



**Devon Countryside Access Forum**  
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**Sixty-First meeting**  
**Devon Countryside Access Forum**

**Council Chamber, County Hall, Topsham Road, Exeter EX2 4QD**

**Monday, 25 April 2022 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 and welcome
2. Declaration of interests
3. To approve minutes of the meeting held on 18 January 2022 (Pages 1 - 14)
4. Matters arising

4.1 DCAF Position Statements and vulnerable users

To approve inclusion of the following text in appropriate Devon Countryside Access Forum position statements.

“Design and improvement work on roads to encourage non-motorised users and sustainable travel should reflect the hierarchy in the Highway Code, rule 204. This acknowledges that road users most at risk in order of vulnerability are pedestrians, in particular children, older adults and disabled people, cyclists, horse riders and motorcyclists.”

4.2 Exe Estuary Management Plan

5. Election of Chair and Vice Chair
6. DCAF representation at meetings

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

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**Devon**  
County Council

7. Correspondence log (Pages 15 - 22)
8. Public questions
9. Minutes of the Public Rights of Way Committee meeting held on 3 March 2022 (Pages 23 - 26)
10. Public Rights of Way update
11. To note and approve responses to consultations and updates
  - 11.1 Teignbridge Local Plan Review Part 3 (2020-2040) - Renewable Energy (Pages 27 - 30)
  - 11.2 Deep Lane junction A38 Cycle and Pedestrian Bridge (Pages 31 - 32)
  - 11.3 Lower Brenton Farm, Shillingford St George (Pages 33 - 36)
  - 11.4 Killerton Estate - 50 year vision (Pages 37 - 40)
  - 11.5 Landscapes Review - consultation on Government response (Pages 41 - 44)
12. Current consultations
  - 12.1 England Coast Path - Variation Report CMM VR 11 Down End, Croyde, North Devon (Pages 45 - 54)
  - 12.2 Drake's Trail extension - Devon County Council consultation (Pages 55 - 60)
  - 12.3 Tamara Landscape Partnership Scheme coast to coast walk - Tamar Valley AONB (Pages 61 - 110)
  - 12.4 Lower Otter Valley - variation of planning condition. East Devon District Council (Pages 111 - 114)
13. Devon Countryside Access Forum Annual Report
14. Training Day
15. Work Plan (Pages 115 - 116)
16. Any other business
17. Date of next meeting

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 Sixtieth meeting of the Devon Countryside Access Forum held virtually on Tuesday, 18 January 2022

### **Attendance**

#### *Forum members*

Andrew Baker  
Joanna Burgess  
Tim Felton  
Lucinda Francis  
Gordon Guest

Jo Hooper  
Sue Pudduck  
Lorna Sherriff  
Sarah Slade (Chair)

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

Richard Walton, Public Rights of Way Manager, DCC  
Simon Jessop, GLASS  
Tim Spray, Ramblers' Devon  
Hilary Winter, Forum Officer, DCC

### **1. Apologies**

Apologies had been received from Cllr Richard Chesterton, Chris Cole, Cllr Linda Hellyer, Sue Leith, Tino Savvas and Bryan Smith.

### **2. Declaration of interests**

There were no declarations of interest.

### **3. Minutes of the Fifty-Ninth meeting held on 21 September 2021**

Minutes of the meeting held on 21 September 2021 were agreed as a correct record and would be signed at a later date.

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## 4. Matters arising

### 4.1 Teign Estuary Trail

The Teign Estuary Trail planning application (Passage House Inn to Teignmouth) had been approved by DCC's Development Management Committee. This was subject to conditions including prior approval of a landscaping scheme incorporating details of boardwalks, viewing platforms, fencing, signage and seating.

### 4.2 Lower Otter Restoration Project

Work to create creeks to the northern end of the Lower Otter Restoration Project site was nearly complete. Construction of the new 40 metre long South Farm Road bridge would commence in the spring. Richard Walton, DCC, confirmed that draft construction drawings had been received by Public Rights of Way and were also being reviewed by colleagues from the Materials Laboratory.

### 4.3 Seaton Jurassic

East Devon District Council's Cabinet had decided that Seaton Jurassic would remain closed until a final decision is made over the preferred option for its future use, and whilst remedial works are being fully scoped. A further report on options would be published in January 2022. The Devon Wildlife Trust's exit from the centre would not impact on its other work and plans.

### 4.4 Historic Railways Estate

Historic Railways Estate had requested a plan showing potential future walking and cycling routes to allow it to make a note on its database against any HRE structures which may be affected. This had been supplied by the DCC Senior Transport Planning Officer. The list did not include DCC aspirations to extend railway routes which were not available on the GIS database but the information could be created or made available in a different format.

### 4.5 Soil Association consultation on Forestry England's Forest management

The auditor thanked the DCAF for its response.

The auditor stated that Forestry England had long referenced 'The Countryside for All' good practice guides for providing accessible paths, particularly in its main hub sites such as Haldon Forest Park. This was supplemented by its internal 'Design Guide to Inclusive Woods', produced in collaboration with the Sensory Trust, and the 'Growing our Future' five-year plan. The West Forest District's strategic plan objectives include to 'widen

participation in woodland recreation for all abilities' together with a specific target to review and modify the trail network to improve its useability by all age groups and ability levels.

It was noted that Forestry England also had to focus on maintaining security and deterring unauthorised access by motorised vehicles as misuse of woods and forests for rave parties, unauthorised encampments, poaching and use by off-road motorbikes remained a major issue.

## **4.6 Northbrook Approach**

The Executive of Exeter City Council on 5 October had noted the results of the Northbrook Park public consultation and approved in principle the steps set out to develop the proposals, subject to presentation of more detailed plans at a future date.

## **4.7 Planning application 21/1392/FUL - car park improvements (Pebblebed Heaths)**

Permission had been granted by East Devon District Council in October 2021. The informal pedestrian path to the north of the Joney's Cross site, shown to be blocked up on the drawings, shall remain open and available for pedestrian use in perpetuity in the interests of pedestrian access and safety in accordance with Policy TC4 (Footpaths, Bridleways and Cycleways) and TC7 (Adequacy of Road Network and Site Access) of the East Devon Local Plan 2013-2031.) The Public Rights of Way team is liaising over PROW affected by the planning proposals.

## **5. Dead Slow campaign and vulnerable users**

The proposed addition to the position statement to cover vulnerable users on the highway was discussed. The new hierarchy in the Highway Code had just been released. Suggestions of amended wording to strengthen the statement were made and it was agreed two advisory comments should be included, one on vulnerable users and one on the hierarchy. A revised draft would be circulated for formal sign-off at the next meeting.

*Action: Forum Officer*

## **6. Accessibility certificate**

Members discussed draft designs for the accessibility award certificate for businesses catering for those with physical/mobility disabilities. It was not thought there were copyrights on the disabled symbols. Including symbols for other forms of disability - deaf British Sign Language users; mental health, learning disability, brain injury and neurodiversity; and sensory disability - was mentioned. Concerns were raised around the criteria or checklist for an award, how businesses would apply and how selection, assessment and monitoring would take place. Other options such as a thank you letter or linking into other award schemes were mooted. The Chair

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suggested and it was agreed not to proceed currently. Members were asked to put forward any ideas.

*Action: Members*

## 7. Meetings attended by DCAF members

### 7.1 Natural England launch of the Green Infrastructure Mapping Tool and GI Principles

Jo Burgess had attended the Natural England launch and had produced an agenda report. She emphasised that accurate information would be key to the mapping tool being effective in ensuring green infrastructure is incorporated in planning policy. The importance of GI had been demonstrated during the coronavirus pandemic. The presentation by Essex County Council, one of the trial areas, had been interesting.

Information and mapping data was publicly available on [Home \(naturalengland.org.uk\)](https://www.naturalengland.org.uk)

### 7.2 National Trust Stakeholder Workshop, Killerton Destination Estate

Gordon Guest had attended the stakeholder meeting. The National Trust had spelt out its ambitions for the immediate area around Killerton House and the whole estate, with a proposed new visitor centre in Ashclyst Forest. Proposals tied in with the East Devon Local Plan. He expressed concern that access from the new Cullompton garden Village (7,000 – 10,000 houses) and the possible volume of visitors had not been factored in, urging that liaison with Mid Devon District Council should be increased.

Killerton House had improved access for mobility scooters around the property but not across the wider estate and this had been flagged up.

Richard Walton, DCC, advised that public rights of way considerations had been included within the consultation response coordinated by Liz Holloway, Senior Transport Planning Officer, DCC, and that concerns raised by Cullompton Town Council had been fed back to the Transport Planning Team.

The Chair reminded members that the Forum had no statutory function in relation to the National Trust but could encourage and advise. Other partners associated with the project fell within its statutory remit, such as councils.

## 8. Correspondence log

The correspondence log was noted. Attention was drawn to the last minute and brief response to the Local Nature Recovery Strategy consultation requesting that local access forums are consulted. LAFs had not been included in the list of organisations yet improving access to greenspace is expected to be included in the guidance.

## 9. Public questions

No public questions had been received.

## 10. Minutes of the Public Rights of Way Committee held on 25 November 2021

The Public Rights of Way minutes were noted. Meetings were webcast. Richard Walton, DCC, explained that although the meeting was short, councillors on the committee received full reports and that these were read in advance, with opportunity to liaise with Definitive Map Review Officers prior to the meeting.

Members were interested in the DMR process, and the Forum Officer would arrange a future training event, possibly at the SW Heritage Centre (formerly the County Record Office).

*Action: Forum Officer*

## 11. Public Rights of Way update

Richard Walton, Public Rights of Way Manager, DCC, gave an update.

### *Staffing*

The Senior Public Rights of Way post was being readvertised with a closing date of 14 February. The vacant Assistant Officer post would be covered by creating a full-time post when one of the part-time Technical Officers retires in March and increasing hours of other part-time staff. There was currently a high volume of work and Richard Walton apologised if he was slow to respond.

### *England Coast Path*

Grant aid had been confirmed for two projects.

- Torcross (Stokenham FP 29). Stone steps would be reinstated together with cliff stabilisation. The indication is that work would commence at the end of February with a £127,000 grant awarded.
- Georgeham (FP 18). A beach 'causeway' path would be reinstated, with a £22,000 grant awarded. The intention is for this to be completed prior to Easter.

Both projects were weather and contract dependent.

### *Capital improvements*

A £1.5m spend was projected on capital improvements to the end of March.

### *Definitive Map Review*

The team was on track to complete all parishes before 1 January 2026 cut-off date. The process was approximately 90% complete. With regard to the cut-off date, the PROW team was liaising closely with interested groups e.g. the British Horse Society, Ramblers' and the Trail Riders' Fellowship. DCC officer advice includes placing focus on more significant claims which have a higher chance of success. However, some organisations were keen to submit all possible claims. Looking ahead, there will be a balance between quality and quantity.

A recent FOI request had produced the following statistics:

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- 145 Definitive Map Review modifications had been determined;
- 180 applications were undetermined;
- 2 applications were about to be referred to the Planning Inspectorate; and
- 6 applications were with the Planning Inspectorate (for which decisions had just been made on two).

The number of undetermined applications is likely to rise as applications are submitted for the 2026 deadline. It was noted that the legislation allows for an extension to the cut-off date of up to five years but there was no indication as to whether this will be applied.

## *Stover Country Park*

A progress meeting with the National Lottery Heritage Fund (NLHF) was being held at the end of January to review progress on the development phase and discuss submitting an application in May for the delivery phase. Cost estimates had risen significantly for some of the restoration works, alongside constraints on match funding with increased competition. This required a review of project outputs, with some works outside the ownership of DCC potentially having to be taken out of the bid, for example the two historic buildings at Stover School. Initial feedback from the officer at the NLHF is that it will still be a strong project. If certain proposals do have to be omitted from the NLHF bid, these could potentially be considered as a separate project, utilising extensive information collated as part of the development phase project.

## *Storm Arwen*

The storm had caused issues with fallen trees, surface erosion and damage to structures. DCC had set up a specific storm response budget and remedial work was being undertaken.

## *Kingswear*

A meeting had taken place, at the instigation of the local councillor. Tino Savvas had been present in his capacity as Area Representative of the South West Coast Path Association. The group were able to view the erosion on Beacon Road from above, this being the reason for the temporary closure. A Court decision had been made requiring the landowner to do stabilisation works and the road should subsequently be able to re-open to non-vehicular traffic. With regards to Lighthouse Beach, plans for restoring access would be implemented once the designated coastal access rights were publicly available, estimated to be later in 2022. This would provide the powers to negotiate and, if necessary, take action to link the footpath to the beach.

A request was made for a map when any specific location was being discussed. This was noted by Richard Walton.

## *2026 cut-off date*

The Chair would be attending a meeting of the national Stakeholder Working Group at the end of January, the first meeting for some time. It was hoped there would be an update on the 2026 date. Whilst legislation allowed for the deadline to be extended, any extension beyond five years would require primary legislation. Certainty on the date would be helpful.

## **12. BREAK**



**13. Presentation by Jamie Hulland, Transportation Strategy & Road Safety Manager, and Liz Holloway, Senior Transport Planning Officer, Devon County Council**

Jamie Hulland, Transportation Strategy and Road Safety Manager, and Liz Holloway, Senior Transport Planning Officer, were welcomed to the meeting.

Mr Hulland explained DCC's focus was now on growth, the climate emergency and low carbon forms of transport.

*Decarbonising Transport Strategy – Active Travel*

The Department for Transport Decarbonising Transport strategy had as priority one 'accelerating modal shift to public and active transport' with a view to making these the first choice with cohesive, net zero public transport designed for the passenger. The intention is that cars will be used differently and less often, helping to reduce our carbon footprint.

Active Travel was a high-level policy with an impact on health and wellbeing leading to reduced premature death, depression and dementia.

*Better Quality, Safer and Attractive Infrastructure*

Two Department for Transport publications were used. The first, Gear Change, set out a vision for making cycling and walking the natural first choice with half of all journeys in towns and cities being cycled or walked by 2030. The key principles were that routes should be coherent; direct (time and distance); safe (protected space); comfortable (gradients and smoothness of journey) and attractive (scenic with parks and waterfronts). An accompanying Cycle Infrastructure Design note 1/20 provided design principles and was a helpful document to guide work. Key messages were that routes should be accessible to everyone 8 to 80 – the opportunity should be universal (point 1) and that access control measures should not be used (point 16). All new developments were expected to be built around making sustainable travel the 1<sup>st</sup> choice for journeys.

*Local Cycling and Walking Plans (LCWIPs)*

The Heart of Teignbridge draft LCWIP had been out for consultation. LCWIPs for Exeter; Barnstaple, Bideford and Northam were in development and DCC is seeking assistance on how to proceed with a Countywide Strategic LCWIP. Funding was currently urban focussed and there were additional developer contributions which can match fund grant bids. DCC had lobbied Government on the importance of leisure and multi-use routes in rural areas. The Countywide strategy would have a prioritised list as there was a lot of demand for routes in the wider community and a long list which will take many years and millions of pounds to deliver.

*Expenditure*

Between 2015 – 2020, £21m had been spent by DCC on walking and cycling schemes of which £11m was on urban infrastructure and £10m on rural trails, helped by funding at that time through the Granite and Gears project.

For 2020/21 total walking and cycling funding amounted to £6m; of which £2.1m came from the DCC and Local Transport Plan, £3m from developer contributions and £0.9m from Government grant. Rural trails will receive £1.3m with urban

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infrastructure £4.7m (£4.2m in Exeter, Newton Abbot and Barnstaple). Funding was now more urban focussed.

## *Multi-use strategy*

A map was shown of the multi-use and strategic cycle network in Devon.

The multi-use strategy had received £10m funding over the last five years and sought to link the 29 market and coastal towns, allowing people to explore the countryside. Flagship, priority projects were the Exe Estuary Trail (26 miles), Wray Valley Trail (Newton Abbot to Moretonhampstead) and the Coast to Coast route from Plymouth to Ilfracombe along the Drake's Trail, Granite Way and Tarka Trail.

DCC was actively progressing improvements:

1. Tarka Trail north between Willingcott and Knowle. Agreements were being progressed with landowners and topographical survey and site clearance was being undertaken. A number of sections will be constructed in 2023, pending funding approval under the Active Travel Fund Tranche 2.
2. Tarka Trail south, Meeth to Hatherleigh. Discussions were taking place with landowners.
3. Roborough to Yelverton. Feasibility design had commenced and options were being considered.
4. Ruby Way: East of Holsworthy. Preparations for pre-application advice were in hand and early discussions had taken place with appropriate environmental teams.
5. Ruby Way: West of Holsworthy. This was being progressed locally with feasibility work underway to identify a suitable on road route utilising quiet ways.
6. Pegasus Way. Work on the final section of the trail which will link from the Ruby Way to the Granite Way was ongoing. The Pegasus Way was a bridleway suitable for mountain bikes.
7. Teign Estuary trail. Planning permission had been received for sections between Newton Abbot and Bishopsteignton. Detailed design was being undertaken and funding sought.
8. Other schemes in progress:
  - a. Clyst Valley Trail. Consultation on the route alignment between Topsham and Pinhoe would take place in May 2022.
  - b. Sidbury to Sidford (Sidmouth to Feniton). Highways and Traffic Orders Committee approval had been given to progressing a planning application for the route.
  - c. Seaton to Colyford (Stop Line Way). A Compulsory Purchase Order had been resolved with the final remaining landowners to fill the missing gap.
  - d. Crediton to Exeter. Design proposals would be progressed in 2023/2024.

There was a long list of aspirations and land negotiations took a long time with some historic difficulties. Instead of trying to achieve the perfect finish to get gaps secured, DCC was exploring alternative approaches. Quiet lanes provided an opportunity as much of Devon's highway network was an underutilised asset.

## *Explore More.*

Working with Naturally Active Devon and West Devon Borough Council a £1m bid had been put into the Community Renewal Fund. The Explore More part of the bid amounted to £138,000. This would be an opportunity to trial quiet lanes and active travel, making routes safer and more accessible. This would build on the 10 Steps Guide and upskill communities to deliver their own improvements. It would connect to the rail network and improve linkages. The bid included network feasibility – feasibility of new routes for users aged 8 to 80.

## *Warmer Welcome*

This part of the bid amounted to £204,000, focussing on:

1. Community and Business. Activation and increasing tourism opportunities created by multi-use trails in market towns.
2. Information and promotion. Promotion of existing trails with accessible information to increase diversity of use and linking with low carbon travel opportunities.
3. Accessibility review. Improving the visitor experience for all – removing barriers and improving places to rest, noting age and ability may mean the need for more stops on a walk or ride.

Unfortunately, the above bids had not been successful in securing funding this time round. These would have brought economic benefits; however, the ideas and proposals were there should a further funding opportunity arise

## *Quiet Lanes*

DCC had been exploring Quiet Lane projects around Exeter through stopping up lanes to through traffic which fits with policies in the Exeter Local Plan and the Local Transport Plan 3.

### 1. Balls Farm Road, near Ide

This experimental scheme aimed to create a safe route to school and jobs and the station at Marsh Barton through a partial road closure (green lane). The pedestrian increase had been significant. A permanent closure had been approved at the Exeter Highways and Traffic Order Committee on 17 January on the back of a successful trial.

### 2. Rydon Lane

A similar approach was being considered at Woodbury, making use of a quiet lane to allow links between the village and the Exe Estuary Trail and Avocet Railway Line. This formed part of the Active Travel Tranche 3 bid, on which DCC was waiting for a funding announcement.

Additional Quiet Lane schemes were proposed at Langaton lane and Ludwell Lane.

## *Highway Code changes*

A review of the Highway Code had introduced changes for active travel from January 2022.

Rule H1: New hierarchy of road users so that those road users that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger to others.

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Rule H2: New priority for pedestrians at junctions so that all other users should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.

Rule H3. New priority for cyclists when cars are turning. Motor vehicle users should not cut across cyclists, horse riders or horse drawn vehicles going ahead when turning into or out of a junction or changing direction or lane. This applies whether they are using a cycle lane, a cycle track or riding ahead on the road.

Rule 163 introduces passing distances and speeds when overtaking motorcyclists, cyclists, horse riders and horse drawn vehicles.

A discussion took place.

It was clear there was an urban funding bias. Multi-use trails provided the capacity to open up areas and a question was asked about the role of horses on trails.

Liz Holloway, DCC, responded stating that the multi-use trail strategy included equestrians and there was a decision-making process to assess the type of route. For example on the Teign Estuary Trail there was no onward route for equestrians and on the Exe Estuary the volume of users was so high that a separate route would be required for horse riders. In North Devon, on the Willingcott to Knowle section, existing agreements with landowners were being reviewed so see whether horses can be accommodated. Each route was assessed individually using flow charts and a decision protocol. Use by horses impacted on design specifications and other considerations such as surfacing.

Jamie Hulland, DCC, said there was a need to promote the Highway Code changes, including horse riders in messages and promotion. A meeting would be taking place with the Department for Transport and the importance of support to progress leisure trails would be made. The significance to health and wellbeing had been demonstrated during COVID lockdown and this was a platform to build on. The Devon Countryside Access Forum could make representations on this point.

It was mentioned that improving active travel and access for all should be for everyone and not just those 8 to 80. It was noted that this range of ages was described in national government documents and that DCC preferred to use 'access for all' as there were younger and older people using the trails.

The difficulties accessing railway stations and trains with bikes or mobility scooters were raised. Either there were no facilities or trains were too crowded and bookings had to be made. A similar situation applied to buses and this served to reduce connectivity.

Jamie Hulland, DCC, said he continued to work with Great Western Railway and Network Rail. Leisure travel created an opportunity when commuter travel was declining. The new Okehampton Station was a prime example where bike space was capped or at the guard's discretion, which did not provide the certainty that people needed. Buses were more complicated, yet the National Bus Strategy referred to the potential for cycles on buses in rural areas.

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Funding could be an issue if there was insufficient demand in the winter, for example the Surf Bus in North Devon had been discontinued.

Various examples were cited of how other countries successfully incorporated space for bikes in train carriages or on buses by removing seats, or providing dedicated space within or on the outside of transport.

Photographs in the presentation had included power chairs and motor scooter users and it was explained that these operate differently and users had varying requirements. Wheelchair accessible toilets were very important to scooter users and DCC was asked to encourage businesses along trails to invest in these facilities.

Chicanes presented an issue on some routes, for example at Bideford, Barnstaple and Meeth. Sometimes a step bar to go over a gate presented an additional issue, for example adjacent to a Bristol Gate at Meeth. Removing all chicanes might not be required and was costly but DCC was asked to remove unnecessary obstacles. There was a compromise.

The new garden village development at Cullompton had no coherent cycle plan to link to Exeter and Cullompton Railway Station and Gordon Guest said he would email separately about this matter as a Cullompton Town Councillor.

Jamie Hulland, DCC, confirmed he was in discussions with Mid Devon District Council and developers.

Jamie Hulland, DCC, said it had been a shame the Warmer Welcome bid had been unsuccessful as that would have brought economic benefits.

Jamie Hulland, DCC, confirmed that the Vision Zero SW campaign will complement the new Highway Code hierarchy. The vision is to have zero people seriously injured or killed by 2040 through partnership working with the Police. The Police had increased resourcing around speed and education/training. A campaign was planned to focus on the changing hierarchy in the Highway Code and more details will be shared as this develops. Highway authorities were included in the partnership.

Reference was made to economic data on green tourism that was shared at a workshop event a couple of years ago attended by Sue Pudduck and the Chair. Jamie Hulland, DCC, requested a copy as facts and evidence were useful to put forward compelling arguments.

*Action: Sue Pudduck and Chair.*

Jamie Hulland confirmed DCC was seeking clarity from the Department for Transport on Local Cycling and Walking Infrastructure Plans so that it can progress these. Stakeholder engagement, including the involvement of the DCAF, would be very helpful.

The Chair thanked Jamie and Liz for their presentation and asked them to keep in touch.

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## 14. To note and approve responses and any feedback

### 14.1 Exe Estuary Management Plan

The response to the Exe Estuary Management Plan was noted and approved. The next draft, following consultation, picked up points made by the DCAF. The Exe Estuary Partnership Committee will be asked to approve the final plan at its meeting on 25 January.

### 14.2 Heart of Teignbridge Local Cycling and Walking Infrastructure Plan

The response was noted and approved.

## 15. Current consultations

### 15.1 Teignbridge Local Plan Review (Part 3) 2020-2040: Renewable Energy, Gypsy and Traveller and Small Residential Site Options

The DCAF had submitted a response to Torridge District Council on wind farms in 2010. Membership of the Forum had subsequently changed. The Chair reminded members that the Forum's response should focus on access and other comments could be made in a personal capacity.

The draft response was agreed with additions. Reference to the importance of the attractiveness of routes was raised in relation to solar farms. The British Horse Society had an advice note on solar farms which might be helpful.

A revised draft would be circulated.

*Action: Forum Officer*

### 15.2 Deep Lane Junction A38 Cycle and Pedestrian Bridge Consultation

The consultation paper was discussed. All routes had positive and negative aspects. It was agreed that Option C was not so desirable or attractive due to safety and isolation factors.

Option B incorporated two signalised crossings over the slip-roads. It was felt that this was potentially unsafe and would exacerbate traffic congestion on the A38.

Option A reduced the potential to feel isolated and a question would be raised as to whether widening or better lighting would improve this route further. There was some concern about the impact of the raised section on the house occupiers in Wolverwood Lane.

The multi-use bridge over the A38 between Newton Abbot and Bovey Tracey was mentioned as a successful project.

It was agreed to respond giving Option A as marginally the best project and making the additional comments on all the options. A draft would be circulated.

*Action: Forum Officer*

## **16. Any other business**

### *Glover Review*

The consultation on the Government response to the Glover Review on Areas of Outstanding Natural Beauty and National Parks had just come out, with a closing date of 9 April.

There were proposals to change the AONB name to National Landscapes and have an overarching National Landscapes Service partnership. The purposes of the protected landscapes, governance and management plans were under scrutiny. There were additional plans to reform the planning system, strengthen the role of AONBs and permit enforcement powers. Whilst there was a focus on generating additional income, particularly from green sources, funding remained a concern.

The Government response raised the possibility of exploring the expansion of open access rights and there were proposals to bring National Trails into the national landscape family. The consultation survey questions sought specific views about restrictions and exemptions on motorised use of unsealed roads.

The Chair reminded members that the National Park forums would have views on the Parks. The Chair proposed a working group, and a poll of dates would be circulated to members who expressed interest.

*Action: Forum Officer.*

### *Killerton Estate and Clyst Valley Regional Park*

Gordon Guest requested that the DCAF talk about plans for the wider Killerton area. The Chair suggested this could be part of a Training Day.

### *Lobbying*

Jo Burgess asked whether it was possible to lobby Government. The Chair confirmed that this was best associated with a project or document. The Forum had a statutory function to advise the Secretary of State for any Government Department.

## **17. Dates of meetings 2022/2023**

A change to the proposed September date was requested. The Forum Officer would discuss other dates with the Chair.

