number 2018088743</u></p> <p>Notification of a discretionary restriction under Section 22 of the Countryside and Rights of Way Act 2000.</p>	No action required. For information only.

# Agenda Item 6.

		<p>The restriction applies to land at Hartridge Hense Moor and Luppitt Common for the additional date in 2019 of 5 November 5.</p> <p>20 of the 28 days allocated to this case have now been used.</p>	
7	<p>Exe Estuary Management Partnership 23.10.19</p>	<p>Exmouth, Queen's Drive - Hemingway Design Event Leisure and Mixed use proposals.</p>	<p>Insufficiently central to remit.</p>
8	<p>South Hams and West Devon 13.11.19</p>	<p>The Plymouth and South West Devon Supplementary Planning Document (SPD) and the Statement of Community Involvement (SCI).</p>	<p>Discussed with Chair and Vice Chair. Sent response seeking clarification on the public rights of way section. (Proposed changes in italics).</p> <p><i>Dev 3.3 Public Rights of Way (footpaths and bridleways) and recreational trails.</i></p> <p>3.94 “There are opportunities to improve connectivity, particularly linking new development sites to existing recreational areas, green spaces, Public Rights of Way <i>and recreational trails</i>. Opportunities to increase, or improve, Public Rights of Way (PROW) alongside new development, will be actively pursued. <i>Early negotiations will need to take place with landowners to investigate the potential and discuss relevant land management needs and rights.</i></p> <p>The Devon Countryside Access Forum greenspace position statement was marked to highlight areas not covered in the SPD.</p> <p>The Natural England Green Infrastructure revised draft framemark was also submitted for information.</p>

# Agenda Item 6.

9	East Devon District Council 3.12.19	<p>Policy HP1 of the Membury Neighbourhood Plan. The Plan has been subject to Examination. The Parish and District Councils wish to amend the following Examiner recommendation.</p> <p>The proposed amendment is as follows: Delete policy HP1 and substitute:          “Policy HP1 – Meeting new build within Membury...          ...3) the cumulative new build within the whole parish over the plan period does not exceed 10 properties.”</p> <p>The recommendation had been for 15 properties.</p>	Policy proposal is for housing development and not within the Forum’s remit.
10	Open Access Centre 3.12.19	<p><u>Case number 2018088743</u></p> <p>Notification of a 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 additional dates in 2019:</p> <p>17 and 28 December</p> <p>22 of the 28 days allocated to this case have now been used. Details of this restriction appear on the Open Access website.</p>	No action required. For information only.
11	Otterton Neighbourhood Plan 5.12.19	Regulation 16 consultation	<p>Discussed with Chair and Vice Chair. Brief response sent.</p> <p>Inclusion of Public Rights of Way and National Cycle Network map welcomed. Advised that the NCN route description should make clear that it is available to walkers and horse-riders too.</p>

# Agenda Item 6.

12	Open Access Centre 13.01.20	<p><u>Direction case number:</u> <u>2013036672</u></p> <p>Notification of restrictions in 2020 in accordance with the above direction. Reason for direction: Section 24 – No public access - land management.</p> <p>Period of restriction:</p> <p>May 2, 16 and 30 June 13 &amp; 27 July 11 &amp; 25 August 8 &amp; 22 September 5 &amp; 19</p> <p>Land affected: Hemyock Common. Grid reference: ST118119.</p> <p>11 of the 12 days allocated to the direction have now been used.</p>	No action required. For information only.
13	Open Access Centre 13.01.20	<p><u>Case number 2020019037</u></p> <p>Notification of a discretionary restriction under Section 22 of the Countryside and Rights of Way Act 2000. The restriction applies to land at Hemyock Common for the 7 and 21 March and 4 and 18 April 2020. All four weekend days allocated to this case have now been used – 24 weekdays remain available for closure in 2020.</p> <p>The details of this restriction appear on the Open Access website.</p>	No action required. For information only.

*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.*

## ACTIVE DEVON

### MORE MOVEMENT CONFERENCE 25/11/19

#### Report for Devon Countryside Access Forum

Tim Felton and Sue Pudduck attended the Active Devon (AD) 'More Movement' Conference on 25/11/19 at Rockbeare Manor, East Devon.

The purpose of AD is to support and inspire movement in Devon.

