

Woodbury Parish Neighbourhood Plan – Consultation Statement

Regulation 15 submission

Woodbury Parish Council
September 2025

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Preface

This Consultation Statement has been prepared by the Woodbury Parish Neighbourhood Plan Steering Group to conform to the legal obligations of the Neighbourhood Planning Regulations 2012.

Section 15 (2) of Part 5 of the Regulations sets out that a Consultation Statement should:

- a) contain details of the persons and bodies who were consulted about the proposed neighbourhood development plan
- b) explain how they were consulted
- c) summarise the main issues and concerns raised by the persons consulted
- d) describe how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood plan

Part 1 of this Consultation Statement summarises all statutory and non-statutory consultation undertaken with the community in developing the Woodbury Parish Neighbourhood Plan.

The aims of the Woodbury Parish Neighbourhood Plan consultation process were to:

- ensure local people and other stakeholders were kept informed and engaged from the earliest stage
- engage with as wide a range of people as possible, using a variety of events and communication techniques
- hold consultation events and drop-in sessions at key points in the process for local people to 'have their say' and get feedback on the emerging Plan and when decisions were required
- ensure that the results of consultation and updates on the Neighbourhood Plan were provided for local people as soon as possible after consultation events through the most appropriate and widely read media

Part 2 of this Consultation statement summarises the responses received to the public consultation held in June 2024 and how these have been taken into account in revising the Neighbourhood Plan for submission under Regulation 15.

Part 1

1.1 Background to consultation

Woodbury Parish Council agreed to undertake a Neighbourhood Plan in 2013 and EDDC approved the Parish Council as the ‘qualifying body’ for the preparation of a Neighbourhood Plan for the plan area of Woodbury Parish. At a Full Parish Council meeting early in 2013, the first Neighbourhood Plan Steering Group was set up comprising three Parish Councillors, one from each of the three parish wards to ensure cross parish representation. In accordance with guidance produced by the Department for Communities and Local Government and other advisory groups the working group set out a programme to prepare the first draft Neighbourhood Plan by the end of April 2014. In accordance with the programme much work was undertaken and in January 2014 a document ‘Visions and Policies’ was published. This document, together with a questionnaire, was circulated to every household in the parish in January 2014.

In May 2014, following the election of a new parish council it was decided to re-form the Steering Group with new terms of reference (Appendix 15). This group analysed the public response to the Visions and Policies and completed the process of producing the Neighbourhood Plan.

The level of consultation that has been undertaken for the Neighbourhood Plan goes beyond that required by legislation. The Parish Council and its Steering Group has sought continuously to keep the local community aware and actively interested to ensure the Plan reflects their views and wishes. We have worked closely with East Devon District Council and appreciated their advice, support and encouragement in this regard.

In preparing the Woodbury Parish Neighbourhood Plan the Steering Group has sought to ensure that residents and other stakeholders including local authorities, interest groups, landowners, businesses, service agencies and statutory bodies have been consulted and that their comments have been noted and where appropriate incorporated into the Plan as it evolved.

From the very outset of the project the Parish Council understood that the foundation of a good neighbourhood plan is an effective and inclusive programme of consultation and engagement. Our aim was to reach everyone with a stake in the future of the area including people living or doing business here, those who deliver services to the local communities and people who have influence over the future of the area. We wanted to communicate and listen to everybody with a view; regardless of gender, ethnicity, colour, disability, religion, family responsibility, age, occupation, marital status, sexual orientation or trade union affiliation. We made efforts to reach those that others have traditionally found hard to reach and hard to hear. We conformed to our agreed a Communication Strategy (see Appendix 3), which was formalised in 2017 to ensure the Steering Group followed a structured and inclusive approach and would monitor its effectiveness.

1.2 Launch and recruitment

From the outset it was recognised that the Neighbourhood Plan should include and be relevant to the three main communities of Woodbury, Woodbury Salterton and Exton within the parish. Neighbourhood Plan roll out meetings were held in each of the three parish wards on the 13th, 14th and 15th May 2013. The meetings were widely publicised with posters (Appendix 2) in parish notice boards, school noticeboards and various prominent positions around the parish. Notices were also published in the Woodbury New and Exmouth Journal & Herald and electronic notices were also distributed through village Residents Association and other websites.

The same format was used at each roll out meeting (Appendix 3) with a brief introductory presentation and an opportunity for discussion and to ask questions. Following this those attending were asked to leave comments or raise issues on 'post-its' to three questions listed under six headings displayed on separate boards:-

Community

What would strengthen our community?

What can we do to help specific groups e.g. older people, children and young people, play their full part in our community?

Are the community facilities adequate? Do you have any suggestions as to how they could be improved?

Environment

What can we do to protect and enhance the local environment?

What are the most important landscape features in the Parish?

What can we do about climate change?

Infrastructure and transport

What improvements do we need to make to traffic/parking?

What improvements do we need to make to public transport?

What improvements do we need to make to utilities – power, telephone, broadband etc?

Business

What can we do to encourage employment opportunities in the Parish?

How can we support local businesses?

Could we create any community lead businesses?

Housing and development

Can we identify any sites that are suitable for development?

What sites do we need to protect from new development?

What should we say about the design and style of any new development?

General

Any other comments you want to make, not covered by the discussion boards?

Would you like to make any comments on the process of tonight's meeting?

Would you be prepared to help further with the production of the Neighbourhood Plan in particular:

- o Participating in a focus group to look at specific issues in more detail
- o Contributing any specific skills or expertise

At the end of each of the three roll-out sessions a photographic record was taken of notes on each question on the six display boards.

At a working group meeting on the 29th May 2013 it was decided that four discussion groups were required and the framework and membership for each group was set up (Appendix 4). The four groups were:-

- Community and economy
- Environment
- Housing and development
- Infrastructure

Each group comprised Parish Councillors as well as volunteer residents from each of the three communities.

1.3 Discussion groups

Each discussion group was briefed and a leader nominated from within the group. The leader would arrange meetings as and when required throughout the summer of 2013 and report back to the steering group.

The four consultation groups were each asked to consider the various relevant comments from the roll-out sessions and to undertake any relevant further investigation and discussion on their topic.

In August 2013 each group was given guidance (Appendix 7) and asked to prepare an 'objectives' statement for their topic together with a list of draft policies to achieve the objectives. These were submitted in November and, with the aid of a planning advisor, these were incorporated into a draft Neighbourhood Plan, Visions and Policies document.

Visions and Policies as submitted by each consultation group:

- Community and economy (Appendix 8)
- Environment (Appendix 9)
- Housing and development (Appendix 10)
- Infrastructure (Appendix 11)

1.4 Visions and policies consultation

Early in 2014 progress on development of the NP was delayed because of problems with the approval of the EDDC Local Plan. This delay produced a spate of planning applications from developers keen to develop various sites within Woodbury Parish. In June 2014 work on the NP restarted and an editor was appointed to write the first draft NP (Appendix 12) using the visions and policies statements produced by the four consultation groups.

Following discussions with the steering group it was agreed that the Visions and Policies would be developed and that this would be used as a community consultation document.

In December 2014 the consultation 'Visions and Policies' document (Appendix 13) was prepared and printed. The document listed each Vision and Policy with space alongside for comment and included a shorter section 'My Opinions' seeking a graded 'support' to 'not support' 1 – 5 score for each Vision and Policy together with limited information about the respondent.

In January 2015 printed copies of the Visions and Policies document were delivered to 1348 domestic properties in the Plan Area together with a covering letter (Appendix 14) explaining the purpose of the document. The return date for all comments and opinions was 28th February 2015.

Of the 1348 total number of documents distributed 212 responses were received, a response rate of 16%.

Of the 212 responses 140 included a response to the 'My Opinions' section, these were analysed and the results are included in appendix 15. The analysis indicates that whilst there was a small number of 'disagree' (1 to 2 score) and 'mid range' (3 score) responses to all of the questions the majority of responses were 'agree' (4 to 5 score). The analysis indicated that there was a broad age range for the respondents with a majority in the over 65 age bracket, this correlates with the demographic profile for the Plan Area. Also most respondents have lived in the area for 10 years or more which again correlates with the general population profile for the Plan Area.

1.5 Steering group

In April 2015 several Parish Councillors decided not to stand for re-election and consequently in May 2015 a largely new Parish Council was elected. From the new council a new working group was established working to new terms of reference (appendix 16) which were drawn up and agreed by the Parish Council. The new working group took possession of all original, electronic and hard copies of all the documents and consultations which had been produced by the preceding working group.

The new working group engaged with local residents and carried out further analysis of the responses from the Visions and Policies consultation. This process has taken a lot longer than anticipated due partly to National and Local planning policy changes. The following are examples.

From 2015 several changes took place in the composition of the Parish Council with many members of the steering group no longer standing and continuity was lost with the original thrust. The sub-committees that had developed the initial questionnaire were no longer in operation and documents were mislaid in the changeover. These documents were relocated at a later date and have been reused and are included in the appendices to this document.

Beginning in 2017, the Greater Exeter Strategic Plan (GESP) involving EDDC, caused concern in the Parish. The GESP call for sites in February to April 2017 caused the Steering Group to question the appropriateness of suggesting sites for development through the Neighbourhood Plan. The later and ongoing situation of EDDC not having a five year land supply, added further pressure on the risk relating to the inclusion of sites in the Neighbourhood Plan.

Other applications, supported by the Planning Authority, have caused the Parish Council to try and work with the applicants, the EDDC and Devon Council to create positive outcomes for the Parish. Although outside the realm of the Neighbourhood Plan this has enabled some agreements to be explored linking sites with infrastructure. The “Build for Benefit” being the mantra throughout all discussions.

During this period the Parish Council was deeply engaged with EDDC who were preparing their new Local Plan and actively seeking development sites to be included in that Local Plan. In conjunction with, and at the request of, EDDC a new public consultation was undertaken in November 2022. A copy of the advertising leaflet produced and circulated by EDDC is attached in Appendix 17.

As with previous consultations presentations which had been advertised across the parish were held at each of the village halls. The questions included on the questionnaire were largely related to the EDDC Local Plan however they also provided useful information relevant to the Woodbury Parish Neighbourhood Plan. A copy of the questionnaire is attached in Appendix 18.

Analysis of the results of the three consultation events are included at Appendix 19 including a list of all the submitted comments. As would be expected some of the comments related to local issues but many were constructive and were taken into account in producing the draft NP titled NP 2023 Consultation Document.

Much time and effort was spent discussing whether the NP should identify sites which the community would accept for development. At this time there was considerable pressure from local landowners and prospective developers to swamp the parish with new housing developments. Pressure was increased by government policy to build more and more houses and EDDC's inability to demonstrate a five year land supply.

The decision to include sites or not was eventually overtaken by the decision of EDDC to allocate development sites in their new Local Plan. As the number of EDDC allocated sites represents a dramatic expansion of both Exton and Woodbury villages it was agreed that the NP should not identify any further sites.

1.6 Draft Neighbourhood Plan

A draft Neighbourhood Plan was presented to Woodbury Parish Council at their full council meeting on the 9th October 2023 minute item FC23/88.4. The Parish Council agreed that the draft be accepted and, following some reformatting, it should be used to undertake the Regulation 14 pre-submission consultation. The final reformatted document is at <https://woodburyparishcouncil.gov.uk/wp-content/uploads/2024/06/Neighbourhood-Plan-Consultation.pdf>

1.7 Regulation 14 pre-submission consultation

In June 2023 the revised Neighbourhood Plan was signed off by the Parish Council and the steering group instructed to proceed to Regulation 14 community consultation. The Neighbourhood Plan was published on the Woodbury Parish Council website on the 10th June 2024 together with an online questionnaire using the Survey Monkey app. Publication of the Neighbourhood Plan and questionnaire were publicised in the Woodbury News as well as a loose-leaf flier delivered to every household in the parish. All publicity of the launch included links and a QR code to the on-line documents and Survey Monkey app. In addition to the online documents printed copies of the Neighbourhood Plan and questionnaire were also made available through the Parish Council office.

In addition to the community consultation links to the on-line documents were circulated to statutory consultees as listed in appendix 20.

The consultation period closed on the 22nd July 2024 and all respondents were asked to submit their comments by that date.

Electronic and hard copy responses were received and the comments are summarised in Part 2 of this document.


Between August and November 2024 the steering group considered the consultation responses and made various minor amendments to the neighbourhood plan and at the Woodbury Parish Council SSP committee meeting on 25th November the steering group was instructed to submit the necessary documents to EDDC in accordance with the Neighbourhood Planning (General) Regulations 2012 Regulation 15.

Part 2

2.1 Residents consultation response

Policy 1: New Housing Developments

- P1.1 Housing development proposals for multiple dwellings must provide a mix of sizes and types which reflect identified needs from any scheme specific and wider public consultation specifically including for affordable housing and opportunities for self-build as recommended and as identified through an up to date Housing Needs Survey.
- P1.2 Developments for housing and community facilities shall meet local needs. For housing schemes this must include affordable housing with specific focus on the provision for social rent.
- P1.3 High design quality should conform to the local character as set out in the Woodbury Design Guidance document (Appendix C).
- P1.4 Development must be in sustainable and accessible locations and will have due regard to access to regular and reliable public transport and reduced dependency or car use whilst also recognising the importance of disabled access.
- P1.5 Future developments should avoid adverse direct environmental impacts and where not possible must demonstrate that they will mitigate against any adverse environmental effect on the Parish and protect local open spaces which are currently actively enjoyed or used by residents.

Consultee comments	Steering group decisions
Support 39	After consideration it was decided that most comments were positive and supportive and that few alterations to the text of the Plan were required. Some comments are covered by other policies in the Plan. Specific amendments are noted below.
Not support 10	
 <p>A pie chart illustrating the consultation results. The chart is divided into two segments: a large blue segment representing 'Support' at 80%, and a smaller orange segment representing 'Not Support' at 20%. A legend to the right of the chart identifies the colors: blue for 'Support' and orange for 'Not Support'.</p>	
There are already 70 houses approved in Woodbury. Traffic is becoming heavier as the A376 reaches capacity. There are multiple sewage leaks. The Council should have the courage to fight for Woodbury, otherwise the its epitaph will be, "They paved paradise and put up a parking lot".	Policy 4 more robust on local applications
70+ already approved in Woodbury. The impact of these should be seen first. I also have concerns regarding sewage affecting all ne buildings. Plus the increase in traffic.	
Yes - affordable eco homes. Rent to buy schemes.	
Whilst the principle and intentions behind enabling housing development in the Parish are supported, the policy approach does not currently positively allocate any	Development site allocations are included in the draft Local Plan. No further sites are supported.

<p>housing sites - such as the Heritage Homes site at Globe Hill, Woodbury (23/1258/MOUT). Therefore, as drafted therefore, the NDP would clearly not benefit from the protections afforded by NPPF Paragraph 14, in the event that the LPA cannot demonstrate a five-year housing land supply or fail the Housing Delivery Test into the future. This would therefore vastly reduce the weight to be afforded to the NDP in such situations. It is considered that not positively allocating sites to meet the identified housing requirement would be a missed opportunity and significantly reduce the effectiveness of the NDP.</p> <p>P1. Development needs to be appropriate for the area and location, and to meet local needs. Objective 2.6 has not been reflected in Policy 1. P1.4 must avoid, or any required mitigation must be acceptable to the parish. The rate of development must be controlled and proportionate to maintaining as villages and integrated communities, with good access to its heart and facilities. Urbanisation of the villages and their environments should not be allowed, and hard landscaping avoided as much as possible.</p>	
<p>Without a significant improvement to public transport provision, P1.3 and P1.4 will be impossible</p>	<p>Policy 3 Accessibility of New Developments includes this.</p>
<p>Consideration should be given to an additional policy statement P1.5 which reflects the bullets in para 2.8 relating to energy efficiency, renewable energy generation and EV chargers at new dwellings.</p>	<p>Appendix E now covers this.</p>
<p>Loal area should be kept in its style. Housing developments should not be put in unsuitable places, there should be limited development and it should be kept in the existing built up area and outside of protected zones.</p>	
<p>Houses will inevitably not be affordable for local residents and first time buyers, the environmental impact on local wildlife will of course be large and with the way hedges are left to grow to support the wildlife the majority of roads are</p>	

<p>overgrown with cited reasoning being to promote local wildlife. There are also very few accessible public transport systems close to the proposed development. The bus stops are so poorly known by the drivers that they fail to stop at the ones where people would need them in the proposed area and are rarely on time. Meaning everyone will need cars and cause even more traffic that is already at a standstill towards the end of the day every other day.</p>	
<p>P1. Proposed plans are not near public transport, so will not reduce dependency on cars. Will adversely affect the environment and wildlife and is a coastal protection zone.</p>	<p>Public transport will only be available if used by the public and where the demand for it exists.</p>
<p>Policy 1.No work in the past has ever realised essential access to good local transport or ability to travel without delays, unreliable times of buses, and major road delays ever since the building of a new A376 was rejected many years ago, despite being agreed at a council meeting. Policy 1</p>	
<p>P11. A housing needs survey should also consult businesses in the parish who may have employees travelling to work because they are unable to afford housing near work</p>	
<p>I support many parts of this but have the following provisos: In the ward of Exton, any development should follow section 1.7 making sure that it does not violate the attractions of living in Lympstone village or put stress on the already overstretched infrastructure of this village. point 1.10 does not include Coastal protection zones and green wedges. This ward is unique within the parish and these very important conservation measures should be recognised and included in this point to protect the environment within this ward. point 1.1 ' identify aspects and features that are not already protected or designated but which are locally important: In Exton ward these include our coastal protection areas but also fields and land which create a gap between the settlements and the A376. neither Exton nor Lympstone wish to have housing right</p>	<p>The Parish suffers from infrastructure not keeping pace with historical developments and little or no provision for future changes. Our Neighbourhood Plan is only relevant within the Plan Area. See comments on Policy 7.</p>

up to the A376 and as much of this land is within Woodbury parish it is important that the neighbourhood plan states this and protects it above and beyond the enticement of CIL money created away from the large settlement of Woodbury

point 2.5 The statement ' The Parish recognises that housing development is needed to maintain schools and local facilities' is wrong. it should be the other way around : ' The Parish recognises that school places and other facilities such as doctors, dentists, parking, acute hospitals and sewage systems etc should be in place to maintain any new developments. If this is not in place and current infrastructure does not have capacity for any new development, then it should be refused.

point 2.6 The new labour government is calling for a change from free for all developers and landowners saying where housing should be to the local residents saying where and what type of housing is needed so they can protect and enhance the character, features and sprit of place their community has without it being forced on them for quick profits.

point 2.8 totally agree with this point

point 2.10 This should also include the developments which erode the space between major routes which then destroys the village spirit of self. You regularly repeat that any development should have reliable sustainable transport and reduction of dependency of cars (P1.3, 3.7;P3.1; P5.3). Sustainable transport is just not realistic in rural areas such as Woodbury parish. The only sustainable transport is in the Exton ward with buses on the A376 (which gets jammed regularly) or trains to exmouth or exeter. Using these as examples throughout gives the impression that this will be used as an excuse to build major developments in this ward. However this argument is flawed as recent surveys in Lympstone show that most people do not work in exmouth or Exeter so need car transport to get to work. There is no major supermarket on these routes, nor hospitals etc so cars are still needed. The cost of

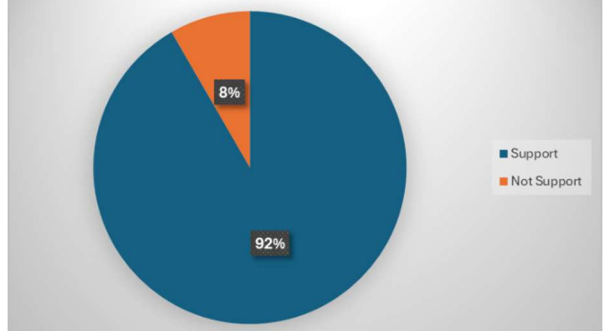
<p>trains precluded families from using it. Lympstone has already had a major fight with EDDC over their excuse that the village has sustainable transport links so can house an extra 600 houses. It is impractical and just wrong. As Exton ward is specifically the only ward with these features and backs directly onto the BUIB of Lympstone, this should not be bandied about without due thought of the consequences.</p>	
<p>Your consultation document suggests that the A376 and the railway station at Exton could contribute to sustainable transport. However, all parts of the Exton ward to the west of the A376 are in effect isolated, with the only access either along or across the A376, which is already congested and one of the more dangerous roads in Devon. The high cost of rail travel means that most journeys are by car and except for the minority of people who actually work in Exmouth, Topsham or Exeter, the railway line is not an option. No schools are readily accessible from this line, necessitating use of the A376. P1.4</p>	
<p>The rail links are infrequent unreliable and do not link with business parks on the outskirts of Exeter, any development which forces more traffic onto the A376 is unsustainable, until a decent additional Road link from Exmouth to M5 to relieve pressure on the A376 is provided, no further development along this Road should be allowed</p>	<p>Public transport is beyond the control of the Parish Council however the council seeks to influence service providers where possible.</p>
<p>Policy 1 - add para on supporting carbon neutral development and green initiatives in existing developments para 2.6 – sustainable development and local need are not necessarily opposed 2.8 would benefit from clearer formatting – separating points on building design from residents' needs and services</p>	<p>See other policies</p>
<p>In line with the new government proposals, development should initially be on brown field sites. Thereafter, on grey field sites and/ or land of low agricultural value in view of our need to increase home/food production and prevent over reliance on imports. Development needs to be away</p>	

<p>from publicly used sites, such as the cricket pitch/dog walking area/ children's play area and orchard. Any development should not cause flooding to surrounding properties through reducing the ability of land to absorb water.</p>	
<p>The policies are vague and do little more than re-iterate the content of the Local Plan and Woodbury Design Guidance. In the initial consultation, sites and housing numbers were discussed.</p>	
<p>P1.2 AND P1.3 AND P1.4 are highly important for a small village like Woodbury to retain its character and the nature of the village. p1.3 is highly important too as housing needs adequate infrastructure around it to support wellbeing and livelihoods, recent proposals have disregarded this - where pathways are too small which causes EXTREME DANGER to inhabitants of the village</p>	
<p>Broadly support, but we all know that Affordable doesn't always mean affordable. Has the option of using converted shipping containers for temporary accommodation for various social groups been considered? I believe this is being done in parts of Cornwall.</p>	
<p>Where is the requirement for sufficient infrastructure? Power supply, school/surgery capacity, drainage and sewage treatment?</p>	
<p>link required in appendix C to the Woodbury Design Statement. Developments within the Woodbury conservation area also need to relate to the Woodbury Conservation Area Management Plan (WCAMP). Link required to the WCAMP.</p>	<p>The list of supporting documents to be amended and links to on-line documents to be inserted.</p>
<p>There needs to be more variation in housing stock, enabling people to downsize, whilst still being able to stay in the village. Not seen one new proposed development that includes bungalows</p>	
<p>WS flooding: the village itself maybe fairly flat but flooding occurs in the village due to the steep slopes and inappropriate farming practices on the west side of the village, along with the impermeability of the soils and incidences of heavy rainfall. No further properties should be built as it would be</p>	

<p>inappropriate development when considering the future impacts of climate change. Housing developments in the village have not been of high quality. If anything, only a few larger properties should be allowed where there are large gardens to aid with water retention. Previous development of the village has completely changed the mix of housing.</p>	
<p>The key principles identified represent a common sense approach to future development and it is good to note that the erosion of green spaces between existing developments will not be supported.</p>	
<p>section 2.8, general principles, bullet point 2 states 'will not adversely impact on the amenity of neighbouring properties'. If this was written into the policy would it have greater impact?</p>	
<p>Plan currently mainly focussed on Woodbury and B3179 - traffic calming measures for Exton would be welcomed, potentially a speed camera may help reduce excess speeds of vehicles through the village.</p>	
<p>Plan is largely focused on traffic calming through Woodbury. Traffic is also a huge issue through the main road in Exton. Can this also be considered, I.e a speed camera in the village. Please don't forget about is in Exton too as part of this plan!</p>	
<p>Builds MUST meet the highest green sustainable standards have the lightest footprint including greenest concrete, wood etc</p>	
<p>The use of car or disabled vehicle is essential for the movement and independence of people with disability and access to the whole area at this time access via existing pavements and with on road parking makes movement around this village deplorable and has been so for years. Local places are not easily accessible to the disabled and all need re assessment.</p>	
<p>Whher they have recently built in town lane, there are 2 lots of big expensive houses. How canyou stop that from happening.....</p>	

Policy 2: Retention of Affordable Homes

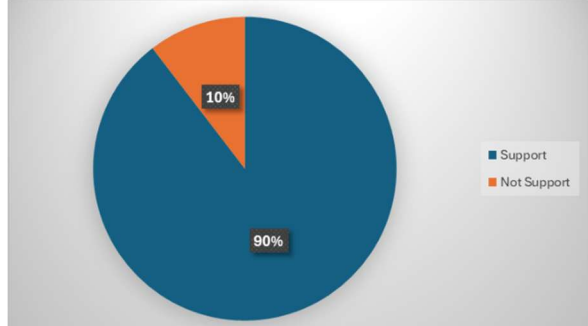
P2.1 New dwellings originally built and intended to be used as affordable housing must be made available in way that they can be retained as affordable housing.

Consultee comments	Steering group decisions
Support 44	<p>After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required.</p> <p>Affordable housing is never going to be affordable for low income families in our Parish.</p>
Do not support 4	
 <p>A pie chart illustrating the distribution of responses to the consultation. The chart is divided into two segments: a large blue segment representing 'Support' at 92%, and a smaller orange segment representing 'Not Support' at 8%. A legend to the right of the chart identifies the colors: blue for 'Support' and orange for 'Not Support'.</p>	
If possible. I agree.	
If possible, the affordable housing should be all allocated to local residents who lives within the Parish.	
P2. It is not adequately explained as to the intent of this policy statement within the text under Housing and Development. not so much "can" as "must"!	
Do not support the building of new homes in this area. Other developments have shown that affordable housing is £250k ++. Pointless.	
P 2.1 Do not support the building of new buildings.	
Policy 2. This does not happen in this area. Houses are not affordable, and rates are astronomically high with very little evidence of money being used well - road or area care, and protection of facilities. Policy 2	
We have all seen our children unable to afford to buy houses and remain in the parish they grew up in. Affordable housing must remain so but also the definition of 'affordable' needs to change. 80% of market price when talking of housing in Exton ward is laughable where all houses are about £1,000,000 and even those developments trying to get planning will be sold for over this price each as seen in Charles Court in Lympstone.	
Developers are keen to build in this area	

as they can sell houses for high prices (houses in the latest development in Lymptstone cost over £1 million. Many definitions of "affordable" suggest 80% of the market value. Is £800,000 really affordable? Developments should include genuinely affordable homes.	
Persons who start in an affordable home will never be able to to be able to move on, as their locked in affordable home will never provide the chance to accumulate value to enable them to move to a property of higher value later on.	Objective 2.6 supports these comments.
The average wage in this area makes home ownership impossible anywhere in EX postcodes	
P2.1 Commendable, but this is already set by national legislation and the local plan	
This would presumably involve them being retained by the council or a housing co-op, rather than residents being given the right to buy.	
New dwellings originally built and intended to be used as affordable housing must be made available in a way that ensures they can be retained as affordable housing in perpetuity.	
Very important.	
Retained in perpetuity as affordable.	
The preservation of affordable homes (in particular for local residents) is clearly vital	
yes, but how? Could some examples be made of the known ways of doing this?	
This rarely happens in the real world. There should just be affordable housing. We do not need anymore expensive housing.	

Policy 3: Accessibility of New Development

- P3.1 Proposals for development must demonstrate how, through a Transport Assessment, how safe access to sustainable transport, including dedicated cycleways, walkways and public transport, have been included in the scheme.
- P3.2 Any new housing developments must provide pedestrian access to link up with existing or proposed footpaths, ensuring that the public can walk safely to bus stops, schools and other village facilities including providing safety measures to enable the safe crossing of roads.

Consultee comments	Steering group decisions
Support 43	<p>After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required. Some comments relate to specific developments which have been approved and therefore not likely to be affected by this Plan. However, the Parish Council expects developers to include traffic proposals relevant to their sites in the applications.</p>
Do not support 5	
 <p>A pie chart illustrating the distribution of consultee comments. The chart is divided into two segments: a large blue segment representing 'Support' at 90%, and a smaller orange segment representing 'Not Support' at 10%. A legend to the right of the chart identifies the blue color with 'Support' and the orange color with 'Not Support'.</p>	
<p>The Broadway development does not comply with this policy. There needs to be a mini-roundabout outside Fulford Way to slow traffic.</p>	
<p>This needs to be demonstrated on the proposed Broadway development!</p>	
<p>The Heritage Homes site at Globe Hill, Woodbury (23/1258/MOUT) is located in a very accessible location and provides connections to the local footpath network, including by providing a safer off-road route from the village centre to the footpath to Exton.</p>	
<p>P3 There needs to be adequate transport, and in place, as well as it being safe and sustainable, as well as there being access to it. Do not support the presumption that footpaths are necessarily required, or the suggestions on urbanising traffic calming infrastructure is needed. Traffic speed control through 20 mph zones is supported as may the roundabout proposal, but Appendix D suggestions need greater community consideration and engagement.</p>	
<p>Good work has been done already to improve some of this access, but there is still much to be done</p>	
<p>Consideration should be given to an</p>	

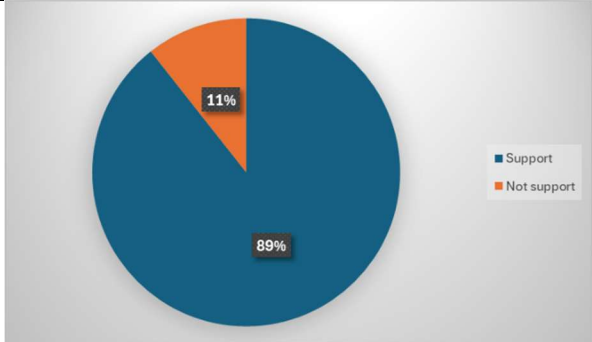
<p>addaitional policy with the principle of seeking contributions to sustainable transport infrastructure such as pedestrian and cycle networks, better bus services, etc.</p>	
<p>New developments MUST have the infrastructure put in before the housing is allotted. This means more bus, train and driving provisions before housing can be put in.</p>	
<p>Pedestrian walkways do not exist in the area and the building of them would mean major disruption to the traffic in and around the area and they would be overgrown within weeks. Any further junctions, traffic lights and crossings on the A376 will add to the congestion that already clogs up the road most days especially during summer months. One delivery van stopping briefly causes traffic so stopping for traffic lights would see traffic being nose to tail back to Exton.</p>	
<p>P3. Walk ways etc will not be used if provided, as public transport is unreliable and people will always use cars. Any further traffic lights, pedestrian crossings on the A376 will cause complete gridlock and further accidents on a busy road.</p>	
<p>Policy 3 .Would support if it happens but it never has. So much of the area is difficult and dangerous. Policy 3</p>	
<p>You regularly repeat that any development should have reliable sustainable transport and reduction of dependency of cars (P1.3, 3.7;P3.1; P5.3). Sustainable transport is just not realistic in rural areas such as Woodbury parish. The only sustainable transport is in the Exton ward with buses on the A376 (which gets jammed regularly) or trains to Exmouth or Exeter.Yes there is access to the cycle route to Exeter and many of those in Exton village use this to cycle to work IF they work in Topsham or Exeter. By the time you reach Lympstone and the back end of the ward, no-one does this as the distance and time is too far and too long. Using these as examples throughout gives the impression that this will be used as an excuse to build major developments in this ward to hit housing</p>	

<p>targets in the whole parish at the detriment to the character and living experience of Exton ward residents. However this argument is flawed as recent surveys in Lymptone show that most people do not work in exmouth or Exeter so need car transport to get to work. There is no major supermarket on these routes, nor hospitals etc so cars are still needed. The cost of trains precluded families fro using it. The Exton ward is the only ward in the parish where the majority of house have only one access point uness they swim or sail - it is the A376 which is both dangerous, floods and is at capacity. This should be stated in the neighbourhood plan as it does affect the development that can be put anywhere in this ward. Lymptone has already had a major fight with EDDC over their excuse that the village has sustainable transport links so can house an extra 600 houses. It is impractical and just wrong. As Exton ward is specifically the only ward with these features and backs directly onto the BUIB of lymptone, this should not be bandied about without due thought of the consequences.</p>	
<p>No public footpaths exist on roads to and from public transport currently and the width of the major roads will not allow them to be narrowed to provide footpaths</p>	
<p>There is very limited sustainable transport currently - buses are too infrequent, there is no link to the nearest train station(s) so this P5.3 seems difficult to achieve. Even the current cycle path - link to the Exe estuary path (which I use a lot) is problematic because it is essentially a farm track, with lots of heavy agricultural vehicles using what is a narrow track, which at times make it really dangerous for cyclists. The current footpaths in the village are patchy and were nightmarish when our kids were small e.g. when walking to and from school.</p>	<p>Old Rydon Way has been greatly improved to provide pedestrian and cycle access.</p>
<p>significantly important people will be injured and even killed if these are not thought of - this will be through increased individuals walking around the village and in turn increased traffic which is a</p>	

<p>creation for disaster however this clause could be improved by instead of "linking up with existing footpaths" - these existing footpaths need to be improved firstly as the problem still remains example" Broadway getting hit by lorry wing mirrors, can't walk dogs</p>	
<p>Needs to take account that some access ways may need redevelopment. E.g some footpaths are not wide enough to take pushchairs or mobility scooters, noting that some houses in the village front directly onto roads, with increased traffic coming through</p>	
<p>P3.1 It would be helpful to add access to a crossing signal for bicyclists on the Station Road and Mill Road sides of the A376 on the sides of the roads rather than cyclists having to move up to the pedestrian crossings.</p>	
<p>And links paths to local schools</p>	
<p>Cycle paths are essential and should be treated as a priority due to the high speeds of traffic and lack of consideration by many drivers. The lanes are dangerous for dog walkers and horse riders, as well as cyclists. Perhaps this reflects a need for new development to occur where infrastructure is already available e.g. Cranbrook. The current Greendale cycle path is an example of poor provision as the surface is not really suitable for road bikes.</p>	
<p>Improvements to infrastructure of all kinds to mitigate pressures of residential development are a sensible and important part of any plan.</p>	
<p>A full review of accessibility in this village is required in reality. but that does not happen as shown recent building in Town Lane</p>	

Policy 4: Assessment of Cumulative Impact

P4.1 Any development of more than ten dwellings within the Parish must have an assessment of the cumulative impact on the environment which takes account of any other development that has been granted or is known to be strategically planned within the Parish or adjacent to the Parish boundary. Developments that are assessed as having a net negative impact will not normally be supported, unless suitable mitigation or overriding public benefit can be demonstrated.