*Action: Forum Officer and Chair.*





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

Available to view on request subject to General Data Protection

	<b>Sender</b>	<b>Subject</b>	<b>Action and any feedback</b>
1	Notification on Planning Inspectorate website	Appeal Reference: APP/Y11110/W/20/3265253 Land at Pennsylvania Road, Exeter.  <u>Reference:</u> <u>APP/Y11110/W/20/3265253</u> <u>(planninginspectorate.gov.uk)</u>	The DCAF had submitted comments on the original planning application appeal, agenda item 13.4 - 27.04.21. The appeal was dismissed. Amongst reasons given were that “the proposed development would not provide safe access to and from the site for pedestrians. The Inspector also “did not consider the site topography would be sufficient to screen the development from views along the bridleway.”
2	Mid Devon District Council 10.01.22	Publication of the submission Tiverton Neighbourhood Plan Neighbourhood Planning (General) Regulations 2012 (Regulations 15 &16)	No action taken.
3	East Devon District Council 17.01.22	Cranbrook Plan - Proposed Main Modification consultation. Opportunity to comment solely on the Main Modifications made by the Examiner.	Examiner’s Main Modifications include incorporation of the Clyst Valley Regional Park as it now has an adopted Masterplan. Other modifications recognise the importance of enhanced public transport; that paths in Suitable Alternative Natural Green Space areas (SANGS) should retain a ‘rural character’; and that walking cycling and public transport proposals shall ‘address the importance of active travel through carefully designed and justified layouts which help to put “health into place”.

# Agenda Item 7.

4	East Devon District Council 20.01.22	<p>Colyton Neighbourhood Plan was formally 'made' by East Devon District Council on 10<sup>th</sup> January 2022.</p> <p>Accordingly, the Neighbourhood Plan now forms part of the Local Development Plan for East Devon and will be taken into account in determining planning applications in the parish of Colyton.</p>	For information.
5	Marine Management Organisation 26.01.22	<p>Consultation on the use of the marine plans and to support understanding of the influence marine plan policies have in the decision-making process.</p>	Not used in decision-making processes of the DCAF.
6	North Devon District Council 26.01.22	<p>North Devon council resolved to "make" the Georgeham Neighbourhood Plan on 12 January 2022.</p> <p>The Neighbourhood Plan now forms part of the Development Plan for the area and so will be influential in decision making in respect of planning applications within the parish area.</p>	For information.
7	Mid Devon District Council 28.01.22	<p>Consultation on Mid Devon District Council's new Local Plan (excluding the small part of the district within Dartmoor National Park). This will include a vision and strategy for how the district will be planned, policies that will guide development, the use of land and buildings and a map that will show where development can take place and what parts of the district will be protected.</p>	Consulted with Chair and sent position statements on Planning, Neighbourhood Plans and Disability Access.
8	Kingsbridge Town Council 31.01.21	<p>Kingsbridge, West Alvington and Churchstow Neighbourhood Plan - Regulation 15 Consultation</p>	Responded to earlier consultation. Some changes to wording made in response to DCAF advice.

# Agenda Item 7.

9	Member of public 01.02.22	Concern about maintenance responsibilities of green lane at Hordon, Mary Tavy and inaccurate information received that this was not maintainable at public expense.	Discussed with Chair and responded to state that the Forum was concerned that a misleading response was given. The council would be asked to ensure that the fault reporting system or customer services allocate faults to the right department and that members of the public receive correct information.  Forwarded to PROW Manager to respond who confirmed that the route is scheduled for improvement works in the next financial year. Steps to be taken to ensure wrong information on unclassified roads is not provided.
10	East Devon District Council 9.02.22	Kilminster Neighbourhood Plan has been submitted to East Devon District Council, in accordance with Regulation 16 of the Neighbourhood Planning (General) Regulations 2012.	Comments sent in response to earlier consultation
11	Open Access Centre 16.02.22	Case number 2021099474  Notification of a discretionary restriction under Section 22 of the Countryside and Rights of Way Act 2000.  The restriction applies to land at Hartridge Hense Moor and Luppitt Common for the 8 March 2022.  6 of the 28 days allocated to this case have now been used. The details of this restriction appear on the Open Access website.	For information.
12	Land Charges 18.02.22	Application has been made to the registration authority, Devon County Council, County Hall,	For information.

# Agenda Item 7.

		<p>Topsham Road, by the applicant Landman LLP on behalf of The Open Spaces Society under section Schedule 2(4) of the Commons Act 2006 and in accordance with the Commons Registration (England) Regulations 2014.</p> <p>The land was provisionally registered under section 4 of the Commons Registration Act 1965 as common land, known to the registration authority as CL118. The piece of land at the road junction east of the Old Bakery in the parish of Broadhembury. An objection was made in relation to the provisional registration, it was agreed that the provisional registration was to be cancelled. If the application is granted, in whole or in part, the registration authority will give effect to the determination by adding the land to the register of common land.</p>	
13	Open Access Centre 1.03.22	<p>Notification of a restriction under Section 24 of the Countryside and Rights of Way Act 2000.</p> <p>The restriction applies to land at Hemyock Common for the following dates in 2022:</p> <p>May 7 and 21 June 4 and 18 July 2, 16 and 30 August 13 and 27 September 10 and 24</p> <p>11 of the 12 days allocated to this case have now been used. The details of this restriction appear on the Open Access website.</p>	For information.

# Agenda Item 7.

14	Open Access Centre 01.03.22	Case number 2022029550  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 12 and 26 March and 9 and 23 April 2022.  4 of the 28 days allocated to this case have now been used.	For information.
15	Green Infrastructure Project Manager East Devon District Council 2.03.22	Living Lanes, Clyst Valley Regional Park. Expression of interest submitted to the National Lottery Heritage Fund.	For information. Feedback awaited from the National Lottery Heritage Fund.
16	East Devon District Council 15.03.22	Daily Wag. Update on previous DCAF dog article sought for republication.	Discussed with Chair and resubmitted.
17	Torrige District Council 17.03.22	North Devon Council and Torrige District Council are launching the new 'People and Place' project for northern Devon. This is a joint venture between the two Councils to review the Local Plan and will look at how the area should take shape over the next 20+ years. It will set out a plan for the future of northern Devon by looking at what needs to be done around matters such as housing, the environment, sustainability, jobs, access to transport and health and wellbeing.	The current consultations are outside the DCAF's remit but there will be opportunities to contribute over the next couple of years.
18	Councillor 17.03.22	Regarding potential new footpath in the parish.	Referred to P3 Officer and local Warden to advise.
19	East Devon District Council 22.03.22	The Luppitt Neighbourhood Plan has been submitted to East Devon District Council, in accordance with Regulation 16 of the Neighbourhood Planning (General) Regulations 2012.	DCAF sent comments in response to an earlier consultation.

# Agenda Item 7.

20	East Devon District Council 28.03.22	Call for development sites.	Outside remit.
21	Land Charges Devon County Council 7.04.22	<p>Application has been made to the registration authority, Devon County Council by the applicant Landman LLP on behalf of The Open Spaces Society under Schedule 2(4) of the Commons Act 2006 and in accordance with the Commons Registration (England) Regs. 2014.</p> <p>It is 27 acres of land at Combe Martin.</p> <p>A summary of the effect of the application is as follows: the land was provisionally registered as common land under section 4 of the Commons Registration Act 1965; an objection was made in relation to the provisional registration; the person on whose application the provisional registration was made requested or agreed to its cancellation (whether before or after its referral to a Commons Commissioner).</p> <p>If the application is granted, in whole or in part, the registration authority will give effect to the determination by registering the land in the common land register.</p>	For information.
22	Natural England Countryside Code team 11.04.22	<p>Clarification had been sought from Natural England on dogs at the coast in the Countryside Code information on the website.</p> <p>“On Open Access land and at the coast, you must put your dog on a lead around livestock. Between 1 March and 31 July, you must have your dog on a lead on Open Access land, even if there is no livestock on the land. These are legal requirements.”</p>	

		<p>Response received stated that Natural England may have to look at simplifying or clarifying the explanation in the Code. The current requirements are:</p> <ul style="list-style-type: none"><li>• On Open Access land <u>and</u> the coastal margin, dogs must be on a short-lead in the vicinity of livestock.</li><li>• On Open Access land during the bird breeding season between 1 March and 31 July, dogs must be on a short-lead. In the coastal margin, dogs must be under effective control at all times.</li></ul> <p>This is phrased on the web <u>Open access land: management, rights and responsibilities - GOV.UK</u> (<a href="http://www.gov.uk">www.gov.uk</a>) as:</p> <ul style="list-style-type: none"><li>• There's a general rule that visitors using their open access rights must keep dogs on a short lead of no more than 2 metres between 1 March and 31 July each year (except in the coastal margin) and at all times near livestock.</li><li>• In the coastal margin, dogs must be under effective control at all times.</li></ul>	
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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.*





## PUBLIC RIGHTS OF WAY COMMITTEE

10 March 2022

### Present:-

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

### Apologies:-

Councillor P Henderson

### \* 18 Minutes

**RESOLVED** that the minutes of the meeting held on 25 November 2021 be signed as a correct record.

### \* 19 Items Requiring Urgent Attention

There was no item raised as a matter of urgency.

### \* 20 Announcements

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

(b) The Public Rights of Way Manager reported that DEFRA had announced that it would repeal the 2026 cut-off date for recording historic rights of way, as set out in the Countryside and Rights of Way Act 2000. Formal details on this were not yet known.

### \* 21 Devon Countryside Access Forum

The draft minutes of the meeting held on 21 September 2021 had been received by this Committee at its previous meeting. Members had also been circulated a link to the [minutes of the meeting held on 18 January 2022](#).

Members observed that it would have been beneficial if there had been greater mention of the significance of agricultural land use and renewable energy production in the AONB presentation made to the September 2021 meeting, which was seen as relevant given the current fragility of food production and energy markets worldwide.

# Agenda Item 9.

2

PUBLIC RIGHTS OF WAY COMMITTEE

10/03/22

\* **22**      **Parish Review: Definitive Map Review 2021-22 - Parish of Hollacombe**

The Committee received the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/22/10), which examined the Definitive Map Review in the Parish of Hollacombe.

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

**RESOLVED** that completion of the Definitive Map Review in the Parish of Hollacombe be noted and that no modifications are required.

\* **23**      **Parish Review: Definitive Map Review 2021 - Parish of Budleigh Salterton**

The Committee received the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/22/11), which examined the Definitive Map Review in the Parish of Budleigh Salterton in East Devon.

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

**RESOLVED** that completion of the Definitive Map Review in the Parish of Budleigh Salterton (Budleigh) be noted and that no modifications are required.

\* **24**      **Parish Review: Definitive Map Review 2021-22 - Parish of Templeton**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/22/12), which examined the route referred to as Proposal 1 arising out of the Definitive Map Review in the Parish of Templeton in Mid Devon.

The Committee had also been sent an email from A Webb and D Leeming setting out representations against the Proposal.

In 2008 a number of user evidence forms had been received where the route used included Pidland Lane. Several of these users were horse riders who then continued their ride by a number of different routes including continuing eastwards on Footpath No. 2.

The route was reviewed again in October 2020 when a local resident reported that a gate and sign had been erected across the end of Pidland Lane saying 'Private Property – No Access'. Further user evidence forms were then received from walkers using Pidland Lane and these, together with previous user evidence, were sufficient for the addition of a public footpath along Pidland Lane to be considered as part of the parish review.

Discussion followed and included the following points:

- that the email had not included any new evidence;

- that Pidland Lane was not registered at HM Land Registry;
- clarity that the proposal was for a public footpath and not a bridleway;
- the Council had responsibility for the surface of public footpaths to a standard appropriate to use on foot;
- the report recommendation was based on assessment of the evidence in combination; and
- the right of representation within a 6 week period of the publishing of the Definitive Map Modification Order.

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

**RESOLVED** that a Modification Order be made to modify the Definitive Map and Statement with the addition of a public footpath along Pidland Lane A – B - C as shown on drawing number HIW/PROW/21/36a (Proposal 1)

\* **25** **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/22/13) on decisions received from the Secretary of State.

\* **26** **Public Path Diversion and Definitive Map Modification Orders**

The Committee noted the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/22/14) on Public Path Diversions and Definitive Map Modification Orders that had been confirmed as unopposed under delegated powers.

**NOTES:**

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

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

The Meeting started at 2.15 pm and finished at 3.16 pm





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Spatial Planning Team  
Teignbridge District Council  
Forde House  
Brunel Road  
Newton Abbot  
TQ12 4XX

21 January 2022

Dear Sir/Madam

## Teignbridge Draft Local Plan 2020-2040 (Part 3)

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000 (CRoW Act). Its statutory remit is to give independent advice “as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area...” Section 94(4) of the Act specifies bodies to whom the Forum has a statutory function to give advice, and this includes county and 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.

The Devon Countryside Access Forum held a meeting on 18 January 2022 and agreed to submit the following comments. Its response is confined to the renewable energy options for development.

### Renewable Energy - Wind

The Devon Countryside Access Forum welcomes the wind farm section of the Local Plan Document prepared by Teignbridge District Council. The DCAF advises that a statement should be included to the effect that the importance of existing and any planned rights of way and recreational trails will be taken into consideration. For example, the plan for **Holcombe Burnell, Wind Site 3**, does not show the bridleway (Holcombe Burnell Bridleway 8) that runs through the site or include it in the site assessment.

# Agenda Item 11.1

In addition, the existence of access land under the Countryside and Rights of Way Act 2000 and any coastal access land under the Marine and Coastal Access Act 2009 should be identified as part of the designation process. Some access land may have additional landscape or wildlife designations and is available for people to walk across.

The Public Rights of Way interactive map data on [www.devon.gov.uk/prow](http://www.devon.gov.uk/prow) should be used as part of the requirements for the methodology and scoring assumptions.

An additional matter not included in the checklist is area of blade shadow, a particular concern of horse riders. The British Horse Society refers to this in its wind turbine guidance to planners and developers  
<https://www.bhs.org.uk/~media/documents/access/access-leaflets/wind-turbines-planners.ashx?la=en>

The DCAF recommends that developers should be asked to give high priority to the safety of rights of way and access users during construction periods, with an emphasis on warning notices and an appropriate code of conduct.

As part of the consultation process the DCAF advises that access user organisations, such as the British Horse Society, Ramblers' and Sustrans, at both local and national level should be specified in any stakeholder engagement list drawn up between Teignbridge District Council and potential developers.

## **Renewable Energy – Solar**

The Devon Countryside Access Forum advises that the existence of public rights of way, trails and access land should be part of the consideration criteria. The statement on Recreation 3.29 below should be amended to state ...."existing designated open space, *public rights of way and trails* or proposals for the same....."

### **Recreation**

*3.29 Dependent upon the location of renewable energy development in relation to existing designated open space, public footpaths and cycle ways or proposals for the same; opportunities to incorporate improvements for such facilities may be sought through the provisions of Local Plan Policy DW9: Natural Infrastructure, other Design and Wellbeing policies and defined Active Travel routes contained in the Local Plan.*

The DCAF advises that the location of any solar farm should not detract from the attractiveness and enjoyment of any public right of way or trail. This consideration should be included in the policy statement on recreation.

The DCAF recommends that developers should be asked to give high priority to the safety of rights of way and access users during construction periods, with an emphasis on warning notices and an appropriate code of conduct.

As part of the consultation process the DCAF advises that access user organisations, such as the British Horse Society, Ramblers' and Sustrans, at both local and national level, should be specified in any stakeholder engagement list drawn up between Teignbridge District Council and potential developers. The BHS has a policy statement on solar farms.

<https://www.bhs.org.uk/~media/documents/access/access-leaflets/solar-farms.ashx?la=en>

# Agenda Item 11.1

This letter constitutes formal advice from the Devon Countryside Access Forum. Teignbridge District Council is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this Forum in carrying out its functions.

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  
Vic Chair: Chris Cole*





## DEEP LANE JUNCTION A38 Cycle and Pedestrian Bridge Devon County Council consultation

### Devon Countryside Access Forum response submitted online.

The Devon Countryside Access Forum considered this consultation at its meeting on 18 January 2022.

All options have positive and negative aspects but on balance the Forum would support Option A. This would appear to provide the safest solution. The difference in height between Wolverwood Lane and the A38 and the potential impact on house occupiers was raised and all efforts should be made to mitigate this.

The Forum advises that design elements of Option A should be re-considered to determine whether widening or better lighting could reduce the potential feeling of isolation on some sections.

There was widespread concern about Option B due to the requirement to have signalised crossings over both the on and off slip roads. Whilst a useful and direct route, this is likely to markedly exacerbate traffic congestion on the A38 as it becomes well-used.

There was general agreement that Option C is the least preferred route due to isolation, safety and design reasons.

Members noted the good design of the multi-use bridge over the A38 on the roundabout between Newton Abbot and Bovey Tracey.

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000 (CRoW Act). Its statutory remit is to give independent advice “as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area...” Section 94(4) of the Act specifies bodies to whom the Forum has a statutory function to give advice, and this includes the County Council.

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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Mr A Hill  
Planning, Transportation & Environment  
Devon County Council  
County Hall  
Topsham Road  
Exeter EX2 4QD

24 February 2022

Dear Mr Hill

**Planning Application - DCC/4268/2021**  
**Lower Brenton Farm, Road Past Higher Brenton Farm, Kennford, EX6 7YL**

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000 (CRoW Act). Its statutory remit is to give independent advice “as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area...” Section 94(4) of the Act specifies bodies to whom the Forum has a statutory function to give advice, and this includes county and 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.

The Devon Countryside Access Forum notes the application for a landfill site at Lower Brenton Farm near Kennford and this response follows a site visit by two members. Comments have been agreed by the Forum and this response will be on the agenda for formal approval at the next meeting on 25 April. (See footnote)

Notwithstanding any requirement for additional landfill sites, this proposal will inevitably significantly change the character and recreational value of this area as it impacts on four footpaths and a bridleway within a rural and visible setting on the edge of Exeter. (Kenn footpaths 16 and 54 and Shillingford St George footpath 14 and bridleway 19).

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 11.3

The area is designated an Area of Great Landscape Value in the Teignbridge Local Plan, an area which is considered to be of high landscape quality with strong distinctive characteristics which makes it particularly sensitive to development. These public rights of way provide important recreational routes for local residents and visitors to Shillingford St George, Clapham and Kennford. The Environmental Statement (Landscape and Visual Impact) gives the effect on public rights of way a sensitivity rating of 'high'. (8.4.22). From identified public rights of way viewpoints, the impact rating is assessed as 'high' during the construction and operation phases with the scale of change considered to be moderate/substantial. (Table 8.5)

The Devon Countryside Access Forum advises that the application should fully meet the requirements of Policy W12 of the Devon Waste Plan: Landscape and Visual Impact, which expects the scale, design and location of all waste management development to be sympathetic to the qualities, distinctive character and setting of the landscape.

The Planning Statement and Phasing Plans indicate that the public rights of way footpaths will be temporarily diverted in phases. The Forum advises that additional consideration needs to be given to improve the experience of temporarily diverted footpaths. The phasing proposals show that temporary footpaths of 2m will be between a fenced margin and a topsoil screening bund of at least 2m high, depending on the phase. This is likely to produce an artificial and enclosed experience and reduce the amenity value. In phase 1, for example, it would be preferable to temporarily divert the footpath along the nearby unsurfaced, unclassified County road. Whilst this potentially carries vehicular traffic, it would provide a more enjoyable recreational route. All diversions should be well-signed and marked. Consideration of these public rights of way during the construction and ten-year use of the landfill site needs to ensure that peoples' quality of life and amenity will be protected from the adverse effects of waste management development and transportation. (Devon Waste Plan W18: Quality of Life). The CoVID-19 pandemic has clearly demonstrated the importance of local green space to health and well-being.

The Forum does have particular concerns about the use of the bridleway (Shillingford St George Bridleway 19) as proposed. In the Planning Statement the following comment is made "Careful consideration has been given to this potential conflict of users of the lane and it is proposed to segregate non-motorised traffic from the vast majority of the section of the lane that will be used by vehicles serving the proposed development by constructing a separate internal haul road parallel to the hedge line within the application site field." It is not at all clear from the drawings whether the hedge itself will be maintained and there is insufficient detail on the extent of segregation, particularly along the initial narrow section from the entrance point where pedestrians, including those accompanied by young children, or cyclists may also be using the right of way as well as horses. This potentially poses a safety issue for riders using this route, either because lorries will be passing close by at speed which could frighten a horse, or the design and construction work means that the bridleway is effectively unusable for a period approaching ten years. As this is the main access road to the landfill site, and not in use for a shorter phased period, then the impact is likely to be significantly greater. Riders on horseback in particular will have visibility over the whole site which could impact on their enjoyment. It is unclear how safety, convenience and enjoyment in respect of the bridleway have been fully considered during the planning application process. Further detail on mitigation measures would be helpful.

If permanent diversions are sought, by whatever legal means, instead of reinstatement on the existing routes then considerations of protecting convenience and enjoyment should be properly regarded, as under section 119 of the Highways Act 1980. The National Planning Policy Framework, July 2021, paragraph 100 states “planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.” The Planning Statement accompanying this application states “It is proposed to reinstate those public rights of way in a state of equal or better value and functional utility and convenience, in terms of gradient and/or features, unless it is considered desirable to maintain a slightly diverted alignment.” The Forum advises that enjoyment and enhancement should be fully considered as part of restoration plans with footpaths reinstated on their original line. If other routes are suggested, appropriate consultation should take place.

In the Mitigation Plan, Shillingford St George footpath 14 and part of Kenn footpath 16 are shown reinstated on their current route but enclosed within new double hedgerows on hedgebanks. Whilst these would undoubtedly have benefits in providing ecological corridors and may assist land management, the Devon Countryside Access Forum does have reservations about the impact on enjoyment of these footpaths. The aspect currently enjoyed is very open with far-reaching views which would be significantly reduced if the paths are contained within double hedgerows. The DCAF advises that the mitigation proposals should be reviewed to see whether views can be accommodated with a more imaginative plan. This would also provide an opportunity to consider improving access for people with disabilities with appropriate accessible gates. The mitigation plan should extend far beyond considerations of ‘functional utility’ (Planning Statement).

From the maintenance perspective, both the banks and hedgerows will need to be maintained and having hedges both sides can lead to significant drainage issues and a wet, poached slippery walking surface with limited areas to drain off water. When the hedges are grown these paths could often stay wet as they are shielded from the sun and wind to dry out the surface. It is not clear whether drainage and future management of the path surfaces have been fully considered.

Trees are also part of the experience of using these rights of way and the removal of high, mature trees to the south of the site is questioned, especially as it would appear that only five oaks are being planted to the east of the site. The Saving Devon’s Treescapes project, led by the Devon Wildlife Trust and supported by the County Council, aspires to plant 250,000 trees with a focus on trees outside woodlands in response to ash dieback.

Many rights of way around Exeter are now included within development areas but these locally important paths offer views towards the Haldon Ridge and the Exe Estuary.

An additional matter to consider from the perspective of enjoyment of public rights of way and the health and well-being of users is the negative impact of pollution from lorries, associated noise from the whole operation, and potentially foul smells associated with leachate. These will result in a loss of amenity for users of the adjacent public rights of way. Whilst these impacts may be deemed ‘not significant’ in the Environmental Statement (Chapter 5 – Air Quality and Chapter 6 – Noise and Vibration), they are likely to detract from an enjoyable walk, ride or cycle. It would be helpful to

# Agenda Item 11.3

know whether other landfill sites with public rights of way have successfully managed to limit the likelihood of detrimental impacts whilst the site is being actively used.

The Devon Countryside Access Forum advises the above should be given additional consideration. Devon County Council is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this Forum in carrying out its functions. As a statutory forum, it would have been appreciated if the Council had formally consulted on this planning application earlier in the process.

Yours sincerely



Hilary Winter  
Forum Officer

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

*Chair: Sarah Slade*

*Vice Chair: Chris Cole*

**NOTE:** Cllr Linda Hellyer is a member of the Devon Countryside Access Forum. She did not contribute to or make any comments on this response as she is also a councillor member on Devon County Council's Development Management Committee which will determine the application.



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## Killerton Estate Vision Stakeholder Consultation March 2022

### Response from the Devon Countryside Access Forum

#### 1. Do you feel the level of ambition for the habitat creation and land use change is:

Not ambitious enough

About right

Too ambitious

#### Comments

No comment submitted.

#### 2. Do you feel the level of ambition for visitor access, enjoyment and sustainable movement, is:

Not ambitious enough

About right

Too ambitious

# Agenda Item 11.4

## Comments

The Plan is a 50-year vision. Without a timeline, costings or indication of funding streams it is unclear what the delivery priorities are and where and when recreational improvements will take place. It would be very helpful to see a phased plan. The overall vision will require extensive partnership working and access to significant funding streams.

The significant focus within the Plan on improved access to the whole Killerton Estate, including Killerton House and grounds, Ashclyst Forest and the wider estate is welcome. Ashclyst Forest, for example, has the potential to benefit the physical and mental health of many more people through improved access and infrastructure.

While access/land use change is an important part of the vision, it has to be set in the wider context. Planning policy protects the best and most versatile land and, even where planning consent is not required, this is a principle that could usefully be applied to other changes in land use.

The change in land use also has an impact on recreational enjoyment. Significant areas are allocated for woodland/agro-forestry, and this will naturally change the recreational experience. Consideration needs to be given to this in planting regimes associated with new recreational paths/areas to ensure an enjoyable and scenic experience.

The aim to make the estate genuinely accessible for all will require consideration of path furniture such as stiles, kissing gates, steps and horse barriers which currently impede mobility scooter users or horse riders. A detailed plan is required to assess any barriers, working alongside tenant farmers. Much of the current estate adjacent to Killerton House, in Danes Hill wood and Ashclyst Forest and along the river is poorly designed for mobility scooter access and an accessibility audit is required.

Details for the visitor centre and hubs do not specifically mention mobility scooter access and accessible toilets.

Education and information are required to ensure that the working requirements of tenant farmers and conservation needs are respected. The plans will attract greater numbers of dog walkers, often walked off lead. Some dog control or dog restricted areas may be required to ensure wildlife benefits are not compromised.

Significantly increased visitor numbers will require sympathetic management in order to achieve the Plan's objectives and ensure future resilience. For example, visitors to Haldon Forest Park now number around 500,000 per annum. The growth of Cranbrook, Exeter and 7,000-10,000 new houses in Cullompton Garden Village will bring many more potential visitors. Safe routes to access the estate from these communities are highly desirable to avoid increased traffic.

Ensuring safe, sustainable access to the estate is imperative. The design of the proposed railway crossings and the green bridge should be accessible to all users, including horse riders and mobility scooters.

Traffic-free routes are important to encourage sustainable transport. The Clyst Valley Trail, 'quiet lanes' identified in the Plan and the proposed new bridleway are



prerequisites to the success of this. The quiet lanes proposals will require specific local consultation and should ensure vehicular access for residents is not impeded.