*"Active Devon is a community-focused, non-profit organisation dedicated to inspiring and supporting Devon to be active. We believe movement is central to living healthier, happier and more connected lives whatever your age, ability or background."*

The purpose of the conference was to promote (i) the work undertaken by AD; (ii) stimulate networking and participation by attendees; with (iii) a special emphasis placed upon introducing healthy movement in the work place. To this end we were encouraged to move, wriggle and stretch throughout the day! Opportunities to experience riding an electric bike were available.

AD is of direct relevance to the work of DCAF because part of its work is to promote movement in the natural environment not just on the sports pitch, in the gym or in urban areas. So, for example one of its programmes is entitled from 'Couch to Coast'

*Join us for a series of short free walks this autumn around Westward Ho! We'll be helping people gradually build fitness, stamina and confidence to go from sitting on the sofa, to doing a 5km walk on the South West Coast Path. The walks are designed to suit the ability of someone taking their first footsteps into increasing their activity and leading a healthier lifestyle, and each walk will include a refreshment stop. This programme forms part of Active Devon's 'Connecting Actively to Nature' (CAN) project and is funded for people aged 55+.*

Other current campaigns to increase activity levels, thus improving mental and physical well-being, include "Lets Walk" (February 20) and working with workplaces to change the culture around sedentary behaviour. The conference show-cased this by providing activity opportunities throughout the day.

Participants were able to select workshops to attend and listen to the CEO of Sport England Tim Hollingsworth. Unfortunately, because of the election purdah in place, his talk was severely restricted to avoid mention of any imminent policy initiatives.

Tim attended workshops on **Changing Behaviours** and **Social Prescribing** (referrals by GP's to local non-clinical services). The second was of particular relevance because it included referrals to CAN activities such as 'Coast to Couch'; Forest Walks; and Wild Swimming. These particular users and this form of access to the countryside is one which DCAF may well want to keep in mind during appropriate discussions.

# Agenda Item 7.2

Sue attended a workshop on **People at the Heart of Design**. One of the key messages was about the importance of consulting with and learning from your audience. It is also recognised that to change activity behaviour, it has to be normal, easy, attractive and routine for the participant. This workshop covered the COM-B model (the provision of capability, opportunity, motivation, provides the culture for successful behaviour change) which is now being used in behaviour change.

Sue also attended **The Digital Revolution** workshop. As 45.1 million people in the UK now use the Internet every day and 9/10 adults are regular Internet users, it is recognised as a powerful tool for launching and running campaigns and reaching out to a far wider audience. It also allows for a far more empirical evaluation of results.

Companies such as Amazon have made harvesting information from their customers an art form. Several delegates from leisure centres and gyms spoke of their experience in beginning to use digital technology to target particular audiences, but most people in this workshop had not previously considered the benefits of using technology to support and encourage exercise participation. In some ways, it seems a contradiction. However, the opportunities appear extensive including supporting individuals, tracking and recording activity, and directing motivational messages at individuals.

Apps, that for instance, can help people access the outdoors are being introduced and a good introduction to how digital information can be used to creatively encourage activity can be found at <https://www.sportengland.org/news-and-features/news/2018/may/01/openactive-accelerator-selects-startups-to-revolutionise-sports-listings/>

Active Devon produce a newsletter and it was suggested it would be worthwhile for DCAF to sign up to this so that it can be kept abreast of developments relating to its activities.

Tim and Sue thought the conference was very well run with interesting and informative workshops. The conference set out to challenge and improve the way in which inactive people are encouraged to change their behaviours. The emphasis is now being placed by both exercise and health professionals on targeting those who are least active. The delegates came from wide a range of different professional and community backgrounds which meant that a variety of strategies and innovative ideas could be shared.

Active Devon is energetically pursuing activities which serve communities well.

Funding will now follow the objective of getting everybody active (inside and outdoors), rather than purely sporting excellence.

## **Websites**

Further information can be found at <https://www.activedevon.org/about/>

A video of the conference can be found at <https://www.activedevon.org/highlights-from-active-devons-more-movement-conference-2019/>



## PUBLIC RIGHTS OF WAY COMMITTEE

12 November 2019

Present:

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

Apologies:

Councillors M Shaw

\* 109

**Minutes**

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

\* 110

**Items Requiring Urgent Attention**

There was no item raised as a matter of urgency.