Consultee comments	Steering group decisions
Support 42	After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required. Some comments relate to specific developments which have been approved and therefore not likely to be affected by this Plan.
Do not support 5	
 <p>A pie chart illustrating the results of the consultation. The chart is divided into two segments: a large blue segment representing 'Support' at 89%, and a smaller orange segment representing 'Not support' at 11%. A legend to the right of the chart identifies the colors: blue for 'Support' and orange for 'Not support'.</p>	
Development in Conservation areas should be opposed and a long-term view of traffic problems must be taken into account.	
Developments within the Conservation Area of the Parish should NOT be supported!	
Whilst the intentions behind the policy are acknowledged and supported, many of the typical application documents are already subject to national best practice guidance on cumulative assessment - such as Transport Assessment, LVIA etc.	
P4. Any development, not just larger ones, must be considered as part of cumulative impact.	
I hope that should such developments be assessed as negative then there will be sustained resistance to the present government's determination to force through proposed building	
Public benefit should mean existing public, not potential public once developments are built.	
There will be negative impact to the area with the building of new dwellings in that area.	
P 4.1 Further building in the area WILL have a negative and huge impact on the	

environment - without question.	
Policy 4. This has been mentioned in the past but no evidence of this is really noticed. Policy 4	
I support most of this statement except ' unless suitable mitigation or overriding public benefit can be demonstrated' This to me is a 'get out of jail free' card and a way for developers, EDDC and future parish councillors to support a development that parishioners do not want but which a WPC would like to push through to hit housing targets. This statement needs to be clarified otherwise the rest of this statement is pointless and futile.	Housing targets are set by local and central government.
Your consultation document doesn't mention that areas of the parish are within the coastal protection zone with run-off into the internationally important Exe estuary with it's mudbanks which are important feeding sites for wading birds. Any development which could negatively affect the estuary should be resisted.	Protection provided by various designations RAMSAR, SSSI, National Landscape, etc.
Over development of any of these villages without suitable and sufficient infrastructure to support the additional population is unsustainable	
P4.1 This would be subject to consultation with other Council departments	Agree
Mitigation SHOULD NOT include new Parish council offices as this is will not be an overriding public benefit or mitigate negative environmental impact. 4.6iii any new developments MUST be designed to incorporate renewable energy generation. The term 'should' is too weak. We would support any renewable energy facility in the right place - not on prime agricultural land. 4.9iii - to encourage green initiativesmust include provision of solar panels and/or thermal panels on appropriate roofs.	
How is this assessment to be carried out and to what standard? strongly agree there has been recent disregard for the environment- placing unnecessary housing running the environment that we will NEVER get back	
Net negative impact must include	

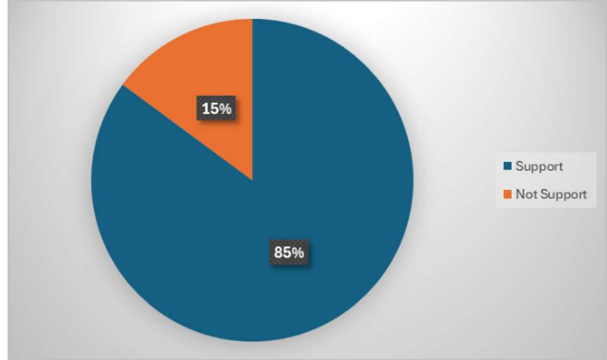
drainage, sewage, power supply, school/surgery capacity.	
Would suggest impact on watercourses which locally are in a very poor state is also specifically considered.	
A clearly sensible approach.	
But must avoid NIMBY influence and acknowledge the priority is to provide housing for as many as possible. That is err in favour of PUBLIC BENEFIT	
Any new development puts more strain on the local environment and the traffic caused by the over development is a detrimental impact.	
Again, that does not happen	

Policy 5: Green Energy Initiatives

P5.1 New power generation will only be supported where renewable energy will be used

P5.2 Green initiatives will be encouraged in all new developments.

P5.3 Any new development must be accessible to sustainable transport.

Consultee comments	Steering group decisions
Support 40 Do not support 7	After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required. Some comments relate to specific developments which have been approved and therefore not likely to be affected by this Plan.
 <p>A pie chart illustrating the distribution of consultee comments. The chart is divided into two segments: a large blue segment representing 'Support' at 85%, and a smaller orange segment representing 'Not Support' at 15%. A legend to the right of the chart identifies the colors: blue for 'Support' and orange for 'Not Support'.</p>	
It all sounds good, but wind and solar power do not work when there is no wind and the sun has set. It may be that small-scale local gas-powered generation is the only way to ensure a constant supply.	Policy reworded to include energy storage.
The Heritage Homes site at Globe Hill, Woodbury (23/1258/MOUT) will provide net zero dwellings and will make use of the latest technology and specifications.	
P5. Any energy generation proposals within and serving the parish must be appropriate and proportionate and not at the detriment to the locality and other NHPlan objectives and policies. What about other sustainable infrastructure such as drainage, surface water runoff	

and so on?	
Absolutely! This is the very least we can do to mitigate the climate disaster	
I support the principles but I don't think the drafting of P5.1 is correct. I think it should say "New power generation will be supported only where the energy is from renewable sources."	The policy has been amended to reflect this comment.
The new developments would not be accessible to sustainable transport. Walking is not sustainable for the size of roads in this area, especially for young children.	
P 5 Green initiatives MAY be encouraged but not guaranteed??????? No good.	
Policy 5. Once again - claiming these things is very different to what has actually happened. E.g leaking and blocked drains; dangerous and carelessly placed wiring; traffic having such small access makes it dangerous to any person attempting to use pavements, and more. Policy 5	
I'd suggest that all new buildings should have to include roof solar panels linked with the national grid.	
I support points 5.1 and 5.2 No new housing should be built without climate change and green energy in mind: adequately insulated housing, solar panels and heat pumps in every house, charging points for every car. I do not support P5.3 as at the moment, the only sustainable transport links re in Exton ward . See my arguments above It should be stated that solar energy should be included on all residential and business building as is done in germany. However, Woodbury parish already has a solar farm which has ruined the beautiful Combe valley. In a predominantly farming and tourist area, no solar farms should be allowed on grade one farming land especially with climate change and a food crisis looming and never is areas visible from roads or peak tourist locations.	
Large areas of productive farm land in and around the parish have already been converted to solar farms. While we have an urgent need to increase renewable energy provision, the loss of productive	

land is a strategic threat to the food security of this country.	
Do not agree with P5.1.	
But impossible in our area suitable, frequent and affordable public transport will never be provided as it's not financially viable for the businesses that run them	
<p>This policy is too broad and not adequately justified 4.7 - Justification suggestion: Add: In 2019, a Climate emergency was declared, and the Climate Act of 2008 was subsequently amended with a revised target to reduce carbon emissions to zero by 2050 . A climate emergency was declared nationally, to meet those targets. Devon County Council followed this with a declaration and East Devon District Council followed suit, setting a target to be carbon neutral by 2040 at the latest, with a strategy and action plan. The Local Action Plan includes a priority to “increase the amount of energy generated locally using renewable technologies”. This looks to a future where “nothing is planned without successfully demonstrating that it is fit to take place in a net-zero emissions future ”. Update on latest recognised findings on climate change (which is happening rapidly).</p> <p>4.8 Woodbury local context - Woodbury already has renewable energy production in the form of, for example a large solar farm and an anaerobic digester. More detail on what would be acceptable in future. P 5.1- Policy suggestion on energy production Applications for decentralised renewable and low carbon energy will be supported as long as they do not adversely affect the amenity of neighbours, enhance the environment and do not utilise the Best & Most Versatile agricultural land. The onus will be on the developer to prove this. Applications for electricity generation that isn't renewable and low carbon energy must first show that it isn't feasible for a renewable or low carbon project to supply the needs of the local distribution network. If fossil fuel generation is the only solution to the local needs, then it must be shown</p>	

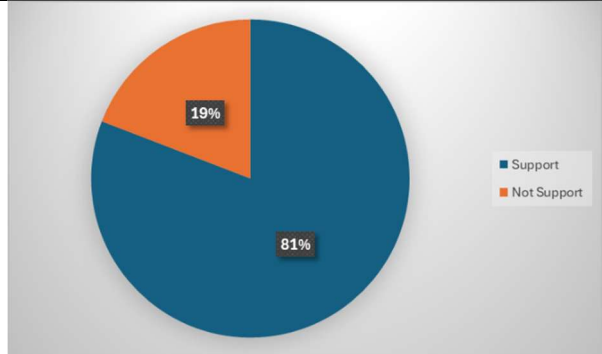
<p>that the technology utilises Best Available Techniques to achieve government and international goals of high efficiency generation to reduce CO2 emissions</p> <p>P5.2 - Add to policy on Climate change / encouraging green initiatives, as justified in the text – the last 3 objectives of 4.9 translate into policy supporting carbon neutral new development, green initiatives in existing developments, and accessibility to sustainable transport and community facilities.</p>	
<p>Avoid solar farms on arable land because of food security - put them on roof tops instead.</p>	
<p>There is very limited sustainable transport currently - buses are too infrequent, there is no link to the nearest train station(s) so this P5.3 seems difficult to achieve. Even the current cycle path - link to the Exe estuary path (which I use a lot) is problematic because it is essentially a farm track, with lots of heavy agricultural vehicles using what is a narrow track, which at times make it really dangerous for cyclists.</p>	
<p>At the moment regular public transport in and out of Woodbury is poor. As a result, people are over reliant on cars and as a result hardly use what is available. 5.2 - New developments will ONLY be supported where sufficient green energy measures are included. 'Will be encouraged' is too weak and wording should be as strong as 5.1 and 5.3.</p>	
<p>There is no definition of what 'renewable' or 'green' or 'sustainable' actually mean. P5.1 should read 'produced' not 'used'. P5.3 makes no sense as most renewable generating plant has no staff and requires maintenance by technicians with tools - unlikely they will come by bus. The NP could do with a glossary.</p>	Policy amended.
<p>Where possible new builds should have solar panels fitted</p>	
<p>P5.1 reword to '.. where fueled by a renewable energy source.' P5.3 - what does this mean?</p>	
<p>It is important that this is not a tick box exercise e.g. 2 solar panels only. It needs to be full arrays to make the most of roof</p>	

space and to add power into the grid.	
The obvious way forward for the parish in terms of adapting to the climate emergency and protecting the planet.	
Green initiatives must be given PRIORITY in new developments. Plans etc should be vetted to meet criteria stipulated by expert advisers .	
In reality this is not being seen. We also need a whole new sewerage system in the area before any new developments are even considered. The local waterways are already sadly insanity and polluted.	Agree
Public transport in Woodbury is appalling. Making that better should be a No: 1 priority before anymore Buliding.	

Policy 6: Vehicle Parking Requirements

P6.1 All planning applications resulting in a net new dwelling must meet the following criteria:

1. Off-street parking of dimension of at least 2.4m x 4.8m to allow for disabled access must 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 must be one off-street parking space per bedroom.
3. Proposals must not result in the loss of off-street car parking spaces for existing dwellings unless it can be demonstrated that there is a surplus of existing off-street spaces serving said dwellings.
4. Access for emergency vehicles must be ensured.
5. Cycle storage must be provided.

Consultee comments	Steering group decisions
Support 38	After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required. Some comments relate to specific developments which have been approved and therefore not likely to be affected by this Plan.
Do not support 9	
 <p>A pie chart illustrating the distribution of consultee comments. The chart is divided into two segments: a large blue segment representing 'Support' at 81%, and a smaller orange segment representing 'Not Support' at 19%. A legend to the right of the chart identifies the colors: blue for 'Support' and orange for 'Not Support'.</p>	
The Heritage Homes site at Globe Hill, Woodbury (23/1258/MOUT) will provide a new community park, alleviating on-street parking pressures in Woodbury. P6 Need to insert, 'as a minimum' But this doesn't address the issue of	

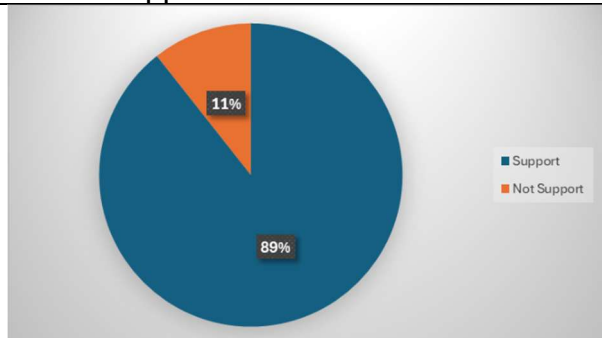
over-use of private cars	
More parking to accommodate more vehicles - not sustainable transport... and encouraging the use of cars over public transport. More houses more cars more congestion to a main road that cannot handle it.	
P6 - More car parking is not ecologically friendly. No houses? No problem! Further hard standings will see further flooding on to the A376, which is already at breaking point.	
Policy 6 .It has never been available here, and any application I have made for any parking has always been rejected over forty years, despite the house having been sold with notice of available access.Policy 6	
The space is not available for this to make any development financially viable, developers will say they Will provide this space but they won't do it when they can squeeze more houses in and make more money	
Policy set by Local Plan	We felt that emphasis was needed.
This is a huge number of parking spaces per dwelling. I get that this is the situation of car users currently, i.e. hardly anyone uses public transport, but unless houses are detached with plenty of space around these conditions, especially taken together, are not feasible. In some cases maybe parking spaces might need to be located slightly away from the houses in a designated parking area. But it would be better to improve public transport links.	
Woodbury will become a car park if houses with multiple occupancy have one off street parking space per bedroom - that is ridiculous and impractical. Providing this will reduce the capacity of ground to absorb rainfall and increase run off and therefore flooding issues. Car sharing should be encouraged!	
I support 3, 4 and 5 however there would not be enough space for off street parking per house furthermore by creating sustainable transport options this would reduce the need for cars. However at the moment there are minimal transport links thus people would obviously need to	

have cars = more need for parking	
Off-street parking should be on a water-permeable base, to decrease rate of water run-off, as suggested by the RHS.	
Provision of communal parking areas to accommodate visitors and deter on-road parking.	
Needs to be looked at in conjunction with traffic flow and speed through all areas of our villages, particularly as developments add to the burden of noise and speed.	
Single car parking spaces for 1 bedroomed house? Not all 1 bed houses for only 1 person, with 1 car, and no 2nd resident or visitors needing to park?	Objective 5.1 indicates that the policy parking provision is the minimum requirement.
New developments should encourage active travel, so maybe parking should be more limited but with e-bikes provided.	
Potential to include electric car charge points for new developments, and retrofit to older developments.	
Does this actually work in reality?	

Policy 7: Landscape Enhancement

P7.1 Proposals for development must detail how existing trees, Devon banks and hedges will be protected or enhanced. New planting of trees, Devon banks and hedges are encouraged to increase tree cover and hedgerows within the Parish. Where new landscaping is proposed native species of local provenance are favoured and the siting of trees must take account of their canopy and root development.

P7.2 Local views from viewing points such as the top of Globe Hill and entries to the settlements as well as views of the Churches need to be safeguarded.

Consultee comments	Steering group decisions
Support 42 Do not support 5	After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required. Some comments relate to specific developments which have been approved and therefore not likely to be affected by this Plan. Policy reworded to include views in and out of the Parish.
 <p>A pie chart illustrating the results of the consultation. The chart is divided into two segments: a large blue segment representing 'Support' at 89%, and a smaller orange segment representing 'Not Support' at 11%. A legend to the right of the chart identifies the colors: blue for 'Support' and orange for 'Not Support'.</p>	
I draw attention to the Woodbury Design Statement Guidelines No 12.	
The Woodbury Design Statement - design guidelines for Woodbury states "existing trees, hedges and WALLS should be	

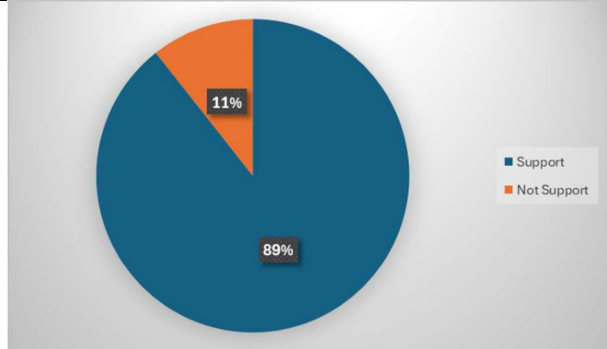
preserved". Notice MUST be taken of this!!!!	
The Heritage Homes site at Globe Hill, Woodbury (23/1258/MOUT) will provide a substantial landscaping programme to help assimilate the development into the landscape. Landscape view corridors have been designed into the scheme including from the PROW looking over to the church. The policy should not place specific emphasis on one particular view. The top of Globe Hill is a B-road with no footpath provision and there are no Public Rights of Way in the vicinity, the main receptors in this location would therefore be road-users. LVIA national guidance places a higher value on recreational routes such as Public Rights of Way.	
P7. Retention of green spaces for people and wildlife must be part of a policy statement. We do not wish for infilling to suffocate the open spaces of the villages and parish.	
I would like to see pressure for more tree planting along the points on the A376 where there is significant run-off whenever there is heavy rain on west-facing fields	
Things that are 'encouraged' are too easily walked over with excuses or feasibility issues. Where money is the main drive there will always be walkovers.	
P7 Proposals are all very well, but these are not rules and guidelines are easily broken or ignored. Profit is all that is the priority. No new buildings - no problems. Leave the site to nature.	
Policy 7. It doesn't exist. Trees, hedges and banks are not cared for and damage to cables and drainage make the area very worrying. Policy 7	
7.1 This should also mention ancient watermeadows of which we have a few within the Exton ward These not only sustain many important species but also reduce flooding and decrease pollution into the Exe estuary which is a SSSI and is world renown for wildlife habitat 7.2 View of coastal features and tradition views from major link roads into settlements should be safeguarded.	

Same answer as above developers are not in the business of protecting the local bio diversity, JCBs do not take account of Devon Banks, native trees etc, if they are in the way they will be removed	
P7.2 More detail on viewpoints from different places. Include information on views to and from the River Exe, as protected by the Coastal Protection Plan	Policy has been amended to include views from settlements towards the River Exe and Woodbury Common.
I agree in general that local native species would be preferable - but chosen species need to be subject to adaptation to climate change - we may need to encourage and plant different species as the climatic conditions shift.	
New trees will not provide the same amount of CO2 retention as mature trees and hedgerows. Mature trees and hedgerows MUST be retained within new development. Important views are already identified in the adopted conservation area appraisal but need revision and updating.	
Again the policies are vague ('encouraged' and 'favoured') and do little more than re-iterate the content of the Local Plan.	
Mature trees must be protected and must not be felled, or excavations of any kind made within their root range.	
It is worth noting that although this all sounds lovely it will be the people who buy the houses that will be paying for this forever without any say in bills etc.	
Greenspaces need to be protected, ensuring wildlife have suitable corridors to move freely from place to place	
The protection of local features and views in the unique landscape (heathland to sea) of Woodbury Parish clearly require protection.	
In the past with previous developments trees have not been protected and there have been extremely beautiful trees lost. In reality this has not been enforced.	
Again that does not happen	

Policy 8: Biodiversity Enhancement

P8.1 For any new development, wherever possible, existing habitats and ecosystems must be protected. All significant developments requiring planning application must demonstrate the delivery of biodiversity net gain with the use of a recognised biodiversity metric.

P8.2 The minimum biodiversity net gain will be in line with East Devon District Council policies and is required to be on the application site or within the Parish.

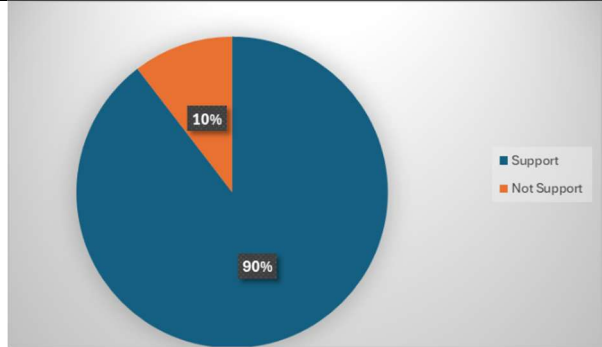
Consultee comments	Steering group decisions
Support 42	After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required. Some comments relate to specific developments which have been approved and therefore not likely to be affected by this Plan.
Do not support 5	
 <p>A pie chart illustrating the results of the consultation. The chart is divided into two segments: a large blue segment representing 'Support' at 89%, and a smaller orange segment representing 'Not Support' at 11%. A legend to the right of the chart identifies the colors: a blue square for 'Support' and an orange square for 'Not Support'.</p>	
I can only speak with authority of one possible development area - the lawn behind Oakhayes House. We have seen bats, foxes, pheasants, woodpeckers, badgers, house martins, buzzards and even deer. It would be a tragedy if this area is not protected against development.	
The Heritage Homes site at Globe Hill, Woodbury (23/1258/MOUT) can deliver a BNG of 27% in habitats and 59% in hedgerows.	
P8. Very much agree that existing habitats and ecosystems must be protected - as mitigation and or replacement is not the same.	
I would want to see a higher than "minimum biodiversity net gain" instituted. We need to reverse those losses already incurred	NP over ridden by LP.
Existing wildlife will suffer regardless and anything replaced will take years to recover.	
P8.1 With any new development there will be destruction of habitat and wildlife which will takes years if ever to recover. This can't be allowed to happen especially in a coastal protection zone.	Habitat and wildlife is protected by costal protection zones and other national and international designations incorporated in other policies.
Policy 8. What does this even mean?	

Have no idea in our area. Policy 8	
Developers have recently chosen to do these biodiversity assessments in the winter when many species are not present or hibernating. In some cases I believe, this has been highlighted by their PC and has had to be done again showing very different results. P8.1 should be amended to include assessments at peak seasonal points in the year.	
Same as P7.1 2	
Chapter 6. add paragraphs - More information in justification on species inhabiting the area, such as barn owls, bats, roe deer, door mice. The importance of preserving dark skies and tranquility in rural areas including our historic hamlets, rich with wildlife.	
P8.1 How can you protect existing habitats and ecosystems when building houses on green field sites? Biodiversity net gain on a green field is easy to manipulate by simply adding more diversity in plants - you still lose the green field.	
This must be enforced with robustness.	

Policy 9: Support for wildlife within new developments

P9.1 There will be a preference for developments within the Parish which:

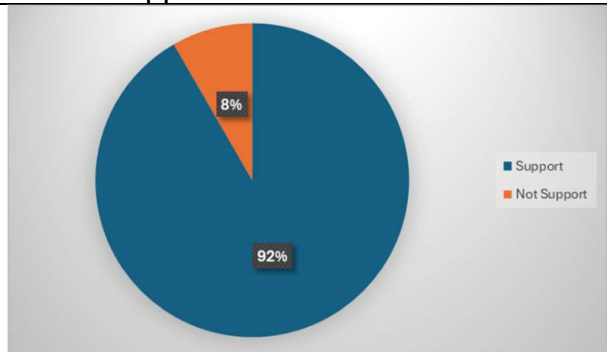
1. Include an average rate of one integral swift brick per unit/residential dwelling, more for larger buildings
2. Protect or establish permeable and ideally planted boundaries, e.g. hedges, or fences with small gaps at the base in each garden, that permit movement of hedgehogs;
3. Include solitary bee boxes, bee bricks and 'insect house';
4. Retain existing and plant new native trees, shrubs and hedges to create green corridors for wildlife to move through the development to adjacent habitats.

Consultee comments	Steering group decisions
Support 43	<p>After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required. Some comments relate to specific developments which have been approved and therefore not likely to be affected by this Plan.</p>
Do not support 5	
 <p>A pie chart illustrating the distribution of responses to Policy 9. The chart is divided into two segments: a large blue segment representing 'Support' at 90%, and a smaller orange segment representing 'Not Support' at 10%. A legend to the right of the chart identifies the colors: blue for 'Support' and orange for 'Not Support'.</p>	
See my comments on Policy8 above	
The Heritage Homes site at Globe Hill, Woodbury (23/1258/MOUT) will deliver various ecological enhancements integrated into the scheme. The scheme will not result in the loss of any trees.	
P9. Agree but, Who will manage and maintain hedges and trees as they take a lot of time and expense and by their nature adjoin at least 2 properties/ land uses? Could the Parish Council provide more support and assistance in this area?	
Wildlife is already supported in the natural way the habitat already is without the buildings.	
P 9 - This sounds good in principal, but none of this is necessary if developments don't go ahead. None of this is mandatory. Words such as "average"; "ideally"; " Preference" mean nothing and can easily be manipulated.	
Policy 9. Where do I see any of this in our area? Policy 9	
Should also include : should not be detrimental to existing neighbouring sites such as woodland, water meadow and	

coastal habitats	
Same answer as P7 1.2	
Chapter 6. add paragraphs. More information in justification on species inhabiting the area, such as barn owls, bats, roe deer, door mice. The importance of preserving dark skies and tranquility in rural areas including our historic hamlets, which are rich with wildlife.	
See above re. species and adaptation to climate change.	
(1) is too specific. What about house martins (we've lost all ours in our road), swallows, barn owls and bats? Better to have more generalised phrasing, or include "for example...".	
P9.1.1 - reword to '.. an average rate of at least one ..'	
An ambitious set of objectives but clearly correct in the context of preference being given to new developments which support these.	Policy states "for new developments".
Sadly this year in the village not one Swift has been seen, very few Swallow's and few House Martins.	

Policy 10: Conservation of Heritage

P10.1 Any designated or non-designated heritage assets in the Parish, and their settings, must be conserved and where possible enhanced for their historic significance and importance with particular regard to their local distinctiveness, character and sense of place.

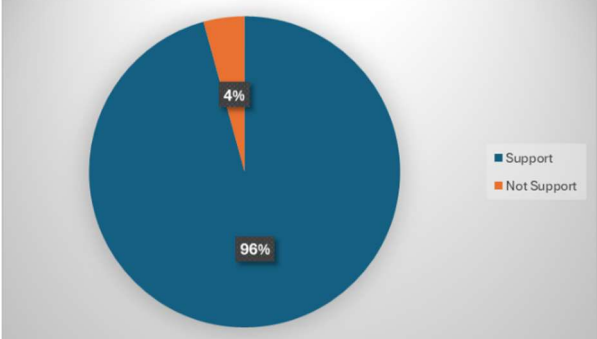
Consultee comments	Steering group decisions
Support 44	After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required.
Do not support 4	
	
I agree that the Conservation area must be preserved at all costs. The wall of the Arch and going up Globe Hill must be protected.	
The Woodbury Conservation Area MUST	

be preserved as stated in Objective 6.11. Also the wall in The Arch must be preserved because of local distinctiveness.	
Whilst the intentions of this policy are acknowledged and supported, this is a generic heritage policy which is already present within the NPPF and local development plan policy for East Devon.	We felt needed emphasising.
agree	
Setting includes land surrounding it. Especially in farmland.	
This can be done without more building of new houses.	
P10 - How can history and heritage maintain their status and appearance and protection, with a new modern and ugly development on it's doorstep. Shame on you for not respecting history.	
Policy 10. Doesn't happen - look at the state of Gulliford farm for instance. General run down buildings and a Caravan park.	
We have Gulliford Dissenter's burial ground which is a great example of a local community coming together to preserve a site of both local and international history. There are many of these pockets of heritage which need to be protected to continue residents' sense of place.	
National and East Devon policy covers this in detail. 6.11 objectives, may add that heritage assets important to the community may also be submitted to EDDC for local listing, for a level of protection.	
But subject to economic and practical feasibility - as this could potentially represent a huge financial burden on individual property owners, without access to support.	
How do you specify a 'non-designated heritage asset' - is there a list, if so this needs referencing?	
reword to '.. must retain, conserve and ..'	
But please take account that sometimes a 'heritage asset' is beyond repair, and things do need to change / move on.	
Previous developments built overlooking The Conservation area are ugly and have visible satellite dishes large windows that	

overlook Conservation Areas but people in Conservation Areas or listed buildings have had to put up with intrusive developments not even with planning permissions springing up in Conservation Areas. So rigorous action has not been observed.

Policy 11: Green Spaces

P11.1 Proposals for development on green and community spaces will not be allowed other than in very special circumstances, for example, unless it is demonstrated that such development will result in a net increase in the community value of that space or assets, and features on it, or there is new provision of equal or enhanced community value.
 P11.2 Where existing community spaces are no longer utilised for their earlier purpose, alternative community uses will be looked upon favourably.