While safe, sustainable access is to be applauded, provision for car parking will still be required and in sufficient quantity as this will remain a destination serving a very wide area and, given limited joined-up alternative transport provision within Devon, will continue to need to be accessible to those arriving by car.

Mobility scooters are not currently allowed on Devon buses or trains and for wheelchair users the estate is some distance from bus stops. The estate potentially offers significant recreational opportunities for this growing group of users, particularly with the increased range of batteries.

Careful consideration needs to be given to the balance between attracting new groups and income generation.

### **3. Is the Plan compatible with your organisation's objectives?**

Yes

#### **Comments**

The ambition to improve access to the estate and associated facilities falls within the Devon Countryside Access Forum's objectives. However, considerable care needs to be taken to ensure that opportunities for quiet enjoyment of the many special places within the Estate are not lost and that the access experiences currently enjoyed by those visiting the estate are not denuded.

The proposed improved network of strategic routes by which people may access the Killerton Estate, on foot, by bike and using other sustainable means of transport, is welcome, recognising that careful consideration will be needed about detail. Improved links with Exeter, Cullompton and Cranbrook are obvious priorities. Likewise the focus given to improved public transport links are important and must be seen as more than a statement within the Plan.

### **4. Are you or your organisation willing to help deliver the Plan?**

No

#### **Comments**

This is not within the scope of the Devon Countryside Access Forum which has no financial resources or staffing capacity.

### **5. Have we missed any challenges or opportunities?**

Much access is presently low-key. Consideration will need to be given to increased usage and the safety and surfacing of paths. Currently access allows horses to move at various speeds and it would be a shame if this opportunity was lost.

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## 6. Do you have any other comments?

Catchment areas for the Killerton Estate are defined in terms of “drive time”. A different mind-set might follow from use of “walk time”, “cycle time” or “public transport travel time”.

The categorisation of potential audiences into “good fit”, “medium fit” and “poor fit” needs further consideration. The rationale to include “University, City Centre, Poltimore, St Thomas, Exwick, Stoke Hill and Pennsylvania” as “poor fit” is not clear or meaningful, given the proximity to the Killerton Estate and their demographic characteristics, including pockets of deprivation. Equally, Cullompton, including the new garden village, is seen as only a medium fit. The estate will attract people from across the age spectrum.

More emphasis should be given to the scope for further work with local schools and other formal and informal educational settings in seeking to achieve the Plan’s objectives, including those related to access and sustainability.

Response ID ANON-WMVF-C55P-W

Submitted to Government response to the Landscapes Review  
Submitted on 2022-04-08 09:00:11

## About you

1 Do you want your responses to be confidential?

No

If yes, please give your reason::

2 What is your name?

Name:  
Devon Countryside Access Forum

3 What is your email address?

Email:  
hilary.winter@devon.gov.uk

4 Where are you located?

South West

5 Which of the following do you identify yourself as?

Other

If other, please identify below::

Devon Countryside Access Forum (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. 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 stronger mission for nature recovery

6 Should a strengthened first purpose of protected landscapes follow the proposals set out in Chapter 2?

Not Answered

Please give reasons for your answer: :

7 Which other priorities should be reflected in a strengthened first purpose e.g. climate, cultural heritage?

Please give us your views:

## Agricultural transition

8 Do you support any of the following options as we develop the role of protected landscapes in the new environmental land management schemes? Tick all that apply.

9 Do you have any views or supporting evidence you would like to input as we develop the role of protected landscapes in the new environmental land management schemes?

Please give us your views:

The new environmental land management schemes need to address more than protected landscapes. Access should be an important component of such schemes.

## A stronger mission for connecting people and places

10 Should AONBs have a second purpose relating to connecting people and places, equivalent to that of National Parks?

Not Answered

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Please give reasons for your answer: :

Devon has five AONBs which already provide important recreational access opportunities.

However, strengthening the purposes of AONBs would mean that staffing and funding would need to be increased to ensure that there are people on the ground with the appropriate skills to educate people in understanding and enjoying AONBs. These areas and landscapes require different messages to be conveyed as they often lack substantial open access areas. Understanding the cultural heritage of AONBs is vital as these are living, working environments, albeit set in outstanding landscapes. It is critical that funding comes from central Government and that individual AONBs and associated trusts are not responsible for raising core funding.

The Government response to the Landscapes Review specifies working with the Probation Service and schools. The Devon Countryside Access Forum advises that many others need to be included such as user groups and organisational bodies from students to U3A groups, including those who do not traditionally use the countryside, as everyone needs educating regardless of age or other defining criteria. There needs to be much more joined-up working so that the same messages are conveyed on websites and in other material. Responsible user groups are in a position to lead on some aspects of education.

The AONBs would need to have the capacity to carry out enforcement, as in National Parks. The Devon Countryside Access Forum is concerned that the Ranger role has become more confrontational and this needs to be addressed in accompanying bylaws and regulations.

It is important that there is the appropriate level of support and funding to ensure that there are not unintended consequences of any changes to purposes.

11 Should a strengthened second purpose of protected landscapes follow the proposals set out in Chapter 3 to improve connections to all parts of society with our protected landscapes?

Not Answered

Please give reasons for your answer: :

12 Are there any other priorities that should be reflected in a strengthened second purpose?

Please give us your views:

While the document refers to removing barriers to access, the detail is not given. This is an essential part of opening up the benefits of the National Parks and AONBs to people who do not currently access these landscapes. Barriers to access include:

- Physical barriers such as path furniture which may impede use by those with mobility issues.
- Sustainable travel. Funding of public transport and safe routes to these areas to allow people to travel by non-motorised means are critical.
- Lack of awareness. Communication, marketing and promotion are very important to ensure people are aware of National Parks and AONBs and how they can access these areas. Education about use of the countryside, respect for its people, environment and animals and understanding of the countryside code is vital in any efforts to encourage greater use and minimise conflict. Knowing how to use the countryside is where confidence comes to use it.
- Financial, psychological and cultural barriers.

## Managing visitor pressures

13 Do you support any of the following options to grant National Park Authorities and the Broads Authority greater enforcement powers to manage visitor pressures? Tick all that apply.

Please give reasons for your answer: :

Currently no-one in AONBs has the authority to impose the above as these are responsibilities of local authorities and their governance process. If AONBs are to acquire the same status as National Parks, then this matter needs to be considered. This would require additional funding.

The role of local authorities and National Parks currently works well in applying Traffic Regulation Orders. This is an established system and could be improved where there are some imperfections. To grant National Park Authorities greater enforcement powers could mean that this relationship breaks down, particularly as National Park boundaries are arbitrary, and a TRO imposed by the NPA could have impacts across a wider area that were unintended.

In terms of whether NPAs should be granted additional powers is a matter for the National Park Local Access Forums to consider.

14 Should we give National Park Authorities and the Broads Authority and local highway authorities additional powers to restrict recreational motor vehicle use on unsealed routes?

Not Answered

Please give reasons for your answer: :

The Devon Countryside Access Forum is of the opinion that there is currently adequate provision in controlling use in National Parks as it stands. The issue is frequently not use of legitimate roads but on areas that are not roads, for example use of moorland by motorbikes. This use is difficult to stop.

Responsible recreational motor users try to exert an influence over less responsible users.

Motor vehicle users in Devon have access to around 50 miles of byways open to all traffic and about 365 miles of unsurfaced unclassified county roads (uUCRs). This is out of a total network of public rights of way and uUCRs of around 3,479 miles.

If greater use is made of Traffic Regulation Orders this is likely to displace people to other routes which could then experience greater problems.

It is important to keep the dialogue open with motor vehicle user groups

15 For which reasons should National Park Authorities, the Broads Authority and local authorities exercise this power? (select all that apply)

Other (please state):

Traffic Regulation Orders were initially designed for roads not in good repair. The Devon Countryside Access Forum advises that there may be gaps in the TRO regulations which could offset some problems, where these are real and not perceived. For example, use of TROs on a seasonal basis, to restrict larger vehicles or for reasons of safety.

16 Should we legislate to restrict the use of motor vehicles on unsealed unclassified roads for recreational use, subject to appropriate exemptions?

Not Answered

Please give reasons for your answer::

The Devon Countryside Access Forum advises that a more nuanced approach rather than a blanket one is required. Responsible users should not be disadvantaged by those less responsible.

User groups should be encouraged to get involved in maintenance and repair, in partnership with highway authorities. This engenders more responsible use and a sense of ownership and is helpful in educating others.

There might need to be changes specifying the circumstances in which restrictions should be applied and how.

17 What exemptions do you think would be required to protect the rights and enjoyment of other users e.g., residents, businesses etc?

Please give us your views:

It is important that any use of power to restrict rights continues to protect the rights of those who legitimately need to go down those routes for example landowners, residents, and other recreational users such as horse riders and walkers.

### The role of AONB teams in planning

18 What roles should AONBs teams play in the plan-making process to achieve better outcomes?

Please give us your views:

19 Should AONB teams be made statutory consultees for development management?

Not Answered

Please give reasons for your answer::

20 If yes, what type of planning applications should AONB teams be consulted on?

Not Answered

Other (please state):

### Local governance

21 Which of the following measures would you support to improve local governance? Tick all that apply.

Other (please state):

Please give reasons for your answer: :

### A clearer role for public bodies

22 Should statutory duties be strengthened so that they are given greater weight when exercising public functions?

Not Answered

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Please give reasons for your answer: :

23 Should statutory duties be made clearer with regards to the role of public bodies in preparing and implementing management plans?

Not Answered

Please give reasons for your answer: :

## General power of competence

24 Should National Parks Authorities and the Broads Authority have a general power of competence?

Not Answered

Please give reasons for your answer: :

## Overall

25 If you have any further comments on any of the proposals in this document, please include them here.

Please give us your views:

### Sustainable transport

The Devon Countryside Access Forum advises that much greater joined-up thinking on public transport is required to ensure that barriers in terms of cost and distance do not preclude significant sections of the population from enjoying protected landscapes. This may require public subsidy to achieve this.

There are substantial housing developments currently taking place just outside Protected Landscapes and there should be greater thought given by planning authorities and developers to how these link to these areas, in terms of public transport and connecting trails for use by walkers, cyclists, horse riders and mobility scooter/wheelchair users. In some areas, particularly National Parks where public transport is less economic, it may be possible to link to commercial operators to encourage more transportation of walkers as well as cyclists.

### Open access land

The Devon Countryside Access Forum has concerns from the land management perspective in extending open access uses that can place on such land. The behavioural problems and lack of responsibility evidenced during CoVID-19 could exacerbate issues for landowners.

In some areas, extending use may be both possible and desirable but the issue is how messages can be conveyed if there is not a blanket change in policy. Some areas may not be suitable for horse riding all year round for example. Communication is critical.

There is already much confusion over access land, exacerbated by the term 'right to roam', and changes are likely to be fraught with problems. Deciding on which additional uses to permit or exclude could also present issues. Regulation is needed to both protect and enforce activities on access land, with the necessary financial resources.

The Devon Countryside Access Forum is unclear about how any changes will conflict with coastal access legislation. Again this is an area where there could be considerable confusion and people require simple, unambiguous messages to ensure use is legal and responsible.

The revised Countryside Code has been released and the Devon Countryside Access Forum would be interested to know whether any research has been done into whether this has raised awareness of its existence and impacted on behaviour.

### National Trails

The Devon Countryside Access Forum would strongly support including the National Trails charity as a member of the new national landscapes partnership. This would improve communication and ensure the National Trails have a voice at the highest level.

### Sustainable tourism

The Devon Countryside Access Forum supports initiatives to promote sustainable tourism. It notes the difficulties of achieving access to historic heritage. Cultural heritage should include consideration of the people who live and work in the Protected Landscapes.

Again, funding and support is required to deliver sustainable tourism at a significant level.

# Proposed changes to the England Coast Path at

## Saunton Down, Down End, Croyde

Natural England's Variation Report to the Secretary of State

Coastal Access Variation Report VR11  
March 2022

### Part 1: Purpose of this report

1.1 Natural England has a statutory duty under the Marine and Coastal Access Act 2009 to improve access to the English coast. The duty is in two parts: one relating to securing a long-distance walking route around the coast; the other to creating an associated “margin” of land for the public to enjoy, either in conjunction with their access along the route line, or otherwise.

1.2 On 13 January 2021 the Secretary of State approved Natural England's proposals relating to Woolacombe to Cock Rock, Croyde (CMM 3) which formed part of our proposals for the Combe Martin to Marsland Mouth stretch:

<https://www.gov.uk/government/publications/coastal-access-section-52-notice-for-combe-martin-to-marsland-mouth>

Whilst the proposals have been approved, Natural England and Devon County Council are currently working to prepare the trail for public use and as such the coastal access rights for this stretch have yet to commence.

Length CMM 4 (Cock Rock, Croyde to Velator) has yet to be approved by the Secretary of State.

1.3 Since the approval of report CMM 3, it has become clear that a change is necessary to the route of the England Coast Path. This report contains Natural England's proposals relating to that change at Down End, Croyde, which is at the location shown on the **VR11 Variation Location Map** below.

1.4 In order for this proposed change to come into force it must be approved by the Secretary of State.

1.5 The original stretch Overview provides vital context to the proposal set out in this Variation Report.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/856140/combe-martin-marsland-mouth-overview.PDF](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/856140/combe-martin-marsland-mouth-overview.PDF)

1.6 In this unusual situation we are asking the Secretary of State not to approve certain sections of CMM 4 (CMM-4-S001 to CMM-4-S005 (part) and this Variation Report will effectively join up the gap that remains.

The reason for this is to ensure that there is only one process to go through – a single Variation Report rather than a Variation Report and a Modification Report.

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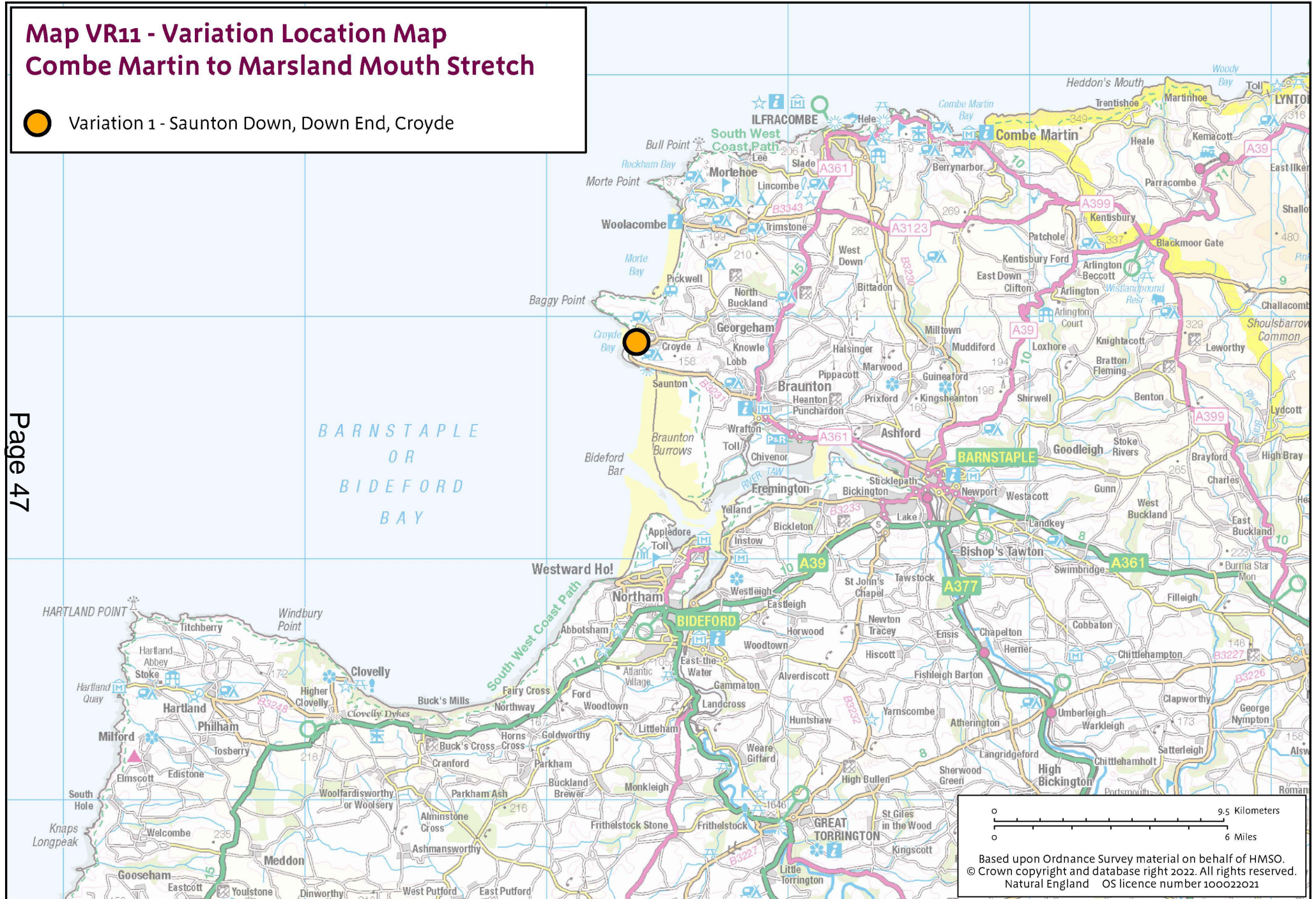
## The South West Coast Path

1.7 The South West Coast Path (SWCP) generally follows the coast over the Combe Martin to Marsland Mouth stretch and for the most part our original proposals proposed adopting the walked line of this route as the line of the England Coast Path. However, at Saunton Down, Down End, Croyde, we have proposed improvements to the existing route line. There may also be places where the walked line of the SWCP differs slightly from the route that was originally approved for it by the Secretary of State, because the path has evolved over time to cope with coastal erosion and other processes. In both situations, as explained at part 6a of the Overview to the original report, assuming these proposals are approved, the intention is that a separate variation report to the Secretary of State should in due course change the route of the existing national trail to reflect the approved line of the England Coast Path (ECP), insofar as the two are different.



# Map VR11 - Variation Location Map Combe Martin to Marsland Mouth Stretch

 Variation 1 - Saunton Down, Down End, Croyde



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## Part 2: Proposed variation at Saunton Down, Down End, Croyde

Start Point: Cock Rock, Down End, Croyde	Grid reference: SS 4341 1387
End Point: Chesil Cliff, Down End, Croyde	Grid reference: SS 4338 1382
Relevant Original Proposal Maps:	CMM 3e and CMM 4a

### 2.1 Introduction

#### Reason for variation:

2.1.1 Following discussions with the owners of Oyster Falls and Down End Car Park, a new route avoiding the hazardous road crossing between Chesil Cliff House and Oyster Falls, has been proposed. In addition, this new route provides spectacular high level views to the north (over Croyde beach towards Baggy Point), to the west (Lundy Island, on a clear day) and to the south west (as far as Hartland Point).

#### Proposed variation:

2.1.2 Our original alignment of the ECP in this area, as proposed in Natural England's original reports [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/939437/combe-martin-marsland-mouth-report-3.PDF](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/939437/combe-martin-marsland-mouth-report-3.PDF)

and

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/855166/combe-martin-marsland-mouth-report-4.PDF](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/855166/combe-martin-marsland-mouth-report-4.PDF)

followed the existing South West Coast Path (SWCP), a public footpath, from Down End Beach, up concrete steps and then along the seaward edge of fields to the promontory below Chesil Cliff House, up towards the old Coastguard Lookout and then diagonally up the slope towards the property known as Oyster Falls before crossing the road and rejoining the existing SWCP above Oyster Falls and on to Saunton.

2.1.3 The proposed variation would remove the originally proposed trail sections CMM-4-S001 to CMM-4-S005 (part) from the trail but they would still be accessible to walkers as they are a public right of way. Trail sections CMM-3-A017 RD and CMM-3-A018 FP currently form part of the alternative route on the approved trail. These would become part of the main route, becoming trail sections CMM-VR11-S001 FP and CMM-VR11-S002 RD. The ECP would then follow a new path over Saunton Down, joining up with trail section CMM-4-S005 at Chesil Cliff. (See Map VR11 – Route over Saunton Down, Down End, Croyde).

2.1.4 As a consequence of these proposed changes, all land seaward of the trail would become part of the coastal margin. This would increase the size of the coastal margin in the area which would now include the fields below Croyde Road (Down End) and the gorse covered slopes above Oyster Falls, but not the adjacent accepted land.

2.1.5 The variation provides a very different 'user experience' to the original route of the South West Coast Path and that proposed by Natural England in January 2020. As well as providing a much safer road crossing, the varied route provides spectacular high level views of the Devon coast not previously accessible.

## Considering the options:

2.1.6 We considered a range of road crossing options and locations between Chesil Cliff House and Down End Car Park in addition to the current 'on-road' walking between Chesil Cliff House and Oyster Falls and the proposed new steps and crossing point at Oyster Falls.

These included i) widening the road verge between Chesil Cliff House and Oyster Falls, and ii) crossing the road at Chesil Cliff House into the small quarry and constructing steps up to the coast path.

All these options had road safety concerns:- fast moving traffic (despite a 40mph speed limit), blind corners, narrow verges.

2.1.7 We worked closely with the landowners and the access authority to develop our proposal for the variation. Part 4 of the Overview explains the process that we follow in more detail.

2.1.8 The variation meets a number of the key principles of alignment and management. It provides a safe road crossing point, it is reasonably direct, will be pleasant to walk along, is no more than 200m from the coast, provides fantastic views of the sea and because of its location will not be subject to coastal erosion or flooding.

## 2.2 Proposals Narrative

### The Trail:

2.2.1 The proposed variation to the approved trail:

- Provides a route of similar length to the original proposed route but with the benefit of dramatic high level sea views to the north, south and west.
- Will be aligned on compacted soil or mown grass along its length.
- Has no steps.
- Is aligned through rough grazing and gorse covered slopes.
- Creates a completely new access route.
- Will increase the overall cost but will provide a much safer road crossing to the benefit of coast path walkers and visitors to Down End Beach.
- Extends for a length of 540 metres at a maximum of 190 metres eastward/inland of the original route proposed (see map VR11 Route over Saunton Down, Down End, Croyde).
- Follows the existing public footpath from the top of the steps up from the beach at Down End, along trail section CMM-VR11-S001 (previously trail section CMM-3-A018, part of the approved alternative route), crossing the Croyde to Saunton road at trail section CMM-VR11-S002 (previously trail section CMM-3-A017 RD, part of the approved alternative route), and then on grass adjacent to the track up to Heather Down (trail section CMM-VR11-S003), passing through an existing field gate and onto an old track (trail section CMM-VR11-S004) before passing through a newly created gap in the hedge bank and onto the gorse/scrub slopes of Croyde Down between Heather Down and Downend House (trail section CMM-VR11-S005).
- Will be screened from Down End House by the existing dense gorse scrub. At the top of Saunton Down the route then heads down the gorse covered slopes (trail section CMM-

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VR11-S006) before re-joining the existing South West Coast Path about 100 metres east of Chesil Cliff House part way along existing trail section CMM-4-S005.

## **Protection of the environment:**

2.2.2 No internationally or nationally designated sites will be affected by this variation, and therefore there is no need to consider the consequences of it for the Habitats Regulations Assessment (HRA) of coastal access proposals between Combe Martin and Marsland Mouth. Natural England is satisfied that the proposed variation is in accordance with relevant environmental protection legislation.

## **Accessibility:**

2.2.3 The proposed trail consists of a concreted path/tarmac road crossing (trail sections CMM-VR11-S001 & CMM-VR11-S002), on grass (trail section CMM-VR11-S003) through an existing field gate and onto a track with a compacted gravel surface (trail section CMM-VR11-S004). Trail sections CMM-VR11-S005 and CMM-VR11-S006 will be cut through gorse/bramble scrub and will have a soil/turf surface. Like the original proposed route, the modified one is likely to be unsuitable for some people with reduced mobility because of the nature of the terrain. The original proposed alignment has sets of steps that can be very slippery/muddy in wet weather. The varied alignment will not have any steps but will be relatively steep in places. In addition, it will have a much safer road crossing point.

## **Where we have proposed exercising statutory discretions:**

### **Landward boundary of the coastal margin:**

2.2.4 We have used our discretion on some sections of the varied route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line or track to make the extent of the new access rights clearer.

2.2.5 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of Table 2.3.1.

**See part 3 of the Overview to the original report - 'Understanding the proposals and accompanying maps', for an explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.**

### **Restrictions and/or exclusions:**

2.2.6 Access rights to the seaward margin would be subject to the excepted land rules and the national restrictions on coastal access rights. We do not propose any additional local restrictions or exclusions.

### **Coastal erosion:**

2.2.7 Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

2.2.8 We have chosen not to make any such proposal in this variation report. Accordingly, the route is to be at the centre of the line shown on map VR11 Variation 1, Saunton Down, Down End, Croyde as the proposed route of the trail.

## **Establishment of the trail:**

2.2.9 Below we summarise how our proposed route for the repositioned part of the trail would be physically established to make it ready for public use before any new rights come into force along it.

2.2.10 Our estimate of the capital costs for these works is £29,000. This is an increase of around £9,000 compared to the original route set out in our report to the Secretary of State on 15 January 2020. This is mainly due to the fact that there will need to be a new path cut through the gorse/bramble scrub over Saunton Down and a much-improved road crossing at Down End car park.

2.2.11 Summary of cost implications:

- Original cost estimate for establishment of submitted route (trail sections CMM-4-S001 to CMM-4-S005 = £20,000
- Cost estimate for establishment of proposed varied route = c.£29,000
- Likely increase = £9,000

2.2.12 These estimates are informed by information already held by the access authority.

2.2.13 There are 3 main elements to the overall capital costs:

- Improved road crossing point at Down End car park (c.£25,000)
- The new path over Saunton Down will need to be cut by machine (£2,000)
- New pedestrian gates and signposts (£2,000)

2.2.14 If the Secretary of State approves our report, Devon County Council will liaise with the affected landowners and occupiers about relevant aspects of the establishment works and installation of new signs that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations, and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

## **Maintenance of the trail:**

2.2.15 As for the previously proposed route, ongoing maintenance of the trail would be necessary from time to time. This modification would make no significant change to our overall estimate for the originally submitted route, as set out in our report to the Secretary of State on 15 January 2020.

There will be a marginal additional scrub/vegetation annual clearance cost as the new route is c.60m longer than originally proposed.

