

## 9.0 Survey Data for each Individual Car Park

In the following section a context map at 1:5000 scale is provided of the heathland area surrounding each of the individual car parks. The proximity of the key protected species (known territories of Dartford warbler and Nightjar), valley mire habitats and Southern Damselflies have been assessed against the car parks. The plans also show the Pebblebed Heath promoted trails proposed under another workstream of the Mitigation Strategy.

An aerial photograph at 1:1000 scale is provided to show more graphically the existing arrangement of the areas close to the car parks.

A SWOT Analysis for each car park highlights the issues identified from site survey and through stakeholder consultation workshops. Each SWOT analysis sheet also sets out the Draft Concept Proposals against which each car park has been prepared. **The bold sections of text relate to items affecting the SPA/SAC.**

All car park plans produced within this report have been compiled from aerial photographs and visual checks on site. This is sufficient for the purpose of this report and most likely any subsequent work undertaken as a consequence, including to support planning applications, cost estimating and tendering. This is because countryside car parking does not need to be precise and is often easier to construct by setting out on site according to the site circumstances, rather than producing detailed plans.

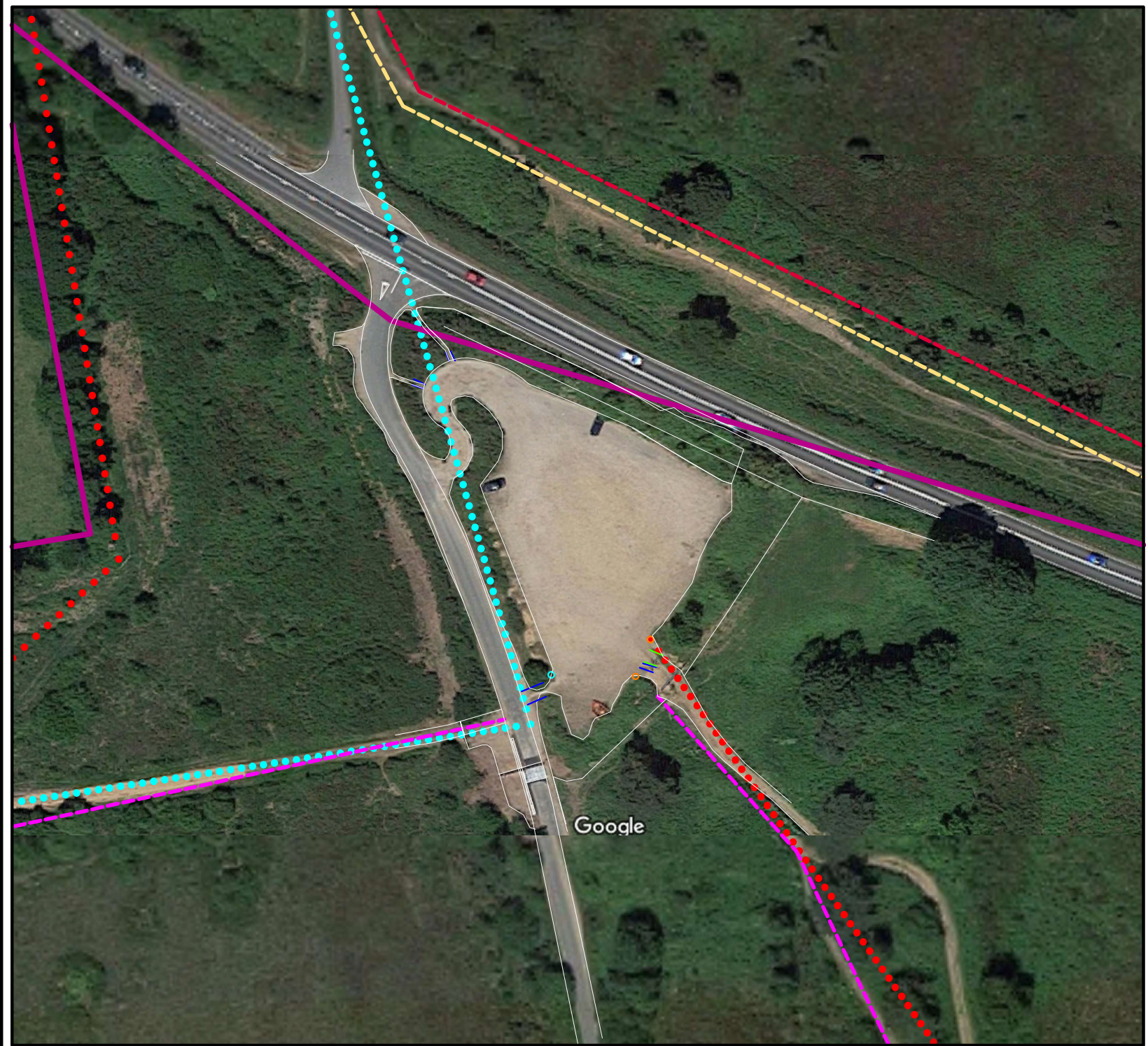
Please note these plans are not to scale within this Word document.