Consultee comments	Steering group decisions
Support 45	After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required.
Do not support 2	
 <p>A pie chart illustrating the distribution of responses. The chart is divided into two segments: a large blue segment representing 'Support' at 96%, and a small orange segment representing 'Not Support' at 4%. A legend to the right of the chart identifies the colors: blue for 'Support' and orange for 'Not Support'.</p>	
There are many in the village that the Woodland Trust might be willing to take over and make into a woodland habitat.	
The intentions of the policy are supported but 'green and community' spaces should be precisely defined within the NDP.	
P11. The objective 6.15 should be in the Policy.	
P11 No doubt however, exceptional circumstances will be found if further profit can be made???	
Policy 11. A large estate has recently been mentioned being proposed to be built on such a space just behind where we live - several hundred houses on green fields with no access to roads, drainage or other up to date facilities.	
Policy 11. It would be helpful to identify and provide map of the green spaces to be protected	
P11.1 reword to '.. on green and	

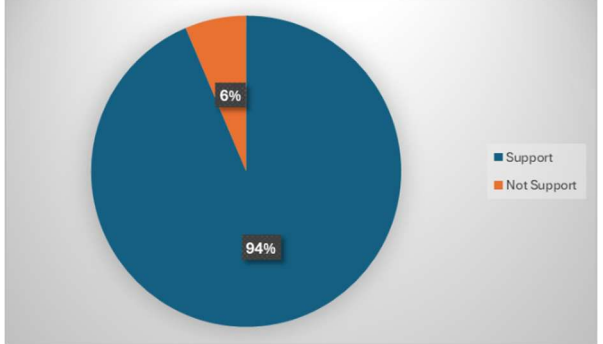
community spaces or assets ... '	
P11.1 The idea has been raised of situating a pond on the field at the bottom of Mill Lane Exton opposite the potential development site. The pond would assist with water runoff from the fields and the surrounding area could be developed as a nature preserve for the local area. I think that is a very good idea.	Discussed with EDDC, Environment Agency and developers.
Green and community spaces must clearly be protected and any alternative community spaces on spaces no longer used for community purposes should obviously be encouraged.	
We already see our village greens used as dog toilets! These areas are not suitable for children to play in, the standard of care of our green areas are not respected by the general public and it's time our precious places of interest are not allowed to be used as a insanity area for the convenience of the dog owners of the village. Cars pull up just to allow dog owners to allow their dogs to foul and to use the bins by the play area and delightful seating and areas of the village green stink. Dog exercise should be prohibited on the village greens. Toxoplasmosis is a risk to our children's sight ans zoonotic disease such as worm parasites are a real risk.	Dog walking area has been provided.
Woodbury needs as much green and community spaces as possible. the villagers need it	

Policy 12: Small Business Development

P12.1 Other than where allocated for development in the East Devon Local Plan, or otherwise clearly allowed for under local plan policy, the expansion of established business premises will not be allowed for beyond existing business premises operational boundaries.

P12.2 Small extensions to the buildings of existing businesses or the sympathetic conversion of existing buildings will be supported where all the following are all met:

1. the proposal does not compromise any other policies in this Plan and the Local Plan; and
2. the premises is within an accessible location with no significant increase in vehicle movement; and
3. it would not adversely harm the amenities of adjoining or nearby occupiers.

Consultee comments	Steering group decisions
Support 44	After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required.
Do not support 3	
 <p>A pie chart illustrating the distribution of consultee comments. The chart is divided into two segments: a large blue segment representing 'Support' at 94%, and a smaller orange segment representing 'Not Support' at 6%. A legend to the right of the chart identifies the colors: blue for 'Support' and orange for 'Not Support'.</p>	
The policy should incorporate more flexibility to consider proposals on a case by case basis.	
P12. Seems sensible and proportionate	
I support the principles but think that the drafting of P12.1 is perhaps too restrictive. As it stands then existing businesses might be faced with a choice of having to fight a planning appeal, or relocate to premises outside the parish.	
Support as long as the infrastructure can cope. Extensions better than new builds.	
P 12. Expansion to existing dwellings is always favourable to building new developments. However, how will the one school, shop and health centre cope with such an influx and increase in population? ?????	
Policy 12. But it wont happen. If someone with enough influence and or money to bribe then permission will be granted.	
I only support this is if point 7.6 :' To avoid significant developments in the open countryside and limit business parks	The WPC is consulted by the local authority and listens to and supports local residents wishes. The WPC is not the

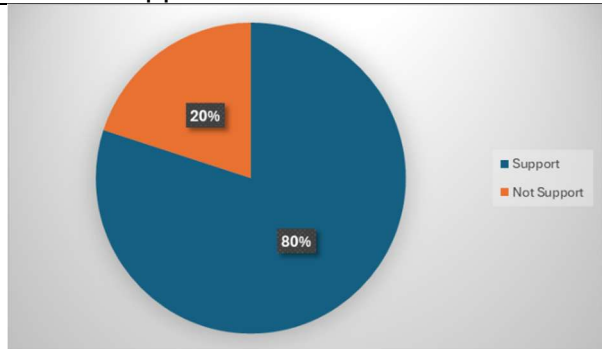
<p>to within the published employment areas ' is stated clearly in the above policy. As we have seen with the outrageous Goosemoor application on primary farming land with no neighbouring buildings, developers will push these sites and EDDC will support them against local residents' wishes. It must be stated that the neighbourhood plan would not allow business development of this nature regardless of the EDDC local plan 7.2 should be reworded to say 'developments would not be considered if they have a detrimental impact on the build or natural environment or do not fit in to the present 'sense of self' in that specific area, the communications or transport infrastructure...</p>	<p>planning authority.</p>
<p>Make para 7.4 stronger - will not tolerate the practice of retrospective planning applications</p>	
<p>But planning rules and regulations need to be more robustly enforced so that there is no taking advantage of current rules e.g. through applying for retrospective planning.</p>	<p>Retrospective planning applications are part of planning law.</p>
<p>Could installation of solar panels and rainwater harvesting be required?</p>	
<p>Need to assess impact of additional traffic and parking</p>	
<p>Concerned about P12.2 - as to what constitutes a small extension. Having experienced the expansion of Greendale over the last 25 years - it seems some developers have different ideas on 'small' ! Otherwise this all looks very sensible</p>	<p>See policy for “beyond existing operational boundaries”.</p>
<p>Will anyone ever deal with the expansion of Greendale, which seems to happen regardless of planning? Sheds etc erected, and even when requested by EDDC to be removed, this does not appear to happen.</p>	
<p>Businesses in this village must adhere to the strict planning rules and not change listed buildings legislation and Conservation Area status planning rules have been ignored. In reality if a business needs expansion then the suitability of the existing building should be adequate if not alteration must adhere to the strictest rules or the whole</p>	

environment and TRANQUILITY is destroyed.	
We need another food etc shop. The one we do have i know people who woon't go in there (the man who runs it is.....and has banned people from going in for absolutely no logical reason. There are many people who don't drive	

Policy 13: Rural Diversification

P13.1 The re-use of farm and other rural buildings will be permitted for business or tourism purposes provided that the proposed use is small scale and where on an operational farm it is subservient to the farm and its operations and where any development:

1. would not have a significant adverse impact on the surrounding landscape or environment;
2. would not adversely harm the amenities of adjoining or nearby residential occupiers;
3. where the building in question can be converted to a standard that meets the design guidelines set out in Appendix C;
4. the building is not considered inappropriate on amenity or landscape or highway grounds in which case permitted development rights should be removed.

Consultee comments	Steering group decisions
Support 36 Do not support 9	After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required. Planning law already supports much of this policy and enables local farms to be commercially viable.
 <p>A pie chart illustrating the distribution of consultee comments. The chart is divided into two segments: a large blue segment representing 'Support' at 80%, and a smaller orange segment representing 'Not Support' at 20%. A legend to the right of the chart identifies the colors: blue for 'Support' and orange for 'Not Support'.</p>	
P13. Seems sensible and proportionate I think that any re-use should be for housing	
The area the farms are in would seem to do all 3 of the things listed above so cannot support.	
P13. I assume this refers to Gulliford Farm which is already an eyesore with Caravans, boats and can easily be seen from the road. This proposal is again all about the lining the pockets of the land owner and creating vast profits. Already the new bus stop holds up traffic on the congested A376. The access to the farm	

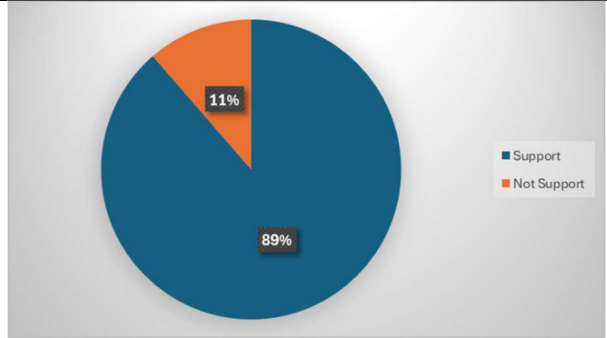
is a blind spot and further use will create further accidents and further traffic. NO NO NO.	
Policy 13. If it earns money then these conditions will be skillfully over looked. Look at Gulliford Farm for instance - ?	
with the proviso that doesn't impact on the infrastructure around it such as increased road use, increased flooding or is clearly a means to and end to gain planning for further development in the future. A statement confirming that Woodbury parish recognises the climate crisis and the impending food shortages and that diversification should not be to the detriment of land use for crops and animals or to the detriment of wildlife habitats.	
"Policy 13 - This policy should be reworded to prevent the unwanted development of business in the open countryside and the loss of agricultural buildings where farming is viable. East Devon District Council has already identified ample employment land within the District. The policy should include wording to the effect of: The re-use of farm and other rural buildings will only be supported where proven that • there is an existing, established and active farm where loss of viability can be proved • the proposal would be ancillary and subordinate to the farming activity, and • compatible with and contributing to viability of the farm • not allow heavy transport vehicles on minor/ rural roads, especially near residences. " Must be more emphasis on the word 'operational' as a farm should not be bought solely to change its use to a business or an Air B&B. There must be evidence of proper farming for say the last 5 years.	Planning applications require an agricultural statement if use of buildings are to change.
But planning rules and regulations need to be more robustly enforced so that there is no taking advantage of current rules e.g. through applying for retrospective planning.	
13.1 I - would not have a significant adverse impact on the surrounding landscape or environment, or	

infrastructure including roads.	
As long as existing infrastructure allows (drainage, sewage, power supply)	
The caveat that any rural diversification does not impact on the environment or harm existing local amenities is important.	
I agree but would want the buildings to be considered for homes as well. Businesses should be made to adhere to the strict planning rules to be permitted to diversify. This is also to protect the environment and historic buildings.	
???????	

Policy 14: Equine Activities

P14.1 Equestrian development will be permitted if it:

1. is of a scale and/or an intensity of equestrianism use which will be compatible with the landscape and its special qualities. As a guide, 0.5 ha of grazing per animal should be provided; demonstrates clever design which responds to local character and distinctiveness including location and siting;
2. has a location which relates to existing infrastructure, where necessary, which includes vehicular and field access. In isolated locations field shelters may be erected but should be established adjacent to existing vegetation. Where this is insufficient to screen the building, native planting should be provided;
3. re-uses existing buildings where ever practicable and viable. Covered ménages or arenas should utilise existing agricultural buildings;
4. locates new buildings, stables, yard areas and facilities adjacent to existing buildings provided they respect the amenities of surrounding properties and uses. They should be established as a block, near to existing dwelling or farm building from which they will be managed, to improve security, reduced visual impact and minimise the footprint;
5. provides new or supplementary native planting, hard landscape features of boundary treatments consistent with local character, where appropriate;

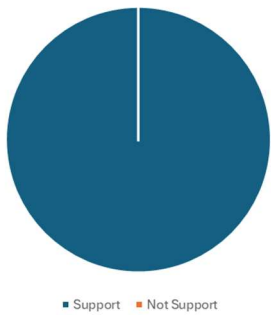
Consultee comments	Steering group decisions
Support 39 Do not support 5	After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required. In light of the comments received in the consultation process this policy was created due to the number of planning applications which our parish had received for equine facilities.
 <p>A pie chart illustrating the distribution of responses to Policy 14. The chart is divided into two segments: a large blue segment representing 'Support' at 89%, and a smaller orange segment representing 'Not Support' at 11%. A legend to the right of the chart identifies the colors: blue for 'Support' and orange for 'Not Support'.</p>	
P14. Don't feel eligible to comment but seems reasonable.	
P14 - Again this will bring further traffic	

and potentially slow moving vehicles on to an already over crowded road. Get a by pass in place before thinking of anymore expansion. NO.	
Policy 14. There is no evidence of this having happened in my time in the area.	
with proviso that any stables or buildings are not adjacent to residential buildings where smell, noise, rodent infestation and blocking over rural views which are the reason people buy these houses etc would be detrimental.	
All policies: In the introduction and for individual policies such as this Policy 14, explanation and evidence are needed on how the policies have been developed and consulted on (this was not in original consultation). Other policies in the original consultation which were supported have been dropped, e.g. on light pollution, and restricting warehousing, without explanation	
But is not a priority - especially where it may conflict with e.g. provision of affordable housing?	
In the original consultation, there were no policies put forward on equine activities so it is hard to see how such a large and restrictive policy made its way into the final draft apart from a personal dislike of horses. Equine activities are part of the countryside and have a large economic impact - as such they should be encouraged, not throttled by a policy that is the longest and most restrictive in the NP! Farmers have no such restrictions on the footprint, siting and design of the huge barns that are currently being built in open countryside with no consideration of screening or planting in mitigation. The NP is supposed to support the whole community not just the land-owning minority.	
Solar panels and rainwater harvesting to be encouraged	
Development with full planning rules applied is the only acceptable route.	
For people in Woodbury who have horses - there is nowhere in the village to keep them	

Policy 15: The loss of community facilities must only be allowed in exceptional circumstances.

P15.1 Planning permission which will result in the loss of a facility will only be permitted 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 the community or Parish Council is satisfied 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.

Consultee comments	Steering group decisions
Support 42	After consideration it was decided that most comments were positive and supportive and that no alterations to the text of the Plan were required.
Do not support 0	
	
Agree, but the garage, while not being a thing of beauty, is in a spot where it can be accessed on foot by many residents. if it were moved to Woodbury Business Park it would be much less convenient for older residents.	Agree but may include other businesses.
P15 Should be ALL not just one of the criteria that are met.	
Barely any facilities to speak of so losing them would be another negative.	
P15. There are precious few community facilities. Nonsense policy. Just trying to appease those against this development and trying to show that you care about the surroundings and people that live here. Lympstone will have all the mess, and eyesore viewable from the road, traffic congestion, and Woodbury will have all the profit. NO NO NO.	
Policy 15.They will be lost if enough money appears to be in council hands to make it worthwhile - evident in council discussions.	
Rural decline is a real threat so community assets should be protected at all costs	

<p>Chapter 8 Much more could be included in the justification, e.g. naming the facilities e.g. pubs, GP surgery, shops, also the community desire to improve appearance of the Arch area in Woodbury from the original consultation. NB The emerging Local Plan 2020 - 2040 carries weight and should be mentioned in the introduction, Para 1.3.</p>	
<p>15.2 - 'the community AND Parish Council' Please note - the cricket pitch is used daily by dog walkers, the Woodbury community and in the summer by the local cricket club and children. The orchard is a valuable asset to the community and provides a site for increased bio-diversity. There is also a useful wild flower area and stream at the bottom of the pitch which limits flooding onto Town lane. The Parish Council must defend this facility against further ribbon development and the temptation to let it all go with the offer of a pitch elsewhere - this community facility is more than just a games area but is a huge bio diverse area with wildlife corridor.</p>	
<p>This is vital. In particular, the Parish's three thriving village halls and the important role they play in their respective communities is of much importance. They must be protected and enhanced as appropriate.</p>	
<p>The community should not be damaged by the development of buildings where existing facilities have been adequately used in the past, the wishes of the few should not affect the environment of the neighbourhood for gain by the few. The whole environment has to be protected and the historic use of facilities and communities considered.</p>	

2.2 Statutory consultee response

The following is a list of the statutory consultees that replied.

- National Highways
- Network Rail
- DCC Transport ~Planning Team
- National Grid
- National Gas
- NHS Devon Integrated Care Board (ICB)
- South West Water
- Natural England
- Devon Countryside Access Forum
- East Devon District Council

The one response that is not in this section was the very detailed response form East Devon District Council that is treated separately (section 2.3).

The following were all email responses and were very generic in nature referring to the consultees own documents.

In many cases the policies of the Plan are covered in the NPPF and in the Local Plan. Where this occurs, it was felt that they should be included in the Plan to emphasise the importance.

National Highways

Dear Woodbury Parish Council,
Thank you for providing National Highways with the opportunity to comment on the pre-submission draft of the Woodbury Neighbourhood Plan. We are responsible for operating, maintaining and improving the strategic road network (SRN) which in this instance consists of the M5 motorway running west of the Plan area, including M5 Junction 30 located approximately 2.5km to the north west.

Following our review of the pre-submission draft we are satisfied that the proposed policies within the Plan are unlikely to result in development which will adversely impact the SRN and we therefore have no specific comments to make. This does not however prejudice any future responses National Highways may make on site specific applications as they come forward through the planning process, and which will be considered by us on their merits under the prevailing policy at the time.

Network Rail

Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan policy is important in relation to the protection and enhancement of Network Rail's infrastructure.

For development likely to increase capacity on the railway, Network Rail would expect the developer to fund station improvements to meet demand. This may be

but it not limited to; improved cycle parking, improved disabled parking, improved wayfinding and improvements to the station front.

As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions to fund such improvements.

Level Crossings

Any development of land which would result in a material increase or significant change in the character of traffic using rail crossings should be refused unless, in consultation with Network Rail, it can either be demonstrated that they safety will not be compromised, or where safety is compromised serious mitigation measures would be incorporated to prevent any increased safety risk as a requirement of any permission.

There are two level crossings within the plan area however these are private crossings and therefore their use is unlikely to be affected by development.

We trust these comments will be useful in the preparation of the forthcoming plan documents.

Yours Sincerely,

Grace Lewis
Town Planning Technician Wales and Western
Network Rail
Temple Point, Redcliffe Way, Bristol, BS1 6NL

DCC Transport – Planning Team

Section 2: Housing and Development

The policies and text regarding Housing and Development support the Unlock Development objective being used to develop our new emerging Local Transport Plan. Furthermore, the principles surrounding electric car charging points align well with the recommendations in the Devon Electric Vehicle Charging Strategy which provides guidance and detail about the specific options for publicly available EV charging.

The responsibility for these policies regarding development will lie with the developer's themselves, which should be made clear.

Section 3: Transport Infrastructure

Including objectives about highway, active travel and public transport support the DCC goals to provide choice for all transport users and the Easier Travel objective of the new Local Transport Plan currently in development.

Policy 3.1 aligns with the current planning requirements for developments to provide a travel plan and undertake transport assessment/transport statements as part of planning applications.

Policy 3.2 aligns with actions currently being undertaken, in regard to a application site that a resolution to grant planning permission, subject to successful S106 negotiations. This will consist of the delivery of a southern footway and an obligation to deliver a crossing, the detail of which is to be agreed with DCC.

The desire to improve public transport, active travel and congestion supported in principle by DCC. In regard to existing work, Rydon Lane is an active travel link being developed to contact Woodbury to Exton, and the Exe Estuary Trail; this is being done by closing the road to through vehicular traffic, therefore providing a safe traffic free route for non-motorised forms of traffic.

This in particular addresses the concerns raised in paragraph 3.4. Aside from Rydon Lane, no other specific schemes or interventions have been identified to active travel, but DCC are keen to work with the parish and potential development in the area to provide improved sustainable travel links. The parish is within the boundary of the East Devon LCWIP (Local Cycling and Walking Infrastructure Plan), but there are no routes within this strategy in the Woodbury Parish area.

The congestion resulted from vehicles travelling between Exmouth and Exeter is something that DCC is aware of. Improvements in Exmouth, in particular Dinan Way extension connecting Hulham Road and the A376, should address this and reduce the number of vehicles passing through Woodbury. As the Dinan Way project continues, traffic levels will be monitored and kept under review.

Paragraph 3.6 directly actions DCC to consider further work and the concern and issues are clearly explained. This section of the document does not raise any specific solutions to the problems identified, although does signpost to public suggestions in Appendix D.

It is unclear the circumstances under which these comments were made but are valuable suggestions. DCC would consider the delivery of these interventions, but this is not currently something in the scope of our priorities and no programme of interventions have been identified for Woodbury. It should therefore be considered how the above objectives can be achieved in the absence of available resources from DCC to deliver.

Appendix D Suggestions

- 1) The provision of a gateway feature would be supported by DCC but funding for this would have to be found elsewhere
- 2) The provision of a roundabout would have to be investigated further to understand if this would work operationally and safely. DCC would be keen to understand the rationale for this and external funding would be required to develop this further.
- 3) Parish Council's can apply for speed limits to be changed. It should be noted that speed limit alterations or relocations will need to meet standards, which includes having an environment which justifies the speed limit put forward.
- 4) Same as 3 above.
- 5) Raised tables

Section 4: Utility Infrastructure

Policy 5.3 aligns with the DCC objectives of The Place to be Naturally Active, Decarbonisation, Easier Travel and Unlocking Development, all of which are being used to develop the new Local Transport Plan.

However, the objectives to bury new and replacement cables where possible does raise concerns for future implications for DCC traffic schemes. For example, this may prohibit some schemes proceeding (due to the difficulties with disturbing land under which cables are buried). Equally, it would be advised that cables are not buried beneath highway or active travel infrastructure, because the burying, as well as any work or maintenance on these, would cause traffic management issues.

Section 5: Vehicle Parking within the Parish

Parking is the responsibility of the District Council however its impact of the highway network should be considered. The necessity for off-street parking does raise concern that this will increase private car use, but it is recognised that car use will be high given the rural nature of the parish. Cycle storage supports DCC goals to encourage more active travel and give people a choice of transport modes.

National Grid Electricity Transmission

Dear Sir / Madam

Woodbury Neighbourhood Plan Regulation 14 Consultation June – July 2024

Representations on behalf of National Grid Electricity Transmission

National Grid Electricity Transmission has appointed Avison Young to review and respond to local planning authority Development Plan Document consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

About National Grid Electricity Transmission

National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.

National Grid no longer owns or operates the high-pressure gas transmission system across the UK. This is the responsibility of National Gas Transmission, which is a separate entity and must be consulted independently.

National Grid Ventures (NGV) develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States. NGV is separate from National Grid's core regulated businesses. Please also consult with NGV separately from NGET.

Proposed development sites crossed or in close proximity to NGET assets:

An assessment has been carried out with respect to NGET's assets which include high voltage electricity assets and other electricity infrastructure.

NGET has identified that it has no record of such assets within the Neighbourhood Plan area.

NGET provides information in relation to its assets at the website www.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/

Please also see attached information outlining guidance on development close to NGET infrastructure.

Avison Young (UK) Limited registered in England and Wales number 6382509. Registered office, 3 Brindleyplace, Birmingham B1 2JB. Regulated by RICS Distribution Networks Information regarding the electricity distribution network is available at the website www.energynetworks.org.uk

Further Advice

Please remember to consult NGET on any Neighbourhood Plan Documents or site-specific proposals that could affect our assets. We would be grateful if you could add our details shown below to your consultation database, if not already included:

Matt Verlander, Director Tiffany Bate, Development Liaison Officer

nationalgrid.uk@avisonyoung.com box.landandacquisitions@nationalgrid.com

Avison Young

Central Square

Forth Street
Newcastle upon Tyne
NE1 3PJ
National Grid Electricity Transmission
National Grid House
Warwick Technology Park
Gallows Hill
Warwick, CV34 6DA

If you require any further information in respect of this letter, then please contact us.

Yours faithfully,
Matt Verlander MRTPI
Director
0191 269 0094

matt.verlander@avisonyoung.com

For and on behalf of Avison Young

Avison Young (UK) Limited registered in England and Wales number 6382509. Registered office, 3 Brindleyplace, Birmingham B1 2JB. Regulated by RICS
2NGET is able to provide advice and guidance to the Council concerning their networks and encourages high quality and well-planned development in the vicinity of its assets. Developers of sites crossed or in close proximity to NGET assets should be aware that it is NGET policy to retain existing overhead lines in-situ, though it recognises that there may be exceptional circumstances that would justify the request where, for example, the proposal is of regional or national importance.

NGET's 'Guidelines for Development near pylons and high voltage overhead power lines' promote the successful development of sites crossed by existing overhead lines and the creation of well-designed places. The guidelines demonstrate that a creative design approach can minimise the impact of overhead lines whilst promoting a quality environment. The guidelines can be downloaded here: <https://www.nationalgridet.com/document/130626/download>
The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed.

National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site.

NGET's statutory safety clearances are detailed in their 'Guidelines when working near National Grid Electricity Transmission assets', which can be downloaded here: www.nationalgridet.com/network-and-assets/working-near-our-assets

How to contact NGET

If you require any further information in relation to the above and/or if you would like to check if NGET's transmission networks may be affected by a proposed development, please visit the website: <https://lsbud.co.uk/>

For local planning policy queries, please contact:

nationalgrid.uk@avisonyoung.com

Avison Young (UK) Limited registered in England and Wales number 6382509. Registered office, 3 Brindleyplace, Birmingham B1 2JB. Regulated by RICS

National gas Transmission

Dear Sir / Madam

Woodbury Neighbourhood Plan Regulation 14 Consultation June – July 2024

Representations on behalf of National Gas Transmission

National Gas Transmission has appointed Avison Young to review and respond to Neighbourhood Plan consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

About National Gas Transmission

National Gas Transmission owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.

Proposed sites crossed by or in close proximity to National Gas Transmission Assets

Following a review of the above document we have identified the following National Gas Transmission assets as falling within the Neighbourhood area boundary:

Gas Transmission Pipeline, route: BARRINGTON TO KENN

Gas Transmission Pipeline, route: ILCHESTER TO KENN SOUTH

A plan showing details of National Gas Transmission's assets is attached to this letter. Please note that this plan is illustrative only.

National Gas Transmission also provides information in relation to its assets at the website <https://www.nationalgas.com/land-and-assets/network-route-maps>

Please see attached information outlining guidance on development close to National Gas Transmission infrastructure.

Distribution Networks

Information regarding the gas distribution network is available by contacting:

plantprotection@cadentgas.com

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Further Advice

Please remember to consult National Gas Transmission on any Neighbourhood Plan Documents or site-specific proposals that could affect our assets.

We would be grateful if you could add our details shown below to your consultation database, if they are not already included:

Matt Verlander, Director Kam Liddar, Asset Protection Lead

nationalgas.uk@avisonyoung.com kam.liddar@nationalgas.com

Avison Young

Central Square

Forth Street

Newcastle upon Tyne

NE1 3PJ

National Gas Transmission

National Grid House

Warwick Technology Park

Gallows Hill

Warwick, CV34 6DA

If you require any further information in respect of this letter, then please contact us.

Yours faithfully,

Matt Verlander MRTPI

Director

0191 269 0094

matt.verlander@avisonyoung.com

For and on behalf of Avison Young

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2National Gas Transmission is able to provide advice and guidance to the Council concerning their networks and encourages high quality and well-planned development in the vicinity of its assets.

Gas assets

High-Pressure Gas Pipelines form an essential part of the national gas transmission system and National Gas Transmission's approach is always to seek to leave their existing transmission pipelines in situ. Contact should be made with the Health and Safety Executive (HSE) in respect of sites affected by High-Pressure Gas Pipelines.

National Gas Transmission have land rights for each asset which prevents the erection of permanent/ temporary buildings, or structures, changes to existing ground levels, storage of materials etc. Additionally, written permission will be required before any works commence within the National Gas Transmission's 12.2m building proximity distance, and a deed of consent is required for any crossing of the easement.

National Gas Transmission's 'Guidelines when working near National Gas Transmission assets' can be downloaded at

<https://www.nationalgas.com/document/82951/download>

How to contact National Gas Transmission

If you require any further information in relation to the above and/or if you would like to check if National Gas Transmission's transmission networks may be affected by a proposed development, please visit the website: <https://lsbud.co.uk/>

For local planning policy queries, please contact

nationalgas.uk@avisonyoung.com

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NHS Devon Integrated Care Board (ICB)

Dear Clerk,

NHS Devon Integrated Care Board (ICB) have reviewed the proposed Woodbury Neighbourhood Plan.

Access to GP services is likely to be of concern to most residents within the Parish and whilst Woodbury currently has a GP surgery, it currently has 17% more patients than its infrastructure has capacity for. Any further development sites allocated within the East Devon District Council Local Plan may significantly increase the number of patients who would wish to register with the Woodbury Surgery.

Therefore, it might be prudent to include a small section within your plan that refers to this, stating that any further developments within the catchment area of the Woodbury surgery will need to be accompanied with a planning contribution to increase the infrastructure capacity at the surgery.

We hope that helps with your plan and please do not hesitate to contact us for any further information.

Regards

Malcolm Dicken | Associate Director of LPA Engagement

NHS Devon ICB

South West Water

19th July 2024

South West Water [SWWL] comment in response to the Regulation 14 Woodbury Draft Neighbourhood Plan acting in its function as Statutory Water and Sewerage Undertaker [the Undertaker] for East Devon.

SWWL has a duty under the Water Industry Act 1991 to protect statutory assets to provide an effective, efficient and economic water supply and sewerage system, as well as upgrade and improve infrastructure to accommodate development, where suitable. The Undertaker support the Woodbury Neighbourhood Planning Forum in relation to the objectives promoting flood resilience within the proposed draft policies.

Water Efficiency

The South West region has among the highest water consumption rates in the country, with significant shifts in average consumption behaviours exacerbated by sharp increases in consumption during peak tourism seasons. To further sustainable water consumption within Woodbury, the Undertaker would fully support Woodbury Neighbourhood Planning Forum in including water efficiency measures within draft policies, such as: a requirement for all dwellings to achieve an estimated maximum water consumption of 10 litres/person/day; in line with Building Regulations Part G Optional Requirement G2. Similarly, SWWL would support the inclusion of a specified standard for water efficiency within this policy for proposals relating to non-residential development. An example policy imposing such a requirement can be found within the Draft Policy 96 of the Wiltshire Council Draft Local Plan (which underwent Regulation 19 consultation between September to November 2023). The wording proposed within this draft policy specifies the need for non-residential development to achieve a score of three credits within the Water (Wat 01 Water Consumption) issue category of the BREEAM New Construction Standard. Though primarily rural in character, implementing such policy within Woodbury will promote – in parallel with the green initiative principles pursued by Policy 5 of the Draft Neighbourhood Plan – sustainability for all relevant development across the proposed plan period. SWWL supports the inclusion within chapter 4, the objective to encourage rainwater harvesting. Harvesting techniques, such as water butts, can help reduce strain on the water supply as this alternative water source can be used for non-potable uses – including the likes of gardening uses – rather than relying on potable, treated drinking water from the public supply. SWWL would encourage the inclusion of specific policy wording requiring development proposals to incorporate water efficiency and reuse measures such as rainwater harvesting subject to viability.

Sustainable Urban Drainage Systems (SuDs)

With continuing trends of Climate Change resulting in hotter, drier summers and wetter, milder winters (IPPC, August 2021), impacts – like the threat of

exacerbated drought and flood cycles – pose significant risk to our environments. During periods of drought the soil can become compacted, and when the rains arrive the soil cannot absorb the excess rainfall at a sufficient rate; increasing the volumes of surface water run-off, carrying soil and other surface particulates with it.

The implementation of natural SuDS within a policy, would create increased opportunity for maximising the use of rainwater on land for a longer period than direct sewer disposal. The utility of infiltration techniques like swales, tree planters, rain gardens, ponds and wetlands can provide a broad range of benefits, including:

Enabling slow absorption prior to drought events of surface waters into the ground, allowing sufficient saturation into the soil substrata to provide greater drought resiliency;

- Enabling slow absorption, post drought events, of surface waters into the ground, promoting recovery of the moisture content of the soil; and
- Reduction of surface water run-off, reducing sediment and other particulates entering sewers and surface water bodies.