## **2.3 Proposals Tables**

See Part 3 of Overview for guidance on reading and understanding the tables below

# Agenda Item 12.1

**Table 2.3.1: Map VR11 – Route over Saunton Down, Down End, Croyde**

**Key notes on table:**

Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

1. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary in Annex B to the 2020 Overview) is shown in this column where appropriate. “No” means none present on this route section.
2. Columns 5b and 5c - Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	New route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of report Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin	Reason for landward boundary proposal	Explanatory notes
VR11	CMM-VR11-S001	Public footpath	No	No	Wall	Clarity and cohesion	Formerly route section CMM-3-A018 FP (approved)
VR11	CMM-VR11-S002	Public highway	No	No			Road crossing. Formerly route section CMM-3-A017 RD (approved)
VR11	CMM-VR11-S003	Not an existing walked route	No	No	Landward edge of path	Clarity and cohesion	
VR11	CMM-VR11-S004	Not an existing walked route	No	No	Hedge bank/Wall	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	New route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of report Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin	Reason for landward boundary proposal	Explanatory notes
R11	CMM-VR11-S005	Not an existing walked route	No	No	Landward edge of (new) path	Clarity and cohesion	
VR11	CMM-VR11-S006	Not an existing walked route	No	No	Landward edge of (new) path	Clarity and cohesion	

Map VR11 - Variation 1 - Saunton Down, Down End, Croyde

PROPOSALS

- Proposed route - unaffected
- Proposed route - affected
- Trail using existing public right of way or highway
- Trail not using existing walked route

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

FP - Public footpath

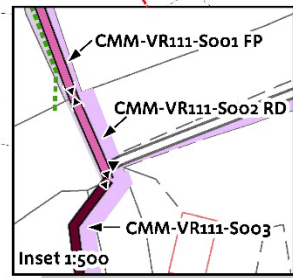
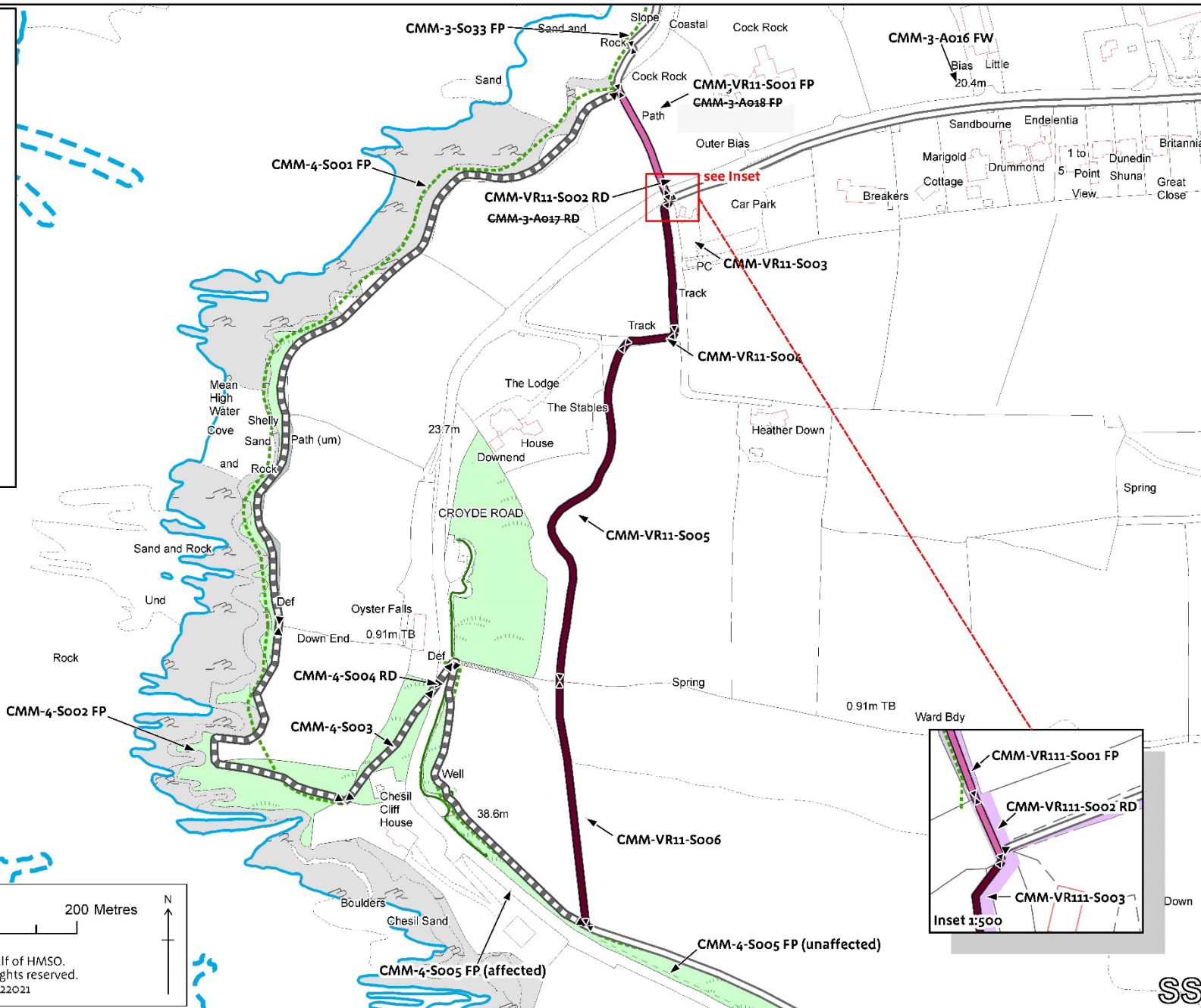
RD - Public highway

Other information

Other access rights and routes

- Public footpaths

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# Clearbrook to Roborough multi-use trail Devon County Council consultation

Closing date: 6 May 2022

Devon County Council is holding a public consultation on a proposed multi-use trail between Clearbrook and Roborough.

This path would be an extension of the existing Drake's Trail and would fill in a gap in the leisure and active travel network along the A386 corridor.



# Agenda Item 12.2

## Background

Multi-use paths are important elements of the Department for Transport's (DfT) [Cycling and Walking Investment Strategy](#) and active and sustainable travel have a key role to play in the [Transport Decarbonisation Plan](#).

In line with these national guidance documents, Devon County Council's [Cycling and Multi-Use Trail Network Strategy](#) sets out the county's ambition to continue developing a segregated high-quality, multi-use network of trails promoting healthy lifestyles and access for all.

A new multi-use trail between Clearbrook and Roborough is being developed as part of this commitment.

## The current situation

### A38

The existing travel network between Tavistock and Plymouth primarily consists of the A386. This is a busy route with average daily traffic of 16,000-18,000 vehicles. This road is



mainly used by cars, and the volume of motorised traffic is likely to increase as nearby housing developments allocated in the [Joint Local Plan](#) are built out.

Consequently, the A386 is not suited to providing a safe and accessible route for walkers, cyclists and other non-motorised users. The road does not have suitable footways and is not an appropriate width to allow cyclists and vehicles to share road space.

### Drake's Trail

Parallel to the A386, Drake's Trail (National Cycle Network 27) offers high-quality non-motorised provision from Tavistock through Yelverton to Clearbrook and onwards to eastern Plymouth.



This trail is suitable for a range of users of all abilities and increases accessibility to the stunning natural environment. However, the trail currently heads east at Clearbrook Leat car park and connects into Plympton in the east of Plymouth, bypassing important employment, residential and new development areas at Woolwell in the north of the city.



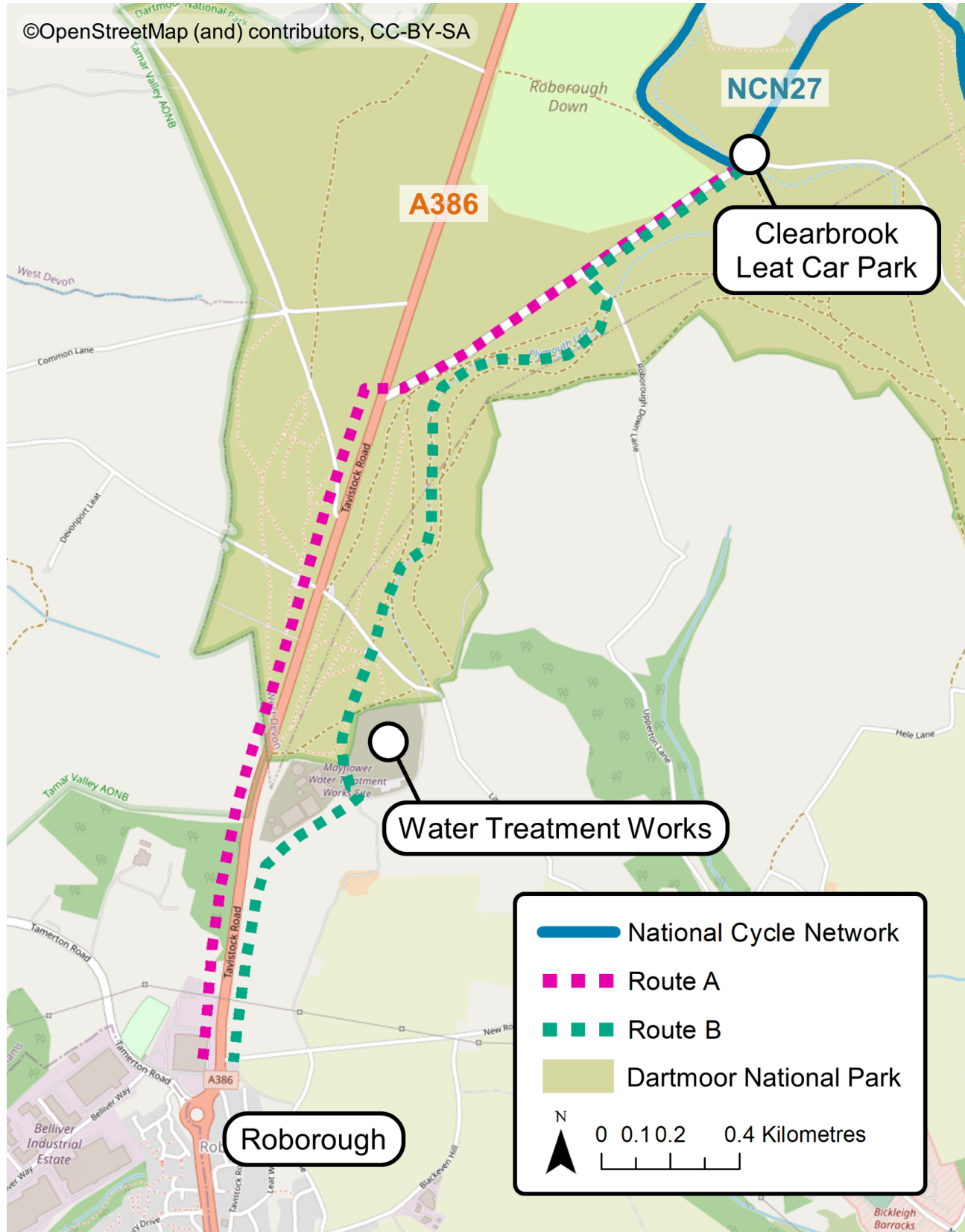
Key destinations in the north of Plymouth

## Options identified

To address this missing link into northern Plymouth, feasibility work is being undertaken into the extension of Drake's Trail (NCN27) from Clearbrook to Roborough. As a result, two high-level options have been developed with the aim of providing a route that is inclusive and accessible to a wide audience. It is important to note that at this early stage of development the routes suggested below are purely indicative and subject to further changes. Both options are being designed in line with the DfT's [Local Transport Note 1/20](#) which identifies the five key principles of:

- attractiveness
- cohesion
- directness
- safety
- comfort

## Route options



## Route A

- Follows Clearbrook Road southwest from Clearbrook Leat car park to the A386.
- Crosses the A386 at the Clearbrook junction.
- Heads south along the western verge of the A386 to reach Roborough.
- Approximately 3.3km in length.

## Route B

- Follows Clearbrook Road southwest from Clearbrook Leat car park to the existing footpath adjacent to Plymouth Leat.
- Heads south along Plymouth Leat and then around the South West Water Treatment Works.
- Travels south across agricultural fields parallel to the A386 to reach Roborough.
- Approximately 3.5km in length.

## Route comparison

	Advantages	Disadvantages
Route A	<p>Shortest and most direct route</p> <p>Smaller footprint of impacts on the local environment</p>	<p>Traffic noise and visibility from A386</p> <p>Less attractive route likely to have less appeal to a range of users</p> <p>Crossings of A386 required</p>
Route B	<p>Limited noise and visibility from A386</p> <p>Attractive route across Dartmoor likely to appeal to a range of users</p>	<p>Slightly longer route</p> <p>Bigger footprint of impact on local environment</p> <p>Water Treatment Works may provide a routing constraint</p>

## Shared issues

- Relevant planning consents will be required for construction.
- Third-Party land will be required.
- Additional consents will be required to construct on Dartmoor National Park/Common Land.
- Funding stream for construction is yet to be identified.



Tamara Coast  
to Coast walk

# Proposal to create the Tamara Coast to Coast Walking route



# Agenda Item 12.3

## Introduction

As part of the Tamar Landscape Partnership Scheme funded by the Heritage Lottery Fund it is proposed to revamp, extend and then relaunch the existing Tamar Valley Discovery Trail as the Tamara Coast to coast walk / Troyva Tamar Teg (Cornish for 'Discover the beautiful Tamar').

The new Coast-to-coast walking route is based largely on the existing Tamar Valley Discovery Trail that runs between Tamerton Foliot and Launceston. It is proposed to extend this trail using existing paths and quiet lanes so that it broadly follows the River Tamar from source to sea and links with the South West Coast Path on both coasts. The aim is to then rebrand it as the Tamara Coast to coast walk / Troyva Tamar Teg.

Combined with the South West Coast Path this will also create a walking trail around the whole of Cornwall which will be promoted as Kylgh Kernow (Cornish for Circuit of Cornwall). Given the pride that Cornish people have in their land, there is a strong market for a walking route that goes around the entire border – a distance of about 390 miles. Many people have already walked the entire Cornish section of the South West Coast Path, and this new promoted route would encourage them to finish it off by walking along the border with Devon. It would also appeal to the vast Cornish diaspora wanting to return to explore their ancestral homeland.

During the development stage of the project in 2019, the existing and alternatives were surveyed to identify a route that is safe, attractive to walk passing through many places rich in natural or man-made heritage, and we are now seeking views from interested parties on these proposals.

Alongside the main Tamara Coast to coast route to attract a wider audience to explore the Tamar Valley the project also proposes to promote 3 short spur routes that link the Trail to nearby settlements, a coast-to-coast route entirely within Cornwall and a range of short circular walks.

The aim is to have the new route open, with detailed information available online in Spring 2023.

If you have any questions, comments or suggestions on these proposals please email them to [countrysiderecreationsservices@mail.com](mailto:countrysiderecreationsservices@mail.com).





## 1. Overview of Kylgh Kernow

'Kylgh Kernow' is Cornish for 'Circuit of Cornwall' and is the name given to the proposed long-distance walking route around the whole of Cornwall. This would utilise the South West Coast Path National Trail and a new coast-to-coast route along the border with Devon partially using the existing Tamar Valley Discovery Trail that goes from Plymouth to Launceston.

The concept has been developed over many years, with input and support from the Gorsedh Kernow. The Gorsedh Kernow (the Gorsedh of the Bards of Cornwall) exists to maintain the national Celtic spirit of Cornwall. They help maintain the tradition of preserving Celtic history and culture through poetry, song, dance, music, art and spoken word stretches back to the story tellers – the Bards of ancient Celtic countries. The bards of Gorsedh Kernow, who have each sworn allegiance to Cornwall as a Celtic nation, help maintain the national Celtic spirit of Cornwall by studying their own Cornish history and the Cornish language and literature, art, music, dance and sport. They actively promote strong links between Cornwall, other Celtic countries and the wider diaspora, and help promote a spirit of peace and co-operation among those who love Cornwall.

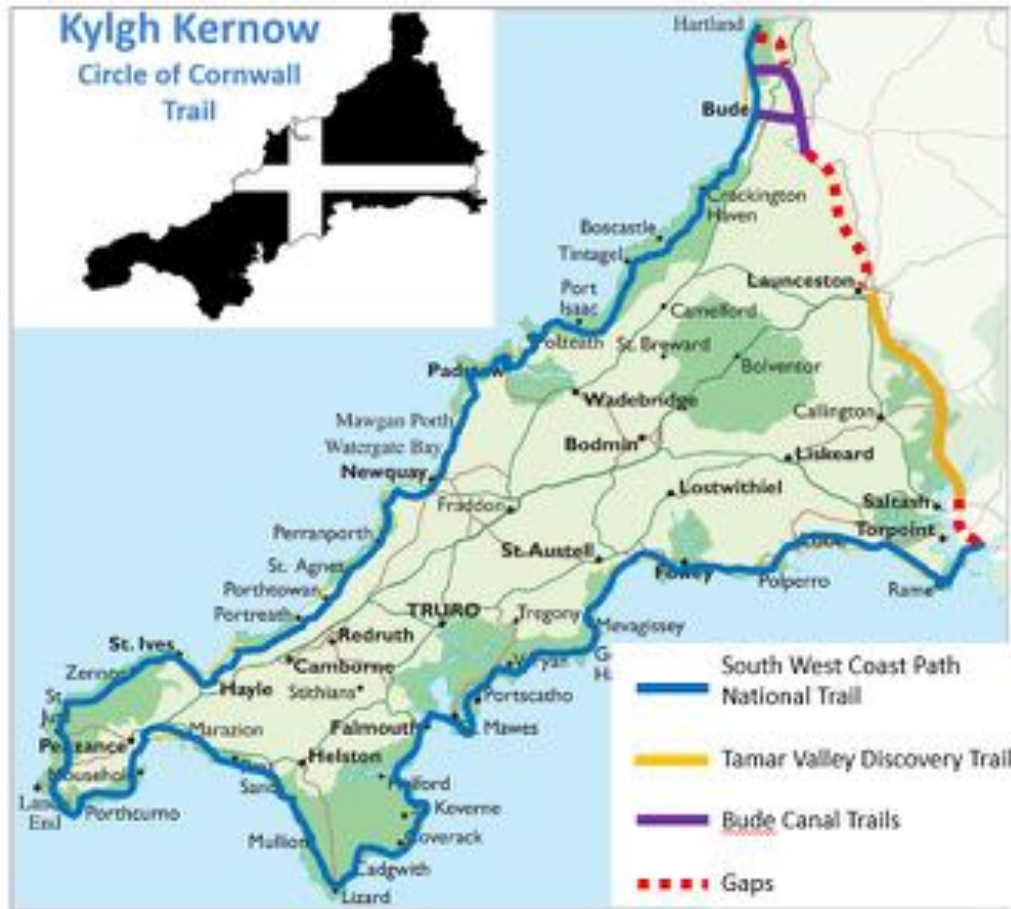
Given the pride that Cornish people have in their land, there is an identified demand for the Kylgh Kernow walking route that goes around the entire border – a distance of about 390 miles. As a 'product' it has many of the vital ingredients that make up a successful long-distance walk;

- An easily understood rationale for the walk - the name describes where the trail goes (e.g. Tour du Mont Blanc, Pennine Way, Appalachian Trail).
- High quality scenery – much of the coastline and the coast-to-coast section is within the Cornwall and Tamar Valley AONBs.
- It builds on the strong cultural identity of Cornwall and the Cornish.
- The new link is a 'Coast to Coast' route - which are always popular.
- It has strong heritage interest, and links up 8 of the 10 Cornish Mining World Heritage landscapes.
- It can be either done in one go, or shorter sections, with much of it accessible by public transport.
- It has a good range of existing accommodation and facilities.
- There is a high consumer awareness of the quality of the Cornish coast, and so it is building on a strong existing South West Coast Path brand.
- The Kylgh Kernow would lend itself to having its own identity, which complements, rather than competes against, the Tamar Valley Discovery Trail and South West Coast Path 'brands'.

The majority of this route is already in place, with the South West Coast Path covering the coastline, and the Tamar Valley Discovery Trail that roughly follows the border with Devon from Plymouth to Launceston. This project is thus focused at completing the gaps in the route between the South West Coast Path and each end of the Tamar Valley Discovery Trail. The subsequent promotion of the proposed new route to be called the Tamara Coast to coast walk (Tamara C2C) with accompanying information provision will encourage and enable people to discover more about Cornwall's amazing natural and cultural heritage.

# Agenda Item 12.3

Map 1: overview of the Kylgh Kernow route



## Proposed route and alternatives considered

This study primarily focuses on the coast - to - coast element of the Kylgh Kernow trail to identify and evaluate potential routes against the following criteria:

- Runs relatively close to the River Tamar, ideally on the Cornish side.
- Passes through attractive scenery and visits places of historic or cultural interest.
- Passes villages and rural businesses where walkers can find accommodation and refreshments.
- Avoids hazardous road sections or crossings (see [Appendix 1](#) for details of the criteria used to assess whether a road is considered safe enough to be used as part of promoted walking trail).

In consultation with local walkers, the potential routes were surveyed between August and November 2019 to identify a 'Recommended route' for an extended Tamar Valley Discovery Trail that uses existing public rights of way, permissive paths and safe roads between the North and South coasts.

Following the survey, it was concluded that rather than a single coast-to-coast route, this project would be better expanded to improve and promote a range of walking opportunities along the whole Tamar Valley, broken into 4 categories:

1. **Tamara Coast to coast walk (Tamara C2C):** This is the main coast – to - coast route that offers walkers the best overall walking experience, based on the quality of the scenery, proximity to the river and historical & wildlife interest. This route will be fully waymarked as the TC2C and marked with diamonds on OS 1:25,000 Explorer maps.
2. **Cornish alternative:** In discussing the concept of Kylgh Kernow with potential users, some are very keen that wherever possible the round Cornwall circuit should not ‘stray’ into Devon. The survey has identified a route that will largely achieve this aim, but with a disadvantage that it involves longer stretches of road walking and is less scenic compared to the recommended main route on the Devon side of the border. As the audience for this route is thought to be smaller than those wanting to walk the ‘best’ route, it is proposed that it is not waymarked, or marked on OS maps, but information will be provided about the ‘Cornish route option’ as part of the promotion.
3. **Link routes:** To help walkers complete the route in stages, and have a wider choice of accommodation / transport options, it is proposed that 3 short link routes are included within the project. These are:
  - a. The ‘Canal & Coast Walk’ linking the TC2C at Upper Tamar Lake through to Kilkhampton and onwards to Duckpool.
  - b. The ‘Planekeepers Path’ from Hobbacott through Marhamchurch and along the Bude Canal into Bude.
  - c. The ‘Two Castles Trail’ from Heale Barton into Launceston.

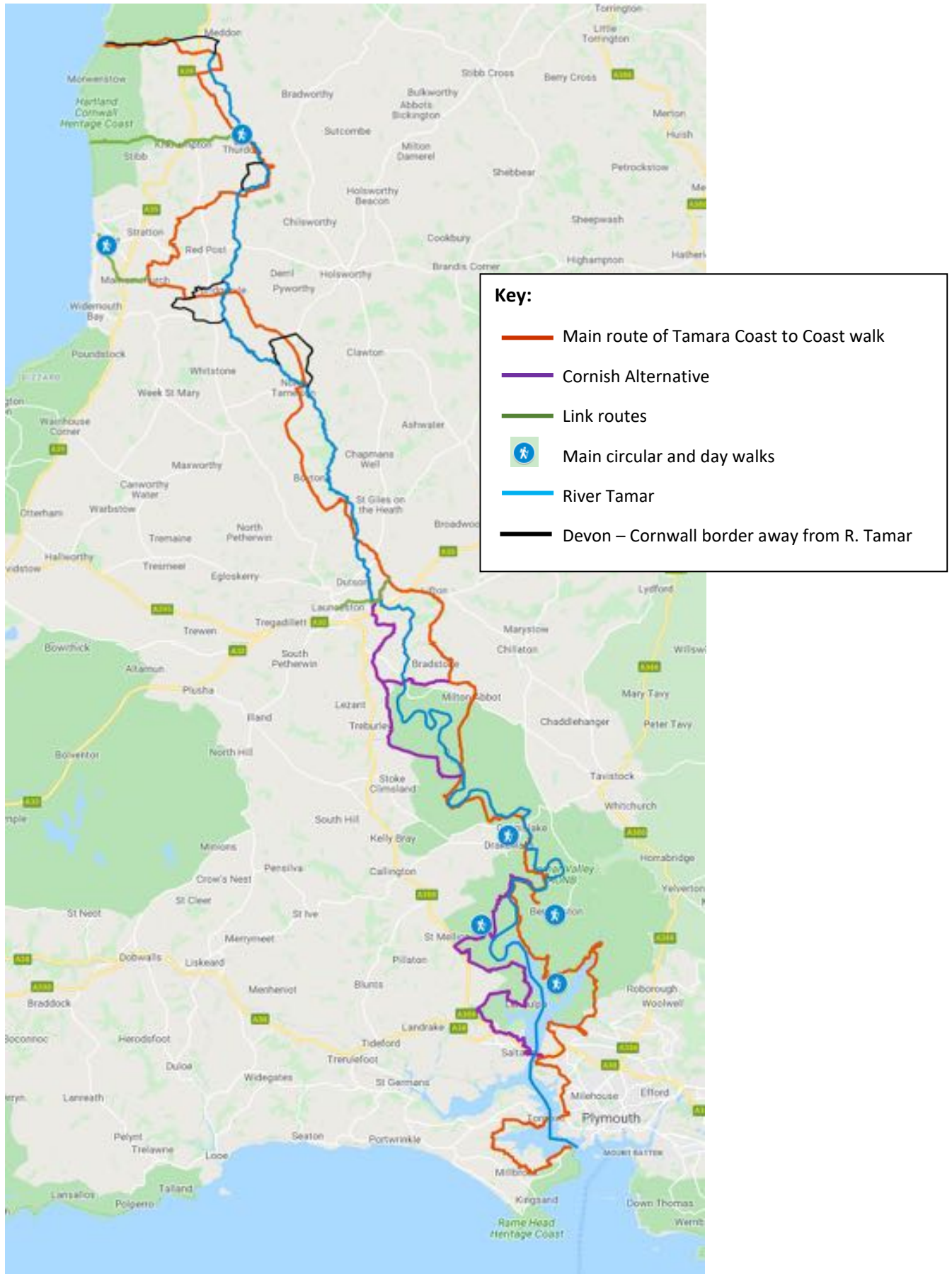
It is recommended that these retain their existing branding and waymarking.

