

# **Woodbury Parish Neighbourhood Plan (Referendum Version)**

Plan Period 2020 to 2031

Woodbury Parish Council  
April 2026

# The Parish of Woodbury



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## 1. A Vision for Woodbury Parish

- 1.1. The aim of this Woodbury Parish Neighbourhood Plan (the Neighbourhood Plan or NP) is to set out policies for the Parish prior to a review date of 2029. The Neighbourhood Plan will ensure our Parish develops in a way that is sustainable economically, socially and environmentally, and that all our parishioners enjoy living here and can share a strong sense of community. The Plan period is 2020 to 2031. The neighbourhood area is shown on the map on Page 1 of this document.
- 1.2. The concept of Neighbourhood Plans was introduced in the Localism Act 2011 and each Plan must meet the following “Basic Conditions”:
  - generally conform with the strategic policies of the formally adopted Local Plan for the area;
  - have regard to national policies and advice contained in guidance provided by the Secretary of State.
  - contribute to achieving sustainable development.
- 1.3. The statutory Local Plan for the area is the East Devon Local Plan 2013 – 2031, prepared by East Devon District Council and formally adopted in January 2016. Woodbury relates particularly to Strategy 27 of the Local Plan – “Development at the Small Towns and Larger Villages” ... “seeking to accommodate modest development that supports and complements rural areas whilst helping to sustain their intrinsic qualities and appeal.” Exton and Woodbury Salterton do not relate to Strategy 27 as they are deemed to be in the open countryside.
- 1.4. Whilst the Local Plan covers the whole of East Devon, our Neighbourhood Plan focuses on the needs of Woodbury Parish and allows the local community to specify in more detail what they expect from development. For example, it contains more detail on aspects such as village design and shaping future development in our area. The Plan also guides the provision of infrastructure, for example, setting out priorities for new development such as improving streets, public spaces, pedestrian links and mitigating pressures on the environment. This will inform subsequent negotiations between East Devon District Council and all developers. Once approved (‘Made’) our Neighbourhood Plan will have legal (Statutory) status and every planning application will be examined for compliance with our stated policies. Various documents have been referred to in the preparation of this Plan, which are listed in Appendix A.
- 1.5. Woodbury Parish is a thriving community of mixed ages, occupations and aspirations. It is within Exeter’s area of economic activity and contains several business parks.

- 1.6. The Parish is also situated partially within or close to the East Devon National Landscape, notable Sites of Special Scientific Interest (Appendix B) and the Jurassic Coast, making this a much sought-after location.
- 1.7. As an objective, any future development should be measured against the resulting associated net gain for the Parish in terms of required improvements to infrastructure and the environment as identified herein. Particular attention will need to be paid to ensuring that the rural characteristics, traditions and the current attractions of residing in the Parish are not violated and any development and commercial activities are compatible with the wider interests of the community.
- 1.8. Buildings of whatever purpose should be designed sympathetically to conform to style and standards in keeping with the distinct character of the villages and the vernacular of adjacent buildings. In this respect, the Village Design Statement still provides essential guidance to Parish requirements (Appendix C).
- 1.9. The necessary improvements to infrastructure we propose will help preserve and enhance the integrity of both the built and natural environment, thereby stimulating opportunities to enhance the quality of life for parishioners and strengthen the conditions for a viable and sustainable mixed community for the future.
- 1.10. Those aspects of the natural and human environment which have statutory designations, such as National Landscapes (Areas of Outstanding Natural Beauty), Sites of Special Scientific Interest (SSSI), Scheduled Monuments, Listed Buildings, Conservation Areas and trees with Tree Preservation Orders are safeguarded by the Town and Country Planning Act, national planning policy (the National Planning Policy Framework and its accompanying guidance), local plan policy and application of the East Devon District Council Local Plan, and as such there is no need to address their protection via this Neighbourhood Plan.
- 1.11. However, the Neighbourhood Plan does give the Parish an opportunity to:
  - take a holistic view of what is valued locally (rather than the disjointed approach that can result of applying separate planning policies and legislation to all the various aspects individually and individual planning applications at various times) as everything sits within the same landscape and Parish; and
  - identify aspects and features that are not already protected or designated, but which are locally important, and thereon seek to protect and manage these through the Neighbourhood Plan.
- 1.12. Woodbury Parish includes within its bounds three distinctive villages, being Woodbury, Woodbury Salterton and Exton as well as RMTC Lympstone which has a significant economic and residential influence on the Parish. The Parish

is fringed at its western boundary by the River Exe and parishes on the lower Clyst valley. On its eastern boundary is the expanse of Woodbury Common, which rises to a height of 180m above sea level and is part of the East Devon National Landscape. To the south the Parish extends towards Exmouth and in the north, it is bounded by the local authority highway A3052.

- 1.13. Woodbury is the largest of the three villages and lies in the centre of the Parish, at about 70m above sea level. Woodbury Salterton is a mile to the north of Woodbury and Exton is a mile to the west. The Parish is well placed for links to the rest of the country, featuring a branch line railway station at Exton and being near to Junction 30 of the M5 motorway. Exeter Airport is also within easy commuting distance.
- 1.14. The resident population of the Parish totals approximately 3,667 people of which 1,748 live in Woodbury, 1,278 in Exton (including CTCRM Lymphstone) 641 in Woodbury Salterton (2023 ONS statistics).
- 1.15. We have the benefit of living in a parish with a thousand years of history which, whilst originally based on an agrarian economy, has developed and evolved over the centuries into one of the largest parish communities within Devon. As the Woodbury Village Design Statement (2002) correctly records: “From salt marsh to heathland summit, few parishes can share the variation of scenery, of elevation, aspect and ecology that is the intrinsic charm of Woodbury Parish's heritage”.
- 1.16. To retain such heritage and yet allow our Parish to thrive, it is of primary importance that the principles of sustainable development are applied in the design of individual buildings (new build or extension) and in the design of new developments.