### Site survey


On 7th February 2019 Kim Strawbridge, Roger Worthington and agb Environmental Project Manager Alex Brearley undertook site visits to the formal and key informal car parks. They were accompanied by Edric Hopkinson (Devon Wildlife Trust) and Toby Taylor (RSPB) at their respective sites.

#### Sites Visited






- Joney's Cross,
- Uphams
- Model Airfield
- Four Firs
- Estuary
- Woodbury Castle
- Warren
- Frying Pans
- Wheathill
- Squabmoor
- Bystock and Wrights Lane
- Venn Ottery and Venn Ottery Hill Quarry
- Blackhill Quarry





**KEY**





-  SPA/SAC Boundary

**Car Park Survey Components**

-  Survey from aerial photograph
-  Vehicle access to common
-  Pedestrian access to common
-  Dog bin
-  Notice board
-  Locking barrier

-  Public right of way
-  East Devon Way

**Draft Trails (Jan 2019)**

-  Aylesbeare Common 1
-  Aylesbeare Common 2
-  Hawkerland Common 1
-  Long Loop

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







East Devon Pebblebed Heaths  
 Visitor Access Advisory Report -  
 Joney's Cross Existing Arrangement &  
 Habitat Context P3271 - Plan 7 CP1  
 1:1000@A4, 28May19, R.W.



Table 3: Car Park 1 : JONEY'S CROSS SWOT Analysis

Strength	<p>Right next to main A3052 road.          Accessible for those coming from new development at Cranbrook.          Reasonable size, with gentle gradient resulting in a robust surface with few pot holes.          A key car park for heath events when car park has held up to 70 cars when the parking has been organised by staff on site.          Main access point to Aylesbeare Common.          Situated on the East Devon Way.</p>
Weakness	<p>Poor access – too close to corner of main A3052 road junction.          Very serious chicane preventing vehicles from entering if cars are exiting, with bad ruts and potholes.          Road crossing to Aylesbeare Common.          Badly screened by vegetation from roads adjacent, so not overlooked for security.          Historically a problem site for travellers.          Ponding problem at the southern end due to earth bunds.          Car parking occurs at passing places on the roadside down to Hawkerland, possibly due to entrance arrangement or poor security.          Verge parking on A3052 and close to main A3052 junction needs stopping, as well as parking in passing places down road to Hawkerland.</p>
Opportunity	<p>To create new safe vehicle entrance further away from the main road.          Enough stone surfacing to take more cars on a regular basis in a more organised way.          Good location for catching people accessing the heaths from the north and off main A3052 with key messaging about site and behaviour.          Passing places can be reduced in size and number with signs installed to stop parking.          For discrete area where an event trailer can be parked.  <b>Create a positive car park to encourage people away from parking in passing places and accessing Hawkerland from numerous locations, some of which are creating desire lines through habitat.</b>          To encourage visitors south from car park around the Hawkerland trails identified by <b>Footprint Ecology EDPH Visitor Management Plan 2016 and away from sensitive areas. Road crossing acts as barrier keeping visitors away from Aylesbeare unless specifically visiting RSPB reserve.</b>  <b>Identified by Footprint Ecology VMP as a car park with potential for improvement work.</b></p>
Threat	<p>Could be overly popular due to the location – must ensure that there is no additional offer introduced to attract people.  <b>Quiet tranquillity of Aylesbeare Common identified by Footprint Ecology EDPH Visitor Management Plan 2017 as an area where access levels are to be kept low, could become compromised if more new visitors cross A3052.</b></p>
<p><b>DRAFT CONCEPT PROPOSAL - JONEY'S CROSS</b>  <b>A key location for providing interpretation, dog bins and a warden presence to convey key messages about site and behaviour. Encourage new visitors through information, waymarking and maps to access trails around Hawkerland rather than directing them to RSPB Aylesbeare Common reserve.</b>          Important car park capturing visitors from the north &amp; Sidmouth. New layout of this key car park with some trail links and interpretation for visitors.          Reduce the amount of dispersed roadside parking, retaining passing places in a manner that prevents parking.</p>	