4. **Circular & day walks:** Tamar Valley Area of Outstanding Natural Beauty (AONB) and other organisations have produced a range of walk books and leaflets describing circular walks within the valley. Whilst these routes weren’t specifically surveyed, those that were walked appeared to be in good condition. In order to promote these routes to a wider audience, it will be worthwhile to provide information about them in a common digital format (more details in [Information provision](#)) and put them all available on the Tamar Valley AONB website. These circular routes include:
  - a. Devon & Cornwall Tamar Trails: Booklet of 9 walks exploring the Tamar & Tavy valleys produced by Tamar Valley AONB
  - b. East Cornwall Tamar Trails: 9 laminated leaflets sold in a pack, produced by Tamar Valley AONB.
  - c. Tamar Valley Walks from the Railway: [3 family walks](#) & [2 circular walks](#) from train stations promoted by the Devon & Cornwall Rail Partnership
  - d. St Dominica Heritage Trail: [Circular walks](#) linking hamlets of Ashton, Bohetherick and Halton with the village and church of St Dominick.
  - e. Tamar Trails: 8 walks from [Tamar Trails centre](#)
  - f. [Calstock Footpath Society Walks](#): 9 free A4 leaflets describing walks in the Tamar Valley
  - g. Bude Canal Trails: [3 walks](#) developed and promoted by Devon County Council and North Cornwall District Council that are currently out of print but could do with rejuvenating.
  - h. Devon Wildlife Trust walks around the Marsland Valley Nature Reserve

A detailed Google map showing all the surveyed routes, and alternatives considered can be viewed here [https://www.google.com/maps/d/edit?mid=1W-Qox9chUJFbekYAnDxAEO-u9Jd9\\_cvN&usp=sharing](https://www.google.com/maps/d/edit?mid=1W-Qox9chUJFbekYAnDxAEO-u9Jd9_cvN&usp=sharing)

# Agenda Item 12.3

Map 2: Overview of the proposed Tamar Valley walks



## 2. Tamara Coast to coast walk / Tamar Valley Discovery Trail Route extension

This is the coast-to-coast route that offers walkers the best overall walking experience, based on the quality of the scenery, proximity to the river and historical & wildlife interest. It is largely based on the existing Tamar Valley Discovery Trail (TC2C) which runs between Tamerton Foliot (just north of Plymouth) and Launceston, and extended at each end to link with the South West Coast Path so that it can be used to complete a circuit of Cornwall (Kylgh Kernow), and follows as close as possible the Tamar from source to sea. It is anticipated that it will take a typical walker 7 days to complete – see [Proposed Itinerary](#) for details.

The proposed route is entirely along public rights of way, existing permissive paths and quiet roads and so is not dependent on getting any new consents to be opened and promoted. There is however scope to significantly improve the quality of some sections through the creation of new paths, with a priority to provide new access to sections of the disused Bude Canal (the major historic canal in Cornwall). Having a ‘wish-list’ of locations where a long-distance walking route can be improved is not unusual. Even National Trails are opened on the basis of using the best route available at the time, with the aspiration to improve them over time as opportunities arrive. For instance, although the South West Coast Path has been a National Trail for over 40 years, work is currently underway through the Coastal Access legislation to realign sections of it off-road or closer to the coast.

This route will be fully waymarked as the Tamara C2C and marked with diamonds on Ordnance Survey 1:25,000 Explorer maps.

### 2.1 Section 1: Marsland Mouth to Upper Tamar Lake

*Total Length: 9.3miles / 15km. (6 miles / 9.6km off road; 3.3 miles / 5.4km on roads / pavement)*

This is the preferred route option as it goes past the source of the River Tamar, and so the Trail will then follow the full length of the river. Once out of the wooded Marsland Valley you get extensive views as you are on the watershed between the north and south coasts.

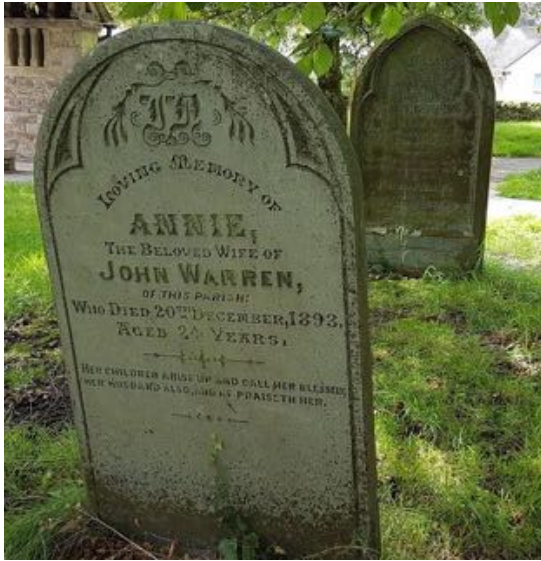
The recommended route leaves the South West Coast Path on the hill overlooking Marsland Mouth (the border between Devon and Cornwall) and then heads inland on a contouring footpath before descending into the wooded Marsland Valley. After crossing Marsland Water it follows a permissive path owned by the Devon Wildlife Trust alongside Marsland Water to Gooseham Mill or there is a steeper and longer alternative route using the public footpaths on the north side of the valley.

From Gooseham Mill it then follows well maintained public rights of way into the outskirts of the attractive hamlet of Woolley.

The route then follows minor lanes for 4.5km before joining public footpaths heading south to Tamar Lakes.

The key location on this section is the source of the River Tamar, which is a spring in the field beside the road on Woolley Moor. Surprisingly given the cultural importance of the River Tamar, there is nothing to mark the spot and so it is proposed that as part of the project a marker stone is installed on the verge. Subject to further consultation, a possible design for this is a granite boulder / slab approx. 1.5 – 2 metres high with one worked face. Inset into the worked face would be a carved piece of dressed slate with a map or illustration of the Tamar on, and text ‘Pennfenten prp Dowr Tamar - Source of the Tamar’.

# Agenda Item 12.3



A slate gravestone in Kilkhampton churchyard, demonstrating the intricacy that can be carved into slate and its longevity.

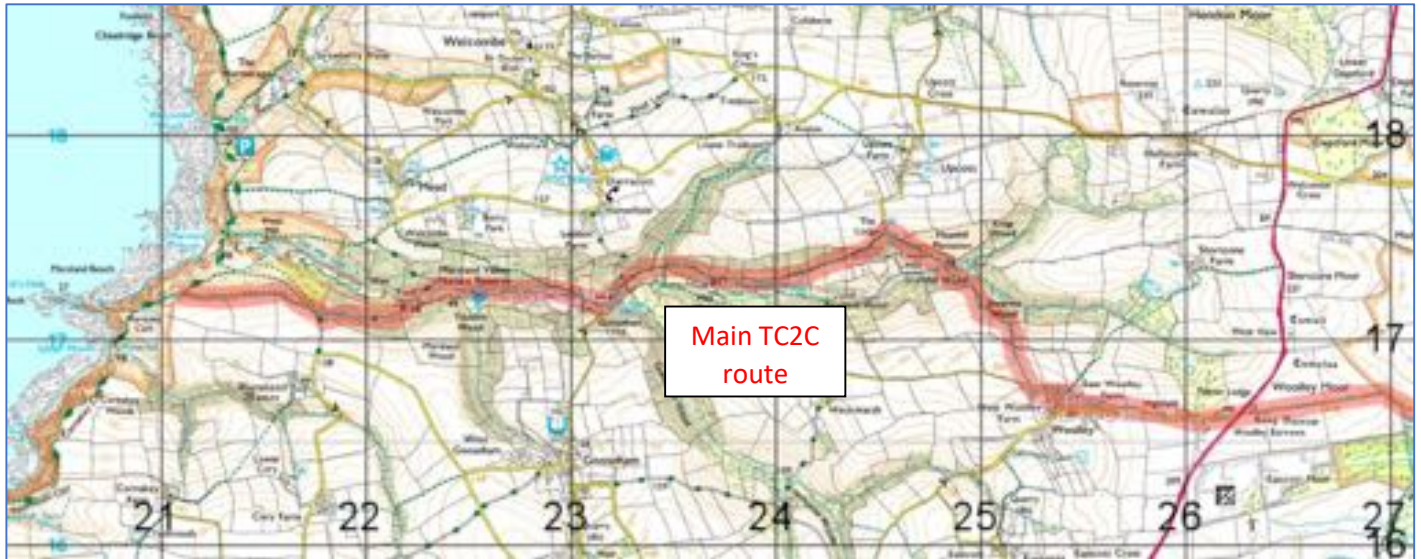
Granite is common to both Devon & Cornwall. Here are examples of carving on a 'natural' Dartmoor boulder.



## Section 1: Points of Interest and Facilities

- Marsland Mouth Nature Reserve: Secluded valley with wealth of wildlife interest
- Woolley: Pretty hamlet
- Source of the Tamar
- Upper Tamar Lake: café, campsite, toilets, fishing and watersports

Map 3: Section 1 (part 1). Marsland Mouth to Woolley



# Agenda Item 12.3

Map 4: Section 1 (part 2). Woolley to Upper Tamar Lake





## a. Section 2: Upper Tamar Lake to Dualstone cross via Bridgerule

*Total Length: 16 miles / 25.7 km. (8.1 miles / 13 km off road; 7.9 miles / 12.7 km road)*

This section starts at the car park at Upper Tamar Lake.

Heading south a well-maintained footpath (partly public footpath, partly SW Lakes Trust permissive footpath) runs down to the Lower Tamar Lake Dam. An impressive footbridge (SW Lakes Trust maintained takes walkers over the spillway to link up with the public footpath alongside the disused Bude Canal.

The canal tow path is followed for about 2½ miles to Puckland (just north of Dunston Nature Reserve). At this point, two main options were considered heading south, a fairly direct route via Pyworthy and a westerly loop via Bridgerule. On balance this westerly longer loop is favoured as it is mostly in Cornwall, it crosses the Tamar twice, and has far better views and historical interest. It also has a wider choice of accommodation in the villages of Bridgerule and nearby Marhamchurch and Bude. It is however dependent on the permissive path southwest of the Hobbacott Incline Plane on the Bude Canal being reopened.

Leaving the footpath alongside the Bude Canal, this route heads West for almost 3 miles along quiet lanes, crossing the Tamar at Moreton Mill Bridge, to West Leigh via Hershams. At West Leigh the route heads south between fields on an unsurfaced county road from which there are extensive views down to Bude and along the coast. The final section of this lane is quite deeply gullied on one side but is adequate for walkers to use. After crossing a minor road at Cross Lanes, the route follows a public footpath to Launcells Church and then passes in front of Launcells Barton Manor House.

After a short section of quiet lane, the route continues southwards on a public footpath across fields to join the A3072. The A3072 is a fast, busy road but has a verge to the side and good sight lines, so the ¼ mile walk along it, whilst not ideal is considered acceptable from a safety perspective (and has been previously promoted as part of the Planekeepers Path).

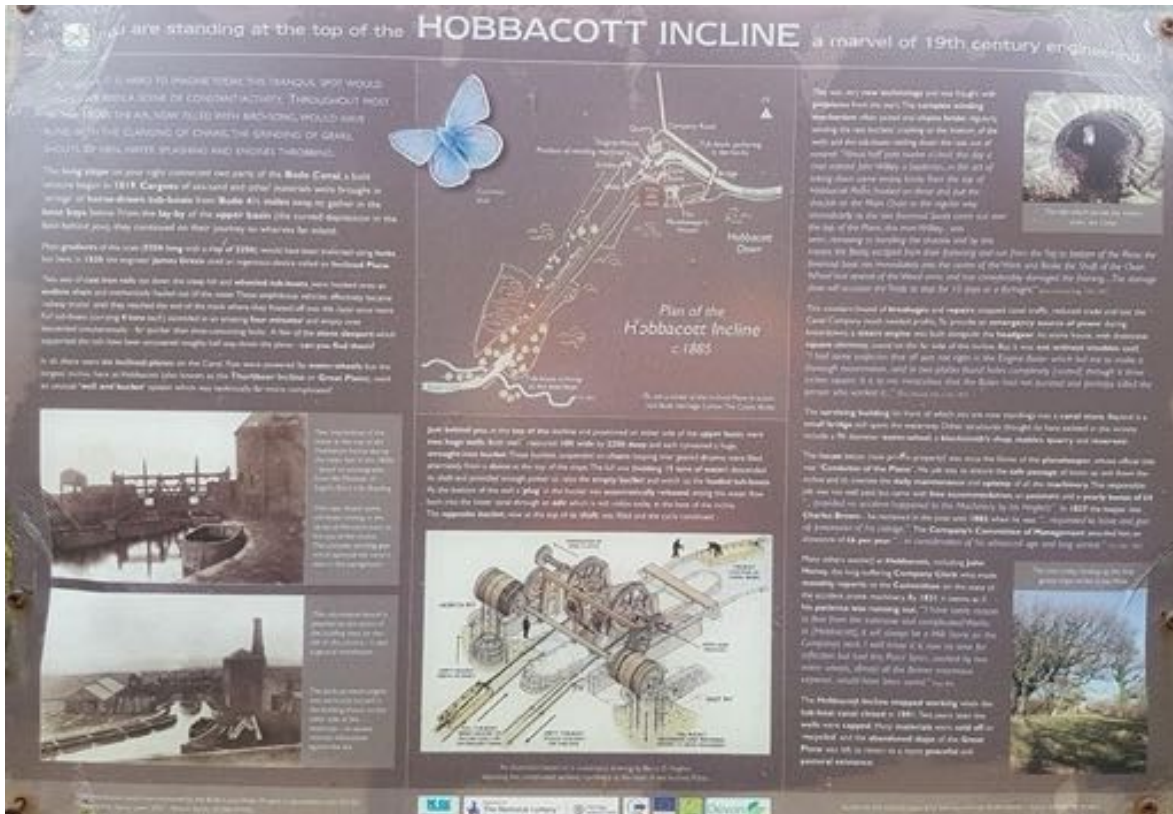
The route then heads south on a public footpath to Hobbacott Down. At Hobbacott Down there is a permissive path that descends down the Incline Plane and follows the canal through to Lower Cann Orchard. Unfortunately, this section is currently closed below the Incline and a Cornwall Council sign advises walkers to use the public footpath and lane via Hobbacott. As part of this project it is proposed to replace the footbridges and boardwalks and re-open this path. However, if this is not feasible than the alternative route via Pyworthy will be used.

The Incline is an impressive example of industrial archaeology, and was built to link to parts of the Bude canal. Most gradients of this length (935ft long with a rise of 225ft) would have used a flight of locks, but here wheeled tub boats ran on rails, hauled up the slope on chains powered by the water powered winding gear.

From the end of the permissive path the route follows a quiet lane for ¾ mile to Hilton. (The Planekeepers Path continues west along the canal into Bude – see [Link Path 2](#)). The recommended route then runs south-easterly for approx. 1¾ miles along a public footpath mostly following a ridge with good views. The route then follows quiet lanes used as part of National Cycle Route 3 through the village of Bridgerule and then southwards to Dualstone Cross.

# Agenda Item 12.3

## Information panel beside the Hobbacott Incline



Below: Looking up the Hobbacott Incline Plane – used to haul wheeled tub boats to the higher section of canal.



## Section 2: Points of Interest & Facilities

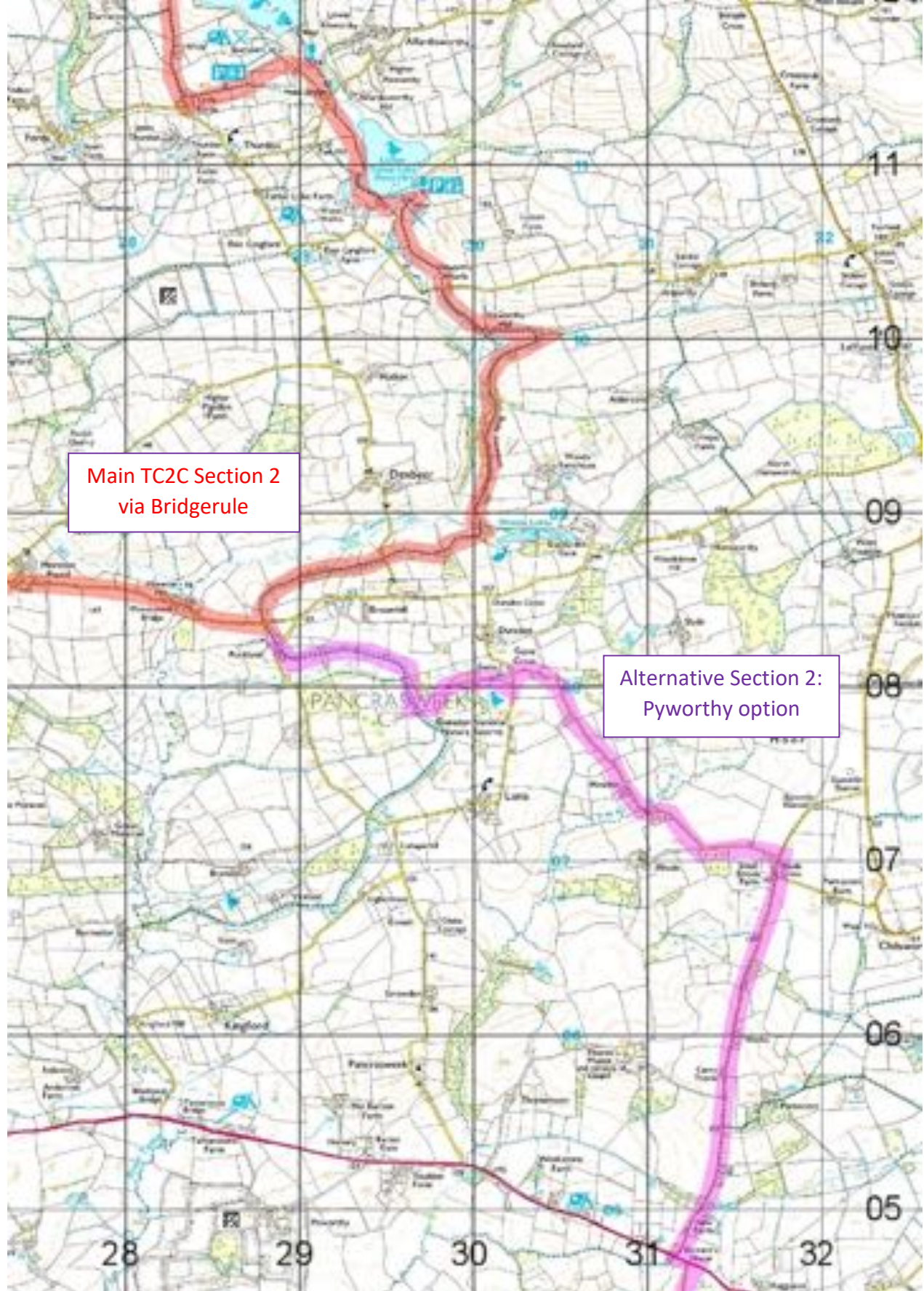
- Upper Tamar Lake: café, campsite, toilets, fishing and watersports
- Lower Tamar Lake: Bird hide and toilets
- Historic Bude Canal: Aqueduct, wildlife and exhibition in old Virworthy Mill.

# Agenda Item 12.3

- Launcells Church – 14<sup>th</sup> century St Swithin's church (described by St John Betjeman as 'the least spoilt church in Cornwall') and holy well.
- Launcells Barton Manor House also dating from 14<sup>th</sup> century, now used as a wedding venue
- Hobbacott Incline Plane, which was used instead of a flight of locks to haul cargoes up a rise of 225 feet
- Another section of the Bude Canal
- Marhamchurch – pub and accommodation
- Bridgerule – pub and accommodation

# Agenda Item 12.3

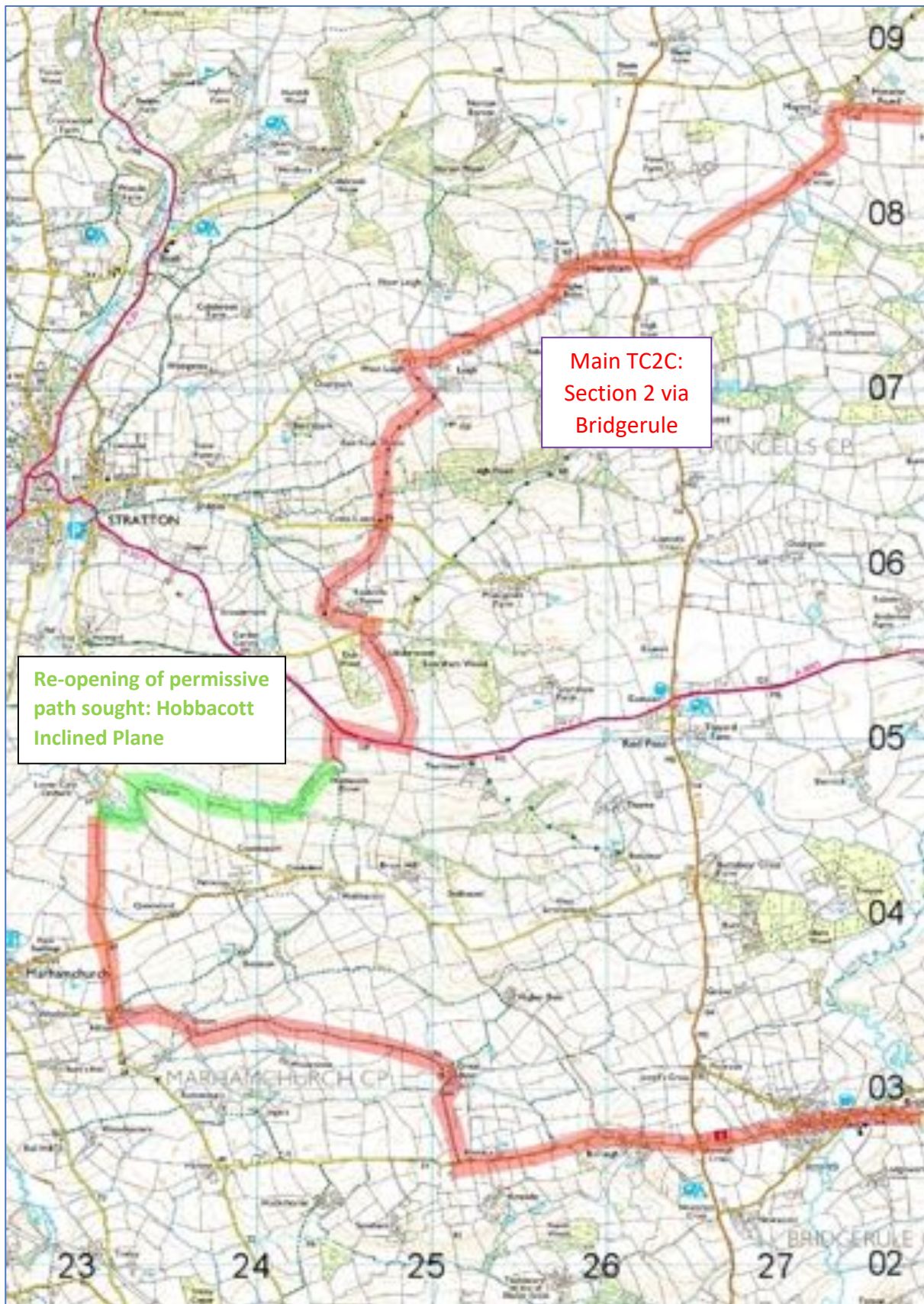
Map 5: Section 2 (part 1): Upper Tamar Lake to Dualstone Cross via Bridgerule



Main TC2C Section 2  
via Bridgerule

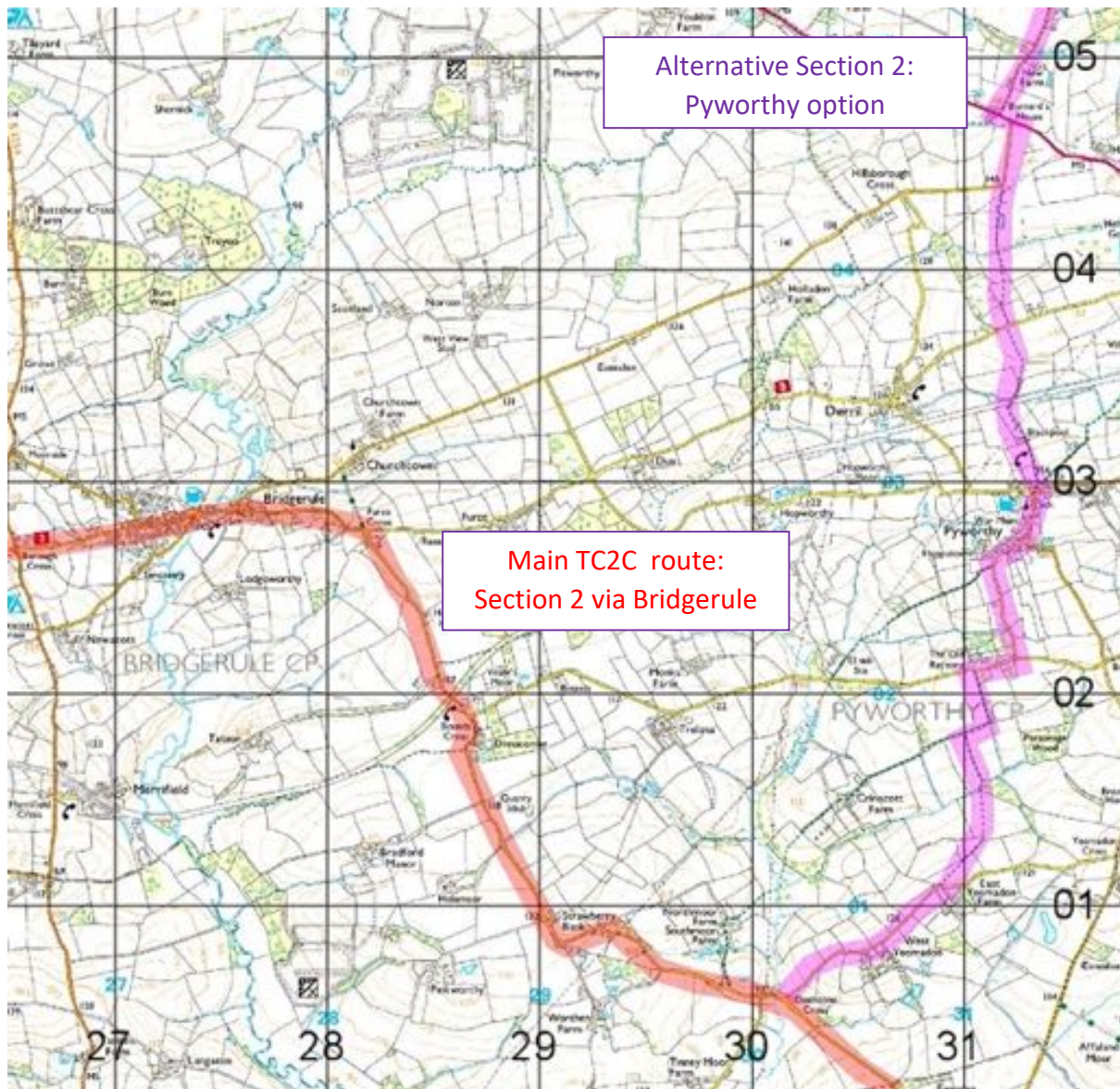
Alternative Section 2:  
Pyworthy option

Map 6: Section 2 (part 2): Upper Tamar Lake to Dualstone Cross via Bridgerule



# Agenda Item 12.3

Map 7: Section 2 (part 3): Upper Tamar Lake to Dualstone Cross via Bridgerule



## 2.3 Section 2 Alternative: Upper Tamar Lake to Dualstone cross via Pyworthy

*Total Length: 10.5 miles / 16.9 km. (6.2 miles / 10.3 km off road; 4.3 miles / 6.9 km road)*

This is an alternative route that should be used if it is not possible to re-open the permissive path past the Hobbacott Incline.