## 2. Housing Development

- 2.1. Woodbury is the largest settlement in the Parish with smaller settlements at Exton and Woodbury Salterton. Each settlement has different characteristics but all manage to show their historical development and linkage to their economic changes from agriculture and fishing to mainly tourism and agriculture.
- 2.2. The characteristics of farms, with associated buildings have changed to larger more “industrial” buildings, and farm labourers’ cottages, to homes for families not tied to the land however they still fit into their environment. This association of housing and the environment needs to be maintained with appropriate housing for future needs.
- 2.3. Many of the residents in the Parish commute to Exeter or Exmouth for work though there are some small local businesses and some who work from home. Transport is a major issue with most residents using private cars rather than public transport which is limited and not always convenient. Dependency on private cars causes high traffic volumes, congestion and on road parking issues.
- 2.4. House building in the Parish in recent years has focused primarily upon smaller developments and individual infill sites. This development has done little to address the need for affordable housing or to provided houses of an appropriate size to meet local need. New housing is often far too expensive for local needs and inappropriate to local earnings and thus the new housing tends to go to “incomers” rather than local families. East Devon District Council is addressing the strategic delivery of new housing up to 2042 as part of the preparation of its emerging Local Plan. Sites are proposed for new housing in both Woodbury and Exton in that Plan.
- 2.5. The Parish recognises that housing development is needed to maintain schools and local facilities, however development needs to be appropriate for the area in design, cost and size. Houses are required for those entering the property ladder, moving up the ladder and for those moving back down the ladder. The lack of suitable housing for an ageing population who wish to downsize yet remain in the Parish causes stagnation in the housing market.
- 2.6. Objective
  - to meet local housing needs by providing houses of appropriate size, location and cost
  - to achieve a balance between sustainable development called for by planning policy and local need
  - to protect and enhance the character and features of the Parish.
- 2.7. It is recognised that the three settlements have historically grown but nevertheless any future growth has to be managed to consider the expectations of the entire community. To this end the Parish Council will

conduct a Housing Needs Survey as required and identify community led developments to meet local needs. Any revision of the Plan will take place as deemed necessary by the Parish Council. The aim of this Woodbury Parish Neighbourhood Plan (the Neighbourhood Plan or NP) is to set out policies for the Parish prior to a review date of 2029. The Neighbourhood Plan will ensure our Parish develops in a way that is sustainable economically, socially and environmentally, and that all our parishioners enjoy living here and can share a strong sense of community.

- 2.8. The following general principles will apply to developments, that they:
- will be in keeping with the local surrounding area by being of an appropriate scale, mass, height, size, layout and density, also through the use of appropriate materials and recognising the importance that windows, roofs, detailing, the colour palette and use of traditional materials and techniques make to local distinctiveness
  - will not adversely impact on the amenity of neighbouring properties;
  - include landscaping which compliments and enhances the character and ecology of the area
  - avoid any negative impact on views into and out of settlements, heathland and the coast
  - encourage the re-instatement of architectural detail
  - provide a balance of properties appropriate for the age profile and housing need of the Parish population
  - be designed to facilitate integration into the existing community and provide safe pedestrian access to village amenities
  - provide for the storage of recycling and waste containers
  - should include green initiatives, such as solar panels, heat pumps, rainwater harvesting, etc.
  - include electric car charging points in accessible positions for all new dwellings
  - state, in the case of significant development, how the provision for and development of social, education and health facilities will be achieved in anticipation of changes to the local population resulting from the development
- 2.9. The building of new residential property or extensions to an existing property within the curtilage of an existing residential property must not be over-development of the site.
- 2.10. Development which erodes the open spaces between existing built settlements will not be supported to avoid the coalescence of these settlements.
- 2.11. The policy relies on the existing Woodbury Design Guidance (Appendix C) to underpin the second part of Policy 1. The Parish Council will be updating the Design Guidance shortly. Any review of the Plan will incorporate the revised Design Guidance.

## **Policy 1: New Housing Developments**

- P1.1 In accordance with thresholds set by Local Plan policy, housing development proposals for multiple dwellings should provide a mix of sizes and types that reflects identified local needs as indicated by the latest Housing Needs Survey, including, where relevant, opportunities for self-build and affordable housing for social rent.
- P1.2 Development proposals should deliver high-quality design which conforms to the local character as set out in the Woodbury Design Guidance document (Appendix C) and is in keeping with the local surrounding area by virtue of an appropriate scale, mass, height, size, layout and density, and the use of appropriate materials.
- P1.3 Development proposals should be in sustainable and accessible locations and have access to regular and reliable public transport, existing footpaths and cycleways enabling reduced dependency on car use whilst also recognising the importance of disabled access.
- P1.4 Development proposals should respond positively to their immediate locality and avoid any adverse environmental impacts. Where an environmental impact is unavoidable, proposals should incorporate appropriate mitigation measures.

### 3. Transport Infrastructure

The Parish sits on important access routes from growing centres of housing to centres of employment, leisure and community services. For example, the town of Exmouth, that is rapidly expanding, acts as a dormitory town to Exeter, and the associated business parks and employment areas. As both the residential footprint of Exmouth increases and more businesses are actively recruited to East Devon then transport links become even more important. The need to improve transport links has reached a critical stage. Current traffic volume and speed through Woodbury has been independently monitored and shown to be consistently excessive.

- 3.1 The A376 main road from Exmouth to Exeter through Exton is a major concern. Often the traffic on this road comes to a standstill and commuters and holiday makers are forced into long delays. It needs to be a priority for improvement. The flooding caused by the streams that meet and pass under the A376 creates an ongoing problem for road users and residents of Exton. The relevant agencies need to consider the condition and maintenance of the streams and infrastructure to help eradicate these problems. Also closure of the road caused by accidents or repair work results in significant traffic issues in Woodbury village which is often used as a diversion route.
- 3.2 The B3179 takes heavy traffic from the northern side of Exmouth. With the number of houses planned for the north of Exmouth this will only increase. Traffic and the speed that it passes through the village of Woodbury is a major safety concern for pedestrians using the inadequate footpaths on Broadway and Globe Hill. Traffic on other minor roads through and around the Woodbury village such as Castle Lane, Town Lane, Gilbrook, Oakhayes and Parsonage Way also suffer from an increase in volume and speed. Many of these minor roads have no footpaths and are poorly lit.
- 3.3 The A3052 at The White Horse Inn is a link to Woodbury Salterton, Greendale Business Park and Exeter Airport. The road is very narrow in places and is expected to carry heavy goods vehicles and buses. Cyclists use the road, which with inadequate signage, is a danger for all road users. There is no provision for pedestrian traffic between the two settlements.
- 3.4 Exton has a railway station but there is little parking available and no other linked public transport to access the station. A safe cycle path from Woodbury Salterton and Woodbury connecting with the Exe Estuary Trail and secure cycle storage may encourage the uptake of this facility particularly in the warmer months.
- 3.5 Transport options can have a significant impact on social exclusion, especially for groups with limited or no access to private vehicles, such as the old and the young. The Parish suffers from having very few public transport services, which directly limits access to employment and community facilities with consequent impact upon health and wellbeing.