\* 111

**Devon Countryside Access Forum**

The Committee received the draft minutes of the meeting held on 19 September 2019, noting that the next meeting would be held on 23 January 2020.

There was discussion between Members and Officers concerning the use of electric bikes and battery powered mobility scooters on footpaths; and the Chair referred Members to the recently published Glover review looking at protected landscapes.

\* 112

**Legal and Development: Review of the Definitive Map Statement of Priorities**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/85) outlining the current Definitive Map Statement of Priorities and recommending policy revision to take account of current workload and staff resources within the Definitive Map Team.

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

**RESOLVED** that

(a) the Definitive Map Review Policy Statement DM1A/3 be amended to:

*DM1A/4 Completion of the parish-by-parish Definitive Map Review will be sought before 1 January 2025; and*

(b) that Policies DM1B/2, DM1C/3 and DM1D remain unchanged.

\* 113

**Parish Review: Definitive Map Review 2017-2019 - Parish of Pyworthy**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/86) which examined the Definitive Map Review in the Parish of Pyworthy.

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

# Agenda Item 9.

PUBLIC RIGHTS OF WAY COMMITTEE  
12/11/19

**RESOLVED** that completion of the Definitive Map Review in the Parish of Pyworthy be noted and that no modifications be made.

\* **114**      **Parish Review: Definitive Map Review 2019 - Parish of Broadhembury**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/87) which examined three proposals arising out of the Definitive Map Review in the Parish of Broadhembury in East Devon district.

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

**RESOLVED** that no Modification Orders be made in respect of Proposals 1, 2 and 3.

\* **115**      **Parish Review: Definitive Map Review 2017-2019 - Parish of Woodbury**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/88) which examined the one proposal arising from the Definitive Map Review in the Parish of Woodbury in East Devon district.

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

**RESOLVED** that no Modification Order be made to the Definitive Map and Statement in respect of Proposal 1.

\* **116**      **Parish Review: Definitive Map Review - Parish of Wembury (Part 2)**

(Miss C Hart, on behalf of an adjacent landowner, attended under the Public Participation Scheme and spoke in support of Proposal 1.)

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/89) which examined Proposal 1 arising out of the Definitive Map Review for the parish of Wembury in South Hams district.

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Dewhirst and

**RESOLVED** that no Modification Order be made in respect of Proposal 1.

\* **117**      **Parish Review: Definitive Map Review 2018-2019 - Parish of Bampton (Part 2)**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/90) which examined two connecting routes, referred to as Proposals 4 and 5, arising out of the Definitive Map Review in the Parish of Bampton in Mid Devon.

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

**RESOLVED** that a Modification Order be made to modify the Definitive Map and Statement by adding Restricted Byways between points Y – X – W and points X – G – Z as shown on drawing number HIW/PROW/19/012a (Proposals 4 and 5).

\* **118**      **Parish Review: Definitive Map Review 2019 - Parish of Oakford**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/91) which examined one proposal arising out of the Definitive Map Review in the parish of Oakford in Mid Devon.

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

**RESOLVED** that a Modification Order be made to modify the Definitive Statement by deleting the section describing the route of Footpath No. 6, Oakford between points A – B as shown on drawing number HIW/PROW/19/40 (Proposal 1).

\* **119**      **Parish Review: Definitive Map Review - Parish of Parracombe (Part 2)**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/92) which further examined the extension of Proposal 2 dealt with in the previous Parish report of 15 November 2018.

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

**RESOLVED** that a Modification Order be made to modify the Definitive Map and Statement by upgrading Parracombe Bridleway No. 5 to a restricted byway between points A – B – C – D – E – F – G, as shown on drawing number HIW/PROW/18/28a in respect of Proposal 2a.

\* **120**      **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 Development and Waste (HIW/19/93) on decisions received from the Secretary of State.

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

**RESOLVED** that a Modification Order be made to modify the Definitive Map and Statement in respect of item (ii) in the Report, by adding a public footpath between points C – D as shown on drawing number HCW/PROW/17/024, as directed by the Secretary of State.