As with the recommended route, this alternative route heads South from the car park at Upper Tamar Lake a well-maintained footpath (part public footpath, part SW Lakes Trust permissive footpath runs down to the Lower Tamar Lake Dam. An impressive footbridge (SW Lakes Trust maintained) takes walkers over the spillway to link up with the public footpath alongside the disused Bude Canal.

The canal tow path is followed for about 4 miles (about 2/3 mile after the recommended route heads west near Puckland) along part of what is promoted locally by the Bude Canal Trust as 'The

Aqueduct Trail' to Dunsdon National Nature Reserve. Leaving the tow path at Dunsdon NNR, the route follows a permissive path across a damp meadow (Culm grassland) to then follow a wheelchair accessible boardwalk through deciduous woodland to the reserve car park.

From the nature reserve, the route follows quiet roads via Gains Cross and Rhude Cross to the A3079. At the A3079, there is a good verge alongside the carriageway heading for c. 100 metres east to where walkers will cross the A3079 to join a quiet road.

After a short section of quiet road, two footpaths run approx.  $\frac{3}{4}$  mile south to the village of Pyworthy. These paths are attractive with a mix of woodland, Culm grassland (can be a bit soggy), arable field and pasture with good views.

An alternative route was considered south of Dunsdon National Nature Reserve that would enable walkers to continue following the Bude canal to the Devon Wildlife Trust reserve at Vealand. However, this route is not viable as there no access onto a road beyond Lishaperhill, which is only about  $\frac{1}{2}$  mile further along the canal. From here there is a fairly quiet road heading south through Pancrasweek, but from the southern end of this road walking eastwards along the busy A3072 would be hazardous – particularly on the first section to Noteworthy Caravan and Campsite which has very limited verge.

From the village of Pyworthy, a quiet road is followed south for about  $\frac{1}{2}$  mile to 'The Old Rectory'.

Between the Old Rectory and Dualstone Cross two routes were considered. The more southerly route is recommended as it is slightly shorter, has better views and avoids going through the farmyard of Cranacott Farm and a boggy section of path between Cranacott Farm and Northmoor Farm.

## Section 2 Alt: Points of Interest & Facilities

- Upper Tamar Lake: café, campsite, toilets, fishing and watersports
- Lower Tamar Lake: Bird hide and toilets
- Historic Bude Canal: Aqueduct, wildlife and exhibition in old Virworthy Mill.
- Dunsdon National Nature Reserve: Culm grassland, rich in wildlife, insect and birdlife managed by the Devon Wildlife Trust
- Vicinity Dunsdon to A3072 - couple of B&Bs, camping pods and campsites
- A3072 to Pyworthy: Crossing the disused Holsworthy railway line
- Pyworthy: Small village with pub (accommodation), B&Bs and 13<sup>th</sup> century church

# Agenda Item 12.3

## 2.4 Section 3: Dualstone Cross to Lifton

*Total Length: 14.3 miles / 23 km. (0.2 miles / 0.3 km off road; 14.1 miles / 22.7 km road)*

The recommended route was chosen as it is the closest option to the Tamar that avoids busy roads, in particular the B3254 which is the main route between Launceston and Bude. Whilst scenically a relatively pleasant walk through quiet rolling countryside, due to the lack of public rights of way it is almost entirely along roads. Whilst there is very little traffic along the lanes used, this is by far the longest section of road walking on the whole 390 miles Kygh Kernow route, and so additional access will be sought – particularly in the mid-section between North Tamerton and Tamatown along the route of the disused Bude Canal.

Between Dualstone Cross and Tamerton Bridge the most suitable route is along quiet roads. These run along a ridge so in gateways there are extensive views towards Dartmoor and Bodmin Moor. At Tamerton Bridge the route crosses back into Cornwall and along a quiet lane between North Tamerton to Boyton before descending back down to the river at Tamatown. Much of this section runs along a ridge and looking through gateways along the way there are good views across to Dartmoor and Bodmin Moor.

Between North Tamerton and Tamatown, much of the historic Bude Canal remains running through fields and woods close to the River Tamar and it would greatly improve the route if access could be secured along all or part of it. Currently the only public access to the canal is in the central section through the Forestry Commission owned Bradridge Copse.

In surveying this section, consideration was given to the public footpath and bridleway running south from Boyton Bridge to Tamatown. However, this route is not viable, as the southern end of the bridleway runs in a flooded sunken lane, there is only a ford rather than a bridge across the Tamar, and there is no recorded public right of way on the Cornish side linking the ford to the road.

From Tamatown the route follows a quiet lane close to the river, and after a short section of footpath crosses back into Devon at Druyton Bridge. The route then continues along quiet lanes approximately 3 miles to Liftondown. At Tipple Cross the route runs along the A388 for about 200 metres, but this section has adequate verge to safely walk along. From Liftondown into Lifton the road is busy, but has a pavement, and is part of the 'Two Castles Trail' (a walking route promoted by Devon County Council between Okehampton and Launceston).

### Section 3: Points of Interest & Facilities

- A3072 to Pyworthy: Crossing the disused Holsworthy railway line
- Pyworthy: Small village with pub (accommodation), B&Bs and 13<sup>th</sup> century church
- Boyton: Accommodation and shop
- Sections of the disused Bude Canal
- Lifton: Castle, shops, pub and accommodation

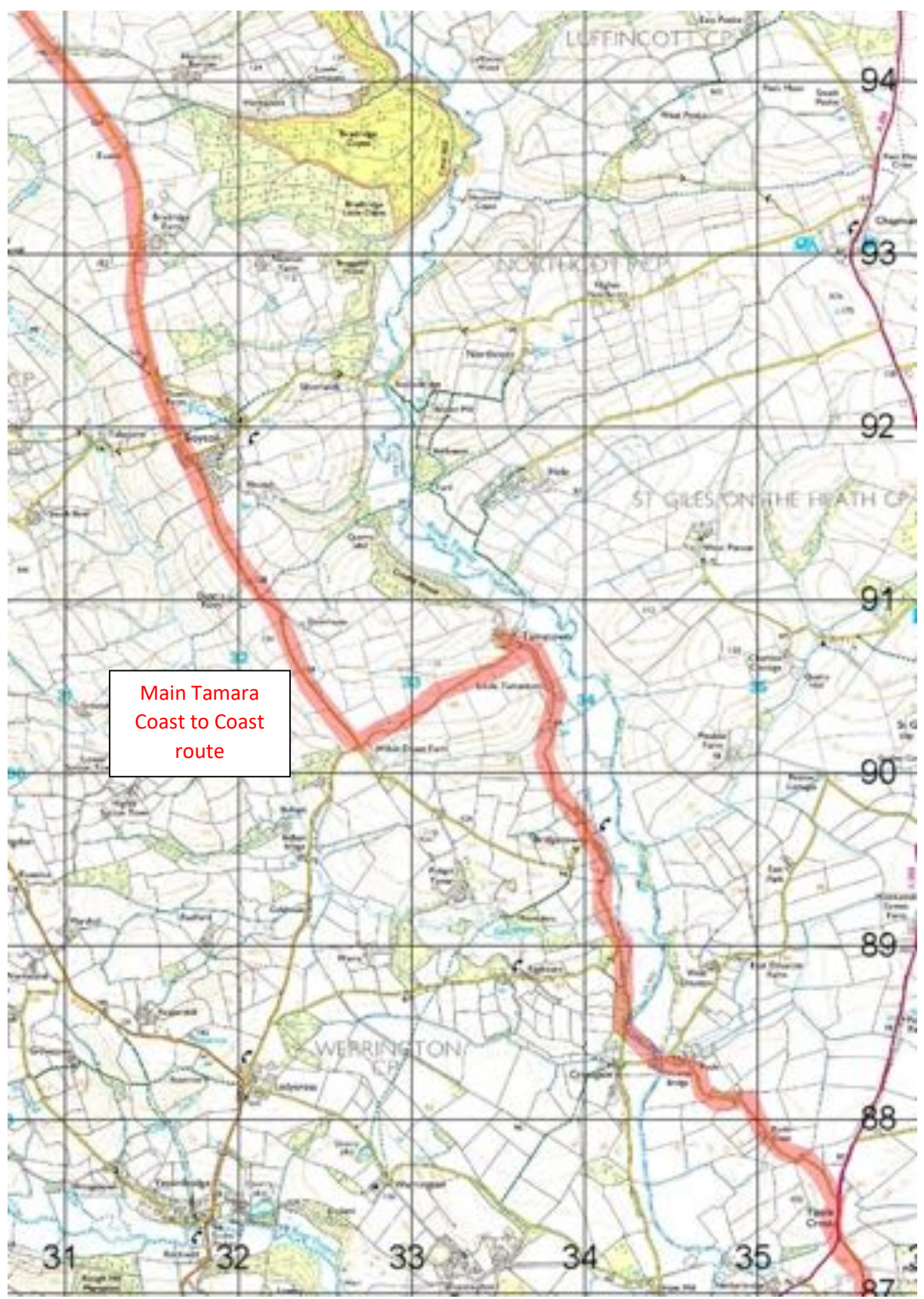


Map 8: Section 3 (part 1). Dualstone Cross to Bradridge Copse

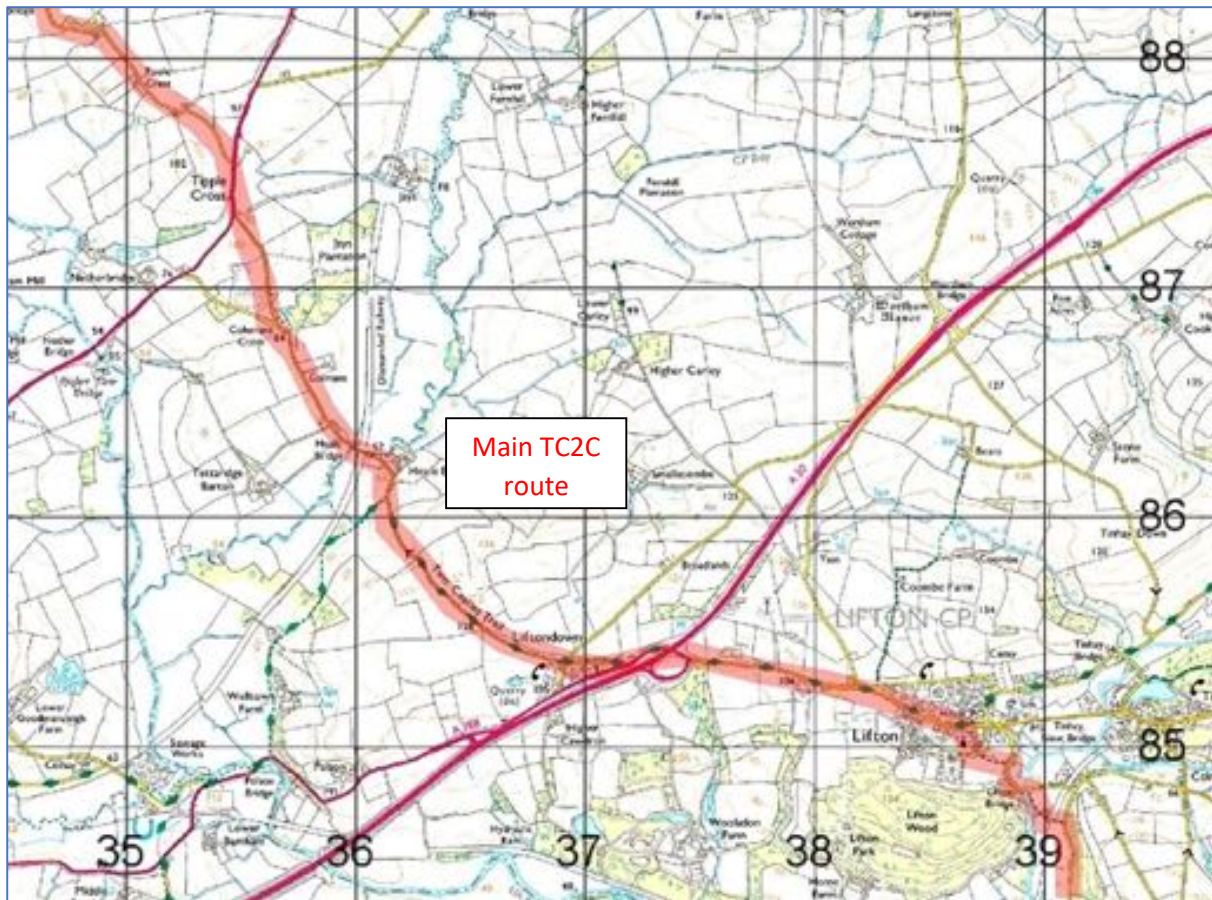


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Map 9: Section 3 (part 2). Bradridge Copse to A399



Map 10: Section 3 (part 3). A399 to Lifton



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## 2.5 Section 4: Lifton to Horsebridge

*Total Length: 8.3miles / 13.4km. (6 miles / 9.6km off road; 3.3 miles / 5.4km road)*

Along this section the existing Tamar Valley Discovery Trail running north of Milton Abbot has two alternatives; a mostly on-road route via Horsebridge (see [3.2 Section 6 Alternative: Calstock to Tamar Bridge / A38 \(Cornish option\)](#)) and on the Devon side a more off-road alternative promoted as the Lifton Link.

The recommended route option is to use the Lifton link as it is more scenic, is mostly off-road and better views of the Tamar valley. From the centre of Lifton, the route runs through Lifton churchyard, down a footpath and short section of lane before crossing the River Lyd. It then heads up hill following a quiet lane through woodland to cross into fields. From the summit of this hill you have very extensive 360-degree views. After 2 miles of footpaths across farmland the route passes through the hamlet of Kelly with its church and manor house before following a footpath (3/4 mile) a section of lane and the westerly branch of the Tamar Valley Discovery Trail before descending on a path into the village of Milton Abbot. On the south side of Milton Abbot, the route follows an unsurfaced county road and bridleway across fields (good views across into Cornwall) before picking up a quiet lane that descends down to Horsebridge.

Whilst the existing Tamar Valley Discovery Trail has a loop running eastwards through Sydenham Damerel, it is recommended that this is changed to remain on the road that runs closer to the Tamar. The reasons for this, are that although the revised route misses out the village, the village has no accommodation or facilities (there is a B&B on the recommended route); it is shorter; involves less road walking and has better views of the Tamar Valley.

### Section 4: Points of Interest & Facilities

- Lifton: Castle, shops, pub and accommodation
- Lifton Church
- Kelly Church
- Kelly House (Grade 1 listed manor house & B&B)
- Milton Abbot (church, pub & shop)
- Horsebridge: Historic crossing of the Tamar

Map 11: Section 4 (Part 1). Lifton to Milton Abbot



Main TC2C route

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Map 12: Section 4 (Part 2). Milton Abbot to Horsebridge



## 2.6 Section 5: Horsebridge to Calstock

*Total Length: 9.3 miles / 15km. (5.1 miles / 8.2km off road; 4.1 miles / 6.7km road)*

On this section the existing Tamar Valley Discovery Trail meets all the criteria, and so no alternative routes were considered. It's mostly off-road, runs close to the Tamar is on the Cornish side and has the interest of being within the World Heritage Site.

After crossing Horsebridge the route quickly joins a public footpath following a farm track beside fields parallel to the River Tamar for about 1 mile to the small village of Lockett. Following quiet

lanes through Lockett it runs along a no-through road to join a permissive path (Duchy of Cornwall) running close to the river through Greenscombe Wood. Emerging from the wood, it follows a no-through route lane to the hamlet of Latchley, and then along a quiet lane through to Chilsworthy.

The route then descends along a public footpath down to the river's edge through Clitters Wood, and along a track (also public footpath) to cross the A390 at New Bridge. The next mile of footpath runs next to the river, before climbing away from the river to follow a quiet lane for about 2 miles to the entrance drive of Harewood Farm. Here the route follows a public footpath past old mine workings down to the river bank at Okeltor. Currently the Tamar Valley Discovery Trail runs from here into Calstock on a permissive path along a flood defence embankment. As part of the project and tied in with an [Environment Agency project](#) to reduce the flood risk to Calstock by re-engineering the bank to allow the fields behind to the embankment to flood and revert to marshland and reedbeds, this section will be improved to make it accessible to people with limited mobility, by providing seating, accessible gates and a rolled stone surface.

## Section 5: Points of Interest & Facilities

- Lockett – Mining heritage
- Greenscombe Wood – Cornwall Wildlife Trust reserve
- Chilsworthy - pub
- Gunnislake Clitters – riverside, woodland walk passing engine house, with views across to Great Consols Mine
- Gunnislake (train, shop, pub and accommodation)
- End of the tidal section of the Tamar
- Okeltor Mine workings (just off route)
- Calstock marsh – Environment Agency work recently completed to re-engineer flood defences to create area of reedbeds and marshland.
- Calstock (train, pub, accommodation).

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Map 13: Section 5. Horsebridge to Calstock



Main TC2C route

Cornish alternative



## 2.7 Section 6: Calstock / Bere Alston to Tamar Bridge / A38 (Devon option)

*Total Length: 17.3 miles / 27.8km. (11.7 miles / 18.8km off road; 5.6 miles / 9km road)*

Heading south from Calstock there two options. The West / Cornish option has the attractions of walking past some lovely spots along the river, most notably Cotehele Quay, Halton Quay, Cargreen, the Celtic Cross in Saltash and crossing the Tamar Bridge but this is offset by 12 miles of lane walking some of which is on fairly busy roads (see [3.2 Section 6 Alternative: Calstock to Tamar Bridge / A38 \(Cornish option\)](#)).

The alternative on the Devon bank largely follows the existing route of the Tamar Valley Discovery Trail. This is the recommended route as scenically it is better than the Cornish option as it mostly runs very close to the river, has far less road walking and the roads that are used have less traffic.

As part of the overall Tamara Landscape Partnership Scheme, work is underway to try and re-instate the passenger ferry service across the Tamar at Calstock. If however, this is unsuccessful, or at times when it is not operating walkers will be advised to take the short train ride between Calstock and Bere Alston stations.

From Bere Alston station, the route descends across fields and woodland on a public footpath that then follows the river bank to the base of the Calstock viaduct (and the old ferry landing). Here the route continues along a well-used (and signed by Devon CC) permissive path along the flood embankment beside the river, giving lovely views across to Calstock and Cotehele. The route continues alongside the river for about 4 miles, on a public footpath through fields and then on a quiet road through the hamlets of Hole's Hole and Weir Quay. The first part of this walk differs from the existing route of the Tamar Valley Discovery Trail, but was selected as it is more scenic and stays close to the river.

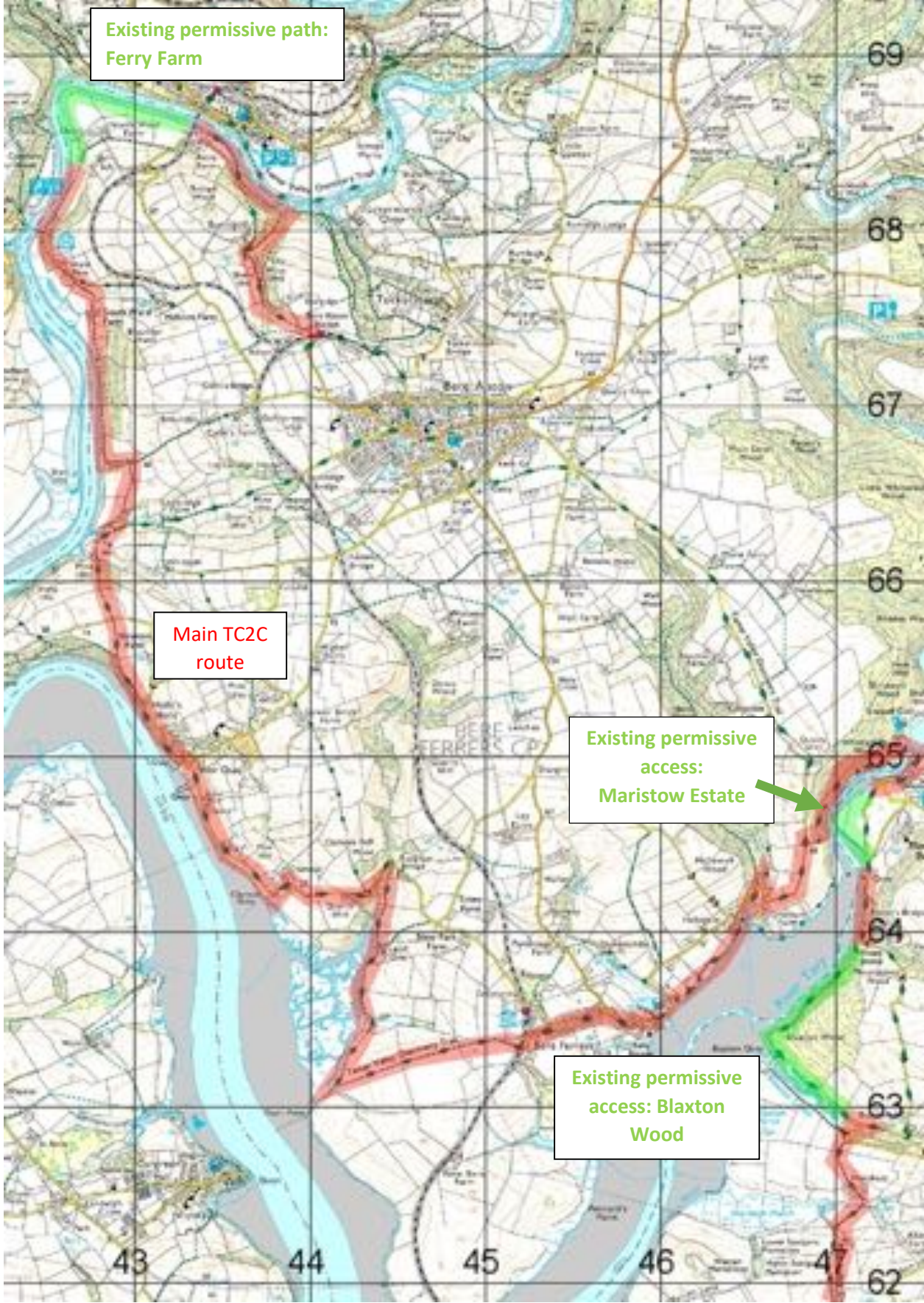
After leaving the banks of the Tamar near Thorn Point the route continues along the Tamar Valley Discovery Trail through fields over the saddle of the peninsula to Bere Ferrers. From the village it follows a lane down to the River Tavy arm of the estuary and close to the creek to the tidal ford at Lopwell Dam. The route then continues close to the bank of the estuary through woodland partly on permissive paths across land owned by the Maristow estate, before following a public footpath and quiet lane over a hill into Tamerton Foliot. From here, it mostly runs through parks and woodland on the edge of the estuary to Ernesettle. The final section runs uphill along Ernesettle Lane (great views of the river looking north) to cross the A38 on a footbridge near to St Budeaux, before following residential roads to the Tamar Bridge viewpoint.

### Section 6: Points of Interest & Facilities

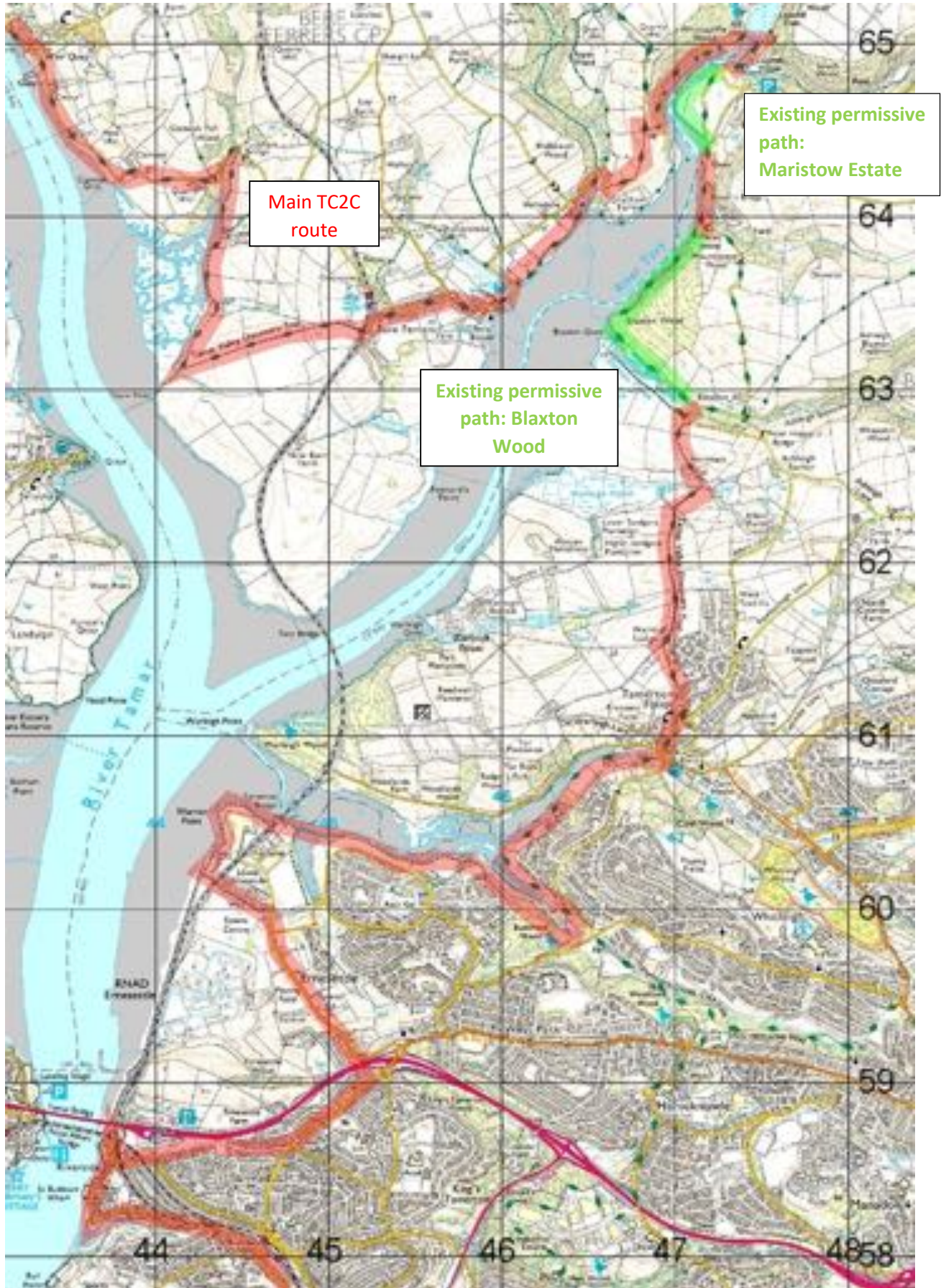
- Passing over Calstock viaduct
- Bere Alston (1/2 mile off route): shops, accommodation and pub
- Long stretch of riverside walking, looking across to Calstock and Cotehele
- Weir Quay: Remains of silver mines
- Bere Ferrers: pub, shop, train station
- Lopwell Dam: Nature Reserve and Creekside walking
- Tamerton Foliot: Pub, shop, regular buses into Plymouth
- St Budeaux Church (¼ mile off route): small attractive church dating back to 1563, where Sir Francis Drake was married.