- 3.6 If EDDC and DCC wish to pursue a Zero Carbon Agenda there needs to be thought and action put towards reducing the need for an over reliance on cars and to provide suitable consideration to cyclists, pedestrians and an appropriate public transport provision for our settlements.
- 3.7 The railway stations at Exton and Lymstone and the bus routes on the A376 provide a public transport service for their residents. Most of the Parish including Woodbury and Woodbury Salterton villages has poor provision of public transport.
- 3.8 Developments outside, but adjacent to, the Parish such as the major housing developments at Goodmores Farm and other sites in Exmouth will have increased traffic levels throughout the Parish.
- 3.9 Objectives
- to make improvements to the infrastructure of Woodbury and roads throughout the Parish to mitigate pressures arising from residential development both within and adjacent to the Parish. This should include consideration of highway capacity, train services, bus services and other modes of transport.
  - to establish safe pedestrian and cycle routes between and within the three settlements in the Parish
  - to establish safe links between public transport routes for commuters, leisure activities and tourists.
  - to ensure that the infrastructure within the Parish is safe for all users and that any upgrading and improvement is carried out in a timely manner in advance of any future development.
- 3.9 A considered approach to traffic management in Woodbury village is added as Appendix D. Similar schemes are also needed in all our villages and where young children and parents must cross roads.

## **Policy 2: Accessibility of New Development**

- P2.1 As appropriate to their scale, nature and location, proposals for new housing development should demonstrate how safe access to sustainable transport, including dedicated cycleways, walkways and public transport, have been included in the scheme. In the case of major developments this should be through a Transport Assessment.
- P2.2 Wherever practicable, new housing developments should provide pedestrian access to link up with existing or proposed footpaths, ensuring that the public can walk safely to access local services and facilities and public transport, including where necessary, providing safety measures to enable the safe crossing of roads.

### **Policy 3: Assessment of Cumulative Impact**

- P3.1 Development proposals should be designed and located so that they can be accommodated within the capacity of the local highway network.
- P3.2 Development proposals of more than ten dwellings within the Parish should be accompanied by an assessment of their impact on the local highway network which takes account of the cumulative impact of other development that has been granted or is known to be strategically planned within the Parish or adjacent to the parish boundary.
- P3.3 Development proposals that would have a net negative impact on the local highway network will not be supported, unless suitable mitigation measures are included within the associated planning application or an overriding public benefit can be demonstrated.

## 4 Utility Infrastructure

- 4.1 The utility structure of the Parish and settlements has developed organically throughout and reflects their development history. This has produced the structure, or lack of it, that we see today. Many of the newer developments do not have the unsightly aspects that were allowed in the older areas.
- 4.2 Throughout the Parish there are overhead electric power and telephone/broadband cables that detract from views and visual amenity. This is particularly notable within the villages where they impose on the street scene. All future cabling should be underground.
- 4.3 Whilst there is broadband and 4G available through much of the Parish, the signal is often poor and signal strength wavers.
- 4.4 Proposals for new, local power generation facilities, based on the use of fossil fuels will not be supported.
- 4.5 Some newer initiatives will be supported such as green energy installations like photovoltaic electricity generation, solar thermal heating, solar farms and wind power generation.
- 4.6 Objectives
  - to encourage new and replacement cables to be buried wherever possible.
  - to encourage new and improved utility infrastructure in order to meet the identified needs of the community, but such infrastructure must provide appropriate mitigation that demonstrates no detriment to the local environment and to the amenity of those residing within the Parish.
  - any new developments should be designed to incorporate renewable energy generation.

### Climate change mitigation

- 4.7 Climate change is a threat to the future of our society and the Neighbourhood Plan aims to deal with such implications locally, including the need for radical reductions in carbon emissions.
- 4.8 In Woodbury the community has expressed support for green initiatives including sustainable transport, maximising energy efficiency in the design of new buildings and encouraging the use of low carbon sources in energy production. The Neighbourhood Plan aims to support Woodbury by encouraging the use of renewable and low carbon technology initiatives.
- 4.9 Objectives
  - to decarbonise the local energy supply: renewable energy generation will be supported particularly where helping to conserve or enhance biodiversity.

- to ensure that new development aims to be carbon neutral, through design, construction and performance.
- to encourage green initiatives in new and existing development such as rainwater harvesting, vehicle electric charging points, energy efficiency improvements and measures to enhance biodiversity.
- to ensure accessibility to sustainable transport and community facilities to reduce the need for cars, for example link cycle and pedestrian routes to the school.

## **Policy 4: Green Energy Initiatives**

- P4.1 Development proposals for power generation from renewable and low carbon sources (and associated energy storage) will be supported. Any such facilities should be designed and sited to avoid adverse landscape, visual and environmental impact.
- P4.2 The incorporation of sustainable initiatives within new developments including but not limited to those in paragraph 4.9 of the Plan will be supported.
- P4.3 As appropriate to their scale, nature, and location, and where it is practicable to do so, development proposals should be accessible to sustainable transport.

## 5 Vehicle Parking within the Parish

Parking congestion, particularly out of normal working hours, has reached unsustainable levels within each of the Parish villages. Inconsiderate parking may result in an emergency vehicle being unable to access a property. More detail is provided in Appendix E.

### 5.1 Objectives

- to employ local measures as necessary to manage the parking problem within villages.
- to ensure that future developments have adequate parking provision.

## **Policy 5: Vehicle Parking Requirements**

P5.1 Development proposals for a new or enlarged dwelling should meet the following criteria:

1. Off-street should be provided least in the ratio of one parking space for a one-bedroom home, two car parking spaces for two and three bedroom homes and three parking spaces for four and more bedroom homes.
2. In the case of Houses with Multiple Occupation, the ratio should be one off-street parking space per bedroom.
3. Proposals should not result in the loss of off street car parking spaces for existing dwellings where it would lead to on-street parking that would be detrimental to highway safety.
4. Access for emergency vehicles should be ensured.
5. Cycle storage should be provided.