- KEY**
-  SPA/SAC Boundary
  - Car Park Survey Components**
  -  Survey from aerial photograph
  -  Vehicle access to common
  -  Pedestrian access to common
  -  Dog bin
  -  Notice board
  -  Locking barrier
  -  Public right of way
  -  East Devon Way
  -  Royal Marine Access

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East Devon Pebblebed Heaths  
 Visitor Access Advisory Report -  
 Uphams Existing Arrangement &  
 Habitat Context P3271 - Plan 9 CP2  
 1:1000@A4, 28May19, R.W.



Table 4. Car Park 2, UPHAMS – SWOT Analysis

Strength	<p><b>Directly adjacent to principal road passing across Commons.</b>  <b>Uphams Plantation, which is less sensitive to bird and habitat disturbance than the heathland is close to the Uphams car park and provides a sheltered and shaded walking location for dog walkers.</b>          Popular with public, particularly in the summer months. A range of trails either side of the road.          Regularly used by Royal Marines due to the proximity to training area, particularly the endurance course –          A preferred drop-off point for schools and for events.          Directly adjacent to principal road passing across Commons.</p>
Weakness	<p>Current car park layout is not an efficient size or shape for maximising or arranging parking. Not large enough to accommodate more than 15 cars even if altered, and even then, not many spaces can be gained without significant increase in stone area taken from surrounding heath.          Used for timber stacking, haulage collection and access to Uphams Plantation.          Difficulty when coaches try to turn in car park when other vehicles are in the way, as sometimes happens.          Gorse at the entrance is screening parking and likely to result in some security issues, though busy Royal Marine presence is providing some security.          Drainage problems due to flat topography resulting in potholes.          High bank to the east of the entrance is reducing visibility for car exiting car park, less of a problem for marine lorries and minibuses and vans which have higher vantage point.          Vegetation screening along road.  <b>Royal Marine access onto Bicton Common for assault course, opposite the car park entrance is creating a desire line for visitors to use Bicton Common.</b></p>
Opportunity	<p>Consider options for the Model Airfield car park in tandem with Uphams car park, rather than replicate functions for the same user groups at both locations which are in close proximity (approx. 400m).          To designate as parking area for Royal Marines and school visits and access for heath/forestry operations. Close to the general public vehicle access with it being used as an overflow for Model Air car park if required at specific times by prior arrangement.          Option for creating coach and large lorry turning head within car park, or on track closer to Uphams Plantation allowing safer access for school visits.  <b>To reduce pressure on the eastern side of Bicton common with less access through the access point opposite the entrance to Uphams car park.</b></p>
Threat	<p>Road junction might not be suitable for cars unless alteration to eastern roadside bank, as bank obscures visibility.          Likely to be unpopular closure in the short term.</p>
<p><b>DRAFT CONCEPT PROPOSAL - UPHAMS</b>          Limit access to Royal Marine/school mini-buses, permit holders and heath/forestry operations. This should happen after improvements have been made to Model Air car park to prevent displacement elsewhere on the heath where parking is being discouraged (e.g. towards Yettington/Stowford)          Test option for creating coach and large lorry turning head within car park.</p>	