\* **121**      **Modification Orders**

The Committee noted the Report of the Chief Officer for Highways, Infrastructure and Waste (HIW/19/94) on Modification Orders confirmed as unopposed under delegated powers, namely:

- (a) Footpath No. 33, Broadclyst Definitive Map Modification Order 2018.
- (b) Restricted Byway No. 20, Kentisbury Definitive Map Modification Order 2019.
- (c) Bridleway No. 9, Parracombe Definitive Map Modification Order 2019.
- (d) Restricted Byway No. 30, Parracombe Definitive Map Modification Order 2019.

\* **122**      **Public Path Orders**

The Committee noted the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/95) on Public Path Orders made and confirmed under delegated powers, namely:

Diversion Orders

- (a) Footpath No. 29, Wembury Public Path Diversion and Definitive Map and Statement Modification Order 2019.
- (b) Footpath No. 5, Sowton Public Path Diversion and Definitive Map and Statement Modification Order 2018.

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

The Meeting started at 2.25 pm and finished at 3.48 pm





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Partnership Plan Consultation  
Jurassic Coast Trust  
Mounfield  
Bridport  
Dorset  
DT6 3JP

2 October 2019

Dear Sir/Madam

## **Jurassic Coast World Heritage Site Partnership Plan: 2020-2025**

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...” It has a statutory function to give advice to specified bodies, including county councils, AONBs and Natural England, who are represented on the Jurassic Coast Partnership Advisory Committee.

The DCAF currently has fifteen 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.

Members of the Devon Countryside Access Forum considered the Jurassic Coast World Heritage Site Partnership Plan at its meeting held on 19 September. Deliberations focussed on strategic aims 3, 4 and 5 which directly relate to the Forum’s remit.

Members agreed that the Plan policies and priority actions and/or aspirations are well-written and precise, and the Forum would support these as part of the Partnership Plan.

A few specific comments were raised and the Forum would welcome further consideration of these points.

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.



# Agenda Item 12.1

1) Interpretation and learning

The Plan states that Jurassic Coast content aimed at primary or secondary schools should respond to relevant elements of the National Curriculum. The Forum advises that the Plan should seek to include additional and inspiring ways of engaging with young people (13+) that is different to 'the school experience' yet promotes the value of learning from the Jurassic Coast.

2) Well-being

The Forum welcomes policy W1 referring to sustainable means of accessing the coast. As the Jurassic Coast is a linear experience, the Forum would encourage improvements to public transport which would allow more people to explore sections of the coast and return to their starting point.

3) Well-being

The action to undertake an accessibility audit is noted and the Forum advises that contact should be made with relevant groups to explore this in more detail. Information about the provision of parking and public conveniences should be readily available in printed material and on websites/social media as such facilities encourage people to explore the area. Closures of public conveniences have taken place, but parishes should be encouraged to see the economic benefits of retaining these.

The Forum would welcome feedback on its comments.

Yours faithfully



Hilary Winter  
Forum Officer

*Letter sent on behalf of the Devon Countryside Access Forum.*

*Chair: Sarah Slade  
Vice Chair: Chris Cole*



## Devon Countryside Access Forum

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Mr T Taylor  
Site Manager  
RSPB  
Hawkerland Brake Barn  
Exmouth Road  
Aylesbeare  
EX5 2JS

21 October 2019

Dear Mr Taylor

### **Consultation on proposed extended grazing area – Fire Beacon Hill / Fire Beacon Plantation and Core Hill Wood sites**

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. This letter is being copied to the Town Council and Forestry England as above-mentioned bodies and owners of some of the land affected.

The DCAF currently has fifteen 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 discussed this consultation at its recent meeting on 19 September.

Forum members welcome positive management of this access land site which is a valuable recreational area on the outskirts of Sidmouth, crossed by the East Devon Way, several footpaths and bridleways and an unsurfaced unclassified County road.

Some of the survey questions were considered, as below.

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# Agenda Item 12.2

## **Question 1 – Having looked at the proposals, what are your thoughts?**

The Devon Countryside Access Forum welcomes proposals for positive management of Fire Beacon Hill Local Nature Reserve and common land, and the adjacent Fire Beacon Plantation (Forestry England) and Core Hill Wood (Woodland Trust) sites. This should result in benefits for recreational access, the landscape and biodiversity.