## 6. Environment

### Landscape and biodiversity

- 6.1 Woodbury Parish is perhaps one of the most diverse in the South West in terms of its variety of landscape. In the west at Exton, the Parish extends into the middle of the Exe estuary, with its internationally important saltmarshes and mudflats; and in the east to the hills of the East Devon National Landscape including the Pebblebed Heaths, where one of the largest expanses of lowland heath in southern Britain can be found. The Pebblebed Heaths have been a designated National Nature Reserve since 2020. Their lowland heathland habitat is one of the most important conservation sites in Europe, designated a Site of Special Scientific Interest, a Special Area of Conservation, and Special Protection Area.
- 6.2 The Parish is rich in areas of particular landscape and habitat significance. Below the heathland, the belt of farmland includes an area adjacent to the East Devon National Landscape in the south east of the Parish that has been recognised under previous Local Plan policy as an Area of Great Landscape Value. In addition, the Exe estuary is nationally important for its coastal habitat and designated a Site of Special Scientific Interest and Special Protection Area, and is also a RAMSAR site for its international significance as a waterfowl habitat.
- 6.3 Trees, wooded areas, Devon banks, sunken lanes and hedgerows together with watercourses and unfortunately too few ponds are an essential part of the natural environment of the Parish which is in real need of protection to continue supporting a wealth of biodiversity. The Parish itself is primarily a rural landscape where farming and light business is undertaken alongside the natural environment and human settlements.
- 6.4 A few remaining ancient woodland sites enrich the local environment by providing a range of food sources and habitat for wildlife. The welfare of existing trees and the green spaces are of a high priority to the community.
- 6.5 The new Clyst Valley Regional Park is a wildlife corridor linking large areas of East Devon. This is a network of multifunctional green spaces and water features and other natural features which can deliver a wide range of environmental, economic, health and well-being benefits for nature, climate, local and wider communities and prosperity. Where opportunities arise to create and link wildlife corridors and habitat with the Park, they should be encouraged and supported.
- 6.6 Objectives
- to retain and enhance the distinctive environment and character of the Parish by ensuring that environmental and historical features of local importance are retained, are sensitively managed and where possible enhanced, especially in the context of any development proposals.

- to protect, manage sensitively and enhance aspects of the local environment that are either significant in themselves or are valued by the local community or by visitors and in particular woodland, grassland, Devon Banks, sunken lanes, hedgerows and water bodies rich in fauna and flora.
- to minimise development impact on the natural environment and show net gains for biodiversity.
- to minimise development impact upon valued views and areas of landscape that may be defined in terms of their visual significance.

## **Policy 6: Landscape Enhancement**

P6.1 Development proposals should respond positively to existing trees, Devon banks, and hedges within or adjacent to the development site. Wherever practicable development proposals should incorporate additional vegetation of this type within their overall layout.

P6.2 Where new landscaping is proposed, native species of local provenance should be used and the siting of trees must take account of their canopy and root development.

## **Policy 7: Support for wildlife within new developments**

P7.1 As appropriate to their scale, nature and location, development proposals should make provision for wildlife which:

- a. incorporates swift bricks;
- b. includes bat boxes and barn owl boxes, especially where existing buildings are to be demolished;
- c. protects or establishes permeable and ideally planted boundaries that permit the movement of hedgehogs;
- d. include solitary bee boxes, bee bricks, and insect houses; and
- e. retains existing and where practicable plant new native trees, shrubs, and hedges to create green corridors for wildlife.

P7.2 All such provision of facilities for wildlife should be appropriately located on or adjacent to the development site.

## 6.7 Community actions

- To encourage the sensitive management and improvement of ecologically rich areas and pockets such as unimproved grassland, hedges, verges and churchyards.
- To identify veteran and other trees of significance within the Parish and apply for their protection by Tree Preservation Order.
- To identify those aspects of the local environment that are either significant in themselves or valued by the local community or visitors.

## Historic Built Environment

6.8 The earliest known human occupation of the Woodbury area is what remains of the Iron Age fort on Woodbury Common. It is not known when this was first established but it is thought to have been abandoned by 100 BC when those early inhabitants moved down from the hills to settle in the fertile wooded valleys nearer the estuary.

6.9 The Roman presence is known from the number of artefacts discovered in recent times, and there is no doubt the Saxons took up permanent residence in what is now the Parish which today bears the name they gave it. Woodbury is also recorded as a royal manor in the Domesday book.

6.10 A pattern of farms and smallholdings, ancient field patterns and banks, sunken lanes and hedgerows of great antiquity, surround the three villages. The villages share an historic past though each has evolved its own distinctive character. A rich assortment of buildings, building styles and materials has been created over many centuries with over 120 listed properties evidencing the Parish's varied heritage.

## 6.11 Objective

To preserve and enhance locally recognised key features including;

- historic or noteworthy buildings not on the National Heritage List for England
- unscheduled but important buried remains / sites of local significance,
- amenity areas, structures
- the Woodbury Conservation Area and areas worthy of conservation such as the centre of Woodbury Salterton.

## 6.12 Community actions

- To identify heritage assets considered by the Woodbury History Society to be of community value, considering the scale of any harm or loss and the significance of the heritage asset.

## Open and Community Spaces

6.13 The three villages benefit from having open and community spaces within the settlements and on the fringes. Community consultation showed that these spaces are highly valued by residents.

6.14 Community consultation also identified that provision for dog walking is inadequate across the Parish.

6.15 Objectives.

- To renew wherever agreement is possible, lease arrangements for open and community spaces with a long-term aim to acquire these for the community via agreement between the Parish Council and landowners
- To ensure that new development respects, retains and where possible enhances public and communally used open and green spaces, including village greens, recreation and sports grounds, allotments, and common land.

### **Policy 8: Green Spaces**

P8.1 Development proposals that would enhance the use and accessibility of public and communally used open and green spaces, including village greens, recreation and sports grounds, allotments, and common land will be supported subject to the avoidance of adverse biodiversity impacts.

P8.2 Development proposals that would involve the loss of public and communally used open and green spaces, including village greens, recreation and sports grounds and allotments, or which would detract from the attractiveness and accessibility of such spaces will not be supported unless it is demonstrated that the development:

- will result in a net increase in the community value of that space or assets, and features on it; or
- the proposal involves a replacement for the facility which is of equal or enhanced community value to that of the existing use.

## Flooding

- 6.16 Woodbury village is situated approximately 70 metres above sea level and is surrounded on three sides with slopes rising to some 180 metres above sea level in just over a mile. Consequently, the village is particularly vulnerable to inundation from fast-flowing surface water descending from higher ground.
- 6.17 Woodbury Salterton lies on relatively flat ground with poor percolation characteristics. Streams running through the settlement receive excessive surface water and consequently flood.
- 6.18 The lower part of Exton suffers inundation caused by rain run-off from fields to the East, the flood water descending from Woodbury Common and the lack of maintenance of the culverts in the main road bridge. All this is enhanced by tidal influence.