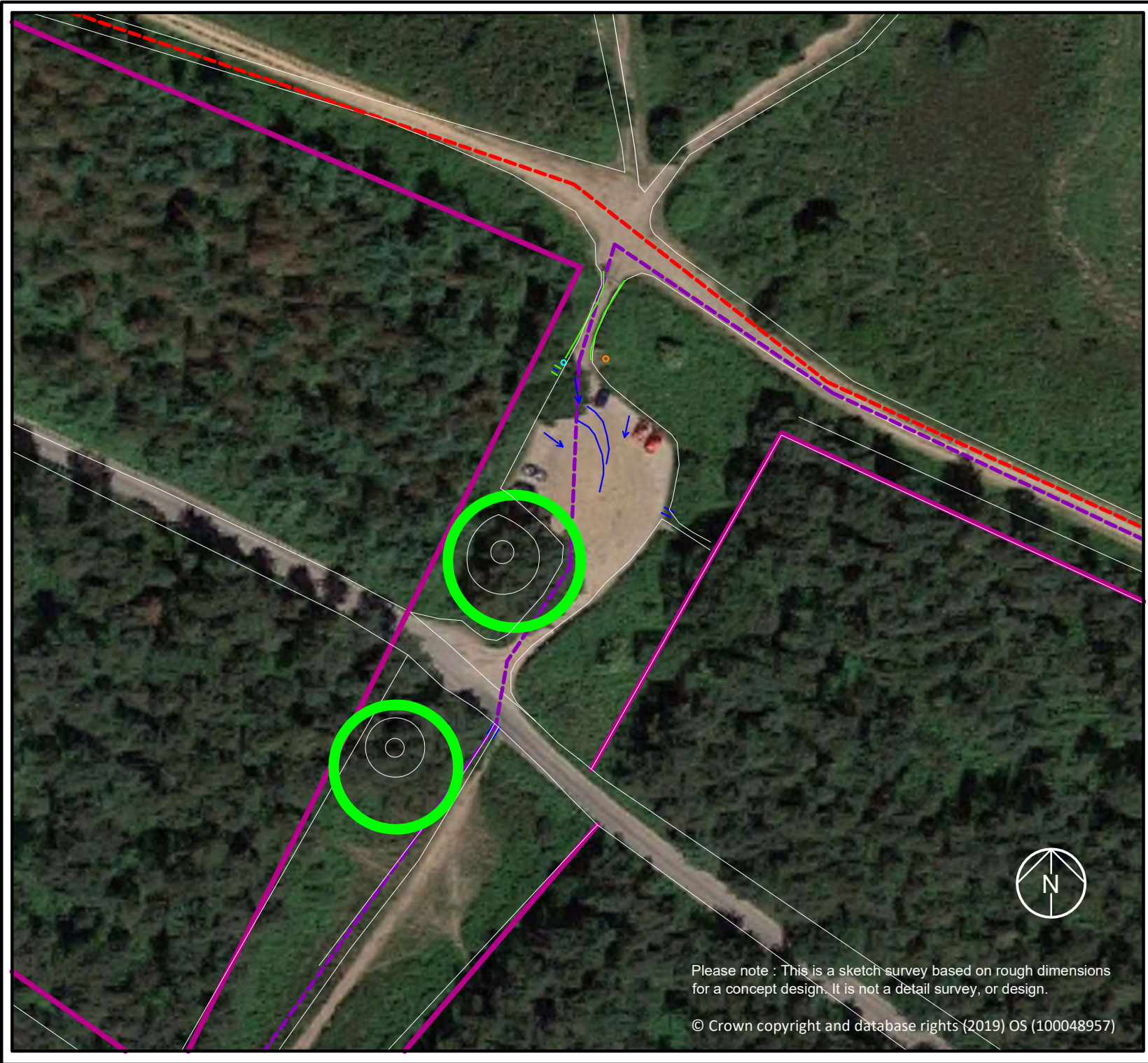
Minor adjustment to car park to improve efficiency of space.