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Map 14: Section 6 (part 1). Bere Alston to Lopwell Dam



Map 15: Section 6 (part 2). Lopwell Dam to Tamar Bridge



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## 2.8 Section 7: A38 / Tamar Bridge to Mount Edgcumbe

*Total Length: 12.2 miles / 18.5km. (4.1 miles / 6.5km off road; 8.1 miles / 13km road)*

From near to the Tamar Bridge car park, the route descends down Normandy Hill (named after its role in the D-Day landings) to Saltash Passage, which is the old ferry point across the Tamar. After following the road along the banks of the estuary for about 1/3 mile, the route drops down to run along paths through Kinterbury Creek nature reserve. Unfortunately, it is then a fairly dull 3 mile walk along pavements beside busy roads to get past the dockyard to reach the ferry crossing to Torcross. However, most of this could be easily skipped by catching a train or bus.

On the Torpoint side the route runs for about a 1 mile along residential streets and parkland close to the estuary, before heading inland on pavements around the campus of HMS Raleigh. On the far side of HMS Raleigh, it follows a ¾ mile footpath through woodland and then fields to join the lane heading to the small village of St John. Part of this lane is impassable at high tide but there is a nearby alternative. The head of St John's Lake inlet is an attractive area of wetland with great views across to Plymouth.

Between St John and Millbrook, the route follows about 1 mile of quiet lane with midway a ¼ mile section of footpath across fields. For the 4 miles between Millbrook and Mount Edgcumbe, the route stays on the edge of the water. Initially running through a park alongside the lake, then after crossing the dam it follows a quiet lane that hugs the shore of the estuary for 1¼ miles. The final 1½ miles is along a public footpath through the Mount Edgcumbe estate, passing the historic Edgcumbe Harbour.

To provide a 'kodak' moment for people setting off or finishing the final fingerpost at Mount Edgcumbe will be replaced with one with a Tamara C2C logo, 'Kylgh Kernow' and 'Source of the Tamar 87 miles'.

### Section 7: Points of Interest & Facilities

- Tamar Bridge viewpoint (¼ mile off route): Option to walk across on footway / cycle path to visit Celtic Cross in Saltash.
- Normandy Hill: D-Day connections
- Saltash Passage; Until the Tamar Bridge ferries crossed from here.
- Kinterbury Creek: Local Nature Reserve
- Devonport dockyard
- Torpoint ferry
- HMS Raleigh
- Wildlife of St John's Lake
- Millbrook, shops, pubs & accommodation
- Mt Edgcumbe estate and Empacombe Quay

Map 16: Section 7. Tamar Bridge to Mount Edgcombe



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## 3. Cornish option.

This is a variation of the main Tamara Coast to Coast walk that remains as far as possible, given road safety constraints within Cornwall. As these have much longer sections of road walking, and it are not as scenic as the equivalent sections that run on the Devon side of the border, it is considered that it will only appeal to a smaller 'purist' audience who want to walk Kylgh Kernow without straying across the border.

As such there are no plans to waymark this route or for it to be marked on OS maps, but basic route information will be provided online about it, so that the option remains available to those who want it.

### 3.1 Sections 4 & 5: Heale Barton - Launceston - Horsebridge

There is currently an alternative westerly branch of the Tamar Valley Discovery Trail between Launceston and Milton Abbot via Greystone Bridge that is almost entirely along quiet lanes (10.5km road & 1.7km footpaths) with large sections out of sight of the Tamar Valley. It is thought that this route was developed as a way of providing an end point to the TC2C in Launceston (with its range of accommodation and public transport links) before the more scenic and mostly off-road 'Lifton link' route was opened. This link route will be maintained - see [4.3 Launceston link: Heale Bridge to Launceston \(Two Castles Trail\)](#)

The most attractive section of this route is from Heale Barton (north of Liftondown) where it follows the Two Castles Trail across fields for about  $\frac{3}{4}$  mile to Polson Bridge. From Polson Bridge after a short section alongside the A388, it runs southerly almost along lanes through the village of Lawhitton, crosses the Tamar at Greystone Bridge before heading westwards along lanes to Milton Abbot (where it joins the recommended route).

Rather than crossing back into Devon at Greystone Bridge, it is possible to remain within Cornwall and continue along quiet lanes (a further 4.6 miles / 7.5km of road walking) through to Horsebridge, but this option was discounted for the primary route as it has only infrequent views of the Tamar valley (there is a hill between the lane and river) and is entirely along lanes. Given the prominent & frequent private signs in the woodland, it would appear the potential to secure new access closer to the Tamar on this section is minimal.

#### Section 4 & 5 Cornish Alt: Points of Interest & Facilities

- Polson Bridge – 19<sup>th</sup> century, but the traditional entry point to Cornwall
- St Leonards packhorse bridge
- Site of St Leonard's medieval leper hospital (dug by Time Team in the 1990's)
- Launceston: 1<sup>st</sup> capital of Cornwall under the Normans, town walls and town gate (the only ones in Cornwall), medieval castle. Shops, accommodation, public transport.
- Lawhitton: Church and remains of medieval Bishop's house.

Map 17: Alternative Heale Barton to Horsebridge (part 1)



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Map 18: Alternative Heale Barton to Horsebridge (part 2)





## 3.2 Section 6 Alternative: Calstock to Tamar Bridge / A38 (Cornish option)

*Total Length: 17 miles / 27.4km. (5.1 miles / 8.1km off road; 12 miles / 19.2km road)*

This route was surveyed in detail whilst trying and find an alternative that remains on the Cornish side of the Tamar. However, despite some attractive sections of river walking, the amount of road walking (some on fairly busy roads) means that it is not a good enough standard to promote as the primary route – the [Devon option](#) is far more scenic.

From Calstock through to Cotehele Quay close to the riverbank the walk is very scenic. From the quay, after a short section of lane, the route follows a permissive path, waymarked as the St Dominica Heritage Trail, past lime kilns up to the hamlet of Bohetherick. On this section there is an alternative permissive path that has better views of the river. However, this path is not waymarked and has a short muddy stretch so it is considered that the route used by the St Dominica Trail is favoured by the landowners.

From Bohetherick, lanes are followed for 1.3 miles down to Halton Quay, which is a very picturesque spot on the banks of the Tamar. From the Quay the route loops away from the river to skirt the Pentillie Estate. The first part (1.6 miles) is along a quiet lane before reaching the A388 which has to be followed for 570 metres. Although this road is very busy, good sightlines and a verge mean that walkers could use it without undue risk, but it would not be a nice walk.

From the A388 an Unsurfaced County Road / farm drive is followed to then join a very quiet lane to the entrance of the Pentillie Estate. The next section of lane (3/4 mile) is relatively busy compared other lanes used by the trail as it is one of the main routes in and out of the village of Cargreen. After this, the route improves as it joins a lane serving just a few properties that runs along a ridge with gaps in the hedges offers intermittent good views of the river valley, before descending down to the estuary. The next 2 miles are very attractive following the side of the estuary through the village of Cargreen and then along a footpath across fields to Landulph Church.

The route then loops inland for 3 miles on lanes around Kingsmill Lake to Carkeel. Whilst traffic on these lanes is fairly light and traffic speeds appear low, these lanes are much busier than most of the lanes used by the trail, and so walkers would need to take care.

From Carkeel there is a pavement beside the A388 for the 350 metres into the outskirts of Saltash. From here the route follows a bridleway parallel to the A38 through woodland, and whilst there is constant traffic noise, the A38 is mostly out of sight. After ½ mile the bridleway joins onto a quiet lane which is followed for about ½ mile to Saltmill Park, which as its name suggests is an attractive park beside the estuary. After walking through the park, the route briefly diverts inland through a housing estate before emerging into another area of creekside public open space. After passing below the Tamar Bridge (really interesting to see the construction from underneath) the route follows a path through woodland up to the Celtic Cross.

From the Celtic Cross, it is a short walk on pavements to join the cycle / footway across the Tamar Bridge.

### Section 6 Cornish Alt: Points of Interest & Facilities

- Cotehele Estate; Danescombe sawmill (remains), Calstock viewpoint, Chapel in the wood
- Cotehele Quay: Heritage exhibition, facilities and limekilns
- Halton Quay: Departure point of St Dominic
- Tinnel to Cargreen: Attractive riverside walking
- Cargreen: Pub & shop
- Botusfleming: Pub and church

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- Landulph church
- Celtic Cross at Saltash – gateway to Cornwall
- Tamar Bridge – view from underneath and walking across on the cycle path

*The Celtic Cross*

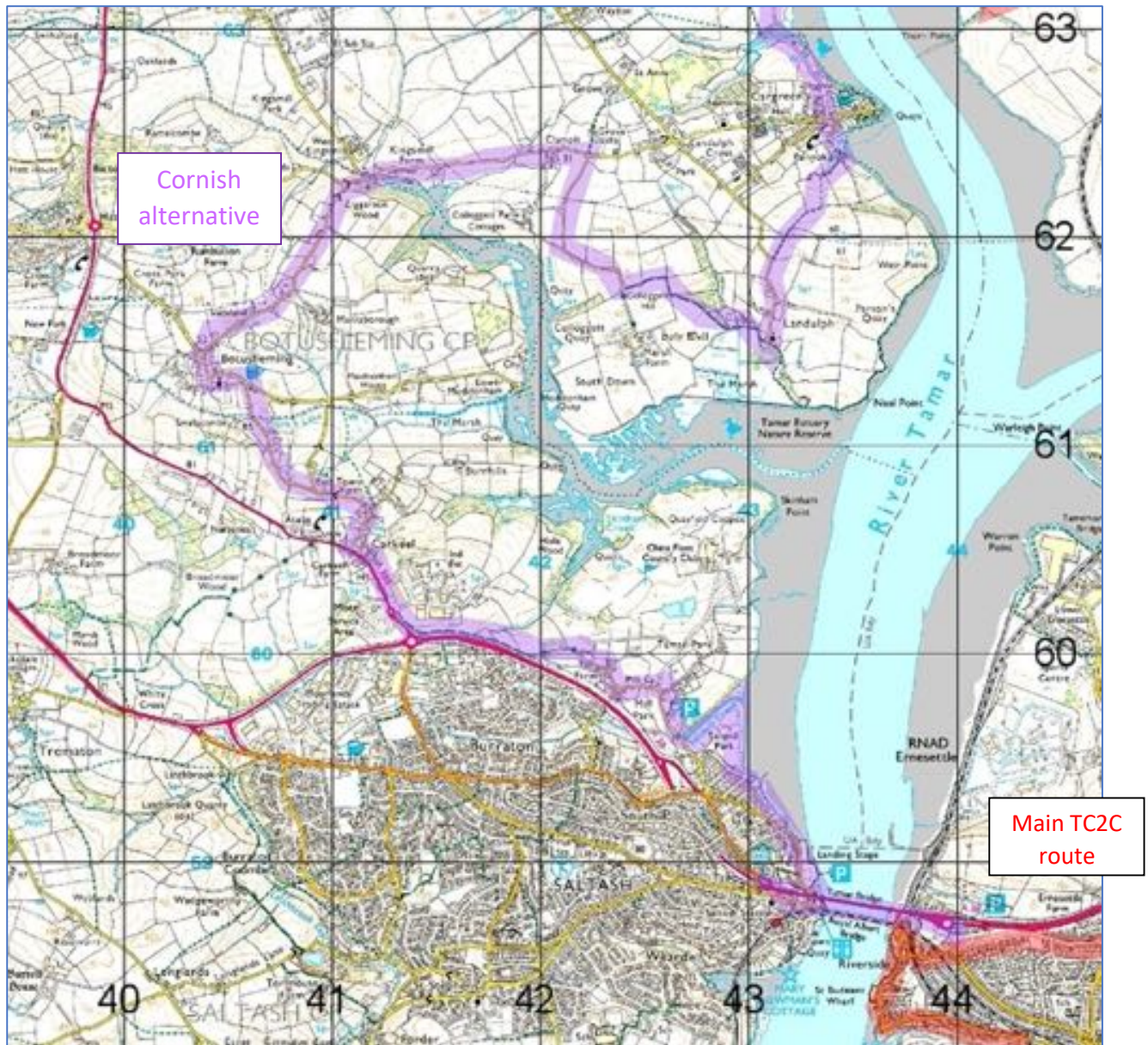


Map 19: Section 6 Cornish Alternative (part 1). Calstock to Cargreen.



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Map 20: Section 6 Cornish Alternative (part 2). Cargreen to Tamar Bridge.



### 3.3. Section 6 & 7: Crossing the Lynher

The Lynher estuary and its tributaries, form a huge barrier to continuing south between Saltash and the Rame peninsula on the Cornish side. Walking around this estuary is not considered viable due to its length and inability to avoid hazardous crossings of, or walking along the A38 and other busy roads.

As such, the only viable alternative for those wanting to stay within Cornwall is to follow roads and footpaths from Saltash down to the edge of the Lynher at Churchtown Nature Reserve before returning into Saltash and catching a bus to Torpoint, and walking down through the National Trust's Antony House Estate to the other bank of the Lynher at Jupiter Point. A passenger ferry used to run between Jupiter Point and Antony Passage, but the chances of it being reinstated are remote.

Map 21: Section 6 & 7. Crossing the Lynher



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## 4. Link routes

To help walkers complete the route in stages, and have a wider choice of accommodation / transport options, 3 short link routes are included within the project. These are on routes that have been promoted in the past, and the rights of way used by them are generally in good condition. Thus, to integrate them into the project will be fairly straightforward, as they just need the waymarking refreshing (generally getting new waymark discs made and installed), and information about them updated, and made available in a digital / online format. As these routes already have their own 'identity' and branding, these will be retained.

### 4.1 Kilkhampton link from Upper Tamar Lake.

*Total Length: 5.5 miles / 8.9 km. (3.8 miles / 6.1 km off road; 1.7 miles / 2.7 km road)*

This route provides a good link from the main route at the Upper Tamar Lake to the coast at Duckpool via Kilkhampton where there are buses, shops, pub & accommodation. It was surveyed in detail as a possible alternative route if the issues along the recommended route from Marsland Mouth via the source of the Tamar cannot be resolved.

It follows a route that was developed by the North Cornwall Coast & Countryside Service as the 'Canal and Coast' walk, one of a suite of walks based on the Bude Canal. However, this organisation was disbanded in 2009 and it does not appear to have been maintained since, as much of the waymarking has disappeared and the accompanying leaflet is no longer available.



Examples of a few of the remaining Canal and Coast walk waymarks

The route starts at the South West Coast Path beside the beach at Duckpool. After a ¼ mile along a quiet single-track lane it passes Combe Valley Mill and joins a wide and fairly level public footpath through Combe Valley woodland. After about 2 miles the route emerges onto a quiet lane and descends to cross the stream near Cross Cottage. Between here and Kilkhampton there are two options. Although it involves more road walking the recommended route is to mostly follow the very quiet lane (I didn't meet any cars when walking it) into Kilkhampton with a short loop off onto the public footpath past Kilkhampton Castle. At the castle is a waymark that shows the Coast and Canal route as remaining on the public footpath that runs outside of the motte, rather than taking the spur permissive path that then runs along the motte. As this spur is more interesting and gives access to the bailey, the permission of the National Trust (who own the castle) should be sought to use this path instead.

The alternative between Cross Cottage and Kilkhampton is to follow the well-maintained footpath across the scenic Kilkhampton Common, which is managed as a nature reserve. This latter route in my opinion is not quite as interesting as going through the castle and involves slightly more ascent.

After a short walk along the A39 through the village of Kilkhampton the route follows a footpath along an enclosed lane and then a pasture field to a minor road leading to Aldercombe Barton Farm.

It then runs eastwards through the farm yard (it's a large dairy farm), through improved pasture towards Darracot Farm. Just south of Darracot Farm, the more direct route is on a footpath diagonally across a pasture field (appears to be a silage crop), but based on a few remaining broken waymarks the Canal and Coast route instead used the footpath that follows farm tracks.

From here it follows farm tracks and crosses fields to finish at the Upper Tamar Lake car park beside the café / visitor centre.

Kilkhampton & Duckpool link: Points of Interest and Facilities:

- Duckpool: Attractive remote beach
- Combe Valley Mill: Very picturesque hamlet of thatched buildings
- [Kilkhampton Castle](#): A medieval hill fort, with motte and baileys owned by the National Trust
- Kilkhampton village: historic church, pub, shop and accommodation
- Aldercombe Barton: a 16<sup>th</sup> century Grade II listed Manor House (private but you can look through the gate)
- Upper Tamar Lake: café, campsite, toilets, fishing and watersports

Map 22: Kilkhampton & Duckpool link (part 1). Upper Tamar Lake to Kilkhampton



Map 23: Kilkhampton & Duckpool link (part 2). Kilkhampton to Duckpool



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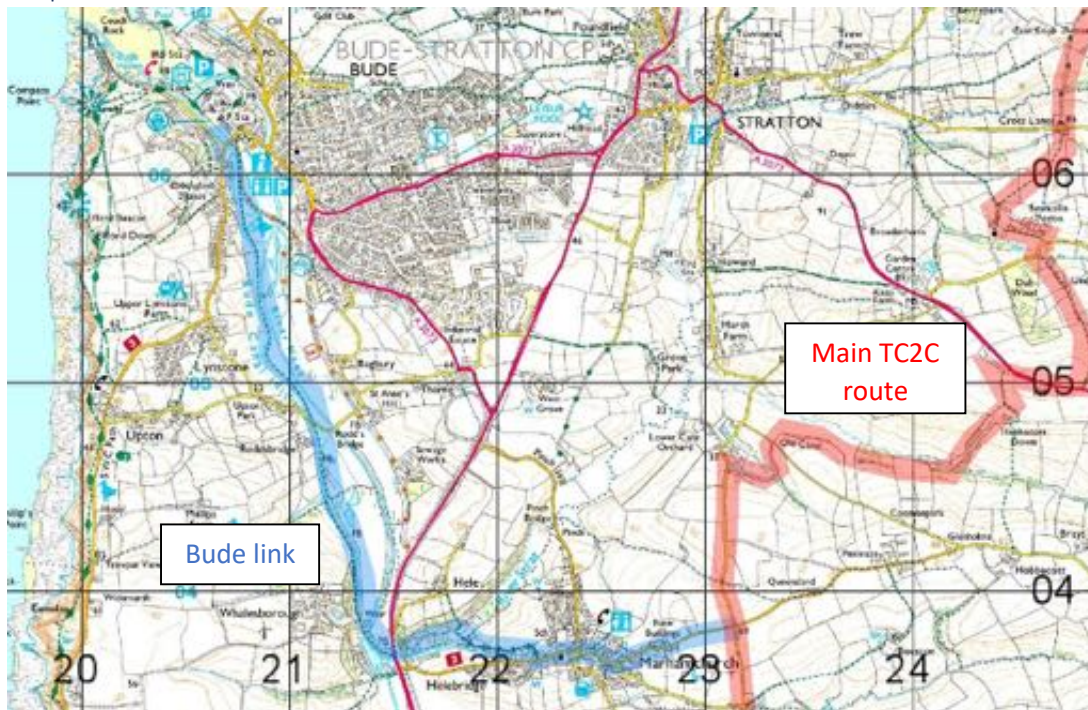
## 4.2 Bude link: Marhamchurch to Bude along the Planekeepers Path

This three-mile link route follows the 'Planekeepers Path' into Bude. It is an attractive walk, mostly along the restored section of the Bude Canal and as well as providing a link to facilities it is rich in historical interest. The paths are all in good condition, so other than refreshing the waymarking no work is required.

Bude link: Points of Interest and Facilities:

- Marhamchurch: Inclined plane, site and old building of canal foundry, pub, accommodation
- Helebridge: Canal barge repair workshop, canal museum, Weir Café and Restaurant, public transport
- Helebridge to Bude: Working section of canal with restored locks
- Bude: Sand rails, (for trucks collecting sea sand to be loaded onto canal boats) and sea lock. Accommodation, public transport etc.

Map 24: Bude link



## 4.3 Launceston link: Heale Bridge to Launceston (Two Castles Trail)

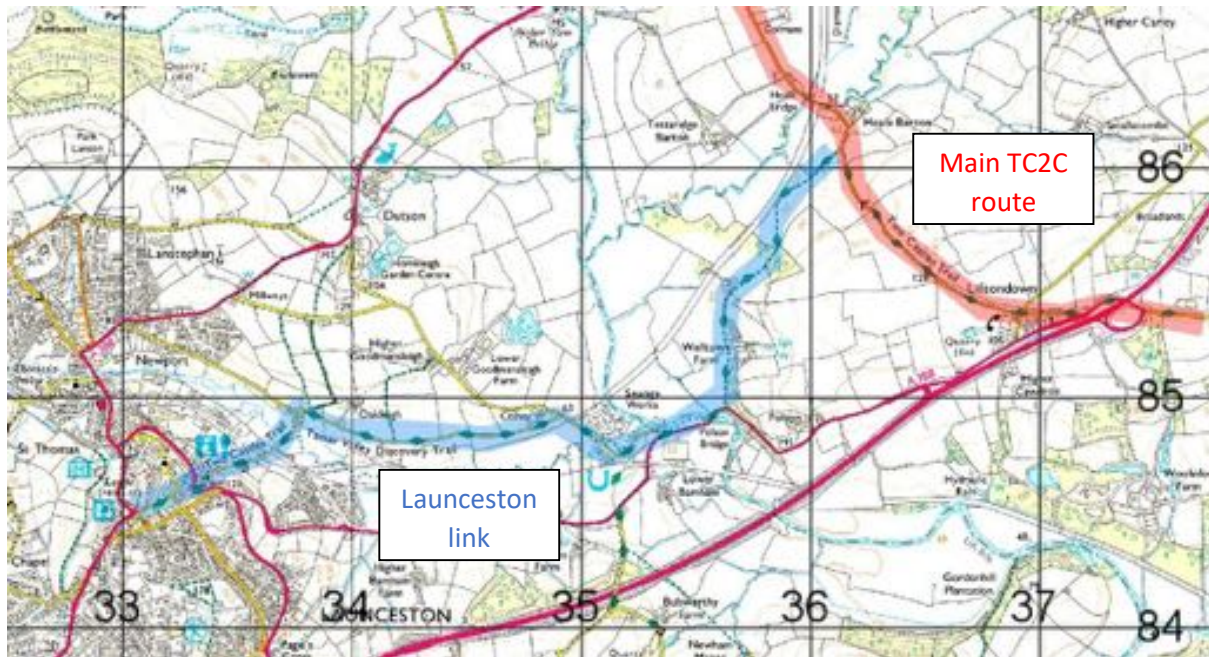
To retain the link to the facilities, accommodation, public transport and the historic interest found in Launceston, the link using the Two Castles Trail from Heale Bridge into the town will also be promoted. The first section of this route runs through fields partly following an old railway line for about ¾ mile to Polson Bridge. From Polson Bridge after a short section alongside the A388, it follows a quiet road for about 1½ miles into the centre of town.

Launceston link: Points of Interest and Facilities:

- Polson Bridge: 19th century, but the site of the traditional entry point into Cornwall
- St Leonards packhorse bridge
- Site of St Leonards medieval leper hospital (dug by Time Team in the 1990s)
- Launceston: first capital of Cornwall under the Normans
- Launceston Town walls and town gate (South Gate) - the only ones in Cornwall
- Launceston Medieval castle
- Shops, accommodation and public transport



Map 25: Launceston link: Heale Bridge to Launceston (Two Castles Trail)



## 5. Circular routes and day walks

Tamar Valley AONB and others have produced a range of walk books and leaflets describing circular walks within the valley. Whilst these routes weren't specifically surveyed, those that were walked appeared to be in good condition. In order to promote these routes to a wider audience, the routes will be checked, and updated descriptions will be uploaded onto the website (more details in [Information provision](#)). These circular routes include:

- Devon & Cornwall Tamar Trails: Booklet of 9 walks exploring the Tamar & Tavy valleys produced by Tamar Valley AONB
- East Cornwall Tamar Trails: 9 laminated leaflets sold in a pack, produced by Tamar Valley AONB.
- Tamar Valley Walks from the Railway: [3 family walks](#) and [2 circular walks](#) from train stations promoted by the Devon & Cornwall Rail Partnership
- St Dominica Heritage Trail: [Circular walks](#) linking hamlets of Ashton, Bohetherick and Halton with the village and church of St Dominick.
- Tamar Trails: 8 walks from [Tamar Trails centre](#)
- [Calstock Footpath Society Walks](#): 9 free A4 leaflets describing walks in the Tamar Valley
- Bude Canal Trails: [3 walks](#) developed and promoted by Devon County Council and North Cornwall District Council that could do with rejuvenating.
- [Cornwall Wildlife Trust walks](#) around the Marsland Valley Nature Reserve

## 6. Route name and branding

It is recommended that the main Coast-to-coast route is called the Tamara Coast to coast walk.

Other options considered were:

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- Kylgh Kernow / Circuit of Cornwall: Discounted as part of the route is in Devon, and the coast-to-coast route only forms part of the Kylgh Kernow route.
- Tamar Valley Discovery Trail: Discounted to reflect that this is a new trail. The existing Tamar Valley Discovery Trail waymarks (many of which have faded) will be removed and replaced with Tamara C2C waymarks.
- Tamar Trail: Already used by routes starting from the Tamar Trails centre.

To enable them to be promoted locally as stand-alone walks, the link routes and circular walks will each have their own name. A decision on whether they should also have their own bespoke waymark discs will be made on a case by case basis.

## Cornish translations

I'm indebted to Steve Church and his conversations with Cornish Bards for his advice on how the route names could be best expressed in Cornish.



Their suggestions were that the overall title were "Trovyá Tamar Teg" - literally, "discover the fair/beautiful Tamar". Being Cornish, it's a bit poetic but does have the advantage of being alliterative, reflecting the alliteration of Kylgh Kernow. This is the preferred option, but a shorter alternative is "Trovyá Tamar" - "discover the Tamar".

The direct Cornish equivalent of "Tamar Valley Discovery Trail". is "Hyns Diskudhans Nans Tamar". However, as that's a bit of a mouthful, a better alternative which means the same thing, is "Hyns Trovyans Nans Tamar", which also reflects the overall possible title above. Another option might be "Trovyá Nans Tamar" - "discover the Tamar Valley", but it doesn't note that it's a trail.