Due to the topography and geological setting of Woodbury parish, sitting between common land and the River Exe, it suffers from substantial levels of surface water runoff as it follows its natural course within the Exe catchment. In order to better spread the lag time of the hydrographic flow between a high level rain event and peak river flow, SWWL suggest that new development within the area maximises use of rainwater retention and SuDs.

Natural SuDS aim to mimic the way rainfall drains in the natural system to manage the quantity and quality of surface water runoff from developed sites, while also contributing to amenity and biodiversity. By enforcing the use of SuDs and rainwater harvesting techniques within all local development, the burden placed upon the existing drainage infrastructure can be limited, and potential betterment secured in combination with SWWLs ongoing initiatives. Slowing the rate of surface water runoff via water retention techniques supports the reduction of surface water ingress into the public sewerage network, as well as enabling development to maximise sustainability, biodiversity and water quality benefits. SWWL would support Woodbury parish in building on the requirements in the East Devon Local Plan and placing an increased requirement on development to incorporate SuDs and adhere to the drainage hierarchy. A good example of where policy incorporating this has been adopted can be found in the Salford Local Plan Policy WA5 which states:

“Surface water shall be managed in line with the following hierarchy (highest priority first) recognising that a combination of measures from different levels in the hierarchy may be required to satisfactorily deal with all surface water:

- 1. Infiltration to vegetation*
- 2. Store rainwater for later use on-site*
- 3. Infiltration (into the ground)*
- 4. Discharge to a surface water body such as a pond*
- 5. Discharge to a watercourse*
- 6. Discharge to a surface water sewer or highway drain*

Only in exceptional circumstances, where evidence is provided that levels 1-6 above are not possible, discharge into the combined sewer network, either directly or indirectly”

Infrastructure Provision

SWWL have a number of planned works identified over the next 10 years within the Woodbury catchment to: achieve national industry targets on reducing average spills; mitigating potential impact on the Exe Estuary; and to accommodate suitable projected growth within available infrastructure capacity. These include: -

SWWL continued monitoring the effectiveness of the infrastructure situated at both Woodbury STW and Ham Drive CSO sites. As part of SWWLs existing mitigation programme, surface water infiltration removal is included as part of the Waterfit Programme (<https://www.southwestwater.co.uk/environment/rivers-and-bathing-waters/waterfit>), of which the first phase is due to be completed by March 2025.

Surface Water Separation will be undertaken during 2025 to 2030. Our future modelling will factor in known and others proposed development for Woodbury as part of SWWLs assessment process.

Further investment during 2030 to 2035 is planned – subject to further assessment to be carried out over the next 2-3 years, as well as gaining Regulator approval of the funding regime over that AMP period – to meet the SWWL 2040 Storm Overflow commitment.

We understand the need to continue to invest in our network and so we have further work planned during 2030 to 2035 (AMP9) to reduce these levels further. This work has been identified in our programme of works to reduce the number of spills to the environment.

To enable the above, SWWL are keen to understand the developers expected build profile and when they are first looking to connect. We will then use all reasonable endeavours to make sure the infrastructure needed is delivered to meet the developer's timescales for the foul flows.

Following a high-level assessment, it has been confirmed that the drinking water distribution network will need to be upgraded along Globe Hill to accommodate further development within the Woodbury area.

SWWL continue to assess proposed development against available capacity of infrastructure, risks and potential opportunities during the Development Management process. Where speculative development proposals cannot be accommodated within the existing infrastructure capacities, SWWL may be obliged to object where development intends to utilise public water and/or sewerage infrastructure. SWWL will continue to proactively engage with the LPA and recommend the imposition of Planning conditions including timed (Grampian) conditions to enable the delivery of critical infrastructure, where suitable and relevant to the particular proposal; as has been included in several previous applications relevant to the Woodbury area.

SWWL supports the proposal of policy 1.3 in stating 'Development must be in sustainable and accessible locations'. Locating development within suitable, well connected and serviced locations is critical for long-term sustainable development, including adequate provision of infrastructure to accommodate everyday needs of future residents. As Water and Sewerage Undertaker, SWWL understands that part of what determines a sustainable location for development is the suitability to utilise or connect with current infrastructure for the effective and economical supply of drinking water and sewerage services.

The Undertaker would support the expansion of current wording within Policy 1.3, from the existing focus on transport infrastructure, to include the requirement for suitable infrastructure provision in its broader sense. In line with draft Policy 5, such infrastructure provision would further include sustainable energy sources,

as well as support housing development where critical water and wastewater infrastructure can accommodate future growth. Such policy would support the Local Planning Authority to consider local infrastructure conditions within future determinations to ensure speculative developments are delivered in sustainable locations.

Natural England

Dear Ms Bates

Woodbury Neighbourhood Plan - Pre-submission Regulation 14 Consultation

Thank you for your consultation on the above dated 08 June 2024.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

Natural England does not have any specific comments on this draft neighbourhood plan.

However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan and to the following information.

Natural England does not hold information on the location of significant populations of protected species, so is unable to advise whether this plan is likely to affect protected species to such an extent as to require a Strategic Environmental Assessment. Further information on protected species and development is included in Natural England's Standing Advice on protected species.

Furthermore, Natural England does not routinely maintain locally specific data on all environmental assets.

The plan may have environmental impacts on priority species and/or habitats, local wildlife sites, soils and best and most versatile agricultural land, or on local landscape character that may be sufficient to warrant a Strategic Environmental Assessment. Information on ancient woodland, ancient and veteran trees is set out in Natural England/Forestry Commission standing advice.

We therefore recommend that advice is sought from your ecological, landscape and soils advisers, local record centre, recording society or wildlife body on the local soils, best and most versatile agricultural land, landscape, geodiversity and biodiversity receptors that may be affected by the plan before determining whether a Strategic Environmental Assessment is necessary.

Natural England reserves the right to provide further advice on the environmental assessment of the plan. This includes any third party appeal against any screening decision you may make. If a Strategic Environmental Assessment is required, Natural England must be consulted at the scoping and environmental report stages.

For any further consultations on your plan, please contact:
consultations@naturalengland.org.uk.

Yours sincerely
Sally Wintle

Consultations Team Annex 1 - Neighbourhood planning and the natural environment: information, issues and opportunities

Natural environment information sources

The Magic website (<http://magic.defra.gov.uk/>) will provide you with much of the nationally held natural environment data for your plan area. The most relevant layers for you to consider are: Agricultural Land Classification, Ancient Woodland, Areas of Outstanding Natural Beauty, Local Nature Reserves, National Parks (England), National Trails, Priority Habitat Inventory, public rights of way (on the Ordnance Survey base map) and Sites of Special Scientific Interest (including their impact risk zones). Local environmental record centres may hold a range of additional information on the natural environment. A list of local record centres is available from the Association of Local Environmental Records Centres .

Priority habitats are those habitats of particular importance for nature conservation, and the list of them can be found at

<https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-england> . Most of these will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Your local planning authority should be able to supply you with the locations of Local Wildlife Sites.

National Character Areas (NCAs) divide England into 159 distinct natural areas. Each character area is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. NCA profiles contain descriptions of the area and statements of environmental opportunity, which may be useful to inform proposals in your plan. NCA information can be found at <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making> .

There may also be a local landscape character assessment covering your area. This is a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place. It can help to inform, plan and manage change in the area. Your local planning authority should be able to help you access these if you can't find them online.

If your neighbourhood planning area is within or adjacent to a National Park or Area of Outstanding Natural Beauty (AONB), the relevant National Park/AONB Management Plan for the area will set out useful information about the protected landscape. You can access the plans on from the relevant National Park Authority or Area of Outstanding Natural Beauty website.

General mapped information on soil types and Agricultural Land Classification is available (under 'landscape') on the Magic website and also from the LandIS website (<http://www.landis.org.uk/index.cfm>), which contains more information about obtaining soil data.

Natural environment issues to consider

The National Planning Policy Framework sets out national planning policy on protecting and enhancing the natural environment. Planning Practice Guidance (<http://planningguidance.planningportal.gov.uk/blog/guidance/natural-environment/Wildlifehabitats>) sets out supporting guidance.

Your local planning authority should be able to provide you with further advice on the potential impacts of your plan or order on the natural environment and the need for any environmental assessments.

Landscape

Your plans or orders may present opportunities to protect and enhance locally valued landscapes. You may want to consider identifying distinctive local landscape features or characteristics such as ponds, woodland or dry stone walls and think about how any new development proposals can respect and enhance local landscape character and distinctiveness.

If you are proposing development within or close to a protected landscape (National Park or Area of Outstanding Natural Beauty) or other sensitive location, we recommend that you carry out a landscape assessment of the proposal. Landscape assessments can help you to choose the most appropriate sites for development and help to avoid or minimise impacts of development on the landscape through careful siting, design and landscaping.

Some proposals can have adverse impacts on designated wildlife sites or other priority habitats (<https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-england>), such as Sites of Special Scientific Interest or Ancient woodland (<https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>). If there are likely to be any adverse impacts you'll need to think about how such impacts can be avoided, mitigated or, as a last resort, compensated for.

Priority and protected species

You'll also want to consider whether any proposals might affect priority species (<https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-england>) or protected species. To help you do this, Natural England has produced advice (<https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>) to help understand the impact of particular developments on protected species.

Best and Most Versatile Agricultural Land

Soil is a finite resource that fulfils many important functions and services for society. It is a growing medium for food, timber and other crops, a store for carbon and water, a reservoir of biodiversity and a buffer against pollution. If you are proposing development, you should seek to use areas of poorer quality agricultural land in preference to that of a higher quality in line with National Planning Policy Framework para 112. For more information, see Guide to assessing development proposals on agricultural land (<https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land>).

Improving your natural environment

Your plan or order can offer exciting opportunities to enhance your local environment and should provide net gains for biodiversity in line with the National Planning Policy Framework. If you are setting out policies on new development or proposing sites for development, you should follow the biodiversity mitigation hierarchy and seek to ensure impacts on habitats are avoided or minimised before considering opportunities for biodiversity enhancement. You may wish to consider identifying what environmental features you want to be retained or enhanced or new features you would like to see created as part of any new development and how these could contribute to biodiversity net gain and wider environmental goals.

Opportunities for environmental enhancement might include:

- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.

- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Think about how lighting can be best managed to reduce impacts on wildlife.
- Adding a green roof to new buildings.
- Providing a new footpath through the new development to link into existing rights of way.

Site allocations should be supported by a baseline assessment of biodiversity value. The statutory Biodiversity Metric may be used to understand the number of biodiversity units present on allocated sites.

For small development allocations the Small Sites Metric may be used. This is a simplified version of the statutory Biodiversity Metric and is designed for use where certain criteria are met. Further information on biodiversity net gain including planning practice guidance can be found here

You may also want to consider enhancing your local area in other ways, for example by:

- Setting out in your plan how you would like to implement elements of a wider Green Infrastructure Strategy (if one exists) in your community.
- Assessing needs for accessible greenspace and setting out proposals to address any deficiencies or enhance provision. Natural England's Green Infrastructure Framework sets out further information on green infrastructure standards and principles
- Identifying green areas of particular importance for special protection through Local Green Space designation (<https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space>).
- Managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips in less used parts of parks or on verges, changing hedge cutting timings and frequency).
- Planting additional street trees.
- Identifying any improvements to the existing public right of way network, e.g. cutting back hedges, improving the surface, clearing litter or installing kissing gates) or extending the network to create missing links.
- Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition, or clearing away an eyesore).

Natural England's Environmental Benefits from Nature tool may be used to identify opportunities to enhance wider benefits from nature and to avoid and minimise any negative impacts. It is designed to work alongside the statutory Biodiversity Metric and is available as a beta test version.

Devon Countryside Access Forum

Woodbury Neighbourhood Plan

Thank you for your recent email inviting the Devon Countryside Access Forum to respond to your consultation on the Woodbury Neighbourhood Plan.

The Devon Countryside Access Forum notes the policies relating to sustainable transport but notes there is no reference to the importance of recreational access or amenities within the Plan policies. Woodbury parish benefits from both footpaths and bridleways and has parts of the Exe Estuary Trail and Pebblebed

Heaths within the parish. The proposed Clyst Valley Regional Park includes a potential trail and other recreational access opportunities.

On behalf of the Forum, I am attaching its position statement on Neighbourhood Plans plus ones on Planning and Disability Access to inform the development of the Neighbourhood Plan.

It would be appreciated if you could feedback on these comments.

Regards
Hilary Winter

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

2.3 East Devon District Council response

EDDC submitted a long and detailed response which is reproduced in this section. Each comment was considered and where deemed necessary amendments to the Neighbourhood Plan have been made.

Items entered in red indicate the steering groups comments and changes that have been made to the Neighbourhood Plan.

Woodbury Neighbourhood Plan – Pre Submission Version)

Plan vision:

The section of the Plan headed ‘A Vision for Woodbury Parish’ is essentially an overall introductory section to the Plan and the parish and unlike other NPs, there is no clear ‘vision statement’. The closest appears to be “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.” change If this is the vision it would be clearer to set it out as a Vision Statement and to include sub-headings throughout Section 1, adding some information about how the Plan has been prepared, including how the Vision, Objectives and Policies have been arrived at.

Plan Ref	Topic/ Policy Title	Plan/Policy Wording	Informal EDDC Officer Comments
	Housing and De-velopment	<p><i>Objectives:</i></p> <ul style="list-style-type: none"> • 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. 	<p>Is the chapter titled as intended, or should it be ‘Housing Development’ as per the contents page? Change</p> <p>Suggest 2nd objective is rephrased to remove (unintended) implication that not all development should be sustainable development.</p>
Policy 1	New Housing Developments	<p>P1.1 Housing development proposals for multiple dwellings must provide a mix of sizes and types including opportunities for self-build and affordable housing as indicated by the latest Housing Needs Survey (currently LiveWest Housing Association 2022).</p> <p>P1.2 High design quality should conform to the local character as set out in the Woodbury Design Guidance document (Appendix C to be reviewed when the current NP is updated) and the principle stated in objective 2.8.</p> <p>P1.3 Development must be in sustainable and accessible locations and will have access to regular and reliable public</p>	<p>Whilst the Plan does not make allocations, suggest the policy makes it clear in P1.1 or P.1.3 that this policy support for new housing is not intention to support that beyond what would be allowed by the Local Plan, by adding “where allowed for under East Devon Local Plan policy” and briefly summarises this (referring to the adopted and emerging Local Plan) in the plan text. Or, as a minimum, that this is clarified in the supporting text.</p> <p>To be aware that some of the requirements, especially P1.3 and P1.4 are really already covered by the local plan and NPPF, so in these instances, here and elsewhere, the NP should consider removing the policy to avoid duplication or adding to it to make it more locally specific. Has anything been captured from the various LP consultations that is not reflected here and could help to influence future growth, given the number of sites under consideration / put forward to us by landowners/developers, and the development pressure?</p>

Plan Ref	Topic/ Policy Title	Plan/Policy Wording	Informal EDDC Officer Comments
		<p>transport, existing footpaths and cycleways enabling reduced dependency on car use whilst also recognising the importance of disabled access.</p> <p>P1.4 Future developments should avoid adverse direct environmental impacts and where not possible must demonstrate that they will mitigate against any adverse environmental effect on the Parish and protect local open spaces which are currently actively enjoyed or used by residents.</p> <p>Query with Angela</p>	<p>P1.1</p> <ul style="list-style-type: none"> To be aware that without reference to / up to date evidence about local need/demand, or any clear articulation of community aspirations in the Neighbourhood Plan, the schemes are likely to be driven by national and local plan policy requirements and district wide needs. We are unlikely to be able to require developers to research and respond to public consultation on proposals that are not their own (if that is the intention?) and this also risks differences in interpretation. As far as possible, the community needs/aspirations should be articulated in the NP. Note the stated intent that the PC will conduct a HNS, but that there currently is no up to date HNS for Woodbury. It is difficult to see a policy requiring developments to reflect the needs of a HNS without doing it first. It may not be possible/viable for a development to meet these needs without other types of housing to subsidise delivery of the local needs housing and the policy is too imprecise without this information. A developer would have to commission an HNS for an ‘exceptions scheme’ (primarily affordable housing schemes located outside the Built Up Area/Settlement Boundary) anyway. Major applications (10 plus homes) require local consultation, which we presume is what the policy is referring to and could in those cases can-

Plan Ref	Topic/ Policy Title	Plan/Policy Wording	Informal EDDC Officer Comments
			<p>vass local opinion on needs but we would really need a robust HNS to require a developer to meet specific needs. The requirement for the consultation on major proposals is set out bottom of page 12 of our Statement of Community Involvement 130121 4a. SCI appendix to consultation strategy report EF v2.pdf (eastdevon.gov.uk) which it would be useful to refer to in the supporting text to clarify the expectation.</p> <ul style="list-style-type: none"> • Is there evidence being drawn on here to inform calls for provision for self-build and affordable (social rent) – these will also be covered in general terms by Local Plan policy. Suggest without specific evidence, the policy wording should be that these opportunities are particularly encouraged or will be particularly supported. • Changes made <p>P1.2</p> <ul style="list-style-type: none"> • The Design Guidance was adopted as Supplementary Planning Guidance by EDDC and therefore already has some weight, and referring to it in NP policy will increase the weight that can be given to it. However, currently the weight afforded to it will be to some extent affected by its age (dated 2002). From Appendix C, it is unclear if this guide has been reviewed as part of the Plan preparation, and the intended status of it in terms of the NP, as

Plan Ref	Topic/ Policy Title	Plan/Policy Wording	Informal EDDC Officer Comments
			<p>it is not appended or hyperlinked to. Whilst to a certain extent good design is timeless, there are aspects of the adopted design guide that we consider to be dated/too prescriptive/could result in pastiche design e.g. the requirement to include chimneys, blanket ruling out of flat roofs, and lack of a robust character assessment to underpin the approach. It also makes reference to an older community questionnaire and the previous version of the Local Plan and is not in an electronic searchable format. There is a lot of encouragement and expectation now from Government for NPs to be preparing design guidance and design codes so this might be something to consider, even at this stage, as a means of influencing future development.</p> <ul style="list-style-type: none"> • It is unclear if the requirement is for development to conform to the shortlist of principles and guidelines as set out in Appendix C only and whether the principles are an extract from the full design guidance document or have been prepared in some other way. It is noted that the detailed design principles reproduced here from the guide were written specifically for Woodbury village – not the whole parish, and unclear if this has been considered. • To be reviewed <p>P1.3</p> <ul style="list-style-type: none"> • Possible conformity issues with the adopted and emerging Local Plans, if this would support policy

Plan Ref	Topic/ Policy Title	Plan/Policy Wording	Informal EDDC Officer Comments
			<p>in locations classed as ‘open countryside’ in the adopted Local Plan (which would include Woodbury Salterton and Exton) and the emerging Local Plan (including Woodbury Salterton). What is the intent?</p> <ul style="list-style-type: none"> • Car dependency – suggest mean “‘<u>encouraging</u>’ or ‘enabling’ reduced dependency <u>on</u> car use”. Suggest may want to also consider links to existing foot/cycle ways. Suggest replace ‘and will have due regard to’ with ‘with’ to be more precise. Changed <p>P1.4</p> <ul style="list-style-type: none"> • Whilst appreciate the intent, consider the wording to be rather general. To a large extent this would be picked up through legal requirements where Environment Impact Assessment would be required and Biodiversity Net Gain. • In terms of open spaces, it cannot be guaranteed that they could be protected and how would it be clear to a would-be developer or decision maker what spaces this is referring to – saying they are ‘actively enjoyed or used’ is not sufficiently clear / definitive. Suggest the plan would need to specify them for it to be sufficiently precise or at least clarify, for example, that this means public open spaces maintained by the parish council or district council or similar. Currently it could include a field over which there is public access. Spaces could be identified for a high level of protection as Local Green Space albeit there would need to

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			<p>be some assessment work to propose this, the only opportunity to utilise this designation is when a plan is made.</p> <p>To be aware that notwithstanding many are general planning considerations, the long list of principles in text at paragraph 2.8 that the Plan expects to apply to all development will not be able to insisted upon or carry much weight in decisions if they are not included within the policy itself.</p> <p>Similarly, paragraph 2.9 and 2.10 are worded as if they are policy, but clearly sit outside policy and in the case of 2.10 if made into policy would require evidence and specification as to where it applies, if the extent is different to designated Green Wedge in the Local Plan.</p> <p>Query with Angela Angela’s suggestion; 1.1. The building of new residential property or extensions to an existing property within the curtilage of an existing residential property must not be an overdevelopment of the site</p>
Policy 2	Retention of Affordable Homes	P2.1 New dwellings originally built and intended to be used as affordable housing must be made available in way that they can be retained as affordable	The principle is set in national policy via the NPPF definition of Affordable Housing which means it needs to be provided in perpetuity. Also to be aware that it depends on the type of affordable housing as some types are specifically designed as a route to home ownership and so are not designed to be retained in perpetuity whereas

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		housing.	others expressly are. The decision is yours but likely this would be deleted through the examination process if not removed before.
	Transport Infrastructure	<p><i>Objectives:</i></p> <ul style="list-style-type: none"> • 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 improve how the villages are connected through active transport infrastructure (shared cycleways that are inclusively designed to allow for all users (e.g. e-bikes, trikes, mobility scooters etc) and connect to the Exe Estuary National Cycle Routes • to establish safe links between public transport routes for commuters, leisure activities and tourists. • to ensure that the infrastructure within the Parish 	<p>Laudable, sensible objectives for the Plan Area.</p> <p>On the last bullet, to be aware that in terms of advance delivery of infrastructure, whilst this is desirable it is not necessarily achievable if/where such improvements are being funded through development for reasons of viability / cashflow. This could unfairly raise expectations, suggest ‘wherever possible’ is inserted. Depending on the infrastructure, there may be items to which CIL could contribute and this could be set out in the Plan in form of list of identified priority projects. These are our expectations</p>

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		is safe for all users and that any upgrading and improvement is carried out in a timely manner in advance of any future development. <ul style="list-style-type: none"> • extensions must leave adequate garden area and green space to prevent the extension being an over-development of the site” 	
Policy 3	Accessibility of New Development	<p>P3.1 Proposals for new housing development must demonstrate through a Transport Assessment, how safe access to sustainable transport, including dedicated cycleways, walkways and public transport, have been included in the scheme.</p> <p>P3.2 Any new housing developments must provide pedestrian access to link up with existing or proposed footpaths, ensuring that the public can walk safely to bus stops, schools and other village facilities including providing safety measures to enable the safe crossing of roads.</p>	<p>P3.1 - A TA will be a standard planning application requirement where appropriate and not necessary to include it as a requirement or reasonable/appropriate to include it as a blanket requirement for ALL development. The principle is sound however so it could work by saying, “must demonstrate how” and saying where appropriate through a TA.</p> <p>In terms of active travel and wider connectivity, our Green Infrastructure Officer has suggested that “it would be useful for the NP to consider how the villages are connected through active transport infrastructure (shared cycleways that are inclusively designed to allow for all users (e.g. e-bikes, trikes, mobility scooters etc) and connect to the Exe Estuary National Cycle Routes.” Move to Traffic infrastructure</p>
Policy 4	Assessment of Cumulative Impact	<p>P4.1 Any development of more than ten dwellings within the Parish must have an assessment of the cumulative impact on the environment which takes account of any other development that has been granted or is known to be strategically</p>	<p>Unfortunately, we do not consider we can require this for anything other than developments captured by the EIA regulations where an assessment of cumulative impacts is required. It is therefore unlikely to be enforceable and would also need evidence and guidance as to how it was to be applied/measured. However, the emerging new Local Plan will make allocations and set a development (settlement) boundary for villages considered to be able to accommodate some additional growth (currently proposed to be Woodbury and Exton in your parish). This is underpinned by detailed assessment work and residential development beyond this would be rural exception schemes (pre-</p>

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		<p>planned within the Parish or adjacent to the Parish boundary. Developments that are assessed as having a net negative impact will not normally be supported, unless suitable mitigation or overriding public benefit can be demonstrated.</p>	<p>dominantly affordable housing to meet local needs) or if we are in a position where we cannot demonstrate our full required housing land supply, where a general presumption in favour of development that is sustainable will apply, and considerations of the planning balance and suitable mitigation will apply in the consideration of all proposals. <i>We feel strongly that this should be included</i></p>
	<p>Climate Change Mitigation</p>	<p><i>Objectives:</i></p> <ul style="list-style-type: none"> • 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. 	<p>Again, good, clear objectives. However, aspects of the objectives go beyond ‘utility infrastructure’ into wider climate change matters, suggest re-title chapter accordingly. <i>Kept original title</i></p>
<p>Policy 5</p>	<p>Green Energy Initiatives</p>	<p>P5.1 New power generation <i>and storage infrastructure</i> will only be supported where renewable energy will be used <i>and is designed and sited so as to avoid adverse land-</i></p>	<p>The current wording is not clear on what is meant by "new power generation" or "green initiatives", which are very general terms and could mean a variety of things. Greater clarity is needed. <i>Changed</i></p> <p>In addition, noted in the Plan text, the renewables section</p>

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		<p>scape, visual and environmental impacts.</p> <p>P5.2 Green initiatives will be encouraged in all new developments.</p> <p>P5.3 Any new development must be accessible to sustainable transport.</p>	<p>supports a range of renewables developments including solar farms and wind turbines. This should be caveated subject to appropriate design avoiding significant adverse landscape and visual impacts. Added</p>
	<p>Vehicle Parking Within the Parish</p>	<p><i>Objectives:</i></p> <ul style="list-style-type: none"> • to employ local measures as necessary to manage the parking problem within villages. • to ensure that future developments have adequate parking provision. 	<p>Suggest this section in its entirety would better sit within the above Transport Infrastructure section rather than standalone.</p>
<p>Policy 6</p>	<p>Vehicle Parking Requirements</p>	<p>P6.1 All planning applications resulting in new or enlarged dwelling must meet the following criteria:</p> <ol style="list-style-type: none"> 1. Off-street parking must be provided at 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 must be one off-street parking space per 	<p>Point 1 - This is an area where other NPs have introduced specific policy as we do not currently have parking standards as such in the adopted Local Plan. However, we suggest the relationship with the relevant Local Plan policy (TC9) is considered as it would require ‘at least’ one space for a one bedroom which would be weakened by this policy. We are also proposing to include parking standards in our emerging Local Plan policy, and ahead of this, there are some good standards for parking in the Cranbrook Plan that could be considered. On size of spaces, any standard needs to be site specific and the once size fits all is considered too simple an</p>

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		<p>bedroom.</p> <ol style="list-style-type: none"> 3. Proposals must not result in the loss of off-street car parking spaces for existing dwellings unless it can be demonstrated that there is a surplus of existing off-street spaces serving said dwellings. 4. Access for all utility and emergency vehicles must be ensured. 5. Cycle storage must be provided. 	<p>approach to work in practice. 4.8m in front of a front door will mean you either cannot open the front door or you over-hang the parking space, and would not be sufficient when the space is next to a wall. Also, garage spaces are now typically minimum 6m x 3m.</p> <p>In Colyton NP, for example, Policy Coly09 states:</p> <p><i>“New residential development should provide:</i></p> <p><i>i) at least one off-road car parking space for one-bedroom homes and two off-road car parking spaces per homes with two or more bedrooms; and</i></p> <p><i>ii) at least one cycle parking space for one-bedroom homes and two cycle parking spaces per homes with two or more bedrooms.</i></p> <p>.....]</p> <p>The Colyton policy also includes a criteria stating <i>‘Permeable materials for surface parking areas should be used where practicable.’</i> which is in your objectives but not your policy, but you could consider incorporating here.</p> <p>Point 2 - 1:1 parking: bedroom ratio is considered excessive for larger houses and likely to result in excessive parking provision within car dominated layouts and is also</p>

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			<p>contrary to policy P1.3 which seeks to reduce car use/ dependency.</p> <p>Point 4 – consider would need to be more specific as to what is meant by access e.g. to the front door? Also, this could be required for recycling/waste vehicles and delivery vehicles.</p> <p>Point 5 - it would be preferable to say how many cycles are to be provided for. Suggest revision to require “Secure covered Cycle storage must be provided at a minimum ratio of 1 space per bedroom”.</p> <p>Also note this policy only applies to residential uses. May want to consider for employment uses too?</p> <p>With reference to objective in the section above, you may wish to note that the Building Regs require EV charging for all new dwellings with off street parking (permitted after the relevant date), and also set standards for commercial development.</p>
	Environment	<p><i>Objectives:</i></p> <p><i>Landscape and Biodiversity:</i></p>	<p>Again, good, clear, reasonable and understandable set of objectives for the Plan / area. Our Green infrastructure Officer suggests in addition in Section 6 it would be good</p>

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		<ul style="list-style-type: none"> • 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. <p><i>Historic Environment:</i></p> <ul style="list-style-type: none"> • To preserve and enhance locally recognised key features as heritage assets, including but not limited to; <ul style="list-style-type: none"> ○ 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 	<p>for the NP to also consider connected multifunctional Green Infrastructure (GI) in additional to Policies 7-9 which refer specifically to landscape & biodiversity enhancements, and wildlife within developments, and Policy 11 in relation to Green Spaces. A consideration of existing GI within/around the villages, and a policy which requires development proposals to set out their approach to it, how this integrates with the existing GI and strengthens nature connections, access to green space and other GI functionality (e.g. climate change mitigation/adaptation, flood storage/mitigation, landscape connections, food production, walking/cycling routes) would be welcomed. Further advice can be given if wish to pursue.</p> <p>Suggest amend 1st bullet under Historic Environment to read “To preserve and enhance locally recognised key features as heritage assets, including but not limited to;” and that the 3rd bullet needs clearer wording to clarify the meaning – or is it intended to be part of the bullet point above?</p>

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		<p>worthy of conservation such as the centre of Woodbury Salterton.</p> <p><i>Open and Community Spaces</i></p> <ul style="list-style-type: none"> • 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. <p><i>Flooding</i></p> <ul style="list-style-type: none"> • 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. 	<p>To note, re. permeable surfaces whilst this may be universally desirable, dwellings can have up to a certain area of impermeable surface as permitted development.</p>
Policy 7	Landscape Character and	Proposals for new development should seek to conserve and enhance local landscape character P7.1	Suggest the policy is renamed as ‘Landscape Character and Enhancement’ and an introductory clause added to say

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	Enhancement	<p>Proposals for development must detail how existing trees, Devon banks and hedges within or adjacent to the development site will be protected or enhanced. New planting of trees, Devon banks and hedges are encouraged to increase tree cover and hedgerows within the Parish. Where new landscaping is proposed native species of local provenance are favoured and the siting of trees must take account of their canopy and root development.</p> <p>P7.2 Local views from viewing points such as the top of Globe Hill and entries to the settlements as well as views of the Churches need to be safeguarded.</p>	<p>words to the effect, ‘Proposals for new development should seek to conserve and enhance local landscape character.’</p> <p>7.1 – Suggest making the requirement in the first sentence clearer by adding ‘within or adjacent to the development site’. The policy could also be strengthened by covering replacement planting where unavoidably lost.Changed</p> <p>7.2 Key views to be protected should be identified to aid effective implementation of this policy. other NPs have sought to identify and show on a map valued views to help with the application of this type of policy. Examples include: Newton Poppleford & Harpford, Kilmington, Ottery & West Hill plans, amongst others. Our Green Infrastructure officer suggests that in the case of Woodbury, potential impact of development on long distance views (as well as local views and village settings) should be considered.</p>
Policy 8	Biodiversity Enhancement	<p>P8.1 For any new development, wherever possible, existing habitats and ecosystems must be protected. All significant developments requiring planning application must demonstrate the delivery of biodiversity net gain with the use of a recognised biodiversity metric.</p> <p>P8.2 The minimum biodiversity net gain will be in line with East Devon District Council policies and is required to be on the application</p>	<p>Whilst there is similar policy in other neighbourhood plans, we consider that this is no longer necessary now that Biodiversity Net Gain has been enshrined in law through the Environment Act.</p> <p>On P8.2 – we consider that to be reasonable, the policy can only go so far as to express a preference for on-site/in parish as this may not always be achievable.</p>