Retain car park for timber stacking and timber wagon access to Uphams Plantation.



Undertake some vegetation management to improve security of car park and lower section of roadside bank to the east.

**Discourage/stop public parking at Uphams and direct visitors to Model Airfield where interpretation can convey key messages about the site and behaviour.**

















**KEY**

-  SPA/SAC Boundary
-  Scheduled Monument

**Car Park Survey Components**

-  Survey - based on aerial photo
-  Vehicle access to common
-  Pedestrian access to common
-  Dog bin
-  Notice board
-  Locking barrier
-  Drainage
-  Falls
-  Fence
-  Royal Marine Access

**Draft Trails (Jan 2019)**

-  Long Loop
-  Woodbury Common 1

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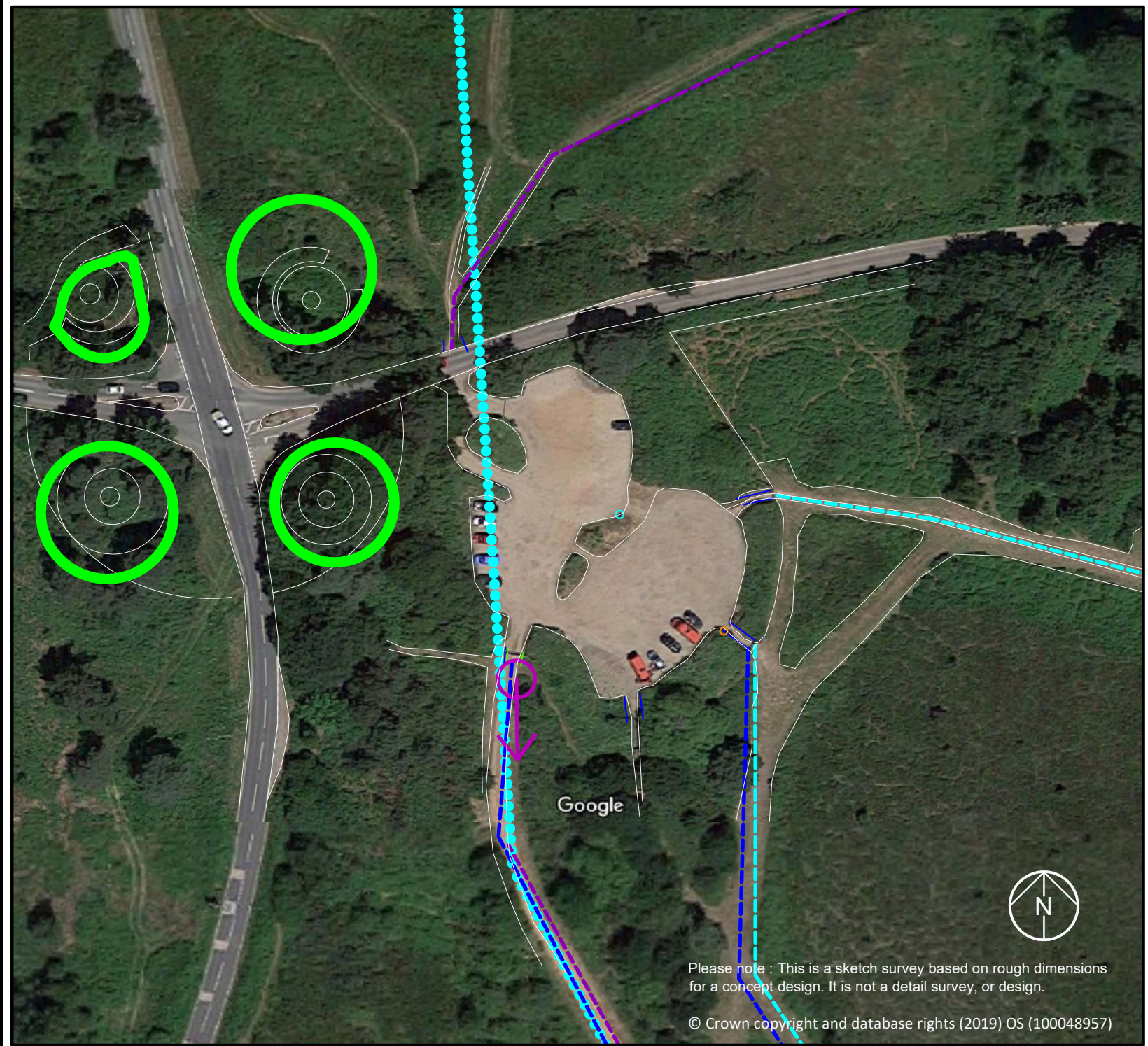
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East Devon Pebblebed Heaths  
 Visitor Access Advisory Report -  
 Model Airfield Existing Arrangement &  
 Habitat Context P3271 - Plan 11 CP3  
 1:1000@A4, 28May19, R.W.