### 6.19 Objectives

- to address consistent flooding concerns and their associated problems.
- to encourage landowners to address land management issues contributing to flooding incidents.
- to ensure all new hard standing and parking areas have permeable surfaces.
- to encourage the County highway authority to maintain and improve kerbside drainage.
- to secure agreement and action by the relevant County and national agencies to alleviate the risk of, and actual flooding of Exton.

### 6.20 Community actions

Alleviation of flooding, by:

- encouraging agricultural and land management practices that reduce run off and soil erosion, (e.g. careful use of heavy machinery to minimise soil compaction, ensuring ground cover during predictable seasons of heavy rainfall, leaving hedges and banks in place and if necessary, reinstating them in critical locations, strategic planting);
- effective management and maintenance and improvement of gullies and ditches by the responsible parties which is a legal obligation;
- providing support to or set up Flood Resilience Groups, such as that that already exists in Woodbury Salterton.

## 7. Business

### Supporting and Encouraging Small Businesses

- 7.1 The Parish is already a key area with successful commercial and agricultural businesses operating locally and within the wider Exeter, Devon and South West economy. They provide valuable business and employment opportunities for many residents.
- 7.2 The development and growth of existing and new businesses may be supported to promote and sustain higher standards of living whilst avoiding adverse effects on the environment, transport, communications and infrastructure. Business and economic conditions are constantly changing presenting new opportunities for new businesses and diverse ways of working. Developments arising from such changes and opportunities will be considered favourably, unless they have a detrimental impact upon the built or natural environment, the communications and transport infrastructure, and that they comply with EDDC Local Plan Strategy E7.
- 7.3 Sympathetic conversion of existing agricultural or other buildings to business use may be encouraged and supported provided there is no detrimental environmental, traffic or infrastructural impact.
- 7.4 Objectives
- To encourage employment opportunities for residents within the Parish and thereby also reduce traffic flow into the Parish.
  - To encourage the provision of employment generating space for small businesses.
  - To avoid significant commercial developments in the open countryside and limit existing business parks to within the published Employment Areas.

### **Policy 9: Small Business Development**

P9.1 Development proposals for the extension of existing businesses or the sympathetic conversion of existing buildings to employment use will be supported where the following criteria are met:

- the size of the extension is proportionate to the scale of the premises concerned and can be accommodated within the existing curtilage of the premises;
- the premises are within accessible locations and would not generate a significant increase in vehicle movement;
- the proposal would respond positively to safeguarding the amenities of adjoining or nearby residential properties; and
- a commercial justification for larger business premises can be demonstrated and which cannot be met elsewhere in the vicinity.

## Farm and other rural buildings

- 7.7 The local community wish to encourage economic diversity within the agricultural and rural economy whilst at the same time preventing heavy transport vehicles from creating lasting damage to the surface and sub-base of rural roads. The suitability of connecting roads must be a factor when considering any planning application for diversification away from agricultural enterprises.

### **Policy 10: Rural Diversification**

P10.1 Development proposals for the re-use of farm and other rural buildings for business or tourism purposes will be supported where:

- the proposed use is small-scale;
- if on an operational farm, the use is subservient to the farm and its operations;
- they respond positively to the surrounding landscape or environment;
- they respect the amenities of adjoining or nearby residential occupiers;
- they can be accommodated within the local highway network; and
- they ensure that buildings are converted to a standard that meets the design guidelines set out in Appendix C.

## Stables used for equine activities within the open countryside

- 7.8 The keeping and riding of horses gives pleasure and income to many people but some associated activity – such as the construction and operation of indoor and outdoor facilities, traffic, lighting – can cause problems for neighbours and have an adverse environmental impact. Each planning application needs to be considered on its merits and will only be supported where the proposed activity can be seen to contribute to the conservation and enhancement of the landscape of Woodbury Parish (and its wider setting) and its quiet enjoyment.
- 7.9 A rule of thumb is approximately 0.5 hectare of grazing pasture per horse. This helps to avoid overgrazing and poaching, protecting the biodiversity of the grassland, and reduces the need for extra hay being imported by road.
- 7.10 New buildings to accommodate ménages or arenas, due to their size, are unlikely to be acceptable in an open countryside location, although they may be able to utilise redundant farm buildings. Outdoor facilities may be acceptable but should fit into the existing landscape not cut across it, and should not require significant regrading to provide a level surface.

## **Policy 11: Equine Activities**

P11.1 Equestrian development will be supported where it:

- is of a scale and/or an intensity of equestrian use which will be compatible with the landscape and its special qualities, and demonstrates sensitive design which responds to local character and distinctiveness including location and siting;
- is well-related to existing infrastructure including vehicular and field access. Any field shelters should be located adjacent to existing vegetation. Native planting should be provided where existing vegetation is insufficient to screen the building concerned;
- re-uses existing buildings on a farm or holding wherever practicable and viable. Covered ménages or arenas should utilise existing agricultural buildings;
- locates new buildings, stables, yard areas and facilities adjacent to existing buildings whilst ensuring that they respect the amenities of surrounding properties and uses. Any new buildings should be established as a block, near to existing dwellings or farm buildings from which they will be managed, to improve security, reduce visual impact and minimise the footprint; and
- provides new or supplementary native planting, and boundary treatments which are consistent with local character, where appropriate.

## 8. Community, Leisure and Wellbeing

- 8.1 The Parish is well served with suitable sporting amenities and activities for children. However, where a facility exists on leased land or land which would be more appropriate for other activities, any change of use would only be considered when an acceptable alternative location and facility is offered.

### **Policy 12: Protection of Community Facilities**

P12.1 Development proposals which would result in the loss of a community facility will only be supported where one of the following criteria is met:

1. the facility is relocated to, or a better facility is provided, in an equally or more accessible and appropriate building or location;
2. it can be demonstrated that the facility is no longer needed and there is no reasonable prospect of use in the future;
3. a satisfactory assessment has taken place which proves there is an excess of such provision and the site or building is not needed for any other community facility or use.