## **Question 2 & 3 – What type of livestock would you like to see on site and which time of year would you like to see land grazed?**

To reduce poaching, it was agreed that stock should graze in the spring, summer and autumn and not in the winter. Devon cattle are regarded as a docile breed and suitable for grazing management on the common and surrounding areas.

## **Question 4 – Which type of fencing do you prefer?**

Members of the DCAF agreed that use of invisible fencing, one of the options, would control stock well if now sufficiently reliable. The Forum advises that contact is made with organisations who have used this type of fencing, for example the National Trust and Ashdown Forest. Invisible fencing would have the added advantages of reducing the need for additional path furniture and providing better wildlife corridors, as well as minimising the visual impact. Use of such fencing would be preferable to the temporary electric fencing used currently.

The Forum would like confirmation that invisible fencing has no adverse effect on people with pacemakers accessing the site and advises this should be checked with the system manufacturer.

If traditional fencing, rather than invisible fencing, is the option ultimately used, this would appear to reduce or limit access to the woodland beyond the eastern Core Hill boundary as no gates are marked on that section. This is also an area used for recreational access including walking and orienteering.

## **Question 6 – In plans for the extended grazing area, we would bur the organisational boundary lines between the LNR/common land and Fire Beacon Plantation (Forestry England) to the west and Core Hill Wood (Woodland Trust) to the east. How do you feel about this? Would you prefer to know the separation of ownership?**

As raised in its earlier response, partnership working between the different agencies involved with Fire Beacon Hill area is seen as a positive development. The blurred boundaries between different areas of landownership are welcomed.

## **General points**

### *Dog matters and other public information*

The issue of dog control and management was not included on the consultation questionnaire. The DCAF previously raised the matter of differing dog legislation and members thought this should be mentioned again and specifically in relation to fouling and



cattle issues, for example worming of dogs to reduce cattle disease and dog control in the vicinity of stock.

Members of the public should be made aware at access points that they may encounter cattle (or other livestock) and how to walk their dog responsibly and safely, as well as being made aware of the management system in place to control cattle if invisible fencing is used. A contact telephone number should be made available.

### *Disability access*

Any new or improved path furniture should have regard to accessibility requirements. The overall site offers opportunities for disability access with fine views over the surrounding countryside. There are several wide tracks and unsurfaced roads, usable by people with tramper buggies.

Gates that are 1.5m wide, open two-ways with a handle or easy latch system, have a strengthened base and are self-closing are suitable. The Centrewire Aston or Milton Keynes gates, or those of a similar design, would be most appropriate. The Forum's Disability Access Position Statement is attached and further information can be provided.

The Forum would welcome feedback on its advice.

Yours sincerely



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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Kim Strawbridge  
Pebblebed Heaths Conservation Trust  
Rolle Estate Office  
Bicton Arena  
East Budleigh  
Budleigh Salterton, EX9 7BL.

30 October 2019

Dear Ms Strawbridge

### **Pebblebed Heaths Visitor Access Consultation**

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. The South East Devon Habitat Regulations Partnership is formed from the three district councils in the area and the Forum has a duty to advise district councils.

The DCAF currently has fifteen 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.

A group of members visited the site and these comments have been agreed by the Forum and take into account advice previously developed. The response will be on the agenda at the next meeting in January for formal approval.

The DCAF recognises the importance of safeguarding the East Devon Pebblebed Heaths and protecting species which give it Special Area of Conservation and Special Protection Area status. The increasing population growth in the immediate and wider area, such as Cranbrook, will inevitably increase recreational access on the heaths. The heaths offer significant recreational access opportunities for safe off-road use by a wide range of users including walkers, dog walkers, families, cyclists, horse-riders and disabled users. Open

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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# Agenda Item 12.3

access plus the network of public rights of way (footpaths and bridleways) and permissive paths provide many options for informal recreation.

## ***Car parking charges***

The DCAF strongly supports the proposal not to charge for parking in the formal car parks on the Pebblebed Heaths. A charge may not be economic to collect, and any charges may displace people onto the roadside verges and passing places. The area is widely used by local residents on a regular basis and such use is important to health and well-being.