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		site or within the Parish.	
Policy 9	Support for wildlife within new developments	P9.1 Development will be expected to make provision for wildlife to: <ol style="list-style-type: none"> 1. Include an average rate of one integral swift brick per unit/residential dwelling, more for larger buildings . 2. include bat boxes and barn owl boxes, especially where any buildings are to be demolished as part of a scheme 3. Protect or establish permeable and ideally planted boundaries, e.g. hedges, or fences with small gaps at the base in each garden, that permit movement of hedgehogs; 4. Include solitary bee boxes, bee bricks and ‘insect house; 5. Retain existing and plant new native trees, shrubs and hedges to create green corridors for wildlife to move through the development to adjacent habitats. 6. All new provisions to be appropriately located on or adjacent to the site. 	This policy adds to current Local Plan policy. It could be stronger as “A preference for” is not something that can be insisted upon. Suggest “Development will be expected to make provision for wildlife to:” Changed The policy could also be considered for whether it can go further with reference to ‘made’ policy on this subject in the Dalwood NP which was considered at examination with input from the RSPB, and also the emerging draft Local Plan (policy 91). Suggest you may wish specifically to consider including bat boxes and barn owl boxes, especially where any buildings are to be demolished as part of a scheme. Included
Policy 10	Conservation of	P10.1 Any designated or non-designated heritage assets in the	It is not uncommon for NPs to include a general policy to protect heritage assets, but to meaningfully add to what

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	Heritage	Parish, and their settings, must be conserved and where possible enhanced for their historic significance and importance with particular regard to their local distinctiveness, character and sense of place.	<p>national and Local Plan policy will already do is challenging. This is a very generic policy, largely duplicating national policy requirements, and there is a conflict with the NPPF which allows for the public benefit of the proposals to be weighed in the balance.</p> <p>Noted there is a community action to identify locally important heritage assets – ideally this would be done through the plan preparation. If this is unlikely, suggest at the least including a map(s) in the plan of designated heritage assets. You may also wish to highlight particular features from the Historic Environment Record and or local historical society, and direct users to these sources from the supporting text.</p>
Policy 11	Green Spaces	<p>P11.1 Proposals for development on green and community spaces will not be supported unless it is demonstrated that such development will result in a net increase in the community value of that space or assets, and features on it, or there is new provision of equal or enhanced community value.</p> <p>P11.2 Where existing community spaces are no longer utilised for their earlier purpose, alternative community uses will be looked upon</p>	<p>The ‘other than in very special circumstances’ restriction is used to specifically give protection to spaces being designated formally as “Local Green Space” (LGS), as provided for in the NPPF. This requires the spaces to be identified and assessed for their value using set criteria and gives this high-level protection, akin to that currently enjoyed by Green Belt land. Many neighbourhood plans have done this and it is one area where NPs can add to what strategic policies will do. LGS can only be designated when a plan is made so if this work has not been undertaken, it would need to be done and consulted on prior to Submission. LGS assessment would be worth considering as we pro-</p>

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		favourably.	<p>pose a new LP policy giving extra protection. Otherwise, suggest remove ‘other than in very special circumstances’ and instead use ‘will not be allowed unless’.Changed</p> <p>If using LGS, this term would be used and specific spaces identified and designated. If not designated as LGS, the spaces this policy is intended to protect will still need to be made clearer, for reduced ambiguity in applying the policy and give greater certainty to developers/landowners and decision makers. These would presumably make reference to the types of spaces set out in the objectives (village greens, recreation and sports grounds, allotments, and common land). Without identification of specific spaces or a clear definition, this could even apply to a garden.</p> <p>Is P11.2 - suggest need to check for overlap/ duplication with Policy 1 (point 1.4) and Policy 15. This should be addressed to remove duplication (especially any potential conflict) between policies. If retained, consideration could be given to including some criteria for new alternative uses – e.g. where community support can be demonstrated for greater influence/control, or preferred types of uses, especially if have evidence can draw on to inform the latter.</p>
	Business	<p><i>Objectives:</i></p> <ul style="list-style-type: none"> To encourage employment opportunities for residents within the Parish and thereby also reduce 	<p>With reference to these objectives, Policies 12 and 13 could consider the appropriateness of sites within the villages for suitable employment uses for the local communi-</p>

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		<p>traffic flow into the Parish.</p> <ul style="list-style-type: none"> • 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. 	<p>ty to reduce the need for commuting (and carbon emissions).</p>
<p>Policy 12</p>	<p>Small Business Development</p>	<p>P12.1 Other than where allocated for development in the East Devon Local Plan, or otherwise clearly allowed for under local plan policy, the expansion of established business premises will not be supported beyond existing business premises operational boundaries.</p> <p>P12.2 Small extensions to the buildings of existing businesses or the sympathetic conversion of existing buildings will be supported where all the following are all met:</p> <ol style="list-style-type: none"> 1. the proposal does not compromise any other policies in this Plan and the Local Plan; and 2. the premises is within an accessible location with no significant increase in vehicle movement; and 3. it would not adversely harm the amenities of adjoining or nearby occupiers. 	<p>This is broadly in line with our adopted non-strategic Local Plan policy (E7). The supporting text should direct the reader to this and the separate treatment of Greendale in the Villages Plan.</p> <p>We currently allow some expansion where sites are at capacity but this would comply with the NP policy, as it's permitted by LP policy. Similar can be said in relation to the more prescriptive policy in the emerging Local Plan (Policy 52 Employment Development in the Countryside) due to the references to the Local Plan.</p>

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Policy 13	Rural Diversification	<p>P13.1</p> <p>The re-use of farm and other rural buildings will be supported for business or tourism purposes provided that the proposed use is small scale and where on an operational farm it is subservient to the farm and its operations and where any development:</p> <ol style="list-style-type: none"> 1. would not have a significant adverse impact on the surrounding landscape or environment. 2. would not adversely harm the amenities of adjoining or nearby residential occupiers. 3. where the building in question can be converted and to a standard that meets the design guidelines set out in Appendix C. 	<p>To be aware there is general policy not dissimilar to this in the adopted Local Plan (E4 Rural diversification and D8 Re-use of Rural Buildings), and a proposed more prescriptive policy framework in the emerging new Local Plan (Farm Diversification (Policy 53) and Employment Development in the Countryside (Policy 52)). These are not strategic policies, and referring to the types of uses that would be supported locally and local design guidelines adds a degree of local specificity, but we would highlight the points raised under Policy 1 re. the appropriateness of the design guide, which would benefit from a review and update if this has not been undertaken. Also, suggest need for some locational control or these could be permitted in the most remote and unsustainable locations in the parish and to require that the building can be converted ‘without the need for total or substantive rebuilding’.</p>
Policy 14	Equine Activities	<p>P14.1</p> <p>Equestrian development will be supported if it:</p> <ol style="list-style-type: none"> 1. is of a scale and/or an intensity of equestrianism use which will be compatible with the landscape and its special qualities. As a guide, 0.5 ha of grazing per animal should be provided; demonstrates sensitive design which responds to local character and distinctiveness including location and siting. 2. has a location which relates to existing infrastructure, where necessary, which includes vehicular and field access. Field shelters may be erected but should be established adjacent to existing 	<p>Depending on the nature of development this is intended to support, may wish to consider if this is in the correct section of the plan or would better fit under Leisure.</p> <p>With reference to recent comments provided on this policy, suggest:</p> <ul style="list-style-type: none"> - ‘sensitive’ rather than ‘clever’ design in point 1; Changed - removal of reference to isolated locations in point 2, to simply clarify the requirement as “Field shelters should be erected adjacent to existing vegetation”.” Already there - clarification in point 3 that this refers only to buildings ‘on a farm or holding’.

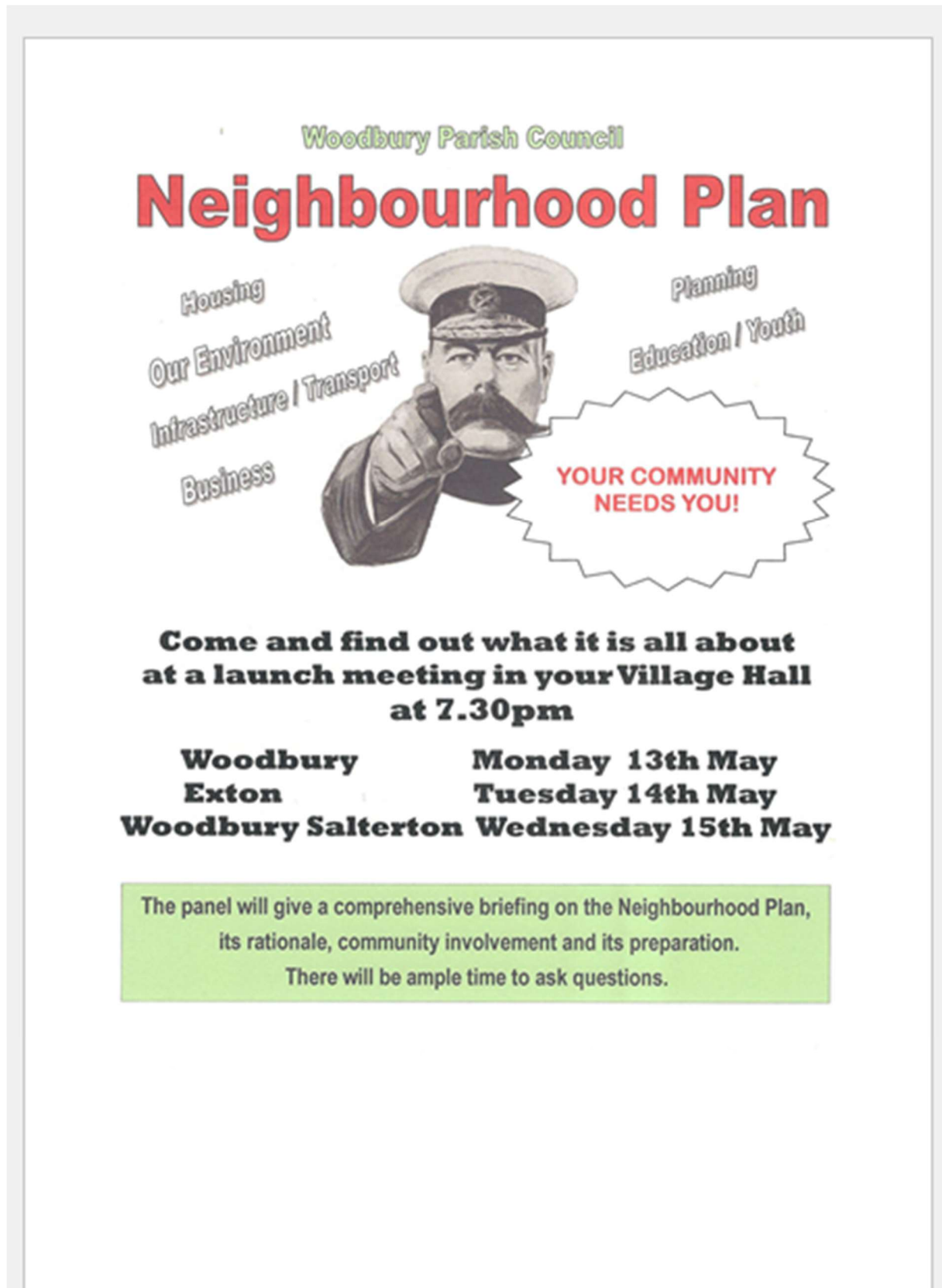
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		<p>vegetation. Where this is insufficient to screen the building, native planting should be provided.</p> <ol style="list-style-type: none"> 3. re-uses existing buildings wherever practicable and viable. Covered ménages or arenas should utilise existing agricultural buildings. 4. locates new buildings, stables, yard areas and facilities adjacent to existing buildings provided they respect the amenities of surrounding properties and uses. They should be established as a block, near to existing dwelling or farm building from which they will be managed, to improve security, reduced visual impact and minimise the footprint. 5. provides new or supplementary native planting, hard landscape features of boundary treatments consistent with local character, where appropriate. 	<p>Isolated structures removed</p> <p>Also, suggest remove ‘hard landscape features of’ from point 5 to read, provides new or supplementary native planting, and boundary treatments consistent with local character, where appropriate</p> <p>If the evidence source can be cited and the justification is clear on planning grounds, suggest the space requirement in point 1 could be required, by stating provides a minimum of 0.5 ha of grazing per animal.</p>
	<p>Community, Leisure and Well-being</p>	<p><i>Objectives</i></p> <ul style="list-style-type: none"> • 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 	<p>This objective appears after the policy, which does not appear to be related to it, and is very specific about a new amenity. What new amenity? Has text been lost between versions? Text indicates supports for some improvements to existing village hall if needed to perform their role/meet needs, but with no corresponding provisions in policy, which relate only to seeking to ensure facilities are</p>

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		and access and facilities for the disabled.	not lost.
Policy 15	Protection of Community Facilities	P15.1 Proposals which will result in the loss of a community facility will only be supported where one of the following criteria is met: <ol style="list-style-type: none"> 1. the facility is relocated to, or a better facility is provided in, an equally or more accessible and appropriate building or location; or 2. the community or Parish Council is satisfied after consultation 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. 	Policy title is not written as a title needs shortening e.g. to Protection of Community Facilities. Changed Criteria 1 - Delete the 2 nd ‘more’ as not reasonable to insist the relocation can only be to somewhere MORE appropriate than the current arrangement. Changed Criteria 2 – We are unclear how it would be envisaged to be demonstrated that the community is satisfied? Amended Criteria 3 – may need some further clarity about what would be expected/constitute a satisfactory assessment e.g. what is the geographical area of search for considering if there is an excess? And what evidence would be needed to show it is needed for another use? To note that policy protecting against loss of community facilities not dissimilar to this is contained in the adopted Local Plan (Policy RC6) and proposed to be carried forward to the emerging Local Plan (Policy 108 in Reg 18 Draft Plan). This does add some further considerations to that but to be more locally relevant, it would be beneficial to identify and give specific protection to the facilities to be protected. The supporting text is unclear apart from presumably the 3 village halls mentioned. There should be

Plan Ref	Topic/ Policy Title	Plan/Policy Wording	Informal EDDC Officer Comments
			<p>some further description and a map.</p> <p>Also, there is no policy supporting improved or new facilities is there any evidence that could be used to inform policy on this given the likely new housing coming forward and perhaps would flow from the objective queried above?</p>

Appendix 1 – (not used)

Appendix 2 – Poster



Appendix 3 – Roll out presentation

WOODBURY PARISH COUNCIL

An introduction to

Neighbourhood Planning

What it is,

What we have done, and

What *you* can do to help.

This meeting is one of 3 roll out meetings organised by Woodbury Parish Council to introduce the Neighbourhood Plan which we are producing.

- What is a Neighbourhood Plan?
- Why should we do one?
- Who can do a Neighbourhood Plan?
- How do you do a Neighbourhood Plan?
- What has the Steering Group done?

What is a Neighbourhood Plan?

A Neighbourhood Plan is a document which gives a community direct power to plan the area it covers.

A Parish can use its neighbourhood plans to:

- develop a shared vision for their neighbourhood
- set planning policies for the development and use of land

However the plan can not conflict with the strategic policies or prevent development included in the Local Plan prepared by the local planning authority.

Why should we do one?

The ‘planning system’ shapes all new development and it exists to ensure that development is in the public interest, weighing up economic, environmental and social benefits and drawbacks.

The government is putting more emphasis on planning at a local level and a key component of this is the introduction of the Neighbourhood Plan.

Why should we do one?

Our local knowledge, sense of what needs to be protected and what needs to change is important. It is through producing a Neighbourhood Plan that we, as a community, can influence how the parish in which we live and work will change over time.

Who can do a Neighbourhood Plan?

Where a Parish Council exists this is the only body that can prepare a Neighbourhood Plan.

Although Woodbury Parish is divided into three wards, Exton, Woodbury and Woodbury Salterton, Woodbury Parish Council is the only body that can prepare a Neighbourhood Plan.

How do you do a Neighbourhood Plan?

It is recommended that there are 8 stages in producing a Neighbourhood Plan:-

1. Get started
2. Identify the issues
3. Develop a vision and objectives
4. Generate options
5. Draft your Neighbourhood Plan

The last three stages are statutory and are undertaken by the Local Planning Authority:-

1. Consultation and submission
2. Independent examination
3. Referendum and adoption.

So where are we?

Woodbury Parish Council has decided that it is important to develop a Neighbourhood Plan and has set up a group of 3 councillors to lead the process.

The steering group is

- Cllr. Graham Gerdes (Woodbury Salterton Ward),
- Cllr. Chris Hoar (Exton Ward), &
- Cllr. Ken Perry (Woodbury Ward)

To assist the steering group the Parish Council has appointed Mark Robertson as an independent facilitator. Mark has experience of working with another parish council to prepare their neighbourhood plan.

What has the Steering Group done?

We have:-

- Defined the Neighbourhood Plan area as ‘the entire area of Woodbury Parish’. This has been notified to EDDC who have advertised our intention. The ‘designation’ of this area has now been approved by EDDC.
- Drafted an outline Vision for the Plan –
 - ✓ The Plan should be forward looking for the next 20 years.
 - ✓ It will be strategic, setting out a broad picture of aspirations for the Parish
 - ✓ It will describe what the Parish will look like covering Community, Environment, Infrastructure, Economy and Housing & development
 - ✓ It will consider what land use and development challenges will need to be addressed over the plan period.

- Prepared a programme –
 - ❖ Stage 1 - March - April 2013
 - ❖ Stages 2, 3 & 4 - Roll out to involve the community - May 2013
 - 2013
 - Consultation group meetings - May to Nov
 - Group representatives to draw conclusions & draft Plan - Dec to March 2014
 - ❖ Stage 5 - Editor to draft the Plan - April 2014
 - ❖ Stages 6, 7 & 8 - May to July 2014
 - ❖ Adoption of Neighbourhood Plan - July 2014

What has the Steering Group done?

- Outlined the size and structure of the consultation groups
- 8-10 members (minimum of 2 from Exton, 4 from Woodbury and 2 from Woodbury Salterton) to include at least one Parish Councillor
- Consultation group representative chosen from the group
- The group will receive support from our facilitator Mark Robertson.

What do we want you to do tonight?

Preparing a Neighbourhood Plan is a community project which ultimately has to be voted on and approved in a local referendum.

Tonight we want *you* to

- Identify the issues which you want to be addressed in the Neighbourhood Plan.
- Volunteer to be a member of a consultation group.
- Volunteer to be a consultation group representative.
- Ask us any questions.

What do we want *you* to do tonight?

Around the room are sheets each headed with the name of a consultation group:-

Community, Environment,
Infrastructure, Economy,
Housing & development

Please use the post-it notes provided to comment on the questions listed under each of these headings or take a questionnaire and return it to us by 24th May.

There is a sixth subject sheet titled 'general' for comments and where you can sign up to be involved with one of the consultation groups.

After tonight.

The steering group will consolidate the consultation groups to ensure that all Wards are represented and that subjects to be considered are not duplicated or overlooked.

The steering group will organise the first meetings for each of the consultation groups.

At those first meetings each group will nominate its representative and this person, with the assistance and support of the steering group and our facilitator will lead the group.

Appendix 4 – Setting up consultation groups

WOODBURY NEIGHBOURHOOD PLAN

STEERING GROUP MEETING

29th May 2013

Present: Cllr C Hoar
Cllr G Gerdes
Mark Robertson
Cllr K Perry

Following the three roll out meetings held at Exton, Woodbury Salterton & Woodbury the comment boards and questionnaires were read through and the list of local residents willing to take part in the consultation groups was updated. It was agreed that the consultation boards with post-it notes should be stabilised and kept as a record of the events, also questionnaires to be photocopied and archived.

It was agreed to reduce the proposed 5 consultation groups to 4 groups by amalgamating Community and Economy into a single group.

Parish Councillors were allocated to each of the consultation groups. The role of Cllrs in each group will be to assist the Champion elected in each group. They should be discouraged from being the Champion so that it can be demonstrated that the consultation has been a true community process and that it has not been led by the PC.

Allocation of Councillors:-

Infrastructure – Reg Brown (W), Pat Bricknell (WS) & Chris Hoar (E)

Community & Economy – Phil Glanvill (W), Cheryl McGauley (W), Tim Pattison (E) & new councillor to be co-opted (WS)

Environment – Ray Brown (W), Mike Gooding (W), Pat Bricknell (WS) & Graham Murrin (E)

Housing & development – Chris Moss (W), Ken Perry (W), Graham Gerdes (WS) & Chris Hoar

(E)

The following meeting dates for the four groups were agreed:-

25th June – Infrastructure

26th June – Community & Economy

1st July – Environment

4th July – Housing & development

KP to contact the Clerk to book the Church Rooms from 7.30 to 9.30, hire charges to be allocated to the NP budget.

The inaugural meetings will each be led by Mark Robertson and are to be informal in their nature with tea, coffee & biscuits available (provided by PC from the NP budget).

KP reported that initial application has been made for grant funding from My Community Rights and that we have been accepted as eligible to submit an application. The outline budget was discussed and to be updated with additional provisional figures for printing etc. KP to complete on-line application later this week. Grant limited to a maximum of £7,000. EDDC contribution of £2,000 to be declared as contributory funding.

Mark reported that Lympstone NP consultation draft will be available soon and that WPC would be asked to comment.

Next meeting of the steering group to be on the 9th July at Newstead House, Exton @ 7.30.

Appendix 5 – Consultation groups**Consultation Groups for the Woodbury Neighbourhood Plan****Background**

The Consultation Groups will build upon the ideas from the initial meetings in Exton, Woodbury Salterton and Woodbury to start to shape the content of the Neighbourhood Plan.

Each Consultation Group will involve a small group of local people, from different backgrounds and with different views, meeting for a couple of hours to share their views about key issues that could be included in the Plan. Whilst participants are not ‘representatives’ their contribution needs to be on behalf of the wider community, not just personal or narrow interest. The groups will need to reflect the views of residents in all three wards.

The initial meetings will be facilitated to make sure everyone is able to contribute and the time is used as effectively as possible. At the first meeting the group will identify a ‘Champion’ to lead the work of the group and facilitate future meetings. The Champion will have the support of a member of the Parish Council. It is envisaged that the reports from the consultation groups will form the main content of the Neighbourhood Plan. The final Plan will be professionally edited, and must be in line with the Neighbourhood Planning regulations and East Devon District Council Policies.

Provisional membership and dates of initial meetings

Environment (1 st July)	Infrastructure (25 June)	Housing & Development (3 July)	Community/Economy (26 June)
<i>Denise Parker</i>	<i>Gina Parkin</i>	Tony Appleton	<i>Hilary Hoar</i>
Dr Sue Rodway-Dyer	Kim Bates	Ian Gardner	Ben Jones
Matthew Coble	Sue Arnold	David Hornblower	Sarah Hornblower
Sally Elliot	Stuart Honour	Charles Shaw-Smith	Gill Brown
Alan Wright	Richard Bantlem	Peter Williams	Tim Smith
Richard Bagwell	<i>Chris Hoar</i>	Andrew Pye	Geoff Jung
<i>Graham Murrin</i>	Pat Bricknell	<i>Chris Hoar</i>	Sally Thomas
Pat Bricknell	<i>Reg Brown</i>	Graham Gerdes	<i>Tim Pattison</i>
<i>Ray Brown</i>		<i>Chris Moss</i>	<i>Cheryl McGauley</i>
<i>Mike Gooding</i>		<i>Ken Perry</i>	<i>Phil Glanvill</i>

KEY **Exton** **W Salterton** Woodbury

(Councillors in italics)

All meetings take place at the Church Rooms, Woodbury, 7.30-9.30 pm

Further information about each consultation group

The following list gives an indication of the topics to be covered by the different groups. However this is not intended to be restrictive, and in practice it may be that groups overlap to some extent.

Environment: we will identify the key landscape features (such as open spaces, footpaths, wooded areas, historic and significant buildings and landscapes) that need to be protected, and the key design issues that will preserve the visual appearance of the Parish. Flooding is also likely to be a concern and we will explore a variety of ‘green’ issues, e.g. whether there is anything we can do about climate change.

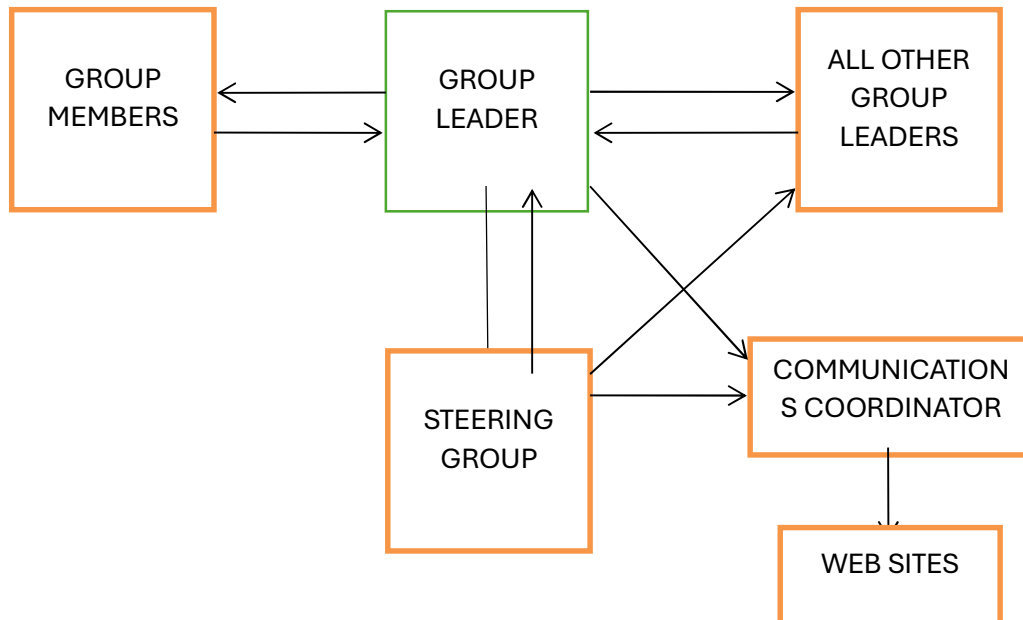
Infrastructure: this group will discuss transport – cars, buses and rail – in the Parish. Other issues that may be of concern include power supply , broadband speeds and access etc.

Community and Economy: this group will start by identifying what makes our community, and what is missing. Then we will focus on things such as the school, the involvement of older and younger people, communications, and meeting places. We will also look at anything we can do to strengthen the local economy and support local businesses.

Housing and development: this group will review the situation regarding housing development in the Parish, and consider what should be included in the Neighbourhood Plan to ensure that where development does take place, it is as far as possible sympathetic and in keeping with the existing build environment. The Conservation Area will be considered.

Appendix 6 – Communications structure

Communications structure for circulation of meeting notes from each consultation group and for information from the steering group to each consultation group.



Meeting notes to contain:-

- Title of consultation group (Infrastructure, Community/Economy, Environment, Housing & Development, Steering Group)
- Date, time and place of meeting.
- Names of those attending, apologies, not attending
- Record of discussions with items numbered for reference (any numbering system as long as it is consistent from meeting to meeting for that group)
- Date and time of next meeting.
- Time meeting closed.

To ensure consistency and some element of control one person should be responsible for posting information to the three web sites (Exton, WS Residents Assoc. & Woodbury Village) alternatively we set up one site of our own and have links from the other three sites.

Appendix 7 – Framework for objectives and policies

Woodbury Neighbourhood Plan – framework for objectives and policies

Neighbourhood Planning is an emergent activity and there is no clear guidance on ‘how to do it’. Study of Plans that have been produced (Lynton and Lynmouth, Exeter St James, Upper Eden Valley, Thame) does not give a template and I haven’t found any comments in the Examiners Reports that give any guidance on the best way to frame objectives and policies.

So the exact format can be flexible to meet our needs, but there is a need for consistency *within* the document itself. The Steering Group propose the following format:

- An objective that states in general terms what is proposed
- Policies, that give more detail about how that objective will be achieved
- Tasks (where necessary) in relation to those policies

The Steering Group wants to keep the final document to manageable proportions, therefore would like each group to aim for a maximum of three objectives (i.e 12 across the Plan). If groups only want to have 1 or 2 objectives that is fine – and might enable other groups to have more if required.

We’d like to discuss this at the next Group Leaders meeting on 26 September. It would be very helpful if **each group could try to frame on example objective from their discussions in the above framework in advance of that meeting.** The example objective doesn’t need to be fully worked out at that stage – it’s about seeing whether this is a framework that can work across the different groups.

In the final document each objective will need to have supporting text to explain and justify its inclusion.

We will agree the timescale for reports back from the groups at the September meeting.

If you want to discuss the framework, or want any support in advance of the next meeting, do contact me or any member of the Steering Group.

Appendix 8 – Community and economy

Woodbury Neighbourhood Plan: Community and Economy

Introduction

The Community of this Parish is more than simply the place in which we live. It is about us: the people, our sense of identity and our common values. In this Neighbourhood Plan we have set out various proposals and aspirations, based on the research we have conducted and data we have collected (see next section below), which look forward to the developments, technological advancements and social changes of the next 15- 20 years.

In essence, we want this community to be one in which we look after each other and have the facilities, transport links, and financial income to provide for all ages- cradle to grave.

The main themes of these proposals are to keep our community of people healthy and economically productive, with an increased quality of life, and our surroundings green.

This part of the Neighbourhood Plan is divided in to the following sections: data, facilities, transport and links, and tourism and business.

Data- who and what are we?



The Parish of Woodbury comprises of three wards or villages- Woodbury, Salterton and Exton. It is a geographically diverse Parish with access to the river Exe, the pebbled commonland, and the coast, in close proximity to the city of Exeter, and the M5 motorway, whilst retaining its rural identity with country lanes surrounded by farmland.

The population of the Parish totals 3,046 people with 468 living in Woodbury Salterton, 525 living in Exton, and 2,053 in Woodbury¹.

It is the data on ages which is slightly surprising, as there is a pre conception of this area as a nice place to retire, with the largest group (39.5 %) being the middle aged (aged 40 to 64 years old), with the smallest groups being the young adults (16.3 %) (aged 20- 39 years old) and the elderly (16.6 %) (aged 70 plus). The children of our Parish total 20.9 % of the population with 4.2 % of them at pre-school age, 11.5 % at primary school age and 5.2 % teenagers aged 15-19 years old².

This is the opposite of the national population, which has far larger proportions of young adults and far smaller proportions of middle aged, retired and elderly people, but similar numbers of children³.



The average income for households in East Devon in 2010/11 was £24,200, which was just above the Devon average of £23,800 but below the national average of £28,000⁴.

¹ Source Devon County Council: Insight and Impact- Services for Communities- PPSA April 2013.

² Source Devon County Council: Insight and Impact- Services for Communities- PPSA April 2013.

³ Source Devon County Council: 2011 census.

The gross weekly earnings of those working in East Devon are low, with the district ranking in the bottom 20 % of districts nationally. Average gross weekly earnings in East Devon are £386, compared to £492 nationally. The low wages help to explain the large out flow of commuters to areas such as Exeter⁵.

The main types of employment in East Devon are in the services industry, which accounts for 83 % of the employment with a large section of this being in the retail, hospitality and health sectors⁶. Within the Parish the numbers are slightly skewed as a result of the situation of the Lympstone Marine Commando training Camp for the Royal Marines, 927 people from the Parish are employed in public administration and defence sector. It is surprising that only 36 people work in agriculture, forestry and fishing, (given the rural area) and none in mining and quarrying (despite the existence of the quarry on Woodbury Common). Yet, despite the figures for the District, within the Parish the same number work in the food and accommodation services industry as in construction (110).