### Village Halls

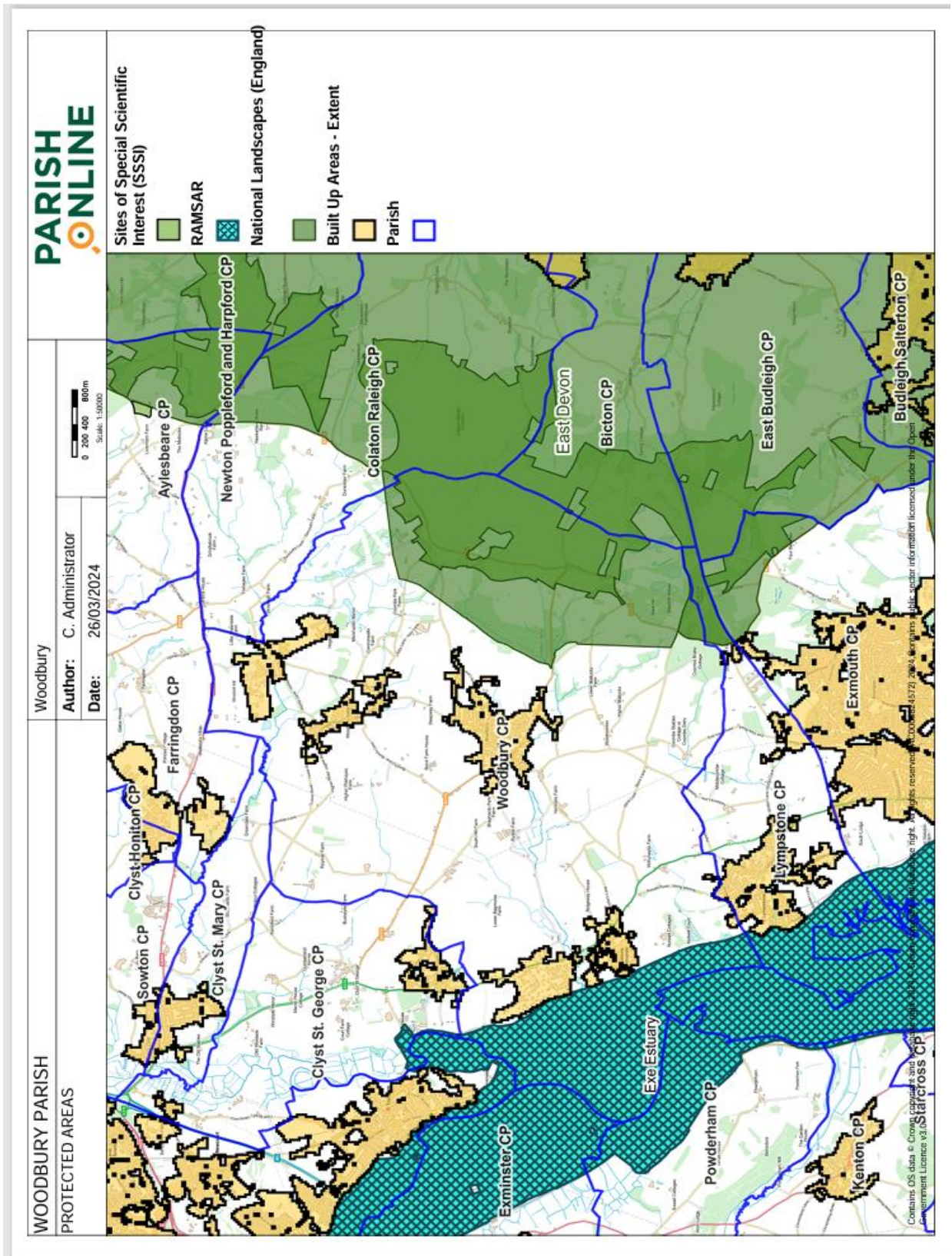
- 8.2 All three settlements of Woodbury, Woodbury Salterton and Exton have thriving village halls. Each hall has had stages of development and continues to be supported by the communities for various activities.
- 8.3 As communities develop and change there will be a need to consider the new amenities appropriate for the needs and functions that will be required.
- 8.4 Objectives
- The design for the new amenity should seek to accommodate Pre-School, indoor school sports, a growing number of village groups and societies, and continue to serve more easily as a performance and exhibition venue, with additional space for smaller meetings, improved catering and public toilets, necessary car parking space and access and facilities for the disabled.

## 9. Appendices

### Appendix A: Documents used to support this Plan

1. Woodbury Village Design Statement  
<https://eastdevon.gov.uk/media/252703/woodbury-village-design-statement.pdf>
2. Woodbury Conservation Area Appraisal  
<https://eastdevon.gov.uk/media/561070/woodburyca.pdf>
3. Woodbury Conservation Area Management Plan  
<https://eastdevon.gov.uk/media/561073/woodburycamp.pdf>
4. Map 1 – Woodbury historic building character  
<https://eastdevon.gov.uk/media/561064/woodbury-hbc.pdf>
5. Map 2 – Woodbury important features  
<https://eastdevon.gov.uk/media/561067/woodbury-imp-features.pdf>
6. Map 3 – Woodbury detracting features  
<https://eastdevon.gov.uk/media/561061/woodbury-detracting.pdf>
7. Map 4 – Woodbury building materials (roofs)  
<https://eastdevon.gov.uk/media/561055/woodbury-bm-roof.pdf>
8. Map 5 – Woodbury building materials (walls)  
<https://eastdevon.gov.uk/media/561058/woodbury-bm-walls.pdf>

### Appendix B: Designated protected areas and built up areas



**Appendix C: Design guidelines from the Village Design Statement which supports National Design Guide and the National Model Design Code.**

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive because of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a powerful sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>49</sup>; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

<b>Design Guidelines from the Village Design Statement</b>	
1	The designs of new houses should be sympathetic to the character of the village and the locality.
2	Proposed dwelling with flat or mono-pitched roofs will not be allowed.
3	Roofing materials to be thatch or tile with colour in keeping with the locality.
4	Garages, detached or integral should have pitched roofs similar to the house roofs. Flat roofs are not acceptable.
5	Dormers should have pitched roofs and be appropriate in size and scale to the main roof.
6	Chimneys can add character to our house and should be encouraged in the design.
7	Porches should be an integral part of the house design to avoid an afterthought appearance.
8	Designs for new houses should be commensurate with the size of the site. Large houses on small sites should avoid any appearance of overcrowding of the site.
9	Communal garage areas away from their dwellings should be avoided. Garages and Parking spaces should be adjacent to the houses to minimise on road parking.
10	Where new development is proposed particular attention must be paid to landscaping including the preservation of existing trees and the planting of new native species of local providence.
11	New entrance splays and gateways from village roads and lanes must blend with adjacent properties and hedgerows using native species.
12	Cupressocyparis leylandii hedging is unacceptable
13	Soft exterior lighting to driveways is preferred to floodlit types. New streetlight lighting should be a traditional design and not cause nuisance to neighbouring properties.
14	Development of groups of houses should show variation in design and style. Detached, semi-detached and even short terraces are acceptable.
15	Pedestrian access between selected houses to the Village Centre should be included where possible.
16	Small buildings for craft workshops and light industry should comply with design guidelines for new housing.
17	Where signing and nameplates for a site is proposed they should be minimal.
22	New buildings on farm and other rural sites should have material that minimises visual impact to receptors within their visual envelope and with provision of trees and hedge screens where these support visual mitigation.
23	Conversions, extensions and major replacement should be in keeping with original materials.
24	Satellite dish aerials should be discreetly sited if possible.
25	When siting new houses, spaces should be left between them so that the views within the village are not lost.
26	New developments should endeavour to maintain Devon bank hedges and where necessary new planting should be of native tree species.
28	The removal of hedgerows should be resisted where practicable.
30	Access to houses should include a variety of surfaces.
31	Foot paths in the village should be preserved and enhanced.