## ***Car parking proposals***

1. The Forum would welcome more information on the topics and messages that will be included on the interpretation/information boards. In principle these are supported.
2. The provision of additional dog bins, if regularly emptied, will encourage responsible dog walking.
3. Managing vegetation to improve the visibility of car parks should encourage use and deter anti-social behaviour.
4. Closure of the little-used Frying Pans car park would appear appropriate. Similarly use of Uphams for the Royal Marines and educational visits would be sensible, subject to Model Airfields car being enlarged to accommodate cars that would previously have used Uphams.
5. Additional way-marked trails from Four Firs car park to Woodbury Castle would ensure people had confidence to use this route. New gates permitting greater access to Bicton Common by people with disabilities and tramper buggies would be appreciated by this user group.
6. Reducing car parking at Squabmoor and Stowford Woods to minimise tree root damage is appropriate, if informal car parking close by is available.

## **Matters for further consideration**

The Devon Countryside Access Forum is concerned about some of the proposals and the impact on access, as outlined below:

### **Horse-riders**

The proposed closure of car parks and use of height restriction barriers will effectively limit horse box parking. Information from staff at the consultation suggested that Wheathill car park to the south will be available for horses. However, on the website summary, reference is made to a height restriction barrier so it is not at all clear where horse boxes could be parked.

The Pebblebed Heaths are criss-crossed by bridleways and individual horse riders are permitted on open access land by Clinton Devon Estates. Historically, the heaths have been an important horse-riding area and are used extensively today. Significantly reducing the options to park horse boxes will disadvantage this recreational user group for whom road riding is increasingly unsafe. There are very few places, outside the National Parks, where there are good off-road riding opportunities. The Forum advises the South East Devon Habitat Regulations Partnership and Clinton Devon Estates to reassess this aspect

of the proposals, consult closely with the British Horse Society and local horse-riding groups and ensure horse riders can continue to park in some car parks and access the wider area. This impact on horse riders was not brought out sufficiently in the consultation summary, entitled 'Visitor Access Improvements' and the accompanying report. Consequently, equestrian users may not have responded to the consultation.

## **Disability access and height barriers**

Use of height barriers could also disadvantage some disabled users who transport mobility scooters in high vans or in vehicle top containers. It is likely that the increasing sophistication and automation of transportation options could mean more vehicles fall in this category. Consideration should be given to ensuring that access is available in several car parks.

## **Estuary Entrance/Estuary View and Woodbury Castle car parks**

Estuary Entrance/Estuary View and Woodbury Castle. The Estuary View car park has outstanding views. The Forum has reservations about closing this car park as it is used by people enjoying the views or having a picnic, some of whom would be unable to walk far or to use the proposed all-ability trail. The DCAF appreciates the challenges of having to deal with anti-social behaviour but this could be displaced elsewhere if this car park is closed. The all-ability trail is nonetheless an additional route for people who wish to walk to the viewpoint which would be appreciated.

Access to the Estuary Entrance car park is not inviting and improvements to the car park and increased number of spaces would enhance this area. However, the DCAF has concerns if capacity is improved at this site at the expense of the Woodbury Castle car park – proposed for closure/partial closure. Woodbury Castle is a honeypot location on the heaths and also explored by families and young people who would not necessarily walk on the wider common. Access opportunities to walk, cycle and ride are much more limited on the Estuary Entrance car park side of the road. The B3180 is a relatively busy road with restricted views coming out of the Estuary Entrance car park. Focussing parking at Estuary Entrance will mean additional numbers of vulnerable road users – children, dog walkers, disabled and elderly people in particular – would want to cross this road to Woodbury Castle and the heathland beyond. Unless there were significant traffic calming measures this crossing is potentially very unsafe. Restricting car parking to blue badge holders at Woodbury Castle would not necessarily reduce damage to the Scheduled Monument or ease congestion.

## **Car parks: general improvements and disability access**

The DCAF supports changes to the formal car parks which would make them more welcoming to visitors. However, surface improvements should be with local stone, with tarmac kept to the absolute minimum, to minimise urbanisation of the landscape. Compacted local gravel is suitable for disabled users but loose gravel could impede movement.

A couple of members of the DCAF, together with members of the Wheelchair Access Group, visited the Pebblebed Heaths in June 2019. This visit highlighted the requirements of disabled users. These included removing earth bunds to permit access out of car parks

# Agenda Item 12.3

onto trails, providing accessible gates and reducing problems associated with deep gullies and steep cross slopes. Where disabled car parking is allocated, consideration needs to be given to space at the side and rear of vehicles to allow scooters/buggies to be taken out.