The alternative route in Cornwall where the main route is in Devon, is a bit trickier. It could be "Hyns Trovyans yn Kernow" - Discovery Trail in Cornwall. Other options are "Hyns Tamar yn Kernow" - "Tamar Trail in Cornwall" or "Hyns Kylgh Kernow" - "circuit of Cornwall trail", which would emphasise why it's there, allowing for a circuit of Cornwall all in Cornwall (if you forget the Plymouth bit because of the Lynher).

The three link routes can be given the name "Kevren" - "link", i.e. "Kevren bys Komm" ("link to Coombe" - there doesn't seem to be an old Cornish name for Duckpool, so used the Coombe Valley [Komm] for this one); "Kevren bys Porthbud" - "link to Bude" and "Kevren bys Lannstevan" - "link to Launceston".

## 7. Information provision

An essential part of the project will be to provide widely accessible information about all the promoted walks within the Tamar Valley in a coordinated way. In order to maximise usage of the walking routes in the Tamar Valley, potential users need to know firstly that the walks exist, then be inspired to want to do them, and finally be given the information to make it easy to plan their visit.

Currently there are a range of leaflets and booklets describing walks in the Tamar Valley provided by a range of organisations (see [Circular routes and day walks](#)), but many of these are out of date, and generally they are only available from local outlets and so have limited value in attracting new visitors to the area.

To improve this, and ensure that they can be sustained into the future, it is proposed that the information is provided through a combination of online and print resources;

### Online

- The logical primary place to hold the content is on the Tamar Valley AONB website
- As pdf downloads are awkward to view on a mobile phone and to provide a 'sat-nav' version of the walk that works out of mobile signal range, as part of the the route should also be available on a mobile phone app. This is a rapidly developing technology and so should be reviewed at the start of the project, but the current best option is to upload the route to the free [OS app](#), and provide a link to this on the webpage and in the leaflet. Currently the OS app doesn't have the capability to upload waypoint information or photos, and so only provides an overview view of the walk and GPS navigation. A much more capable app which is being used by the South West Coast Path Association and South Devon AONB is one using the [MyTours platform](#). This offers users a much better experience and to include text, photos, audio and video as well as interactive mapping, but has the disadvantage of an ongoing annual licensing cost – although this is much cheaper than developing and maintaining a stand-alone app.

### Print

- Produce and distribute an overview inspirational 'Walking in the Tamar Valley' leaflet & posters that promotes all the walks and directs people to the website for more information.
- The promotional material will also aim to raise awareness of the Cornish language and culture, for instance by including translations of local place names and key phrases.
- Consultation will be undertaken with those organisations that have previously produced walk leaflets to avoid duplication of effort (and routes), coordinate work to re-check route condition, accuracy of directions and update information.
- All the leaflets will be available as pdf downloads, using a standard format for each walk. As well as allowing them to be easily printed at home, they can also be professionally printed in small quantities for distribution in visitor centres, local accommodation, pubs etc.
- To the avoid the expense of users printing unnecessary colour, the design will be on a white background (i.e. no background blocks of colour with reverse / white text).
- Of the existing portfolio of walks, the leaflets that best fit the design criteria are the East Cornwall Tamar Trails and the Calstock Footpath Society walks.

## 8. Promotion

Promotion needs to be a key part of the project, with different 'messages' tailored to appeal to differing audiences, ranging from short, easy family walks, right up to the challenge of completing the entire 390 mile Kylgh Kernow – basically there are walks for everyone.

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The opening of the main Tamara Coast to coast walk and launch of the leaflets should be marked by an event. A focus of this could be the unveiling of the marker stone at the source of the Tamar.

Alongside this the AONB will be working with other organisations to incorporate the walks into their ongoing promotional activity. These include:

- Cornish Mining WHS, SW Lakes Trust, Bude Canal Trust, SW Coast Path Association and other local partners: Update their online and print materials to include promotion and links to the walks.
- Devon & Cornwall rail partnership: Refresh their promotion of walks from the railway, using the Tamar Valley line. This includes updating their web pages to link to the new walk pages, posters on trains and in stations and ideally features in the railway companies' onboard magazines.
- Visit Cornwall / Visit Devon & other tourism bodies: Ensure key walks are listed on their websites & interactive maps.
- TAVATA: Encourage their members to promote the walks on their websites, to offer print-outs of the nearest walks to their guests (e.g. put them in bedroom browsers), and display an A4 poster promoting the walks.
- TripAdvisor: The best circular walks should be added as 'Attractions' & 'Activities' to TripAdvisor e.g. the [Tintagel King Arthur walk](#). TripAdvisor has 390 million monthly unique visitors so is a free opportunity to reach a huge audience and get impartial reviews.
- [Gorsedh Kernow](#): The Gorsedh are very well placed to help with initial and ongoing promotion of the Kylgh Kernow walking route to the Cornish diaspora and local residents who are passionate about their Celtic heritage. They would also be a key organisation to be involved in any launch event and advise on information provision.
- The waymarking of the TC2C route and marking it on OS maps will also help publicise it, particularly amongst locals.

## 9. Proposed Itinerary

To help people plan their walk along the TC2C, the following is a suggestion of how to best break it down into reasonable day long walk sections that start and finish at places with a selection of accommodation and pubs:

- Day 1: Morwenstow (nearest accommodation) – SWCP to Marsland Mouth – Tamar Lakes – Kilkhampton: 13.4 miles / 21.5km
- Day 2: Kilkhampton – Tamar Lakes – Launcells - Hobbacott Incline – Bridgerule: 15.7 miles / 25.3 km
- Day 3: Bridgerule – North Tamerton – Boyton – Bridgetown – Lifton: 16.3 miles / 26.3km (will be shorter if new access is created along the old Bude Canal)
- Day 4: Lifton – Milton Abbot – Lockett – Gunnislake. 13.5 miles / 21.8km
- Day 5: Gunnislake – Calstock – Bere Alston – Bere Ferrers. 12.5 miles / 20km
- Day 6: Bere Ferrers – Tamerton Foliot – Devonport – Torpoint: 13.8 miles / 22.2km
- Day 7: Torpoint to Mt Edgcumbe: 7.25 miles / 11.7km onwards to: Plymouth train station via Barbican + 3.7 miles / 6km or along SWCP to Kingsand / Cawsand + 3.4 miles / 5.5km;

Due to limited options for circular walks and public transport in some areas, completing the trail as a series of day walks is more challenging. Based on a Winter timetable (November 2019) these are some options:

- Marsland Mouth to A39 near Woolley Moor. Here the options are either to walk up and down the valley (about 6 miles) or make a c. 10-mile circuit via Morwenstow.
- A39 near Woolley Moor to Kilkhampton via Tamar Lakes. There are regular buses along this section of the A39 (Stagecoach service 219) which would enable this c. 6-mile section to be completed without retracing your steps.
- Kilkhampton – Tamar Lakes – Hershams Cross on the B3254: Each end of this walk are also on the route of the Stagecoach service 219, and the walk via Tamar Lakes is about 7.5 miles
- Hershams Cross (B3254) to Marhamchurch and then continue along the Bude link / Planekeepers Path along the Bude Canal into Bude (7.5 miles). Again, each end of the walk can be accessed via the Stagecoach service 219
- Bude to Bridgerule. About 6 miles walk with return using the no 6 bus
- Bridgerule to Launceston: There is a roughly hourly bus service (12b) between Launceston and Bridgerule, but it is an 18-mile stretch of walk between them which is too far for most people. The best alternative is to split this section in 2 with an approx. 1-mile walk from the Trail at Boyton to the bus stop on the B3254 at Bennacott.
- Launceston to Milton Abbot: The Tavistock Country bus runs a direct service between Launceston & Milton Abbot on Tuesdays and Fridays which would enable people to do this 10-mile section using the Launceston link / 2 Castle Trail to Heale Bridge and the main TC2C.
- Milton Abbot to Gunnislake: This 8.5-mile section can be done by catching the Tavistock Country Bus service (Tuesday & Thursday) from Milton Abbot into Tavistock and then the much more frequent 79A service to Gunnislake.
- Gunnislake to Devonport: This section is very easy to do using public transport by using the Tamar Valley Rail line, with stations on the route at Gunnislake, Calstock, Bere Alston, Bere Ferrers, St Budeaux and Devonport, and also frequent buses from Tamerton Foliot into Plymouth.
- Devonport to Mount Edgcumbe: Catch the ferry across to Plymouth and then bus back to Devonport.

## 10. Sustainability

The plan to develop the new walking routes and associated information and promotion has been designed to ensure that they can be maintained without putting an undue strain on revenue budgets;

- **Public rights of way:** The majority of the public rights of way used by these walking routes are already maintained in good condition by the landowners and / or the local authority, and so it is assumed that this will continue.
- **Waymarking:** Where new waymark or fingerposts are to be installed, oak or sweet chestnut will be used which has an expected lifespan of 15+ years. The waymark discs will on average last at least 5 years, but are easily replaced by volunteers.
- **Permissive paths:** Depending on the terms of the agreement, maintenance will be undertaken by either the landowner or the local authority. If a permissive path is closed alternative routes are available. Any new infrastructure installed on these paths should have an expected lifespan of well over 10 years.
- **Route information:** The website will include a feedback feature for users to report route problems and changes, so that the website and pdf downloads can be updated.
- **Website:** As outlined in the section on information provision, it is recommended that information on the walks is included within the core Tamar Valley AONB website, rather than a standalone website, and in a fairly simple format (i.e. text, photos, pdf downloads,

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rather than having complex functionality) so that it can be updated easily as part of their routine web maintenance.

- **Printed information:** Printed information has been kept to a minimum, and can be inexpensively printed off to meet local demand.
- **Promotion:** Most of the promotion will be undertaken by partner organisations who have an ongoing remit and interest in promoting walking.

## 11. Potential Economic benefits

In addition to the amenity and cultural benefits that this project will provide, developing these walking routes will also increase tourism and provide economic benefits to the local area.

[Research from Visit England](#) reported that walking is Britain's most popular outdoor recreation. It is popular among international visitors with nearly one quarter (24%) of overseas visits including a 'walk in the countryside' and 8% a 'walk by the coast' in 2011'. The domestic market is also strong: 16.5 million overnight domestic tourist trips to GB involved a long walk, hike or ramble in 2015, rather more than "visiting a beach" at 14.91m trips.

Walkers tend to avoid the peak summer season, and so this project will also help to extend the tourism season and thus the quality of employment. This boost to rural tourism, based on the Cornwall's rich cultural and heritage assets will support micro and small businesses and farm diversification close to the route, and also contribute towards the viability of rural services such as public transport, village shops and pubs. As the Coast Path is already very popular with visitors, the increase in footfall on the Kylgh Kernow will be most noticeable in the less well-known areas such as the Tamar Valley.

Providing a precise estimate of the uplift in economic uplift that will be generated by this new route is very complex and thus beyond the scope of this study. However, as an indication, in 2014 staying visitors to Cornwall using the Coast Path spent £152 million, with day visitors spending an additional £27 million, equating to a total spend of £178 million. Their expenditure sustains 4,299 full time equivalent jobs within Cornwall (see [www.southwestcoastpath.org.uk/research](http://www.southwestcoastpath.org.uk/research) for more details and methodology). If the new walking opportunities (Kylgh Kernow, extended Tamar Valley Discovery Trail and revamped suite of short walks) being created by this project led to just an 0.5% uplift in visitor numbers / expenditure, the investment of c. £100,000 would sustain an additional 21 full time equivalent jobs.

To provide an expensive way of monitoring how many people complete the TC2C and the Kylgh Kernow we are considering offering a Completion Certificate or T-shirt in return for the completion of a Survey Monkey questionnaire e.g. <https://www.nationaltrail.co.uk/thames-path/completion-certificate>. Feedback will also be sought from accommodation providers close to the route.

## Appendix 1: Road safety criteria

As it is not possible to have a route that is entirely off-road, many sections (particularly north of Launceston) of the recommended route are along minor country lanes. To minimise the risk of walkers being injured or killed by passing traffic, the criteria used to assess whether a road is sufficiently safe and suitable to be used as part of the recommended route, are:

- **Low traffic volume:** The route was surveyed by a mix of walking, cycling and driving, during August and mid-October between 10am and 5pm and along the proposed recommended route, vehicles were infrequent (generally fewer than 2 in a 5-minute period, and often none at all whilst travelling for a mile or more).
- **Low traffic speed:** Although technically most of the lanes have a 60mph speed limit, in practice due to their winding nature and narrowness (generally they are only wide enough for two cars to pass either carefully, or only in passing spaces), few vehicles will be travelling at more than 30mph.
- **Sufficient width:** Wide enough (min 12ft / 4m) for vehicles to safely pass walkers, or a verge for walkers to step onto when they hear a car coming. A few sections of the lanes are narrower than 12ft, but in these instances traffic speed tends to be maximum of 20-30mph.
- **Safe Road crossings:** All crossings must have good sightlines in both directions, or be in such a quiet area that it is possible to hear any approaching traffic.
- **Avoiding A roads or busy B roads,** unless they have a footway or well-maintained verge or are within a village where drivers can expect to encounter pedestrians.





## Lower Otter Valley

### Planning application 22/0804/VAR

#### Variation of condition 2 of planning consent 20/2089/MFUL

[22/0804/VAR | Variation of condition 2 of planning consent 20/2089/MFUL \(Proposed breach of the River Otter embankment, Little Bank and Big Bank to restore the historic floodplain creating intertidal saltmarsh, mudflats and freshwater habitat at Big Marsh, and new freshwater habitat at Little Marsh; associated works including development of a new footbridge, realignment of South Farm Road, and creation of a new car park \(The Lower Otter Restoration Project\); accompanied by an Environmental Statement\) to facilitate alterations and raising of ground levels of public footpath \(12\) | Lower River Otter Valley East Of Budleigh Salterton And South West Of Otterton \(eastdevon.gov.uk\)](#)

#### What is being proposed

The Lower Otter Restoration Project (LORP) is a major project to create an historic floodplain. A variation to proposals for western footpath ((Budleigh Salterton Footpath 12 / East Budleigh Footpath 3) is proposed. This area is 7 hectares and less than 5% of the whole approved project. The planning application, if approved, will allow the FAB(France – Alderney – Britain) Link project to follow at a later date. Originally it was envisaged that the FAB Link interconnector works would have already been completed but those planning permissions have now lapsed. This application is to ensure that both the Environment Agency and FAB projects can be accommodated.

“The proposed amendment comprises:

- the raising of an embankment carrying the existing footpath;
- a line of sheet piles driven into the embankment (piles not visible following construction);
- the relocation of the trunk drain to enable raising of the embankment; and
- erosion protection (rip-rap) of sections of the embankment.

The embankment raising, relocation of the trunk drain and erosion protection would be undertaken as part of the Environment Agency scheme. The sheet piling would follow at a later date to allow the France – Alderney – Britain (FAB) Link project to install and protect their cables.” (Environmental Report)

#### Impact of the proposals on users

“Without this amendment, following the breach through the River Otter estuary embankment (near Lime Kiln car park) for which planning has been granted as part of the Lower Otter Restoration Project, the Western Footpath would be flooded approximately 300 occasions per year or 10% of the time at current sea levels and current path levels. This would reduce to approximately 20 occasions per year or 0.2% of the time (with the raising of the footpath proposed as part of this amendment).” (Environmental Report).

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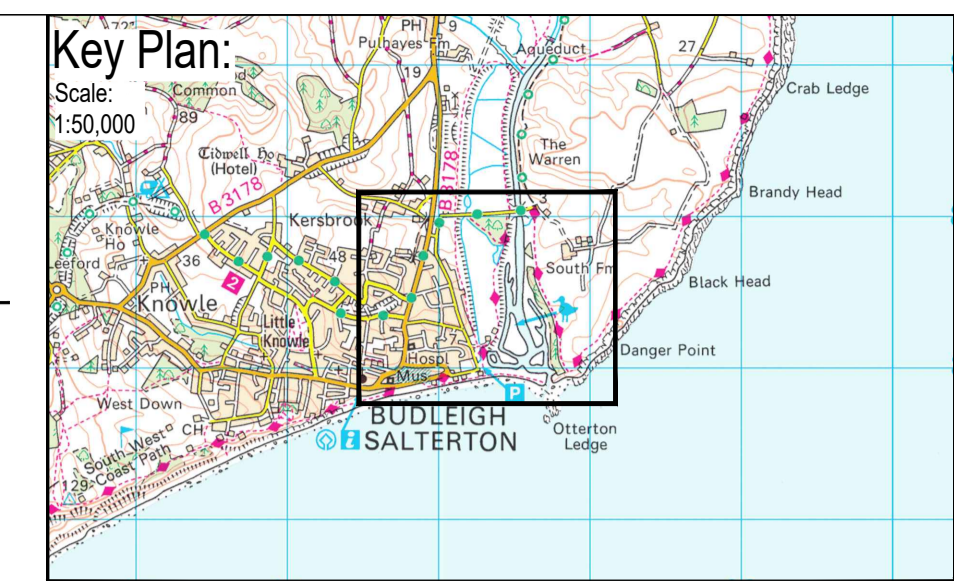
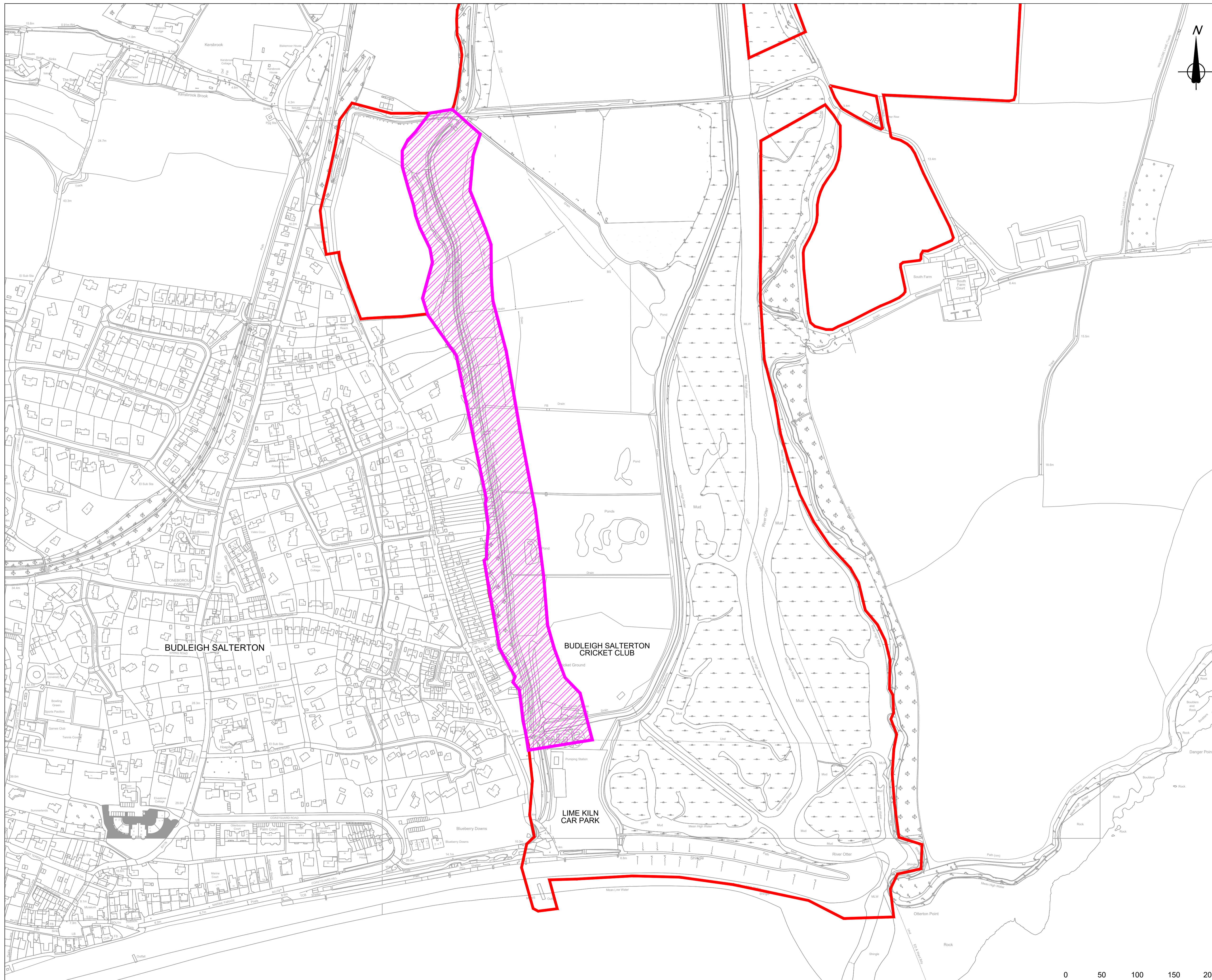
“Outside of spring high tide periods, the raised footpath is likely to improve both abled and less able users’ accessibility of this section of public footpath network, because of improved surfacing, path levelling and increased footpath width. These improvements may also serve to increase the numbers of pedestrians using the Western Footpath compared to both the current situation and the approved LORP scheme post-breach, although the presence of residual silt and mud covering the paths and potential erosion of the surface following tidal inundation may discourage the use of the path by some.” (Landscape and Visual Impact Assessment)

## **Construction details**

“The proposed footpath would be approximately 1.5 m in width and would be constructed using imported fill material with a 6 mm granite dust finish as used on the northern section of the footpath. Where sections of the trunk drain are being relocated, the existing trunk drain would be backfilled with material from the construction of the realigned trunk drain to the east. During periods of moderate to high winds and over high tides, wind will generate waves within the site. In order to dissipate wave energy and defend against erosion of the footpath embankment it is proposed that a 1:20 side slope is provided along most of the eastern side of the footpath. This slope would vegetate with intertidal plant species which would absorb wave energy and protect the footpath from damage. Where the full 1:20 slope is not possible due to restrictions imposed by South West Water surface water outfalls, a steeper side slope of approximately 1:3 is required with additional erosion protection. In these areas, largely around the existing outfalls, it is proposed that rip-rap be used. The rip-rap would be formed from loosely placed stone designed to absorb wave energy and prevent erosion. Rip-rap would be used over approximately 215 m of embankment with a typical width of 1-2 m and an overall total area of approximately 310 m<sup>2</sup>. Rip-rap size would be determined at detailed design but likely to have an indicative diameter of between 200-300 mm. The extent of rip-rap would be minimised by only using over sections of embankment with a 1:3 side slope and further landscaping would be done to blend these sections of steep slope with the more typical 1:20 side slopes proposed elsewhere along the reach. Locally sourced material would be used as rip-rap where possible.” (Environmental Report)

## **Summary**

“In summary, whilst the raising of the footpath and associated works would result in localised change to the setting of the immediate landscape and wider World Heritage Site, AONB and Jurassic Coast, due to the limited scale of the works and taking into consideration the benefits arising with regard to public accessibility to the footpath, it is considered that the proposed amendment is unlikely to give rise to any landscape and visual significant adverse effects over and above those arising from the approved LORP Scheme.” (Environmental Report)



**Key:**  
— Red Line boundary  
▨ Western Footpath Area of Interest

**Notes:**  
 1. Area of interest is approximately 70000m<sup>3</sup>

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
P01	01/04/21	FOR CONSTRUCTION	NH	NH	SM	TW

<p>Apature, Pynes Hill Court, Pynes Hill, Exeter, EX2 5SP Tel: +44 (0) 1392 265800 www.jacobs.com</p>	

**Client:** Environment Agency, Devon County Council  
**Project partners:** CLINTON DEVON ESTATES

**Project:** LOWER OTTER RESTORATION PROJECT

**Drawing title:** WESTERN FOOTPATH AREA OF INTEREST

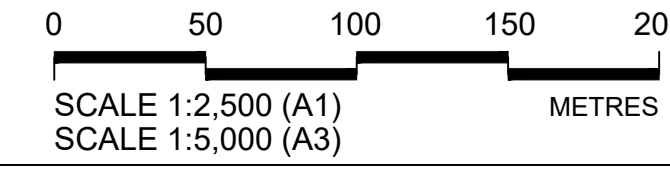
**Drawing status:** S2

**Scale:** AS SHOWN / DO NOT SCALE  
**Jacobs No.:** 684492 / Rev P01  
**Client no.:**

**Drawing number:** ENVIMSW002045-CH2-000-000-DR-LP-0102

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**SOUTH PLAN**  
 SCALE 1:2,500 AT A1, 1:5,000 AT A3





**Devon Countryside Access Forum**  
**DRAFT WORK PROGRAMME 2022 - 2023**

ACTIVITY	TIMING
<b>Consultations</b> <ul style="list-style-type: none"> <li>○ Local Development Framework documents and Neighbourhood Plans (district/borough councils)</li> <li>○ England Coast Path variation reports</li> <li>○ Rights of Way Improvement Plan Review (10 year)</li> <li>○ Other consultations</li> </ul>	<p>Throughout year</p> <p>Throughout year 2022</p> <p>Throughout year</p>
<b>DCAF proactive work</b> <ul style="list-style-type: none"> <li>○ Disability access</li> <li>○ Multi-use trails and equestrian use</li> </ul>	<p>Throughout year</p>
<b>Project updates</b> <ul style="list-style-type: none"> <li>○ Clyst Valley Regional Park</li> <li>○ Countryside Code</li> <li>○ England Coast Path</li> <li>○ Exeter Valley Parks</li> <li>○ Killerton 'historic landscapes' project</li> <li>○ 'Don't Lose Your Way' (Ramblers)</li> <li>○ Lower Otter restoration project</li> <li>○ Stover Country Park restoration project</li> <li>○ Multi-use trails</li> <li>○ Tamara Landscape Partnership scheme – coast to coast walk</li> <li>○ Pebblebed Heaths improvements</li> </ul>	<p>As appropriate</p>
<b>Training</b> <ul style="list-style-type: none"> <li>○ Training day on site</li> <li>○ Definitive Map Review (Devon Archives and Local Studies)</li> <li>○ P3 workshops</li> <li>○ Other workshops and training events</li> </ul>	<p>Details to be confirmed. Early summer 2022. 2022-2023</p> <p>As arranged 2022-2023 To be offered to members</p>

<p><b>Presentations</b></p>	<p>September 2022 January 2023</p>
<p><b>General aspirations 2022-2023</b></p> <ul style="list-style-type: none"> <li>○ Respond to consultations, using working groups where appropriate</li> <li>○ Support the Public Rights of Way section, DCC</li> <li>○ Ensure integration between the Rights of Way Improvement Plan and other strategies and policies</li> <li>○ Continue to work with DCC on multi-use route development</li> <li>○ Continue to encourage working with landowners</li> <li>○ Consider increased use of the countryside and how to encourage responsible use</li> <li>○ Contribute to green infrastructure policy development throughout the County</li> <li>○ Continue the link with the Public Rights of Way Committee</li> <li>○ Liaise with neighbouring local access forums, as appropriate</li> <li>○ Raise the profile of the DCAF</li> </ul>	<p>Throughout year</p>
<p><b>Publications</b></p> <ul style="list-style-type: none"> <li>○ Annual Report</li> </ul>	<p>April 2023</p>