A dynamic local enterprise culture is vital for the long-term competitiveness and overall success of any local economy. The new business formation rate in East Devon is very low⁷.

East Devon has a high number of micro (9 or less employees) and small businesses (85.51 %) as well as a high level of self-employment (14.34 %, compared to only 1.83 % in Exeter and 11.17 % nationally)⁸.

The unemployment rate in the Parish stands at 0.9 %⁹, which accords with the figures held on the state of the labour market in East Devon, which is deemed to be good with low levels of unemployment and good qualification levels¹⁰.

⁴ Source 'Knowing East Devon 2013: A Place and People Profile' Version 1.0 updated April 2013.

⁵ Source 'Knowing East Devon 2013: A Place and People Profile' Version 1.0 updated April 2013.

⁶ Source 'Knowing East Devon 2013: A Place and People Profile' Version 1.0 updated April 2013.

⁷ Source 'Knowing East Devon 2013: A Place and People Profile' Version 1.0 updated April 2013.

⁸ Source 'Knowing East Devon 2013: A Place and People Profile' Version 1.0 updated April 2013.

262 people are recorded as working mainly from home in the Parish, whilst 87 commute by train, 36 by bus and 849 drive a car or van, with 60 people as passengers in a car or van, 14 by motorcycle, scooter or moped, 22 cycle, and 338 walk¹¹.

People do not cycle to work for the following reasons, with the following percentages nationally, 32 % say its too far, 44 % say its too dangerous, and 22 % say their workplace does not have the facilities (e.g. showers and bike parking, etc) ¹².

To complete our data collection we compiled our own survey and took it to as many of the local businesses in our Parish¹³ as we possibly could. We accept that we may have missed some businesses, which may affect these results slightly, but in total we have gathered the opinions of over 60 businesses. Furthermore, we were also pleasantly surprised by the number of positive responses we received with very few declining to participate. A copy of the results is available on request. We have anonymised the responses to preserve the identities of the participants.

We asked what the reason for locating in their village of choice was and the predominant response was that they were already living or working locally.

When asked what the services were like, the majority response was that broadband and mobile reception was poor.

When asked about transport links the overwhelming response was that the Parish was well connected to the M5, but that the bus service needed improving as did the footpaths and cycleways, and parking in the village centres.

Our policies

Facilities

⁹ Source Devon County Council: Insight and Impact- Services for Communities- PPSA April 2013.

¹⁰ Source 'Knowing East Devon 2013: A Place and People Profile' Version 1.0 updated April 2013.

¹¹ Office for National Statistics updated 18th November 2004.

¹² Source 'Support Cycling to Work' by Sustrans reg. charity no. 326550.

¹³ We also included some very close neighbours who are technically outside of the Parish but are very large employers locally and so we felt it important that they be asked for their views- such as Crealy Adventure Park.

Under this heading we have included all ‘facilities’ of use to the public, including buildings, communal areas, and information sources.

The information sources are common to all villages and consist of the magazines- Clyst Valley News and The Woodbury News, the village websites and the mobile library, which travels to all of the villages.

In relation to all pubs in our Parish, we note that these are used by various groups for meetings- such as the toddler group, which meets in the Malsters in Woodbury. In light of this we urge the Council to consider making those threatened with closure ‘designated as important community centres’.

We identified the facilities already present in each village and then surveyed the groups that use/run them to determine whether they are adequate. The full list can be found appended to this document, but the following are our observations on the same¹⁴.

1. Woodbury

Woodbury is by far the largest of the three villages within the Parish and as such has more facilities currently, and arguably more need for those. The facilities in Woodbury range from pubs, shops, public toilets, a car park, allotments, playing fields, a Doctor’s Surgery, a school and two churches.

Playing Fields: at present the facilities include a fantastic well used and cricket lawn (which is separate to the rest of the playing fields and includes its own pavilion and parking), tennis courts and play area. However, it has long been felt by the residents of Woodbury that these facilities (excluding the cricket club) are insufficient for the needs of the community, especially considering the interests of the young people in the Parish. There is a committee working hard at this time to get planning permissions and fundraise to regenerate these facilities. We

¹⁴ We were aware that other groups have also looked at developing communal spaces and village halls for example (and we endorse their recommendations) so have not dealt with this in as much detail.

understand that the plans include the building of new community rooms (to replace the village hall) which would provide changing rooms (and toilets) for sports activities, space for indoor sports such as badminton and indoor bowls, meeting rooms for groups such as the Scouts and Youth Clubs, and a kitchen. The outside space is also under plans to develop the existing play park and add a skate park, football pitch and parking. This will be of enormous benefit to the whole community, increasing leisure opportunities, reducing travel to other leisure venues and increasing social interaction.

Car parking: This is a problem with cars filling the ‘heart’ of the village- The Arch- to use the shops, and with insufficient parking at the existing GPs surgery. The car park off Flower Street is hidden and too far away to make it easy to use for passing trade. We propose that in the regeneration of the Village Centre proposed by another group, this issue is addressed as a matter of urgency.

Graveyard: St. Swithian’s (the Church of England church in the village) has a graveyard attached to it, which is full. We understand that the Church PCC have sought permission to extend this with the purchase of more land, but that this application has been refused by the Church Commissioners. We endorse the Church’s application as we have a responsibility to those who have lived here and who wish to be buried here to honour their wishes.

Recycling Bins: The Council organised recycling does not include cardboard, the nearest opportunity for recycling this is the recycling centre at Exmouth. As many of our Parishioners are reliant on public transport this means that they cannot recycle. In order to promote more recycling, we propose a bin is installed in the car park in Flower Street, Woodbury. We recognise that once installed this would have to be maintained and regularly emptied so that it does not create mess.

2. Woodbury Salterton

Village Hall: the Village hall in the village is small, difficult and expensive to maintain and lacks good facilities such as car parking, and outdoor space. It has been suggested that a new hall is built (we suggest this term is outdated and has

the wrong connotations and should be replaced with ‘Community Rooms’ or a name such as ‘the Beehive’ in Honiton, or the Victory Hall in Broadclyst) on the land currently owned by the church Commissioners in the heart of the village adjacent to the church yard. Such a building should be adaptable so as to be fit for purpose in decades to come and have a space which could (if the need ever arose) be used as a shop for example. This land would have space for the necessary car parking, a new purpose built venue, and outdoor space for sports and recreation and village community events.

Graveyard: As with Woodbury, the graveyard in Woodbury Salterton is full. We propose that additional space is given over to an extension of the existing churchyard within the development outlined above.

3. Exton

Flooding: is a real issue for the residents of Exton, of particular concern to this group is the repeated flooding of the Village Hall, which has left the building in a poor state of repair and is thus underused as a result. We propose a new hall is built on the land currently being allowed to grow as a wild garden called the Millennium Garden, which we understand is underused and is in the ideal location.

Train Station: the train station is a great asset, improving links to Exeter and beyond for the Parish. However, some basic improvements to the fabric of the station would make it more user friendly- such as heightening the platform, which is currently ½ m too low, and adding toilet facilities.

Parking: parking has become a real issue for the residents with employees of the Commando Training Camp for the Royal Marines parking in the village, as well as cyclists and walkers coming to access the Exe Estuary Trail, or people who catch the train. The current car park only has five spaces and is woefully unfit for purpose. We propose a bigger car park is built.

Transport and Links

Our proposals in this section are made in light of the data set out above, and envision a fully integrated transport system with less reliance on the car as the principle means of getting around so as to encourage a healthier lifestyle and greener environment.

Public Transport: The overwhelming feedback was that the bus service is insufficient, as it takes too long to get in to Exeter or Exmouth, and starts too late and finishes too early to be used as a means of getting to work, and is too infrequent to be reliable. We propose an increased timetable to serve the villages of Woodbury and Woodbury Salterton.

Exton is served slightly better by the bus because of its position on the Exmouth Road, however even here we propose alterations to the time table so that it tallies better with the train timetable. As part of this integrated transport system we propose a single ticket for travel on public transport.

Footpaths and Cycleways: the major problem with life in our rural villages is that we are isolated because of the lack of safe links (footpaths and cycleways) to other villages, hence why people drive. The villages are surrounded by dangerous country lanes with blind bends, overgrown hedges, intermittent or non-existent pavements, on which there is fast moving traffic, farm machinery, horse riders, cyclists and pedestrians. Whilst there are footpaths, these are for walkers and are not direct, nor suitable for all users. To reduce what we see as a very real danger of further accidents on our roads, we propose that the villages of Woodbury and Woodbury Salterton be joined by a footpath, which is suitable for pushchairs, wheelchairs and cyclists.

Also with the aim of improving road safety in our villages we endorse plans to introduce 20 mph restrictions in our village centres.

Cyclepaths: We would like to see the Exe Estuary Trail linked through our area and on to the new path being currently planned at Greendale, and then on to join up with the new Cranbrook development and the Country Park there. A map of our suggestion is appended to this document.

By promoting cycling and walking- our community is '*able to choose healthier, cleaner, cheaper journeys with better places and spaces to move through and live in*'¹⁵

Tourism and Business

Tourism: having surveyed many local businesses in the tourist industry it seems that a large number of those who come here do so on a repeat basis. We would like to increase the number of new visitors to our area and thus increase the financial input into the local economy from tourists. We propose that advertising our diverse natural environment (with easy access to beaches, the River Exe, common land and countryside) would be a good way of achieving this. This could be done with the addition of a tourist information board in Woodbury village, and colourful floral displays (such as that seen on entry to the Torbay area which says 'the English Riviera'). We should promote our Parish more to those keen on the 'great outdoors' by introducing walk incentives (such as the Dartmoor letterboxes) on Woodbury Common, and entitle the area 'the gateway to the pebblebed heathlands', such a title being displayed on banners from lampposts.

Business and Employment:

The results of our survey of local businesses and collection of data have revealed that there is a lack of business opportunities for small businesses starting up in rural areas. To counter this trend and encourage more we propose reduced business rates are offered along with a buddy system whereby a larger more established business assists and guides the start-up, and a mentoring scheme whereby retired local business people are linked to a start-up to offer guidance expertise and support.

The other main issues centre on transport links and parking (which we have already addressed elsewhere), and the areas poor broadband speed and mobile reception. We propose new fibre optic cabling and improvements to the exchange (particularly for

¹⁵ Source 'Support Cycling to Work' by Sustrans reg. charity no. 326550.

Exton) to improve the broadband service, and that Ofcom be approached regarding possible improvements to mobile reception delivered by all network providers.

Our survey also shows that there is a favourable amount of employment opportunities locally given the size of the population, and that we enjoy very low unemployment. We would therefore urge against the local authority's plan to allow a 10 % extension to the size of a business unit if 80 % of the gross site is built and occupied¹⁶. Moreover, where there is to be expansion opportunities we would encourage the Council to consider those that provide real employment opportunities rather than for example storage which uses space not people.

Whilst it is apparent that most of the unskilled jobs are in the service industry, this is only in keeping with the district and national trends.

We note that Crealy (the biggest employer of unskilled staff locally) uses temporary rather than permanent staff because of the seasonality of their business. This is a shame.

Conclusion

Our Parish is a diverse, environmentally rich, and economically strong place in which to live and work. We hope that our proposals look after the place and the people for the next generation.

¹⁶ East Devon Plan.

Appendix 9 – Environment

ENVIRONMENT WORKING GROUP

Draft objectives & policies

Background note

As the “environment” is by definition very wide and all encompassing, and both influences and is affected by whatever is done within the parish and more widely, it is recognised that several of the objectives and emerging policies will as a result inevitably cross over with the work and concerns of other groups. Joint ownership of certain objectives and policies would therefore seem to be a logical and desirable outcome.

Not all the policies and actions necessary to address the objectives and issues lie within the remit of the NP or indeed the planning system. Further work is needed to identify those that are, and those that are not. The latter can perhaps be dealt with by the equivalent of community action points (a la Lymstone) – mainly involving chasing up and working with other agencies outside the planning system who deal with such issues.

Two main objectives are currently proposed, one covering what is valued in the parish’s environment, and the other the mitigation of the impact of change brought about by wider environmental changes and by man’s more local activities – principally new development.

Objective 1

The protection, proper management, and where appropriate the enhancement, of those aspects of the local environment that are either significant in themselves and/or are particularly valued by the local community and by visitors.

Those aspects of the natural and human environment that are statutorily designated, such as AONBs, SSSIs, trees subject to TPOs, Scheduled Monuments, Listed Buildings, and Conservation Areas, should be (perhaps “are”?) managed via national planning policy (the National Planning Policy Framework (NPPF) and its accompanying guidance) and local plan policy and practice (the emerging EDDC local plan), and as such there should not be a need to repeat this in the NP. However, the NP does arguably give the parish the opportunity to a) reinforce protection and enhancement of such aspects at a local level, b) take a holistic view of what is valued locally (rather than the disjointed approach that can result from applying separate planning policies and legislation to all the different aspects individually and at different times; everything sits within the same landscape and parish), and c) identify aspects that are not nationally protected or designated, but which are locally important, and seek to protect and manage these through the NP.

Planning policies

1A Environmental features of local importance

In order to retain and enhance the distinctive environment and character of the parish, environmental features of local importance should be retained, sensitively managed and where possible and appropriate enhanced, both in the context of development proposals and more generally.

(n. b these features would be explained/defined in the supporting text and would include: historic or noteworthy buildings not on the national List, unscheduled but important buried remains / sites,

areas of surviving historic – generally pre 19C enclosure - landscape (defined via existing DCC historic landscape characterisation data), woodland, grassland and hedgerows rich in fauna and flora – but not SSSIs or TPOs or in AONB or CAs, valued views and areas of landscape – in terms of their visual significance. Supporting datasets may need to be enhanced or collated for some of these – this could be one of the action points of the NP as it may not be possible to complete this work in the timescale allowed for the compilation of the NP).

1B Public open spaces

New development should respect, retain and where appropriate enhance, public and communally used open and green spaces, including village greens, recreation/sports grounds, allotments, and common land.

Objective 2

Mitigation of the environmental impact of wider climate change and of local activity and development within the parish.

n.b. “development” as a term includes new residential developments, infill housing, conversions and extensions, industrial development, and agricultural development (where it is not permitted development).

Planning Policies

2A Alleviation of flooding

New development should where possible & appropriate

- *Include measures for rainwater harvesting & absorption (water butts, ponds, wet areas, reed beds)*
- *Use porous surfacing on driveways, footpaths and access roads*
- *Use attenuation tanks, culverts and gullies that are designed for ease of access and maintenance*
- *Maximise the amount of soft landscaping and appropriate planting*
- *Contribute to the off-site provision of flood alleviation and control measures and infrastructure (including catchment/attenuation ponds, flood relief channels and defences)*
- *Contribute a commuted sum to the future maintenance of the above.*

2B Sustainable development

New development should not just conform in a standard manner to the current statutory minima. To mitigate the impact on the particular character and environment of the parish, and on the wider environment, development should where appropriate

- *Incorporate and use renewable natural energy resources, including solar energy (thermal and photo voltaic), ground source heat pumps, wood chip boilers/anaerobic digesters (check terminology...)*
- *Include a proportion of buildings built to the passive haus principle (or alternative phrasing referring to need to conform or meet BREAM code / level or equivalent instead – check terminology)*

- *Include innovative solutions to reduce run off and heat loss such as absorbent sedum roofs and self-circulating air heat pumps (check terminology for this)*
- *Allow for connection – at time of construction or in the future - to a district / communal heating scheme*
- *Use locally distinctive materials and designs that respect and enhance the particular character and visual appearance of the place, including the setting of existing buildings & the landscape in which the development is to sit, rather than using standard (anywhere, any town) designs, materials and house types, or being unduly prominent in the landscape (= eyesore!)*
- *Use - in appropriate locations - quality ground breaking and innovative design that adds to the character and quality of the place*
- *Be of a number of units, volume and mass that does not constitute over development and consequent detriment to the environment.*

2C Maintenance of a safe environment (n.b. these are probably community action points to take up with DCC as the highway authority and with local businesses / farms. Probably also are issues that should in part fall under infrastructure. Some however can be (and already are in some instances) funded via off site contributions by developers to mitigate the wider impact of their development, and therefore are listed here as a potential policy)

The increase in car numbers and usage due to new development and other factors, and the effect on the environment of the increasing size of commercial and agricultural vehicles, should be mitigated by

- *A 20mph speed limit on residential roads and on selected lanes without pavements*
- *Introduction of anti-speed humps or tables, and other appropriate speed control measures*
- *Designated routes for heavy and large vehicles and machinery, avoiding the narrower lanes*
- *Designated cycle routes on desire lines within and across the parish.*

2D Noise, air and light impacts

The means of controlling and reducing noise and air pollution is outside the remit of the NP. Light pollution should be mitigated by

- *Encouraging new and existing developments to use downlighters that are activated by movement and/or are on timers.*

Community action points (outside remit of planning, but desirable)

Environmental features of local importance

- Where necessary, to collate and enhance datasets of these, to support the NP policy
- To encourage the sensitive management and improvement of these (including ecologically rich areas and pockets such as unimproved grassland, hedges and verges, churchyards etc)

Alleviation of flooding

By

- Encouraging agricultural and land management practices that reduce run off and soil erosion (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, ditches, culverts and flood relief channels
- Encouraging the incorporation of rainwater harvesting, ponds, wet areas, and porous surfacing into existing properties.

Light pollution

- Liaison with highway authority to upgrade highway and footway lighting and review timings to reduce light pollution.

Version 1 - 1.11.13 AP

Appendix 10 – Housing and development

WOODBURY NEIGHBOURHOOD PLAN

HOUSING AND DEVELOPMENT OPENING STATEMENT/INTRODUCTION

We have the benefit of living in a parish with nearly a thousand years of history which, whilst originally based on a largely agrarian economy, has developed and evolved over the centuries into one of the largest parished communities within Devon based upon the three principal, albeit distinct, constituent villages of Woodbury, Woodbury Salterton and Exton. As the Woodbury Village Design Statement correctly records: *“From saltmarsh 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”*

In seeking to protect what we have however, we need to recognise a national and local planning policy which is based on sustainable development. In terms of a social objective this must mean ensuring that everybody (not least those with a familial or business connection within the Parish) must have the opportunity of a decent home.

The underlying planning objectives and policies of the housing and development section of this plan will seek to achieve a balance between the sustainable development which planning policy calls for whilst at the same time seeking to protect and enhance the character and features of the Parish.

Our underlying strategies are:

- To ensure the provision of sites for housing which meet local need including where it is desirable and appropriate sufficient levels of affordable housing.
- To encourage high design quality (generally in line with The Woodbury Village Design Statement) ensuring, in particular, occupant comfort and energy efficiency.
- To encourage development at sustainable and accessible locations which have due regard to considerations of public transport and reduced dependency on car use whilst also recognising the importance of disabled access.
- To encourage in any sustainable development a recognition of the wealth of open spaces (particularly Woodbury Common) which the Parish has and other land of amenity value.
- To ensure the planning and development of social and education facilities to provide for an increasing local population.

Objectives

To support organic growth of the parish and its constituent communities through sustainable and appropriate development and design whilst maintaining the distinctive nature of the three main settlements. This growth requirement will be based upon identified needs.

- Development issues not addressed in this plan should take a lead from the Village Design Statement.
- The separate and unique characters of each settlement should be maintained.

- Development outside of the building area boundary line of each village would not be acceptable saving exceptional circumstances acceptable to the Parish Council.
- Affordable housing should avoid integral garages that could be converted into living space and thus defeating the purpose for which the property was constructed.
- New developments should provide adequate road and footpath access to existing village rights of way to help integrate the new community, avoiding cul-de sac layouts where possible.
- the building of new residential property within the curtilage of an existing residential property, whereby the garden area of the existing property is more than halved, would not be permitted.
- New development should include integral renewable energy wherever practicable, and have separate foul and storm drains where it is feasible to make such connections.
- New residential development should provide no less than two off road vehicle parking spaces per property.

? To protect existing open spaces, land of amenity and community value and to enhance community, education and sporting facilities. Important features should be identified to aid in their protection and enhancement.

- Protection of conservation areas.
- Designation of listed buildings and other historic features (e.g. Woodbury Conservation Area)
- Development would not be permitted where it would impact on or affect the function of community facilities such as (in Woodbury):
 - Village Post Office, shops and businesses
 - Village green and adjacent play area
 - Places of worship
 - Public houses
 - Recreation area, football pitch and tennis courts
 - Cricket pitch and sufficient car parking area
 - Primary school buildings and playing fields
 - Flower Street public car park and toilet facilities
 - Village Hall
 - Community Orchard

-

To encourage farms to limit taking land out of production but support their need to diversify, where appropriate, through tourism and other business initiatives.

- Allow business diversification but not to the detriment of the environment.
- Support small scale business development to provide jobs within the parish.

Notes for Infrastructure policy development

- *Pedestrian safety in built-up areas, 20mph speed limits especially where there are no or narrow pavements.*
- *Measures to provide car parking to reduce potential congestion in built-up areas.*

Appendix 11 – Infrastructure

Woodbury Parish Neighbourhood Plan: Infrastructure

Woodbury

Woodbury Village Centre Regeneration Plan:

1. Objectives

In convening the Infrastructure Group, our objective was to consider areas in which the infrastructure of Woodbury Parish could be improved. This was, in particular, with a view to areas of pressure if further residential development within the Parish were to take place.

Although there are clear areas where added population would necessitate improved services such as increased capacity within the primary school the key policy which the Infrastructure Group focused on was regeneration of Woodbury Village Centre.

Key Objective – Regeneration of Woodbury Village Centre

Woodbury does not need to expand into a faceless dormitory village for the Exeter workforce. It has much to offer all its residents but lacks an attractive focal point where everyone can relax and do their shopping.

During the last fifty years, the village centre has not developed to accommodate the increasing demands of the local community and at the same time realise the potential to attract tourism and ‘passing trade’. There can be few villages of any consequence where the potential to create a functional focal point has not been exploited over the previous centuries. We now have a unique opportunity to leave future generations a legacy of a fine village centre with redesigned landscaping which introduces new paving and street trees.

2. Policy

The Infrastructure Group therefore consulted with LHC Architecture, a South-West firm of architecture, urbanism and landscape consultants. LHC agreed to produce a draft feasibility study for the regeneration on a pro bono basis. The feasibility study is attached, and includes a draft masterplan.

Based on the LHC feasibility study and discussions during committee meetings, the Infrastructure Group has the following recommendations.

3. Recommendations

Currently the parked cars dominate the space. By rationalising the size of the carriage way, changing the layout of the parking spaces and introducing a shared surface, the feasibility study suggests that The Arch could become a new public space and village square.

New retail premises should be of an aesthetically pleasing design and be positioned for easy access from the B3170 which passes to one side of the square. Visibility of these premises is an important factor when attracting passing trade which presently accounts for more than 30% of the business. Provision for the Post Office and enlarged convenience store is a priority, not only to serve the expanding community, but also to relieve congestion caused by parking on the main road. In addition, it is anticipated that the enhanced value of existing retail premises will attract further inward investment on the opposite side of the square.

The provision of first floor office accommodation would allow successful home based businesses to expand and offer local employment.

4. Actions required

This concept of the regeneration of the centre of Woodbury should be carried forward to public consultation and the establishment of an acceptable urban design.

To the extent that the field at the centre of the village is developed, the Infrastructure Group recommends that it is a condition to the grant of planning permission that part of that land is employed as regeneration land.

The use of part of the land for the village centre regeneration project will integrate the new development into the existing village community.

A 'Village Centre Concept Plan' is attached. It is designed to stimulate interest and in no way suggests a final design.

Education:

Woodbury has a successful and highly rated primary school. As a result of the expected increase in the local population, especially those of child bearing age, the demand for places now requires the progressive expansion of teaching facilities. In parallel, improved footway access and off street parking are essential.

Children attending the school must be able to arrive and depart on a connected system of footways. These should allow for the safe crossing of carriageways in areas of good visibility.

'On street' parking opposite the school in Castle Lane could be eliminated by creating a new 'off street' car park on land between Castle Lane and Longmeadow. This would provide the necessary space for a safe connecting footway fronting the terrace of dwellings in lower Castle Lane.

Health:

The local population increase as a result of proposed developments will not take existing surgery capacity close to the 50% undersize regarded as a priority to consider a new building. However, any increased 'on street' car parking associated with the surgery must not be to the detriment of the surrounding community in a residential area.

Broadband Service:

The 'Connecting Devon and Somerset Programme' aims to provide 100% internet broadband coverage of at least 2 Mbps download speed, with a minimum of 85% superfast broadband at 24 Mbps by 2015 and superfast broadband for all by 2020.

The three villages in Woodbury Parish should have access to download speeds of at least 24 Mbps by 2020. Contact with BT Openreach at a local level should be established and residents updated on progress via the Woodbury News.

Roads:

Woodbury is well served by roads in all directions with the busy B3170 passing through the village. This road provides a shorter, convenient and less congested route to Exeter from the east side of

Exmouth and Budleigh Salterton. However, the ever-increasing volume of traffic, both private and HGV's, has given rise to a corresponding increase in vehicles using other roads through main settlement areas, with consequential safety concerns for the resident community. This, together with proposed new housing development along Broadway and other sites around the village, now urgently requires commensurate measures to control speeds and improve traffic management in these areas, to protect vulnerable pedestrians such as the young and elderly. The following recommendations represent imperative Infrastructure Objectives:

Broadway

1/ Parked vehicles frequently impede the traffic-flow; therefore, there is a need to eliminate parking within 200m of the Arch in either direction, except spaces immediately outside the Post Office.

2/Proposed new South Broadway development: Preferred access should be encouraged opposite Fulford Way with consideration given to the provision of a 'raised' Roundabout serving the dual purpose of slowing down traffic.

3/Potentially dangerous overtaking along the wider, chevroned-section can be considerably reduced by creating a Central Island incorporating a Pedestrian 'Controlled' Crossing with clear views in either direction from both sides. This crossing will provide new residents with more direct access to the School, the Village Hall, via Fulford Way, and to Recreation facilities via Town Lane.

Consideration should also be given to provide new residents, especially those with prams, push-chairs and disabled with wheel-chairs, an additional Crossing connecting to pavement nearer to the Arch.

It is also recommended that serious consideration be given to widening the pavement where necessary along this lower section of Broadway.

North of the Arch

The present 40mph section to the North of Globe Hill does not sufficiently reduce traffic- speeds to serve the safety interests of both those residents in properties along this busy, un-paved, route, and also of those providing necessary services: postal and other deliveries, refuse and recycling collections, for example. To improve safety, we therefore recommend the 30mph speed limit is extended beyond those vulnerable properties and introduced at the point where the present de-restriction/40mph sign is situated.

Through Village Routes

The overall increase in traffic has exacerbated the practice of utilising side-roads within the village, with drivers taking short cuts, which has given rise to 'rat-runs' throughout many predominantly residential areas.

With the added factor of the confirmed expansion of the school, there is a strong case for introducing a 20mph zone, comprehensively addressing the safety concerns of all pedestrians, especially mothers with children, prams and pushchairs, etc, travelling to and from the school and those alighting from school buses walking home; those walking to churches, cemetery, allotments, shops, pubs, bus stops, the village hall and meeting places and recreation areas.

The following area should therefore be established as a major 20mph Policy Priority: 1, extending from the Arch and proceeding along Green Way, Parsonage Way and the lower end of Deepway (the option of linking up with Woodbury Salterton's proposed 20mph zone should also be considered);

2, Castle Lane, probably beginning above (and including) Cottles Lane, through past the School, then continuing across from the Green Spot junction along Bonfire Lane, through to the Oakhays Road junction at Globe Hill; 3, Pound Lane, Church Stile and Mirey Lane; 4, Town Lane from Broadway junction to the Green Spot; 5 Flower Street.

(Summerfield, Long Park, Long Meadow and Stokes’s Mead, would obviously lie within the 20mph zone.)

This particular measure should provide a strategic means of improving safety and also help to reduce the expedient reliance on private cars, thus potentially reducing the overall volume of traffic within the village.

Flooding

Woodbury’s Geographic location, situated approximately 40 metres above sea level, is surrounded on three sides with slopes rising to approx 180 metres above sea level in just over a mile, which makes the land and village roads particularly vulnerable to regular inundation from the fast-flowing descent of rainwater. Consequently, a combination of poor quality, and lack of, in-field drainage is causing extensive run-off of surface water onto a number of Woodbury’s roads and lanes.

The problem is worsened by the irregular clearing and cleaning out of roadside ditches and gullies, which in many areas results in an almost perpetual overflow of water, jeopardising driving safety, which becomes critically dangerous in freezing winter conditions.

Castle Lane and Woodbury to Lympstone via Woodmanton, which are now well-used through-routes, are particularly bad examples, made even more hazardous when frozen as neither currently receives ‘gritting’ treatment.

In-field land management is probably not the brief of the Infrastructure section, but as far as roads and lanes are concerned, a major objective of the Neighbourhood Plan must be to address these consistent flooding concerns and their associated problems.

It is suggested that stronger liaison between the Parish Council and Highways would be necessary, together with the restoration of direct contact with County’s Lengthman, to ensure a more comprehensive solution. It is further necessary for Highways to review ‘gritting’ policy to allow for consideration of roads and lanes that are worst affected, and special note is made of the prospect of even higher traffic volume as a result of approved new development in the village and surrounding areas as well as the predicted impact arising from the completion of the Dinan Way.

*By whatever means necessary, land-owners should be required to improve land-management, with special regard for efficient drainage, if a comprehensive solution is to be achieved. (Note: See also **Utilities** below.)*

Public Transport:

Woodbury and Woodbury Salterton both share the same bus service which runs hourly to and from Exeter during the normal working day but with no services on a Sunday. Outside peak morning and evening hours the service is mainly used by a small number of retired residents using bus passes. This essential rural service is heavily subsidised by Devon County Council.

Substantial additional employment is envisaged in the area immediately to the east of the M5 motorway. In future, local bus schedules through Woodbury should be re-routed in such a way as to provide a peak-time service with bus stops positioned within reasonable walking distance of these sites.

Utilities:

The main provider of water and sewer services in the Woodbury Parish is South West Water. They have stated that it is difficult to provide information on infrastructure costs and needs. This is usually worked up when they are approached by developers so they can analyse the capacity of their systems at the time.

Surface water from new developments must not be allowed to enter water-courses and create flooding further downstream.

All electric and telephone cabling for new dwellings should be underground, and efforts made to place existing overhead wires underground where possible.

Heritage Centre:

The overall objective will be to meet both the current and anticipated future cultural needs of our expanding community as a joint enterprise satisfying both the interests of Woodbury's Local History Society and the Village Hall Trust. The project will allow for a new-build expansion of the Hall, ultimately creating a Visitor Heritage and Education Centre on the existing Flower Street site, utilising its present car park.

For Woodbury's flourishing History Society, the project allows for a flexible public meeting space for lectures, exhibitions and displays of historic and local environment material, with potential for an upper gallery to house archives and store local artefacts for future generations, expand office-space etc; all areas with provision for disabled persons.

The Village Hall, incorporating the British Legion Room, will more easily meet the demands of some 30 local Groups and Societies; allow for the ever-expanding needs of the Pre-School; provide additional storage facilities; satisfy the more general needs of a wider catchment area for its space as a valued public performance venue with upgraded amenities.

As a whole, in fulfilling the aspirations embodied in the concept of a Visitor Heritage and Education Centre the proposal will enhance the quality of life, conform to the Health and Safety agenda, appeal to all age groups and also meet County's strategic priorities identified in the DCC Strategic Plan (2011) within this pivotal location, which is in close proximity to the Commons, the Iron-Age Fort, the Pebble-Bed Heaths and the Jurassic Coast.