## Appendix D: Community traffic calming suggestions

The number and speed of vehicles through the Parish and the settlements is a concern for the majority of residents.

Woodbury village is adversely affected by through traffic using the B3179 and adjacent roads. The Plan would like to see:

1. The gateway features into the Village on the B3179 be marked by chicanes.
2. A roundabout, with a raised centre, to be created at the junction of the B3179 and Fulford Way to enable traffic to safely turn into Fulford Way and the surgery without the apparent widening of the road leading to higher speeds as traffic leaves and enters the Village.
3. Gateway features for the village of Woodbury need to be part of the speed limit restrictions. A 30mph limit near the entrance of Higher Bagmores Farm followed by a 20mph limit passed Bonds Lane junction prior to the cycle route crossing at the top of Globe Hill
4. The roads encompassed by Globe Hill to Cottles Lane to Castle Lane, Town Lane, Couches Lane and Downs Corner be designated a 20mph area.
5. Calming tables created in the following locations, to provide reminders of the presence of vulnerable pedestrians where there may be no footways in the Village:
  - 5.1 Town Lane between Flower Street and Orchard Close linking the footways and immediately prior to the school;
  - 5.2 Castle Lane between Stokes Mead and Webbers Meadow, again prior to the school;
  - 5.3 Greenway outside the Strand linking the footways across the road; between Summerfield and the Stone Cross and by Christ Church.
6. All proposals are adequately signposted.

## **Appendix E: Levies from Future Developments within the Parish**

1. With future housing developments there will be payments made to the Parish. When the Neighbourhood Plan is made this payment will be twenty five percent of the CIL that EDDC receives.
2. It is important that we prioritise the use of these monies. The levy may be used in a variety of ways funding a number of infrastructure projects. This flexibility gives local areas the opportunity to choose what infrastructure they need to deliver for their relevant plan.
3. We must also be aware of the need to maintain Parish amenities such as playparks and use monies appropriately for ensuring their safe use and development.
4. Therefore, we need to prioritise how these monies may be spent raised from the development of new housing projects. It would seem appropriate that any money that the Parish receives from housing development be used to mitigate the development or enhance the development for the benefit of the community.
5. A recent survey and submission to Devon County Council for a 20mph speed restriction within Woodbury was supported by a large number of residents.
6. A recent request from the Parish has been that dog walking facilities be provided again within the village of Woodbury.
7. With any new development it is imperative that connections from these developments should occur through the Parish and provide the new development with access to the parts of the centre such as schools, shops and surgeries that any new residents would require.
8. Safe pathways and additional footpaths and cycle ways linking to existing and proposed routes would be looked upon favourably. Some existing footpaths would need to be improved to enable more residents to use them in a safe manner. Safety issues already exist surrounding the village schools of Woodbury Salterton and Woodbury. The widening of footways particularly along Broadway, Castle Lane and Greenway in Woodbury and outside the village school and church in Woodbury Salterton would help to alleviate possible risks. Along with better footpaths is a need to improve some street lighting in all settlements on existing roads.
9. Residents also asked for the improvement of facilities for schools, sports, culture and leisure in all settlements. Parking is a pressing need for all settlements particularly around community amenities such as schools, Village Halls and surgery.
10. A consultation of May 2022 resulted in the following data:

	CATEGORY	HIGHLIGHTS
WOODBURY PARISH	Facilities	<p>EV charging points are requested on many questionnaires.</p> <p>Car parks which could include charge points.</p> <p>Maintain and increase green spaces for wellbeing, leisure activities and exercise, to include some equipment to get fitter.</p> <p>Maintain “Village type” life so a community spirit exists and thrives. This includes good village Halls, Activity Areas and Club/Hub potential locations.</p> <p>Schools and Dr Surgeries and also important but Ward Sizes will no doubt dictate requirements.</p> <p>Dog Walking areas and Ponds are mentioned regularly across the Parish</p>
	Green/Bio	<p>Green spaces to be kept within any new development with Nature corridors.</p> <p>Tree preservation and areas with more tree planting and pond area to relax and enjoy the countryside.</p> <p>EV Charging points mentioned here too.</p> <p>How about research into Community type Solar and Wind energy projects.</p> <p>All new homes to be carbon neutral</p> <p>A village is Rural and that means Green healthy living lets keep it that way.</p>
	Connectivity	<p>Village speed limits of 20mph and access lanes to be at 30mph max.</p> <p>Connection Services from the villages are not good. We would like more direct services to Exeter and the railway and later evening bus service needed.</p> <p>To increase connected cycleways and pathways are the future for the Parish and the villages.</p> <p>With the increase in properties across this part of East Devon the Parish is under significant stress in regards of traffic whether the A376, the common through Woodbury and Woodbury Salterton. Wherever possible we need to divert traffic away from the village centres and increase diversity for routes of travel.</p>

## **Appendix F: Summary of Policies**

### **Policy 1: New Housing Developments**

- P1.1 In accordance with thresholds set by Local Plan policy, housing development proposals for multiple dwellings should provide a mix of sizes and types that reflects identified local needs as indicated by the latest Housing Needs Survey, including, where relevant, opportunities for self-build and affordable housing for social rent.
- P1.2 Development proposals should deliver high-quality design which conforms to the local character as set out in the Woodbury Design Guidance document (Appendix C) and is in keeping with the local surrounding area by virtue of an appropriate scale, mass, height, size, layout and density, and the use of appropriate materials.
- P1.3 Development proposals should be in sustainable and accessible locations and have access to regular and reliable public transport, existing footpaths and cycleways enabling reduced dependency on car use whilst also recognising the importance of disabled access.
- P1.4 Development proposals should respond positively to their immediate locality and avoid any adverse environmental impacts. Where an environmental impact is unavoidable, proposals should incorporate appropriate mitigation measures.