Table 5: Car Park 3. MODEL AIRFIELD – SWOT Analysis

Strength	<p><b>Directly adjacent to principal road passing across Commons.</b>  <b>Uphams Plantation, which is less sensitive to bird and habitat disturbance than the heathland, is close to the Model Airfield car park and provides a sheltered and shaded walking location for dog walkers.</b>  <b>Surrounded by a small conifer plantation that is a reasonably robust habitat</b> providing screening from the wider Commons.  Reasonably wide entrance with long enough layby at entrance to enable coaches to pull in and drop of Royal Marines and school children.  Reasonable visibility at entrance (compared with Uphams).  Currently used by the model air club.  Slope across car park creates good drainage – minimal potholes noted.</p>
Weakness	<p>Broken glass seen, evidence of security problem.  SAM at entrance to car park on west, CP entrance track appears to be on scheduled monument footprint.  Model air club not in the best location for themselves or others.</p>
Opportunity	<p><b>Identified by Footprint Ecology EDPH Visitor Management Plan 2016 as a car park with potential for improvement work.</b>  <b>To encourage visitors to stay north of the road and head towards Upham Plantation, which is reasonably close and a more robust habitat.</b>  Consider options for the Model Airfield car park in tandem with Uphams, rather than replicate functions for the same user groups at both locations.  Increase car park capacity on the site of a former sawmill to make up for lost spaces at Uphams car park.  Move entrance and parking away from off the Scheduled Monument.  Members of the Model Air Club are open to relocating to another site.</p>
Threat	<p><b>People crossing minor road and causing bird/habitat disturbance on Bicton Common.</b>  People parking in the entrance layby (cars and horse boxes).</p>
<p><u>DRAFT CONCEPT PROPOSAL – MODEL AIRFIELD</u>  Relocate entrance the road and small section of car park off the Scheduled Monument.  Extend car park footprint within the ground between the two small plantations on the site of the old sawmill, to accommodate the parking spaces reduced by removal of public parking from Uphams.  Direct horse boxes to designated parking areas.  <b>Develop waymarking of trails to encourage walkers north towards Uphams Plantation.</b>  <b>Do not enhance access onto Bicton Common.</b>  <b>Provide interpretation, dog bins and a warden presence to convey key messages about the site and behaviour.</b></p>	




















**KEY**

-  Scheduled Monument

**Car Park Survey Components**

-  Survey from aerial photograph
-  Vehicle access to common
-  Pedestrian access to common
-  Dog bin
-  Notice board
-  Locking barrier
-  Drainage
-  Falls
-  Fence
-  Royal Marine Access
-  Public right of way
-  East Devon Way

**Draft Trails (Jan 2019)**

-  Long Loop
-  Bicton Common 1
-  Bicton Common 2

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East Devon Pebblebed Heaths  
 Visitor Access Advisory Report - Four  
 Firs Existing Arrangement & Habitat  
 Context P3271 - Plan 13 CP4  
 1:1000@A4, 28May19, R.W.