Landscape considerations should be borne in mind when putting in additional signage and height restriction barriers to ensure minimal visual intrusion.

## **Anti-social behaviour**

Anti-social behaviour could be reduced by increasing the visibility of car parks, but it could also displace such behaviour to other areas. Improved site maintenance, regular monitoring visits by staff, quick responses to reports of fly-tipping, removal of litter and a welcoming environment should assist. Local community engagement is a major factor in tackling this issue. The information boards should include a telephone number to report problems.

Closing some car parks at night or putting up CCTV signs/equipment could deter inappropriate behaviour but the DCAF recognises that there would be staff and resource implications.

## **Overall car parking provision**

It will be difficult to control and enforce efforts to reduce the number of informal car parking spaces, especially if population increases mean additional numbers of visitors are coming to the Heaths. This is particularly the case as the number of formal car parking spaces is not being increased. The Forum recommends continual monitoring and review to ensure formal car park capacity is sufficient.

## **Sustainable transport**

The focus of the consultation is on car parking provision. The Devon Countryside Access Forum recommends that the partners involved in conservation of the East Devon Pebblebed Heaths seek to encourage access users to visit the area using sustainable transport and the public rights of way network, and to consider whether any improvements would facilitate this.

The Forum would welcome 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*









## Devon Countryside Access Forum

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Ian Kemp  
Programme Officer  
PO Box 241  
Droitwich  
WR9 1DW

6 January 2020

Dear Mr Kemp

### **Cranbrook Local Plan Examination**

Further to its previous submission, the Devon Countryside Access Forum wishes to submit statements related to SANGs issues raised in the Inspector's Matters, Issues and Questions. SANGs matters were included in the Devon Countryside Access Forum's original submission.

Each question is dealt with on a separate sheet and these are attached. These relate to:

#### **Question 194**

Is the SANG funding for maintenance justified and effective, given other green space does not attract funding?

#### **Question 195**

Should the policy require that paths within SANGs retain a natural character? If so, should the policy be amended to make this clear?

#### **Question 201**

To what extent should the reliance on other areas for SANG provision be avoided unless a mechanism of compensation/payment exists?

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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# Agenda Item 12.4

I should be grateful if you confirm receipt.

Yours sincerely



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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## **Cranbrook Local Plan Examination**

### **Q194: Is the SANG funding for maintenance justified and effective, given other green space does not attract funding?**

The DCAF is of the strong opinion that funding for SANGs is essential and fully justified in order to be effective in providing quality green space that is enjoyed by residents of Cranbrook. If areas are not maintained, they quickly deteriorate or scrub over and cease to be well-used. If the intention is to relieve pressure on internationally designated habitat sites, such as the Pebblebed Heaths, the Exe Estuary and Dawlish Warren, the SANGs area of green space needs to be sufficiently well-maintained in order to attract people to use it.

Whilst other green spaces may be maintained by the public sector or private landowners, this does put pressure on stretched budgets and can mean a continual cycle of grant applications which may be unsuccessful. In addition, SANGs sites can be larger than many other green space areas. Funding for SANGs maintenance provides surety for the future and means a cycle of work can be planned.

Strategic policy CB15, Delivery of Suitable Alternative Natural Green Space, should retain a commitment to ensuring SANGs maintenance in perpetuity.

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 list includes district councils and the Planning Inspectorate.

The DCAF currently has fifteen 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.

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## Cranbrook Local Plan Examination

**Q195. Should the policy require that paths within SANGs retain a natural character? If so, should the policy be amended to make this clear?**

Members of the DCAF visited the Dawlish SANGs site and appreciated the natural character. Paths should, wherever possible, retain a natural character and not be an urban extension of the development. There may be areas where the surface needs to be harder, for example at pinch points or at eroded sections, but this can still be done in a way that has a minimal landscape impact. Ensuring accessibility for users and providing a natural environment should not be mutually exclusive.

Strategic policy CB15, Delivery of Suitable Alternative Natural Green Space, should be amended to make this more explicit.