Cycle Path and Walk-Way: Exton to Woodbury

In recognition of the increased need for safe cycle and walking routes, we recommend an attempt to re-open the historic pedestrian access between Woodbury and Exton (once Woodbury Road) Station. This virtually traffic-free, direct route, of comparatively modest gradient, once followed roughly the course of Gilbrook from Woodbury, via Ham Lane Rydon Mill, Mill Lane, emerging at the junction of Station Road Exton on the A376.

This suggested route avoids a dairy farm, and its traffic situated in lower Rydon Lane.

The proposal will link up with the newly created cycle and walk-way along the Exe estuary and also provide optional shorter links with Woodbury Common and Woodbury Salterton.

The overall objective, utilising this predominantly off-highway route, is aimed greatly to enhance the opportunity for both working and leisure users.

Public toilets:

Public toilets should be sited in the centre of the village immediately adjacent to the Arch. In this location they will attract passing trade into the area of retail businesses and in an indirect way, contribute to the prosperity of the area.

Burial Ground:

With St. Swithun's declared a 'Closed' Churchyard and the extension Cemetery with just a few plots remaining, the need for a new local Burial Ground has become critical. Accordingly, a policy to resolve this problem must be regarded as a major objective of our Neighbourhood Plan. If for any reason this objective is not achieved the only prospect Woodbury faces is the nearest EDDC burial ground, which is likely to be Seaton as Sidmouth is apparently also nearing its capacity.

Efforts made by the PCC and the Parish Council so far, have failed to secure either an extension of the present Cemetery in Pound Lane (the ideal solution), or a new site elsewhere in the Village, with local land owners and the Church Commissioners maintaining obdurate resistance, preferring to wait for more lucrative development opportunities.

The present Cemetery of approx three quarters of an acre was once Glebe-Land given to St Swithun's in the 1930's, and was a small part of a parcel of land of about 30 acres with access from Pound Lane. With services, such as electricity, water and refuse collections already established, the most practical remedy is an add-on extension, but several appeals to the Church Commissioners for a similar sized plot, despite willingness, if necessary, to purchase at development value, have not succeeded.

Therefore, we suggest there seems a special case for Compulsory Purchase, and if further persuasive efforts prove futile, we recommend the CP process be instigated as a matter of priority. Communities situated in this southern tip of East Devon share the same problem, and in Woodbury's case, up to one acre would probably serve the Parish and its catchment for between 50 and 100 years and possibly save the Local Authority from extending this such amenity elsewhere in the region. Apart from local convenience, there is also much to be gained by containing the additional volume of slow-moving funeral traffic within its residential boundaries. An extension to the existing site should also help to ensure the cemetery remains 'Open' and maintenance cost also remains the responsibility of the PCC.

Woodbury Salterton

Village Hall:

A solution to meet substantially increased demands upon the existing hall to satisfy leisure, health and educational interests is a high priority objective, with additional capacity as the clear policy requirement.

As the current site will not allow for expansion, a new-build facility is the obvious path to pursue, and a new initiative to locate and secure a nearby alternative, suitable for flexible, multi-purpose use with adequate parking, should be incorporated in the village's *Vision for the Future*.

The design for the new amenity should seek more easily to accommodate Pre-School, indoor School Sports, a growing number of village groups and societies, and continue to serve as a Performance and Exhibition venue, with additional space for smaller meetings, improved catering

and public toilets. Appropriate upgrading will also attract small-scale Conferences as an additional source of revenue.

Village Shop:

There is a present need to restore the opportunity for a Local Store, essentially providing groceries and provisions, ideally to include a Post Office. But any future new development would, therefore, transform this need into a future key objective. A suitable central site to achieve this aspiration should now be seriously considered.

As a suggestion, should the current village hall become available for further, alternative, purposes, (as a result of the above), perhaps the option to convert into a shopping facility (whether freehold or leasehold) would more suitably meet the community's needs than to dispose of it for other purposes: such as housing for example.

Roads:

Any future developments should take into account the already limited (severe in some places) road access, both within the village and the approach roads to it. This problem is particularly bad for HGV's and steps should be taken to restrict the use of SAT. NAV. would be helpful to introduce.

The route along sections of the White Cross road will no doubt require a major Civil Engineering solution, whereas reducing the current 45 degree angle of the bend at 'Brown's Farm' junction, as another priority, could be achieved by more modest work. Both, however, should be included as major objectives in the Neighbourhood Plan, especially in light of the rapid increase in use, particularly vehicle movements to and from the A 3052 and the ever-expanding Greendale Business Park.

As Woodbury Salterton's roads and lanes are characterised by restricted width and number of sharp 'S' bends, traffic through the main village, should now be controlled by efficient traffic-calming measures together with the imperative introduction of a 20mph zone. In this regard, it is recommended that consideration should be given for the zone to extend from the Salterton end of 'Deepway' ('Brown's Farm corner') to at least 'Oil Mill Lane' (possibly where de-restriction begins and ends).

Cycle Tracks and Walk-Ways:

The long-standing need to establish a safe Cycle and Walking route, especially to link with Woodbury and Exton, should be included in future Health and Safety Policies for the parish as a whole. But in view of the volume of traffic and narrowness of connecting lanes, for Woodbury Salterton a more exclusive off-road route is required.

We suggest, once potential options have been identified, appropriate attempts should be made to relevant land-owners for their help to create a cross-field track over sections where none exists. Elsewhere, the possibility of examining the suitability of restoring the old track running from Bonds Lane along what used to be called 'Watery Lane', to Oakhays Lane, Woodbury, should also be seriously examined.

Drainage:

Problems attached to Sewerage, Flooding and Surface Water run-off from new housing, combine to demand an urgent need for a comprehensive response from SWW, DCC Highways and the Environment Agency. As the problem is made more critical with envisaged expansion of future developments, it is, therefore, recommended this item is included as a priority objective.

Public Transport:

In common with Woodbury, the existing Bus Service does not allow for viable commuting opportunities to Exeter or Exmouth, either for work, shopping in larger stores, visits to the coast, or flexible rail and airport connections. Consequently, increased potential demand has put additional pressure on local roads.

Provision for improved Public Transport in rural communities, such as Woodbury Salterton, must be made to resolve this problem; a need which is further reinforced against a background of an actively expanding population. An improved service should lead to fewer cars on the road during rush-hour periods.

Broadband Services:

The need to connect to ‘Connecting Devon and Somerset Programme’ should be accelerated, especially with the advancing trend for ‘at home’ working.

Summarised General Over-View:

Woodbury Salterton is a thriving community of mixed occupations and aspirations and of wide age-range, which includes those retired from a variety of professions. The village is also within Exeter’s designated Area of Economic activity, with a large Business Park situated on its northern boundary, and the fact that the village is also situated within close proximity to an Area of Outstanding Natural Beauty and the Jurassic Coast makes this a much sought-after location.

Such features have, and will continue to, attract exploitative attention from land-owners and developers alike, which together with an ever-expanding demand for commercial development, now requires more balanced approach to planning considerations.

Therefore, as a primary objective, any future development, whether business or residential, should be measured incrementally against the improvements in Infrastructure identified herein, with particular care to ensure its essentially rural traditions are not violated and commercial activities are compatible with the wider interests of the community as a whole.

Buildings of whatever purpose should be architecturally designed sympathetically to conform to style and standards in keeping with the distinct character of the village. The Village Design Statement still provides a very useful guide in this respect.

Low level LED street-lighting should also be introduced.

The necessary improvements in Infrastructure we recommend will help preserve the integrity of both the built and natural environment, thereby stimulating the opportunities to enhance the quality of life and strengthen the necessary conditions for a viably sustainable mixed community for the future.

Exton

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Note: Community Infrastructure Levy (CIL) is used for affordable housing which is classed as ‘infrastructure’.

03/11/13

Appendix 12 – Draft Neighbourhood Plan

WOODBURY NEIGHBOURHOOD PLAN

General

- A document for use by individuals, developers, and professionals to assist with planning projects of all sizes
- A document for use by Parish Councillors and Planning Officers when considering planning applications
- An authoritative document providing information and guidance with illustrations to aid the text, not a comic or pictorial scrap-book for the area.
- A two part document, part one with policies, part two with guidance on meeting the policies, similar to an approved code of practice.
- All paragraphs numbered for reference.
- Consultation groups:-
 - Community & economy
 - Environment
 - Housing & development
 - Infrastructure
- To follow the NPPF redefine the outcome of the groups into:-
 - Policies for planning for prosperity
 - Business & economic development
 - Transport
 - Communications & infrastructure
 - Policies for planning for people
 - Housing
 - Design
 - Sustainable communities
 - Green belt
 - Policies for planning for places
 - Climate change, flooding and costal change
 - Natural environment
 - Historic environment
-

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 - Green belt
- Policies for planning for places
 - Climate change, flooding and costal change

- Natural environment
- Historic environment
- Glossary

Introduction

In accordance with the National Planning Policy Framework Local Authorities are responsible for producing their Local Plans which set out the strategic policies for:-

- Housing and economic development requirements
- Provision of infrastructure for transport, minerals, waste, energy, telecoms, water supply and water quality
- Provision of health, security, community infrastructure and other local facilities, and
- Climate change mitigation and adaptation, protection and enhancement of the natural and historic environment, including landscape and coastal management.

Also under the provisions of the NPPF neighbourhoods and communities have the opportunity to prepare a neighbourhood plan. This neighbourhood plan gives communities direct power to plan the area in which they live.

This Neighbourhood Plan has been prepared by Woodbury Parish and seeks to:-

- Develop a shared vision for the neighbourhood, and
- Set planning policies for the development and use of land.

It provides a powerful set of tools to ensure that whilst reflecting the Local Plan local people:-

- get the right type of development for their community, and
- direct development in their area

This Neighbourhood Plan sets out the communities policies which are based on the evidence base which has been assembled through extensive consultation with residents and stakeholders. It is accompanied and supported by a second document which provides guidance to individuals, developers, professionals, Parish Councillors and Planning Officers on how to comply with these policies. By following the guidance applications will be deemed to be complying with the policies.

Introduction to the area

– text taken from the draft document produced by communities consultation group

The Community of this Parish is more than simply the place in which we live. It is about us: the people, our sense of identity and our common values. In this Neighbourhood Plan we have set out various proposals and aspirations, based on the research we have conducted and data we have collected (see next section below), which look forward to the developments, technological advancements and social changes of the next 15- 20 years.

In essence, we want this community to be one in which we look after each other and have the facilities, transport links, and financial income to provide for all ages- cradle to grave.

The main themes of these proposals are to keep our community of people healthy and economically productive, with an increased quality of life, and our surroundings green.

This part of the Neighbourhood Plan is divided in to the following sections: data, facilities, transport and links, and tourism and business.

The Parish of Woodbury comprises of three wards or villages- Woodbury, Woodbury Salterton and Exton. It is a geographically diverse Parish with access to the river Exe, the pebble bed common land, and the coast, in close proximity to the city of Exeter, and the M5 motorway, whilst retaining its rural identity with country lanes surrounded by farmland.

The population of the Parish totals 3,046 people with 468 living in Woodbury Salterton, 525 living in Exton, and 2,053 in Woodbury .

It is the data on ages which is slightly surprising, as there is a pre conception of this area as a nice place to retire, with the largest group (39.5 %) being the middle aged (aged 40 to 64 years old), with the smallest groups being the young adults (16.3 %) (aged 20- 39 years old) and the elderly (16.6 %) (aged 70 plus). The children of our Parish total 20.9 % of the population with 4.2 % of them at pre-school age, 11.5 % at primary school age and 5.2 % teenagers aged 15-19 years old .

This is the opposite of the national population, which has far larger proportions of young adults and far smaller proportions of middle aged, retired and elderly people, but similar numbers of children .

Policies for housing and development

- Business & economic development
- Transport
- Communications & infrastructure

HOUSING AND DEVELOPMENT

We have the benefit of living in a parish with nearly a thousand years of history which, whilst originally based on a largely agrarian economy, has developed and evolved over the centuries into one of the largest parished communities within Devon based upon the three principal, albeit distinct, constituent villages of Woodbury, Woodbury Salterton and Exton. As the Woodbury Village Design Statement correctly records: “From saltmarsh 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”

In seeking to protect what we have however, we need to recognise a national and local planning policy which is based on sustainable development. In terms of a social objective this must mean ensuring that everybody (not least those with a familial or business connection within the Parish) must have the opportunity of a decent and appropriate home. The Parish has had to recognise this balance in recent years with a significant number of large and controversial planning applications (some of which have been considered inappropriate in size, scale and location for the situation). Notwithstanding the existing built up area boundary, we would not support additional development save in exceptional circumstances.

The underlying planning objectives and policies of the housing and development section of this plan will seek to achieve a balance between the sustainable development which planning policy calls for whilst at the same time seeking to protect and enhance the character and features of the Parish.

Our underlying strategies are:

- As the additional housing requirement identified in the local plan has been met and exceeded already, no further large scale developments shall be considered unless there is significant community gain derived from the development.
- To ensure the provision of sites for housing and other appropriate community facilities which meet local need. This will include, where it is desirable and appropriate, sufficient levels of affordable housing (including provision for an aging population), and supporting business and economic activity.
- To encourage high design quality (generally in line with The Woodbury Village Design Statement) ensuring, in particular, occupant comfort and energy efficiency.
- To encourage development at sustainable and accessible locations which have due regard to considerations of public transport and reduced dependency on car use whilst also recognising the importance of disabled access.
- To encourage in any sustainable development a recognition of the wealth of open spaces (particularly Woodbury Common) which the Parish has as well as other land of amenity value.
- To ensure the planning and development of social and education facilities to provide for an increasing local population.

- To maintain green wedges both between and around the three settlements inside the Parish and neighbouring settlements outside the Parish, such as Lymptone, Farrington & Clyst St George.

Objectives

To support organic growth of the parish and its constituent communities through sustainable and appropriate development and design whilst maintaining the distinctive nature of the three main settlements. This growth requirement will be based upon identified needs.

- Development issues not addressed in this plan should take a lead from the Village Design Statement.
- The separate and unique characters of each settlement should be maintained.
- Development outside of the building area boundary line of each village would not be acceptable save in exceptional circumstances as defined in planning policy and legislation.
- Houses originally built and intended to be used as affordable housing, should be retained as affordable housing, with enforcement by statutory planning agreements, as appropriate
- Any new developments should be designed to facilitate integration into the existing community.
- The building of new residential property within the curtilage of an existing residential property, whereby the garden area of the existing property is reduced by more than 50%, would not be permitted.
- New development should be built to the standard required by Code 4 of the Code for Sustainable Development with provision for renewable energy sources, where appropriate to the design and location.
- New residential development should provide sufficient off road vehicle parking spaces for the size and potential number of inhabitants of each property to avoid on road parking.

To protect existing open spaces, land of amenity and assets of community value and to enhance community, education and sporting facilities. Locally recognised important features, amenity areas, structures, the Woodbury Conservation Area and areas worthy of conservation, such as the centre of Woodbury Salterton should be preserved.

Protection of Woodbury Conservation Area.

- Designation of new listed buildings and other historic features
- Development would not be permitted where it would impact on or affect the function of community facilities and amenity areas, such as, in Woodbury,
 - o Village Post Office, shops and businesses
 - o Village green and adjacent play area
 - o Places of worship (Woodbury Salterton and Exton as well)
 - o Public houses (Woodbury Salterton and Exton as well)
 - o Recreation area, football pitch and tennis courts
 - o Cricket pitch and sufficient car parking area

- o Primary school buildings and playing fields (Woodbury Salterton as well)
- o Flower Street public car park and toilet facilities
- o Village Hall (Woodbury Salterton and Exton as well)
- o Community Orchard

To retain farmland for agricultural purposes but support the farmers' need to diversify, where appropriate, through tourism and other business initiatives.

- Allow business diversification but not to the detriment of the environment and agriculture.
- Support small scale business development capable of providing local employment within the Parish.-----

Notes for Infrastructure policy development

- Development should prioritise non car use.

Policies for community and economy

- Housing
- Design
- Sustainable communities
- Green belt

Introduction

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In essence, we want this community to be one in which we look after each other and have the facilities, transport links, and financial income to provide for all ages- cradle to grave.

The main themes of these proposals are to keep our community of people healthy and economically productive, with an increased quality of life, and our surroundings green.

This part of the Neighbourhood Plan is divided in to the following sections: data, facilities, transport and links, and tourism and business.

Data- who and what are we?

The Parish of Woodbury comprises of three wards or villages- Woodbury, Salterton and Exton. It is a geographically diverse Parish with access to the river Exe, the pebblebed commonland, and the coast, in close proximity to the city of Exeter, and the M5 motorway, whilst retaining its rural identity with country lanes surrounded by farmland.

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This is the opposite of the national population, which has far larger proportions of young adults and far smaller proportions of middle aged, retired and elderly people, but similar numbers of children .

The average income for households in East Devon in 2010/11 was £24,200, which was just above the Devon average of £23,800 but below the national average of £28,000 .

The gross weekly earnings of those working in East Devon are low, with the district ranking in the bottom 20 % of districts nationally. Average gross weekly earnings in East Devon are £386, compared to £492 nationally. The low wages help to explain the large out flow of commuters to areas such as Exeter .

The main types of employment in East Devon are in the services industry, which accounts for 83 % of the employment with a large section of this being in the retail, hospitality and health sectors . Within the Parish the numbers are slightly skewed as a result of the situation of the Lypstone Marine Commando training Camp for the Royal Marines, 927 people from the Parish are employed in public administration and defence sector. It is surprising that only 36 people work in agriculture, forestry and fishing, (given the rural area) and none in mining and quarrying (despite the existence of the quarry on Woodbury Common). Yet, despite the figures for the District, within the Parish the same number work in the food and accommodation services industry as in construction (110).

A dynamic local enterprise culture is vital for the long-term competitiveness and overall success of any local economy. The new business formation rate in East Devon is very low .

East Devon has a high number of micro (9 or less employees) and small businesses (85.51 %) as well as a high level of self-employment (14.34 %, compared to only 1.83 % in Exeter and 11.17 % nationally) .

The unemployment rate in the Parish stands at 0.9 % , which accords with the figures held on the state of the labour market in East Devon, which is deemed to be good with low levels of unemployment and good qualification levels .

262 people are recorded as working mainly from home in the Parish, whilst 87 commute by train, 36 by bus and 849 drive a car or van, with 60 people as passengers in a car or van, 14 by motorcycle, scooter or moped, 22 cycle, and 338 walk .

People do not cycle to work for the following reasons, with the following percentages nationally, 32 % say its too far, 44 % say its too dangerous, and 22 % say their workplace does not have the facilities (e.g. showers and bike parking, etc) .

To complete our data collection we compiled our own survey and took it to as many of the local businesses in our Parish as we possibly could. We accept that we may have missed some businesses, which may affect these results slightly, but in total we have gathered the opinions of over 60 businesses. Furthermore, we were also pleasantly surprised by the number of positive responses we received with very few declining to participate. A copy of the results is available on request. We have anonymised the responses to preserve the identities of the participants.

We asked what the reason for locating in their village of choice was and the predominant response was that they were already living or working locally.

When asked what the services were like, the majority response was that broadband and mobile reception was poor.

When asked about transport links the overwhelming response was that the Parish was well connected to the M5, but that the bus service needed improving as did the footpaths and cycleways, and parking in the village centres.

Our policies

Facilities

Under this heading we have included all 'facilities' of use to the public, including buildings, communal areas, and information sources.

The information sources are common to all villages and consist of the magazines- Clyst Valley News and The Woodbury News, the village websites and the mobile library, which travels to all of the villages.

In relation to all pubs in our Parish, we note that these are used by various groups for meetings- such as the toddler group, which meets in the Malsters in Woodbury. In light of this we urge the Council to consider making those threatened with closure 'designated as important community centres'.

We identified the facilities already present in each village and then surveyed the groups that use/run them to determine whether they are adequate. The full list can be found appended to this document, but the following are our observations on the same .

1. Woodbury

Woodbury is by far the largest of the three villages within the Parish and as such has more facilities currently, and arguably more need for those. The facilities in Woodbury range from pubs, shops, public toilets, a car park, allotments, playing fields, a Doctor's Surgery, a school and two churches.

Playing Fields: at present the facilities include a fantastic well used and cricket lawn (which is separate to the rest of the playing fields and includes its own pavilion and parking), tennis courts and play area. However, it has long been felt by the residents of Woodbury that these facilities (excluding the cricket club) are insufficient for the needs of the community, especially considering the interests of the young people in the Parish. There is a committee working hard at this time to get planning permissions and fundraise to regenerate these facilities. We understand that the plans include the building of new community rooms (to replace the village hall) which would provide changing rooms (and toilets) for sports activities, space for indoor sports such as badminton and indoor bowls, meeting rooms for groups such as the Scouts and Youth Clubs, and a kitchen. The outside space is also under plans to develop the existing play park and add a skate park, football pitch and parking. This will be of enormous benefit to the whole community, increasing leisure opportunities, reducing travel to other leisure venues and increasing social interaction.

Car parking: This is a problem with cars filling the ‘heart’ of the village- The Arch- to use the shops, and with insufficient parking at the existing GPs surgery. The car park off Flower Street is hidden and too far away to make it easy to use for passing trade. We propose that in the regeneration of the Village Centre proposed by another group, this issue is addressed as a matter of urgency.

Graveyard: St. Swithian’s (the Church of England church in the village) has a graveyard attached to it, which is full. We understand that the Church PCC have sought permission to extend this with the purchase of more land, but that this application has been refused by the Church Commissioners. We endorse the Church’s application as we have a responsibility to those who have lived here and who wish to be buried here to honour their wishes.

Recycling Bins: The Council organised recycling does not include cardboard, the nearest opportunity for recycling this is the recycling centre at Exmouth. As many of our Parishioners are reliant on public transport this means that they cannot recycle. In order to promote more recycling, we propose a bin is installed in the car park in Flower Street, Woodbury. We recognise that once installed this would have to be maintained and regularly emptied so that it does not create mess.

2. Woodbury Salterton

Village Hall: the Village hall in the village is small, difficult and expensive to maintain and lacks good facilities such as car parking, and outdoor space. It has been suggested that a new hall is built (we suggest this term is outdated and has the wrong connotations and should be replaced with ‘Community Rooms’ or a name such as ‘the Beehive’ in Honiton, or the Victory Hall in Broadclyst) on the land currently owned by the church Commissioners in the heart of the village adjacent to the church yard. Such a building should be adaptable so as to be fit for purpose in decades to come and have a space which could (if the need ever arose) be used as a shop for example. This land would have space for the necessary car parking, a new purpose built venue, and outdoor space for sports and recreation and village community events.

Graveyard: As with Woodbury, the graveyard in Woodbury Salterton is full. We propose that additional space is given over to an extension of the existing churchyard within the development outlined above.

3. Exton

Flooding: is a real issue for the residents of Exton, of particular concern to this group is the repeated flooding of the Village Hall, which has left the building in a poor state of repair and is thus underused as a result. We propose a new hall is built on the land currently being allowed to grow as a wild garden called the Millennium Garden, which we understand is underused and is in the ideal location.

Train Station: the train station is a great asset, improving links to Exeter and beyond for the Parish. However, some basic improvements to the fabric of the station would make it more user friendly- such as heightening the platform, which is currently ½ m too low, and adding toilet facilities.

Parking: parking has become a real issue for the residents with employees of the Commando Training Camp for the Royal Marines parking in the village, as well as cyclists and walkers coming to access the Exe Estuary Trail, or people who catch the train. The current car park only has five spaces and is woefully unfit for purpose. We propose a bigger car park is built.

Transport and Links

Our proposals in this section are made in light of the data set out above, and envision a fully integrated transport system with less reliance on the car as the principle means of getting around so as to encourage a healthier lifestyle and greener environment.

Public Transport: The overwhelming feedback was that the bus service is insufficient, as it takes too long to get in to Exeter or Exmouth, and starts too late and finishes too early to be used as a means of getting to work, and is too infrequent to be reliable. We propose an increased timetable to serve the villages of Woodbury and Woodbury Salterton.

Exton is served slightly better by the bus because of its position on the Exmouth Road, however even here we propose alterations to the time table so that it tallies better with the train timetable. As part of this integrated transport system we propose a single ticket for travel on public transport.

Footpaths and Cycleways: the major problem with life in our rural villages is that we are isolated because of the lack of safe links (footpaths and cycleways) to other villages, hence why people drive. The villages are surrounded by dangerous country lanes with blind bends, overgrown hedges, intermittent or non-existent pavements, on which there is fast moving traffic, farm machinery, horse riders, cyclists and pedestrians. Whilst there are footpaths, these are for walkers and are not direct,

nor suitable for all users. To reduce what we see as a very real danger of further accidents on our roads, we propose that the villages of Woodbury and Woodbury Salterton be joined by a footpath, which is suitable for pushchairs, wheelchairs and cyclists.

Also with the aim of improving road safety in our villages we endorse plans to introduce 20 mph restrictions in our village centres.

Cyclepaths: We would like to see the Exe Estuary Trail linked through our area and on to the new path being currently planned at Greendale, and then on to join up with the new Cranbrook development and the Country Park there. A map of our suggestion is appended to this document.

By promoting cycling and walking- our community is 'able to choose healthier, cleaner, cheaper journeys with better places and spaces to move through and live in'

Tourism and Business

Tourism: having surveyed many local businesses in the tourist industry it seems that a large number of those who come here do so on a repeat basis. We would like to increase the number of new visitors to our area and thus increase the financial input into the local economy from tourists. We propose that advertising our diverse natural environment (with easy access to beaches, the River Exe, common land and countryside) would be a good way of achieving this. This could be done with the addition of a tourist information board in Woodbury village, and colourful floral displays (such as that seen on entry to the Torbay area which says 'the English Riviera'). We should promote our Parish more to those keen on the 'great outdoors' by introducing walk incentives (such as the Dartmoor letterboxes) on Woodbury Common, and entitle the area 'the gateway to the pebblebed heathlands', such a title being displayed on banners from lampposts.

Business and Employment:

The results of our survey of local businesses and collection of data have revealed that there is a lack of business opportunities for small businesses starting up in rural areas. To counter this trend and encourage more we propose reduced business rates are offered along with a buddy system whereby a larger more established business assists and guides the start-up, and a mentoring scheme whereby retired local business people are linked to a start-up to offer guidance expertise and support.

The other main issues centre on transport links and parking (which we have already addressed elsewhere), and the areas poor broadband speed and mobile reception. We propose new fibre optic cabling and improvements to the exchange (particularly for Exton) to improve the broadband service, and that Ofcom be approached regarding possible improvements to mobile reception delivered by all network providers.

Our survey also shows that there is a favourable amount of employment opportunities locally given the size of the population, and that we enjoy very low unemployment. We would therefore urge

against the local authority's plan to allow a 10 % extension to the size of a business unit if 80 % of the gross site is built and occupied . Moreover, where there is to be expansion opportunities we would encourage the Council to consider those that provide real employment opportunities rather than for example storage which uses space not people.

Whilst it is apparent that most of the unskilled jobs are in the service industry, this is only in keeping with the district and national trends.

We note that Crealy (the biggest employer of unskilled staff locally) uses temporary rather than permanent staff because of the seasonality of their business. This is a shame.

Conclusion

Our Parish is a diverse, environmentally rich, and economically strong place in which to live and work. We hope that our proposals look after the place and the people for the next generation.

Policies for environment

- Policies for planning for places
- Climate change, flooding and coastal change
- Natural environment
- Historic environment

Objective 1

The protection, proper management, and where appropriate the enhancement, of those aspects of the local environment that are either significant in themselves and/or are particularly valued by the local community and by visitors.

These aspects would include:

- The natural environment – such as field boundaries, hedgerows, trees, fauna and flora, and the wider landscape generally – valued views, rural lanes with Devon banks, the general and familiar pattern of fields; whether or not they happen to be currently designated and/or statutorily protected
- The historic environment – such as buildings, areas, sites and landscapes; whether or not they happen to be currently designated and/or statutorily protected
- Formal and informal public and communal open and green spaces – such as village greens, recreation/sports grounds, allotments, common land.

Objective 2

Mitigation of the environmental impact of wider climate change and of local activity and development within the parish by

- Addressing both the immediate causes and effects of flooding by
 - a) Encouraging agricultural and land management practices that reduce run off and soil erosion
 - b) Planting to reduce the same
 - c) Effective management and maintenance and improvement of gullies, ditches, culverts and flood relief channels
 - d) Requiring (in so far as one can) new developments to use porous surfacing for driveways, roads and all hard surfaces, and to incorporate rainwater harvesting and features such as wet areas, ponds and planting
 - e) Encourage the incorporation of the same into existing housing and buildings where possible and appropriate.
- Making greater use of locally sourced renewable natural resources such as solar power, to reduce dependency on fossil fuels and on potentially damaging nuclear power (Chernobyl, Fukushima...) and to mitigate the effects of the same on the wider environment.
- Mitigation of noise, air, and light pollution, from existing and new development.

- Mitigation of effects of increasing population and increasing car use and numbers, but in ways that do not destroy the character of the local environment (traffic and pedestrian protection measures in rural lanes being an example).
- Mitigation of impact of new development by requiring/encouraging the use of a sustainable design and the use of locally distinctive and appropriate materials that do not detract from the environment but that instead respects and enhances its character. Quality ground breaking and/or locally distinctive design should be encouraged, rather than the acceptance of standard designs and house types and layouts that do not respect or integrate with the particular local environment, and over development for purely economic reasons should be resisted.

Glossary

Appendix 13 – Visions and Policies document

https://1drv.ms/b/c/2b6017ee2a887836/EVqm0G8Uuc9Jg-ye9SMdXkcBtV-0WUIzuzKAKVpF_PYAQ?e=isNbri

Appendix 14 – Covering letter

WOODBURY PARISH COUNCIL

The Parish Council Offices

Greenside, Woodbury, Devon

EX5 1LT

Dear Resident,

Enclosed with this letter is the long awaited Draft Woodbury Neighbourhood Plan – Visions and Policies consultation document. This is an important document and is your opportunity to have further input into the production of the emerging Woodbury Neighbourhood Plan.

A Neighbourhood Plan is a new type of planning document. It is part of the new approach to planning, which aims to give local people more say about what goes on in their area. When it is finally completed it will be a document which the District Council has to consult when considering planning applications.

The Neighbourhood Plan has to ensure that local people are involved in the choices that will help to shape their neighbourhood. This emerging Neighbourhood Plan sets out a vision for the area that reflects the views and feelings of local people with a real interest in their community.

This booklet sets out the key issues, as identified by a series of first round of public consultations on our Neighbourhood Plan, under four headings;

1. Housing and Development
2. Community and Economy
3. Environment and
4. Infrastructure.

Alongside each set of issues, are drawn up draft policies for you to consider. Each section asks you about the content of that policy. Some of these questions are targeted and some are general. Where you have the time, please answer the questions as best you can. If you have less time, you could respond by circling the numbers between 1 and 5 on Pages 38 and 39. Number 5 means that you agree strongly with our proposals, and number 1 means that you disagree strongly.

When you have done this, please return the whole document or just pages 38, 39 and 40 to the new Parish Council Office, Greenside, Woodbury, EX5 1LT (Redferns old office)

The consultation period runs until 28th February 2015. During the consultation we will be running open days where you will be able to consult large scale plans for your ideas for footpath/cycleway routes, gaps between villages and local green spaces for example.

You don't have to comment on each issue, but your opinions will be most important in forming the document which will become the Neighbourhood Plan.