Table 6. Car Park 4. FOUR FIRS – SWOT Analysis

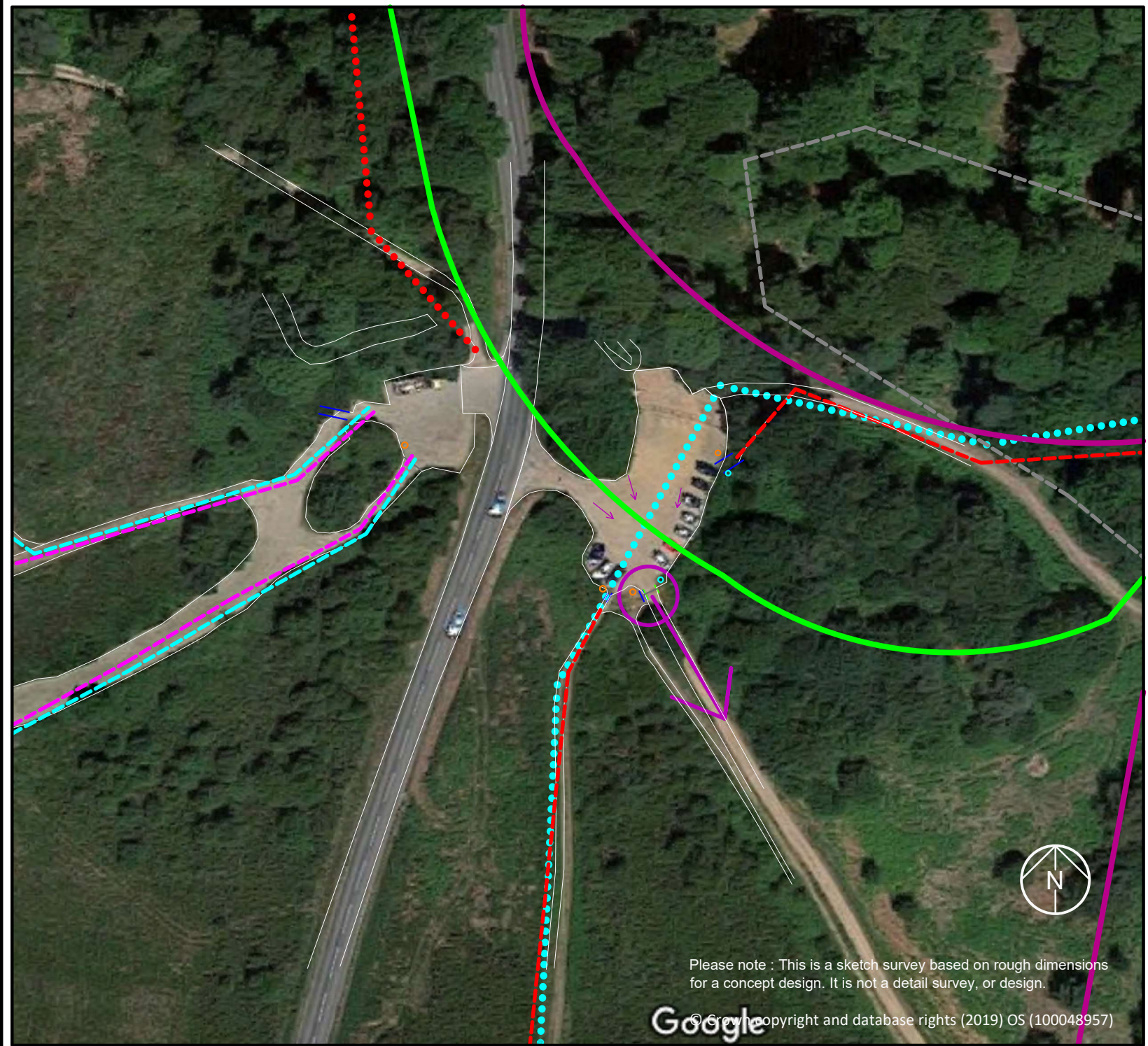
Strength	<p><b>Very accessible to local visitors from Exmouth and Woodbury, directly off the B3180 – this is positive because it captures visitors at their point of arrival rather than them travelling more widely across the Heaths.</b></p> <p>Large and level area of stone surface. Good level ground in the surrounding area for all-ability access. Situated on the East Devon Way.</p>
Weakness	<p><b>Potential for disturbance to ground nesting birds recorded on the heathland adjacent to Four Firs car park; there is less recorded evidence further out on Bicton Common - to the SE.</b></p> <p>The main access onto Bicton Common for livestock management and for the Royal Marines is currently through the public car park. This access is required on a regular/daily basis and can become obstructed by poor public parking. The car park is very level, which causes ponding of water making soft conditions that result in potholes. These have been historically filled and over-laid with inappropriate material that has resulted in a poor-quality surface that needs regularly repairing/replacing. The entrance is close to busy road junction. The entrance chicane, installed to prevent traveller access, is not a good arrangement, yet lorries are still accessing the car park. Visitors are put off using due to the current state of the entrance/surface and so spread more widely across the area. The bund through the middle of the car park hasn't made the best use of the space. Bunds near pedestrian gates onto common cause problems for wheelchair / tramper access.</p>
Opportunity	<p><b>Identified by Footprint Ecology EDPH Visitor Management Plan 2017 as a car park with potential for improvement work.</b></p> <p><b>A key location for providing interpretation, dog bins and a warden presence to convey key messages about the site and behaviour.