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## Cranbrook Local Plan Examination

### **Q201: To what extent should the reliance on other areas for SANG provision be avoided unless a mechanism of compensation/payment exists?**

The development at Cranbrook and its proximity to sensitive habitats means that SANGS needs to be provided near to the housing which is likely to result in increased pressure on vulnerable areas. A mechanism for compensation, and payment for maintenance, is essential as people are very unlikely to travel to other SANGs sites elsewhere. From Cranbrook this would involve travel to Dawlish Country Park SANGs, a distance of about twenty miles on roads that can be congested. It is therefore important to ensure properly funded SANGs provision close by and avoid reliance on other areas. Travelling considerable distances to SANGs sites by car cuts deeply into the rationale for their existence.

Policy GB15 includes the statement “Only where it is wholly impractical to meet the definitions, should off-site delivery or an off-site financial contribution be required.” This suggests that off-site delivery could be an option allowing delivery that is not directly related to Cranbrook itself. This part of the policy is ambiguous and lacks clarity.

Strategic policy CB15, Delivery of Suitable Alternative Natural Green Space, should retain a commitment to ensuring SANGs maintenance in perpetuity and for soundness the section about off-site delivery should be removed. The policy should be amended to include a statement about compensation/payment to ensure acquiring land on-site for SANGs is more likely to be an achievable and deliverable commitment.

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## Mid Devon Local Plan Examination

### Summary of Modifications relevant to the Devon Countryside Access Forum

Full text on: <https://www.middevon.gov.uk/residents/planning-policy/local-plan-review-examination/local-plan-review-proposed-main-modifications-consultation/>

Closing date: 5pm on 17<sup>th</sup> February 2020

#### Introduction

The new Local Plan for Mid Devon (known as the Mid Devon Local Plan Review) covers the district outside the Dartmoor National Park for the period to 2033. It identifies where new development can take place, including new homes, jobs, community facilities and infrastructure. Once adopted the plan will replace existing plans and guide planning applications and decisions.

Following Examination hearings, the Planning Inspector published his post hearings advice note. The District Council has now prepared a Schedule of Proposed Main Modifications to the plan, plus additional addendums and a Schedule of Additional Modifications which are more 'minor'.

Comments are invited on these documents only.

The following modifications are of interest to the Devon Countryside Access Forum.

#### Schedule of Proposed Main Modifications

No.	Policy/Paragraph	Local Plan page	Proposed changes	Reason
MM44	SP2: Higher Town Sampford Peverell	146	Include new criterion:  <b>“Improved access to the village for pedestrians and cyclists”</b>	Taken from Submission document SD14. Included as a main modification in accordance with the Inspector’s post hearing advice note. Modification proposed to provide greater clarity in response to a number of representations from individuals and through agreement of inclusion of criterion by Devon County Council.
MM45	SP2: Higher Town Sampford Peverell		Amend criterion g) as follows:	Taken from Submission Document SD14. Included as a main modification in accordance with the

# Agenda Item 13.1

			<p><b>“2 2.5 hectares of Green Infrastructure laid out and managed with landscaping and open space.”</b></p> <p>Modify the Policies Map as shown on Plan MM45.</p>	<p>Inspector’s post hearing advice note. The area of Green Infrastructure has been further extended to limit the impact of the setting of the listed building.</p>
MM52	Paragraph 4.88	189	<p>Amend paragraph 4.88 as follows:</p> <p>... <b>“Green Infrastructure functions can coexist in one place, so the land coverage does not have to be extensive in every case, <b>although developments should recognise that floodplain cannot necessarily provide year-round amenity access.</b>”</b></p>	<p>Taken from Submission Document SD14. Included as a main modification in accordance with the Inspector’s post hearing advice note. Modification proposed following representation made by the Environment Agency (673) which provides greater clarity of the ability of floodplain to be considered as Green Infrastructure but with limitations of year-round amenity access.</p>
MM53	Paragraph 4.88	189	<p>At the end of paragraph 4.88 include the following sentence:</p> <p><b>“Development incorporating green infrastructure will be required to submit management and maintenance details for the proposed green infrastructure.”</b></p>	<p>Taken from Submission Document SD14. Included as a main modification in accordance with the Inspector’s post hearing advice note. Modification proposed following the representation made by the Environment Agency to ensure green infrastructure is protected and managed beyond the initial construction/development.</p>