If you would like further information, please contact The Clerk, Woodbury Parish Council

Yours faithfully

Mrs Belinda Price
Clerk to the Council

Clerk to the Council: Mrs Belinda Price
01395 233791
clerk@woodbury.eastdevon.gov.uk

Appendix 15 – Analysis of responses to the Visions and Policies consultation

WOODBURY CONSULTATION									
RESULTS									
Total number of responses		212	16%						
Number of responses analysed to date		140	10%	66%					
distributed		1348							
		1	2	3	4	5	disagree 1&2	middle	agree 4&5
plan aims		10	5	22	45	44	11%	16%	64%
vision statement		9	4	20	45	53	9%	14%	70%
Housing & development objectives									
	1	7	3	15	27	68	7%	11%	68%
	2	6	2	10	32	65	6%	7%	69%
	3	5	8	22	28	51	9%	16%	56%
	4	3	3	13	20	77	4%	9%	69%
	5	2	6	14	24	70	6%	10%	67%
	6	2	9	14	26	64	8%	10%	64%
	7	4	9	26	27	49	9%	19%	54%
	8	3	7	28	28	50	7%	20%	56%
Community & economy objectives									
	1	7	12	24	41	43	14%	17%	60%
	2	1	2	9	38	68	2%	6%	76%
	3	10	11	40	30	28	15%	29%	41%
	4	13	7	24	28	47	14%	17%	54%
Environment objectives									
	1	1	2	10	27	86	2%	7%	81%
	2	1	3	12	26	74	3%	9%	71%
	3	1	2	8	31	75	2%	6%	76%
	4	2	1	4	19	87	2%	3%	76%
Infrastructure objectives									
	1	3	3	13	17	90	4%	9%	76%
	2	4	4	8	22	80	6%	6%	73%
	3	2	7	26	19	65	6%	19%	60%
	4	3	2	14	24	75	4%	10%	71%
	5	3	7	22	27	58	7%	16%	61%
	6	2	5	14	25	72	5%	10%	69%
Woodbury Village objectives									
	1	7	5	20	35	53	9%	14%	63%
	2	4	5	23	27	53	6%	16%	57%
	3	7	9	19	33	44	11%	14%	55%
	4	5	5	28	28	44	7%	20%	51%
	5	11	6	26	22	47	12%	19%	49%
Woodbury Salterton village objectives									
	1	3	2	14	9	29	4%	10%	27%
	2	1	6	16	12	20	5%	11%	23%
	3	7	5	14	5	26	9%	10%	22%
	4	5	5	13	10	23	7%	9%	24%
Exton village objectives									
	1	7	1	17	8	17	6%	12%	18%
	2	2	5	16	10	17	5%	11%	19%
	3	5	2	17	9	17	5%	12%	19%
	4	1	2	10	9	29	2%	7%	27%
	5	2	2	13	13	21	3%	9%	24%
	6	1	2	11	9	26	2%	8%	25%
Housing & development draft policies									
Sustainable development		12	9	32	22	39	15%	23%	44%
Sustainable standards		9	5	24	33	41	10%	17%	53%
Adapting to climate change		9	5	20	34	49	10%	14%	59%
development within curtilage		6	9	12	33	54	11%	9%	62%
gaps between villages		6	2	8	33	75	6%	6%	77%
local distinctiveness		2	1	13	32	72	2%	9%	74%
pedestrian footways		5	2	11	27	81	5%	8%	77%
windfall & infill sites		16	12	22	32	38	20%	16%	50%
housing allocation		23	10	25	29	23	24%	18%	37%
Community & Economy draft policies									
retention of pubs		7	5	21	36	53	9%	15%	64%
community facilities		5	5	19	36	61	7%	14%	69%
retaining employment		2	6	23	39	51	6%	16%	64%
encouraging business space		6	14	28	43	29	14%	20%	51%
retain/enhance retail		4	10	15	49	45	10%	11%	67%
agriculture & diversification		3	8	24	46	38	8%	17%	60%
tourism potential		12	15	34	33	25	19%	24%	41%
tourism, leisure & culture		18	15	35	31	19	24%	25%	36%
Environment draft policies									
local green space		5	3	8	23	68	6%	6%	65%
light pollution		4	3	14	29	72	5%	10%	72%
Infrastructure draft policies									
car		6	3	25	23	32	6%	18%	39%
bus service		1	5	17	29	69	4%	12%	70%
cycle routes		5	8	19	27	63	9%	14%	64%
traffic calming		6	8	17	27	66	10%	12%	66%
digital infrastructure		3	2	12	32	71	4%	9%	74%
Woodbury village policy									
village centre regeneration		11	10	26	38	34	15%	19%	51%
		358	361	1173	1731	3273			
what age group									
	age 5-11	0						0%	
	age 12-17	0						0%	
	age 18-24	0						0%	
	age 25-34	4						3%	
	age 35-44	12						9%	
	age 45-54	24						17%	
	age 55-64	35						25%	
	over 65	66						47%	
how long in woodbury									
	under 1 year	4						3%	
	1-5 years	12						9%	
	5-10 years	22						16%	
	10 years plus	100						71%	
what attracted you to woodbury									
	good environment	104						74%	
	good school catchment	25						18%	
	good local facilities	65						46%	
	strong sense of community	60						43%	
	easy access to other places	76						54%	
	good transport links	31						22%	
	cost of housing	19						14%	
	clean & tidy	48						34%	
	peaceful & quiet	84						60%	
	other	33						24%	

Appendix 16 – Terms of reference

WOODBURY PARISH NEIGHBOURHOOD PLAN

Steering Group

Terms of Reference

1. Purpose of the Steering Group

Woodbury Parish Council is the qualifying body for the preparation of a Neighbourhood Plan for the Parish of Woodbury including the settlements of Woodbury, Woodbury Salterton and Exton. The Council has agreed to establish separate project management arrangements to facilitate the delivery of this plan-making function.

The Council has granted delegated authority in exercise of all relevant plan making functions to the **Woodbury Neighbourhood Plan Steering Group**. The purpose of the Steering Group is to oversee the preparation of a Neighbourhood Plan, ensuring that all issues are properly addressed including community consultation at key stages of its development.

The Steering Group sits as the Project Board for project management and decision making purposes and will lead the preparation of the Woodbury Parish Neighbourhood Plan.

The Steering Group will guide and agree the content of the Plan and all associated evidence and analysis up to **Preferred Option Consultation Draft** stage.

2. Key Roles and Responsibilities:

- Provide a locally accountable and representative lead for plan making;
- Agree a project timetable and endeavour to secure compliance;
- Liaise with East Devon District senior planning officers;
- Agree the initial scope of the Plan prior to early public engagement;
- Approve all background and evidence-based reports prior to publication;
- Agree all consultation documents prior to publication;
- Agree, subject to ratification by Woodbury Parish Council, a final submission version of the Woodbury Parish Neighbourhood Plan;
- Act as the principal contact with the community, organisations, landowners and businesses;
- Actively support and promote the preparation of the Woodbury Parish Neighbourhood Plan throughout the duration of the project.

3. The Steering Group

The Steering Group will be established for the life of the project and will be dissolved once a referendum decision has taken place.

4. Steering Group Objective

To produce a sound Neighbourhood Plan for the Parish, including Woodbury, Woodbury Salterton and Exton that defines the spatial planning policy priorities identified by the community taking into

account all representations made during the plan-making process and having regard to all relevant existing plans and evidence. To bring together local expertise and facilitate joint community working and promote active involvement in the Neighbourhood planning process.

5. Steering Group Membership

- A Chair, two additional Members of Woodbury Parish Council and up to six Community Members, drawn from a cross section of volunteers in the community.
- The Steering Group shall review its membership from time to time
- The Steering Group have the power to form Teams to complete the required tasks enabling specialist skills, knowledge and experience to be harnessed by the Steering Group.

6. Voting Rights

- Decisions made by the Steering Group should normally be by consensus at Steering Group meetings. Where a vote is required, each member shall have one vote. A simple majority will be required to support any motion. The Chair has one casting vote.
- Members shall vote by show of hands

7. Quorum of the Steering Group

- Four members shall constitute a quorum at meetings.
- If a quorum is not present or if during a meeting the number of Members present (not counting those debarred by reason of a declared interest) falls below the required quorum, the meeting shall be adjourned and business not transacted. It shall be transacted at the next meeting or on such other day as the Chair may fix.

8. Frequency, Timing and Procedure of Meetings

- The Steering Group shall meet not less than ten times a year.
- Any changes to Steering Group Terms of Reference shall require Steering Group approval.
- Steering Group meetings shall be conducted in accordance with set procedure to be determined and agreed by the Steering Group.

9. Steering Group Conduct

- The Steering Group will be expected to follow the code of conduct set out by the Nolan Committee on Standards in Public Life.
- Ensure that the probity of the group and the plan is open and transparent. All Members of the Steering Group must declare any personal interest that may be perceived as being relevant to any decisions or recommendations made by the group. This may include membership of an organisation, ownership of interest in land (directly or indirectly) or a business or indeed any other matter likely to be relevant to the work undertaken by the Steering Group.
- Ensure that there is no discrimination in the plan making process and that it is an inclusive open and transparent process.

- Members of the Group will work together for the benefit of the wider community. Members of the Group are expected to treat other Members of the Group with respect and dignity, allowing Members to air their views without prejudice and interruption.
- Members of the Group will adhere to the principles of equality through active promotion and demonstration of equality of access and opportunity and ensure in all its work compliance and proactive promotion of the Equality Act 2010.

10 Administrative Support

- The Chair shall ensure that appropriate clerking arrangements are in hand for all Steering Group meetings.
- The Steering Group shall report to the Parish Council at a Full Council or Planning Committee meeting and these minutes are available to the public in the minutes of the Parish Council.

11. Reporting and Communication

The Steering Group is established having full-delegated authority from the Parish Council to deliver its plan-making functions up to and including publication of a Preferred Options Consultation Draft Neighbourhood Development Plan and referendum.

The Group will report regularly to the Parish Council setting out progress on its work. for the duration of the project. **The Parish Council and EDDC will approve the Submission Draft Neighbourhood Development Plan prior to publication for consultation and independent examination.**

The plan-making process remains in the control of the Parish Council as local authority and qualifying body. All publications, consultation and community engagement exercises will be undertaken with appropriate recognition of the Parish Council's position.

Appendix 17 – November 2022 Local Plan consultation poster



WOODBURY PARISH COUNCIL CONSULTATION ON EDDC NEW LOCAL PLAN

HAVE YOUR SAY!

East Devon District Council (EDDC) is required by the Government to build approximately 20,000 dwellings by 2040!

The Parish Council Consultation Events will show you the sites that are proposed in the New Local Plan for development in our Parish and surrounding area, also Options for a New Town. Your comments will assist us in making a formal response to EDDC and lobbying for what is best for our Communities.

This is your opportunity to say how development is facilitated.
Every response counts!

WE ALSO URGE YOU TO DIRECTLY RESPOND TO EDDC NEW LOCAL PLAN ON THEIR WEBSITE. THE CONSULTATION IS ONLY RUNNING FOR SIX-WEEKS, YOU CAN COMMENT ON HOUSING AND POLICIES. PARISH COUNCILLORS WILL BE ABLE TO ASSIST YOU IN NAVIGATING THE SITE AT OUR EVENTS.

[HTTP://WWW.EASTDEVON.GOV.UK/LOCAL-PLAN](http://www.eastdevon.gov.uk/local-plan)

PARISH EVENTS

EXTON CONSULTATION

**Wednesday
16th November**

2-4pm 7-9pm

Exton Village Hall

WOODBURY SALTERTON CONSULTATION

**Thursday
17th November**

2-4pm 7-9pm

**Woodbury Salterton
Village Hall**


WOODBURY CONSULTATION

**Friday
18th November**

2-4pm 7-9pm

**Woodbury
Village Hall
DuBuisson Room**

Appendix 18 – November 2022 Local Plan consultation questionnaire



Woodbury Parish Council
(serving Exton, Woodbury, Woodbury Salterton)
Residents Consultation on the Emerging Local Plan (November 2022)

I live in: EXTON / WOODBURY / WOODBURY SALTERTON / OTHER Your Postcode EX _____

East Devon District Council (EDDC) is required by the Government to build approximately **20,000 dwellings by 2040!** Have your say on how this is facilitated.

This questionnaire will be used by the Parish Council to make its response to East Devon District Council, you are encouraged to also give your views on the proposals in the Draft Local Plan on EDDC website, as every response counts."

1. **EDDC Proposed Development** – What is your preferred option? (Please Circle)

Option A New Large Town Development (8K+) and some development in most of the villages.

Option B No New Large Town and Substantial development in each Village.

2. **Large Town Location**
EDDC Officers recommendation and the result from the Parish Council's pre consultation indicates that the preferred site for a large New Town Development (8K+) is **Option 1**

Do you Agree? Yes No

OR if you do not agree, which option do you prefer? Option 2 Option 3

3. EDDC Officers have reviewed the sites submitted under the "Call for Sites" and their recommendations for **Woodbury Parish** is listed below, do you agree? (Please tick yes or no)

<u>Site No.</u>	<u>Location</u>	<u>Proposed Dwellings No's</u>	<u>Suitable Sites for development?</u>	
			Yes	No
Exton				
<u>Wood 28</u>	Land north & East of Exton Farm	33	<input type="checkbox"/>	<input type="checkbox"/>
<u>Wood 01</u>	Land west of Oaklands	17	<input type="checkbox"/>	<input type="checkbox"/>
Woodbury				
<u>Wood 10</u>	Land at Gilbrook	60	<input type="checkbox"/>	<input type="checkbox"/>
<u>Wood 16</u>	Off Broadway	67	<input type="checkbox"/>	<input type="checkbox"/>
<u>Wood 20</u>	Off Town Lane	28	<input type="checkbox"/>	<input type="checkbox"/>
<u>Wood 23</u>	Ford Farm (possible back up site)	18	<input type="checkbox"/>	<input type="checkbox"/>

4. Parish Council's Pre-Consultation in April resulted in the below sites being residents most favourable; do you agree? (Please tick yes or no)

<u>Site No.</u>	<u>Location</u>	<u>Proposed Dwellings No's</u>	<u>Suitable Sites for development?</u>	
			Yes	No
Exton				
<u>Wood 28</u>	Land north & East of Exton Farm	33	<input type="checkbox"/>	<input type="checkbox"/>
<u>Wood 27</u>	Infill land off Exmouth Road	5	<input type="checkbox"/>	<input type="checkbox"/>
<u>Wood 01</u>	Land west of Oaklands Exton	17	<input type="checkbox"/>	<input type="checkbox"/>
Woodbury				
<u>Wood 08</u>	Land rear of Orchard House (off Globe Hill)	30	<input type="checkbox"/>	<input type="checkbox"/>
<u>Wood 24</u>	Land East of Webbers Meadow (Castle Lane)	45	<input type="checkbox"/>	<input type="checkbox"/>
<u>Wood 16</u>	Land Off Broadway	67	<input type="checkbox"/>	<input type="checkbox"/>
<u>Wood 09</u>	Land off Globe Hill West (to The Arch)	18	<input type="checkbox"/>	<input type="checkbox"/>

5. **Of the other sites listed on the maps, are there any that you think are suitable for development?**
(In order of preference)

1) _____ 2) _____ 3) _____ 4) _____

6. **Are Green Biodiversity, Nature, connection/infrastructure important to you?** Yes No
(i.e., green wedges, wildlife corridors, New Country Park, footpath/cycleway/bridleway connectivity)

7. Since the Parish Council Pre-Consultation, the Parish Council has worked on a Landscape and Green Wedge proposal to protect villages, wildlife/biodiversity and the countryside from overdevelopment in the west of East Devon.

Are you in agreement with it? Yes No

Any Comments to questions 6/7?

8. **What additional facilities, social benefits, open spaces etc. would you like in your community?**
(i.e., car parks, electrical charging points, clubs/wellbeing, community hub, nature/formal open spaces)

9. **Community Playing fields and Play Spaces - how would you like to see these improved?**
(i.e., play equipment, table tennis, petanque, bike track, green gym, five-a-side football pitch etc.)

Exton: _____

Woodbury: _____

Woodbury Salterton: _____

10. **Is retaining your individual village identity important to you?** Yes No

11. **Would you like East Devon District Council to have a Policy to limit the % of housing in the Parish used for Holiday Let's or 2nd Homes?** Yes No

12. Larger planning applications are considered for approval in isolation from the impact of other developments nearby and in nearby towns and villages. **Would you like EDDC to include within the Local Plan specifically how the cumulative impact of proposed developments on key local infrastructure will be dealt with?**

(Schools, Medical Centres, Sewage and Waste Control, Road Traffic) Yes No

13. **What is your view of land wind / solar farms?**

14. **Any other comments?**

Thank you for your participation – Please return to the Parish Office NO LATER than Monday 5th December

The Local Plan does not just consist of Housing and there are a number of Policies that could have an impact on residents of this Parish, a copy of the Local Plan can be found at:

<http://www.eastdevon.gov.uk/local-plan>

Appendix 19 – November 2022 Local Plan consultation analysis**Woodbury Village**

Woodbury Parish Council					
Residents Consultation on Emerging Local Plan					
1. EDDC Proposed Development – What is your preferred option?					
		Option A		82	
		Option B			
2. Large Town Location					
Do you Agree?					
		Yes		85	
		No		2	
Or					
		Option 2		2	
		Option 3			
3. Call for sites in Woodbury Parish					
SiteNo.		Location	Dwelling Nos	Yes	No
	Exton				
Wood 28		Land North and East of Exton Farm	33	30	7
Wood 01		Land West of Oaklands	17	29	7
	Woodbury			Yes	No
Wood 10		Land at Gilbrook	60	40	32
Wood 16		Off Broadway	67	50	23
Wood 20		Off Town Lane	26	29	44
Wood 23		Ford Farm	18	28	40
4. Parish Council's Pre-Consultation most favourable sites					
SiteNo.		Location	Dwelling Nos	Yes	No
	Exton				
Wood 28		Land North & East of Exton Farm	33	31	8
Wood 27		Infill off Exmouth Road	5	25	13
Wood 01		Land West of Oaklands Exton	17	28	9
	Woodbury				
Wood 08		Rear of Orchard House	30	34	36
Wood 24		Land East of Webbers Meadow	45	32	37
Wood 16		Land off Broadway	67	50	21
Wood 09		Land off Globe Hill (to the Arch)	18	31	40
5. Other sites you consider suitable.					
				Yes	No
6. Are Green Biodiversity, Nature, etc important?					
				83	0
7. Are you in agreement with the Green Wedge?					
				81	2
8. What additional facilities, social benefits, etc?					
9. Community Playing fields and Play Spaces improvements?					
				Yes	No
10. Is retaining your individual Village important?					
				83	1
11. Would you like a policy to limit holiday lets 2nd home?					
				79	4
12. Include a policy to deal with cumulative proposed developments?					
				83	1
13. View on land wind/solar farms.					
14 Any other comments?					

List of text comments to questions 8, 9, 13 and 14

8. What additional facilities, social benefits, open spaces etc would you like in your community?

Formal open spaces

Land to the north of the Arch, between the flood relief channel and the Arch, should be allocated for community projects such as the new larger doctor surgery.

All the above .

Chaps well-being.

The school and GP surgery can it absorb more people?

Natural formal open spaces.

Car parking area to relieve pressure on the arch.

One or two maximum more local shops.

Car parks for residence parking only. +1

Electric charging points, open spaces, community hub, play area.

Car parks, community hub, shop, café.

Car parks, shops.

Car parks.

Better pavements, traffic calming, Globe Hill etc.

Improved car parking.

More footpaths, more parking as too many cars on.

Traffic calming, open spaces, car parks and charging points.

Prioritise pedestrians over vehicles on all roads apart from the B3179. In Woodbury needs more footpaths.

Open spaces, car parks, ponds, paths and cycle ways.

Car park, Social club.

Parking, café.

None.

Better pedestrian facilities including pavements.

Purpose-built community building for the clubs and for the youth in the village.

Suitable building for the clubs to meet and electric charging points.

Flood prevention, bigger school.

Traffic calming measures on the main road through Woodbury for example traffic gates at the top of Globe Hill and Broadway or associated with new housing developments on site Woodbury 16 and Woodbury 9.

Car Park.

None.

Electric charging points.

I'd like EDDC to have not only plans for homes but stringent plans for schools, health, transport, sewage, water, flood defences, to accompany new developments.

Important to protect local nature and protect habitats. Potentially extend electric charging points for some without parking.

Balance needed to protect environment (natural) with sufficient space for car parking.

New buses help retired but no use to working people due to timetable.

Electric charger in car parks may encourage use of electric vehicles.

Open space left as it is within village locations.

Nature open spaces, better public transport and traffic calming.

The site Wood 09 is ideal for new replacement facilities for the community and a new village centre school shop etc.

Producing a proper car park by the Arch always too many cars.

Electric charging points, open spaces, car parks.

Car Parks, Sports Centre, larger cemetery.

I feel building on Broadway should provide a roundabout to slow traffic through the village.

Extra parking in Woodbury for people without parking space. But where?

Charging points.

Indoor sports hall in Woodbury.

Car parking near the Arch in Woodbury

Good pavement access to village centre and traffic calming measures including 20 mph through village

Improve pedestrian access to village centre for all ages traffic calming to 20 mph and weight size restrictions for trucks and agricultural contractors

Car parks and a larger school

We will have to have more education and medical facilities

Green "shield" all new developments

Completely redesign of Broadway, 20 mph traffic calming, wide pavements

Educational and medical facilities

Woodbury Salterton

Woodbury Parish Council				
<u>Woodbury Salterton Residents Consultation on Emerging Local Plan</u>				
EDDC Proposed Development – What is your preferred option?				
	Option A		43	
	Option B		4	
Large Town Location you Agree?				
	Yes		44	
	No		4	
Or	Option 2			
	Option 3		2	
3. Call for sites in Woodbury Parish				
SiteNo.	Location	Dwelling Nos	Yes	No
Exton				
Wood 28	Land North and East of Exton Farm		24	9
Woodd 01	Land West of Oaklands		21	11
Woodbury				
Wood 10	Land at Gilbrook		26	7
Wood 16	Off Broadway		34	7
Wood 20	Off Town Lane		18	19
Wood 23	Ford Farm		18	21
4. Parish Council's Pre-Consultation most favourable sites				
SiteNo.	Location	Dwelling Nos	Yes	No
Exton				
Wood 28	Land North & East of Exton Farm		19	8
Wood 27	Infill off Exmouth Road		18	15
Wood 01	Land West of Oaklands Exton		19	8
Woodbury				
Woo8 08	Rear of Orchard House		10	18
Wood 24	Land East of Webbers Meadow		7	23
Wood 16	Land off Broadway		19	11
Wood 09	Land off Globe Hill (to the Arch)		15	15
5. Other sites you consider suitable.				
6. Are Green Biodiversity, Nature, etc important?			43	0
7. Are you in agreement with the Green Wedge?			39	2
8. What additional facilities, social benefits, etc?				
9. Community Plying fields and Play Spaces improvements?				
10. Is retaining your individual Village important?			43	1
11. Would you like a policy to limit holiday lets 2nd home?			42	2
12. Include a policy to deal with cumulative proposed developments?			42	0
13. View on land wind/solar farms.				
14 Any other comments?				

List of text comments to questions 8, 9, 13 and 14

8. What additional facilities, social benefits, open spaces etc would you like in your community?

Reinstate Honey Lane recreation field

All of the above and also low cost housing

Reconsider parking and retail in the Arch in Woodbury

Green spaces, hedgerows, cycle path, pond ,as well as all the above

Footpath, open spaces, more parking

More equipment suitable for older children

Climbing frame for older children

Rewilding sites and allow hedges to thicken for green corridors

More areas to interact with nature e.g. woods or areas for woodland education and conservation efforts

A fairer percentage of affordable housing to ensure locals to remain within the community

Cycle path from Wood Salt to Woodbury

Electric charges in all car parks including residential

Cycle path, more clubs, socials

Better access to existing open spaces

Nature and farmed open spaces

Safe path for walkers and cyclists between Woodbury and Woodbury Salterton

Need for more safe footpath the lanes are dangerous due to the speed of traffic getting and roads badly eroded

More public footpaths and bridleways

Parking at the Arch makes it dangerous for pedestrians try walking from the White Hart to the post office

Sort parking at the Arch dangerous to cross

Nature and formal open spaces

Cycle path is incredibly important linking Woodbury and Woodbury Salterton

9. Community playing field since play spaces how would you like to see these improved ?

Reinstate honey Lane recreation field

Exton is just large house owners don't need anything

Woodbury is a good community already

Woodbury Salterton has everything but anything else would be welcome

Nothing fine as it is

Very good already

More planting to support nature

Woodbury better football facilities

Skate park or similar for young adults

Cannot answer as new resident within parish

Woodbury bike track and Woodbury Salterton more playpark for 0 to 5-year-old child

Woodbury and Woodbury Salterton bike track

Exton don't know Woodbury looks adequate but underused Woodbury Salterton adequate reasonably well used

Woodbury play equipment table tennis, bike track Woodbury Salterton play equipment, table tennis

Bike tracks for all three settlements and a skate park for Woodbury

Safer lanes with lower speed limits for cycles lists and horses applies to all

Table tennis

Better consideration of what the population comprises of before just providing something arbitrary

A safe traffic free route for pedestrians, cyclists and horses between all three villages

More frequent maintenance of play equipment and swings

More maintenance and grass cutting

All facilities kept in good order i.e. grass cut equipment repaired

Please keep lines of communication open and clear

Facilities kept in good order i.e. grass cut equipment repaired

More maintenance grass cutting

A safe traffic free route for pedestrian cyclist horses between all the villages

Better consideration of what the population comprises of before just providing something arbitrary

Safer lanes with low speed limits for cyclists horses and applies to all

Table tennis

Bike track skate park

Play equipment including table tennis and bike track

Adequate reasonably well used

Bike track

Bike track and more play parts for the 0 to 5-year-old children

Skate park or similar for young adults

Woodbury better football facilities

More planting to support nature

Reinstate honey Lane recreation field

14. Any other comments

If a new town has to be built option three would be the best if it's got access to the city and also Exmouth which would be less commuting for many

Please keep lines of communication open and clear

Significant highways concerns with any additional development with current infrastructure

Please put in infrastructure before development goes ahead

Cranbrook could be expanded further with two railway stations it is already well served

Stop destroying the character of small villages

Affordable housing needed and doctors and shop in Woodbury Salterton

Thank you for the opportunity to comment

All affected communities should unite together providing strength in unity

It would be helpful to know what infrastructure would need to be provided

If we build all these houses on farmland where are we going to grow food? In face of climate change such short sighted planning and unscrupulous land owner greed and short-term profiteering is probably stupid.

Thank you to the Parish Council for all the time and hard work

Can the development of the local road system precede any new developments as the traffic already becomes gridlocked regularly especially in the summer.

Move the services to a site on the M5 north of Exeter

Exton

Woodbury Parish Council				
Exton Residents Consultation on Emerging Local Plan				
1. EDDC Proposed Development – What is your preferred option?				
	Option A		48	
	Option B		3	
2. Large Town Location				
Do you Agree?				
	Yes		49	
	No		5	
Or				
	Option 2		1	
	Option 3		1	
3. Call for sites in Woodbury Parish				
SiteNo.	Location	Dwelling Nos	Yes	No
Exton				
Wood 28	Land North and East of Exton Farm		36	16
Woodd 01	Land West of Oaklands		29	17
Woodbury				
Wood 10	Land at Gilbrook		11	9
Wood 16	Off Broadway		19	5
Wood 20	Off Town Lane		13	8
Wood 23	Ford Farm		8	10
4. Parish Council's Pre-Consultation most favourable sites				
SiteNo.	Location	Dwelling Nos	Yes	No
Exton				
Wood 28	Land North & East of Exton Farm		29	17
Wood 27	Infill off Exmouth Road		15	26
Wood 01	Land West of Oaklands Exton		26	15
Woodbury				
Woo8 08	Rear of Orchard House		10	10
Wood 24	Land East of Webbers Meadow		4	17
Wood 16	Land off Broadway		14	6
Wood 09	Land off Globe Hill (to the Arch)		9	12
5. Other sites you consider suitable.				
6. Are Green Biodiversity, Nature, etc important?			52	1
7. Are you in agreement with the Green Wedge?			47	3
8. What additional facilities, social benefits, etc?				
9. Community Plying fields and Play Spaces improvements?				
10. Is retaining your individual Village important?			53	0
11. Would you like a policy to limit holiday lets 2nd home?			36	14
12. Include a policy to deal with cumulative proposed developments?			53	0
13. View on land wind/solar farms.				
14 Any other comments?				

List of text comments to questions 8, 9, 13 and 14

8. What additional facilities, social benefits, open spaces etc would you like in your community?

Bigger car park for Exton station also parking for cycle track and EV charging points

All of the above cycle, walking paths, hedgerows

Car park

Electrical charging points and wind power

Car park

Quiet

Car parking in Exton along Station Road is out of control and building new homes will only exacerbate the problem

More activities in Exton hall

Do you not think we have sufficient room for charging points

Would encourage individuals to install their own charging points

Footpaths, football pitches, ponds, parking

Cycle routes

Car park in Exton

Car park and electrical charging points

Exton Orchard?

Exton has excellent facilities

Nature reserves and green spaces

More parking within villages, community owned green spaces for the benefit of residence etc

Natural green spaces

Bridal paths for horse riders so we can ride safely off of increasingly busy roads

Ensure infrastructure can manage new influx of people and families especially

Safe roads no flooding

More car parking in Exton to cope with the demand of cycle track

Green spaces and nature reserves

Bigger car park for Exton station and parking for the cycle track with EV charging points

9. Community playing field since play spaces how would you like to see these improved ?

Woodbury better open space facilities for all ages

Green gym

Improve existing facilities in all settlements

Adequate already

Perhaps set up an all-weather table tennis table in Goose field

Better club facilities in Woodbury

Develop current playground

Petanque, outdoor table tennis and play equipment

Bike track re-rooted out of village

Fix broken play equipment e.g. train Woodbury retain community Orchard

Green gym and Petanque

Exton parking safer, toilets (compost?) Woodbury open green space community owned

What we have is lovely, thank you. Please don't change it

Bike track from Woodbury Salterton to Woodbury

Wildlife area around estuary

More markers were cycle track enters public highway

Always a surface play area in the field

Patanque

Extend soft play surface between play equipment as wet grass limits use

Hard surface needing on Exton boat slipway

14. Any other comments

Improved infrastructure should be included by DCC to go with proposed developments for the Exmouth Road and within villages

With all this proposed new building what is DECC doing regarding improving the road infrastructure to cope with all the expected traffic

So much building on farmland has got to stop if we are to be able to grow our own produce and not rely on food from abroad

You cannot grow food on concrete

The planning of the infrastructure to support a new town more important than the town itself

Appendix 20 – Statutory Consultees

Adjacent Parish Councils
Devon Countryside Access Forum
Blackdown Hills National Landscape (AONB) Partnership
Civil Aviation Authority Directorate of Airspace Policy
Civil Aviation Authority Safety Regulation Group
Campaign to Protect Rural England
Devon County Council
Devon and Cornwall Police
Devon and Somerset Fire and Rescue Service
Devon Local Nature Partnership
East Devon District Council (Local Planning Authority)
Dorset Council
East Devon National Landscape (AONB) Partnership
EE
Environment Agency
Exeter and Devon Airport Ltd
Exeter City Council
Forestry Commission - West England Office
Forestry Commission - South West
Heart of the South West Local Enterprise Partnership
National Highways (formerly Highways England)
Historic England
Homes England
Marine Management Organisation
Mid Devon District Council
National Grid
National Gas Transmission (Matt Verlander)
National Trust
Natural England
Network Rail
NHS (One Devon Clinical Commissioning Board)
NHS England
Office of Rail and Road
Police and Crime Commissioners
RSPB South West Regional Office
Somerset County Council
South Somerset District Council
South West Water
Sport England
Sport England South West
Somerset West and Taunton Council
Teignbridge District Council
Vodafone and O2
Wales and West Utilities
Western Power Distribution
Telecommunications
Woodland Trust