### **Policy 2: Accessibility of New Development**

- P2.1 As appropriate to their scale, nature and location, proposals for new housing development should demonstrate how safe access to sustainable transport, including dedicated cycleways, walkways and public transport, have been included in the scheme. In the case of major developments this should be through a Transport Assessment.
- P2.2 Wherever practicable, new housing developments should provide pedestrian access to link up with existing or proposed footpaths, ensuring that the public can walk safely to access local services and facilities and public transport, including where necessary, providing safety measures to enable the safe crossing of roads.

### **Policy 3: Assessment of Cumulative Impact**

- P3.1 Development proposals should be designed and located so that they can be accommodated within the capacity of the local highway network.
- P3.2 Development proposals of more than ten dwellings within the Parish should be accompanied by an assessment of their impact on the local highway network which takes account of the cumulative impact of other development that has been granted or is known to be strategically planned within the Parish or adjacent to the parish boundary.
- P3.3 Development proposals that would have a net negative impact on the local highway network will not be supported, unless suitable mitigation measures are included within the associated planning application or an overriding public benefit can be demonstrated.

### **Policy 4: Green Energy Initiatives**

- P4.1 Development proposals for power generation from renewable and low carbon sources (and associated energy storage) will be supported. Any such facilities should be designed and sited to avoid adverse landscape, visual and environmental impact.
- P4.2 The incorporation of sustainable initiatives within new developments including but not limited to those in paragraph 4.9 of the Plan will be supported.
- P4.3 As appropriate to their scale, nature, and location, and where it is practicable to do so, development proposals should be accessible to sustainable transport.

### **Policy 5: Vehicle Parking Requirements**

- P5.1 Development proposals for a new or enlarged dwelling should meet the following criteria:
1. Off-street parking should be provided in the ratio of one parking space for a one-bedroom home, two car parking spaces for two and three bedroom homes and three parking spaces for four and more bedroom homes.
  2. In the case of Houses with Multiple Occupation, the ratio should be one off-street parking space per bedroom.
  3. Proposals should not result in the loss of off street car parking spaces for existing dwellings where it would lead to on-street parking that would be detrimental to highway safety.
  4. Access for emergency vehicles should be ensured.
  5. Cycle storage should be provided.

## **Policy 6: Landscape Enhancement**

- P6.1 Development proposals should respond positively to existing trees, Devon banks, and hedges within or adjacent to the development site. Wherever practicable development proposals should incorporate additional vegetation of this type within their overall layout.
- P6.2 Where new landscaping is proposed, native species of local provenance should be used and the siting of trees must take account of their canopy and root development.

## **Policy 7: Support for wildlife within new developments**

- P7.1 As appropriate to their scale, nature and location, development proposals should make provision for wildlife which:
1. incorporates swift bricks;
  2. includes bat boxes and barn owl boxes, especially where existing buildings are to be demolished;
  3. protects or establishes permeable and ideally planted boundaries that permit the movement of hedgehogs;
  4. include solitary bee boxes, bee bricks, and insect houses; and
  5. retains existing and where practicable plant new native trees, shrubs, and hedges to create green corridors for wildlife.
- P7.2 All such provision of facilities for wildlife should be appropriately located on or adjacent to the development site.

## **Policy 8: Green Spaces**

- P8.1 Development proposals that would enhance the use and accessibility of public and communally used open and green spaces, including village greens, recreation and sports grounds, allotments, and common land will be supported subject to the avoidance of adverse biodiversity impacts.
- P8.2 Development proposals that would involve the loss of public and communally used open and green spaces, including village greens, recreation and sports grounds and allotments, or which would detract from the attractiveness and accessibility of such spaces will not be supported unless it is demonstrated that the development:
- will result in a net increase in the community value of that space or assets, and features on it, or
  - the proposal involves a replacement for the facility which is of equal or enhanced community value to that of the existing use.

## **Policy 9: Small Business Development**

P9.1 Development proposals for the extension of existing businesses or the sympathetic conversion of existing buildings to employment use will be supported where the following criteria are met:

- the size of the extension is proportionate to the scale of the premises concerned and can be accommodated within the existing curtilage of the premises;
- the premises are within accessible locations and would not generate a significant increase in vehicle movement;
- the proposal would respond positively to safeguarding the amenities of adjoining or nearby residential properties; and
- a commercial justification for larger business premises can be demonstrated and which cannot be met elsewhere in the vicinity.

## **Policy 10: Rural Diversification**

P10.1 Development proposals for the re-use of farm and other rural buildings for business or tourism purposes will be supported where:

- the proposed use is small-scale;
- if on an operational farm, the use is subservient to the farm and its operations;
- they respond positively to the surrounding landscape or environment;
- they respect the amenities of adjoining or nearby residential occupiers;
- they can be accommodated within the local highway network; and
- they ensure that buildings are converted to a standard that meets the design guidelines set out in Appendix C.

## **Policy 11: Equine Activities**

P11.1 Equestrian development will be supported where it:

- is of a scale and/or an intensity of equestrian use which will be compatible with the landscape and its special qualities, and demonstrates sensitive design which responds to local character and distinctiveness including location and siting;
- is well-related to existing infrastructure including vehicular and field access. Any field shelters should be located adjacent to existing vegetation. Native planting should be provided where existing vegetation is insufficient to screen the building concerned;

- re-uses existing buildings on a farm or holding wherever practicable and viable. Covered ménages or arenas should utilise existing agricultural buildings;
- locates new buildings, stables, yard areas and facilities adjacent existing buildings whilst ensuring that they respect the amenities of surrounding properties and uses. Any new buildings should be established as a block, near to existing dwellings or farm buildings from which they will be managed, to improve security, reduced visual impact and minimise the footprint; and
- provides new or supplementary native planting, and boundary treatment which are consistent with local character, where appropriate.

## **Policy 12: Protection of Community Facilities**

P12.1 Development proposals which would result in the loss of a facility will only be supported where one of the following criteria is met:

1. the facility is relocated to, or a better facility is provided in, an equally or more accessible and more appropriate building or location; or
2. it can be demonstrated that the facility is no longer needed and there is no reasonable prospect of use in the future; or
3. a satisfactory assessment has taken place which proves there is an excess of such provision and the site or building is not needed for any other community facility or use.