</b></p> <p>Potential for school visits due to the opportunities for appropriate school activities. The surrounding common is relatively level ground, so there are opportunities suitable for wheel-chair/tramper use along flat, wide, grassy rides. The car park can be sub-divided to reduce parking at key times of the year or reduce wear across the whole car park during quiet times of the year. Absorb displaced visitors following reduction in size of Woodbury castle car park, closure of Uphams car park and prevention of roadside parking to the south of Bicton common.</p>
Threat	<p><b>Additional disturbance to ground nesting birds on Bicton Common if popularity grows because of the increase in new housing (ensure that car park capacity is not increased).</b></p>
<p><b>DRAFT CONCEPT PROPOSAL – FOUR FIRS</b></p> <p><b>Key car park for visitors arriving by car onto the Pebblebed Heaths from Exmouth and Woodbury. Providing parking at this location stops wider dispersal and disturbance across the SPA/SAC.</b></p> <p><b>Re-arrange the parking layout to make the best use of space and enable the similar number of cars to park, but not increase the number of spaces to avoid disturbance to birds that are nesting near the car park.</b></p> <p><b>Provide interpretation, dog bins and a warden presence to convey key messages about site and behaviour.</b></p> <p>Improve entrance arrangement, barrier security, surfacing and visibility from minor road to reduce potential for anti-social behaviour. Create a gated access track for RMs and maintenance vehicles accessing Bicton Common separate from the public car park.</p>	



Adjust gateways to enable disabled ramblers/trampers to access Bicton Common more easily (see wheelchair/tramper specification).

Waymark route from Four Firs to Woodbury Castle.

**Improvements to this car park is viewed as a priority with changes to the other car parks to follow.**



**KEY**

- SPA/SAC Boundary
- Scheduled Monument

**Car Park Survey Components**

- Survey from aerial photo
- Vehicle access to common
- Pedestrian access to common
- Dog bin
- Notice board
- Locking barrier
- Drainage
- Falls
- Fence
- Royal Marine Access

- Public right of way
- East Devon Way

**Draft Trails (Jan 2019)**

- Long Loop
- Woodbury Common 1
- Woodbury Common 2
- Woodbury Common 3

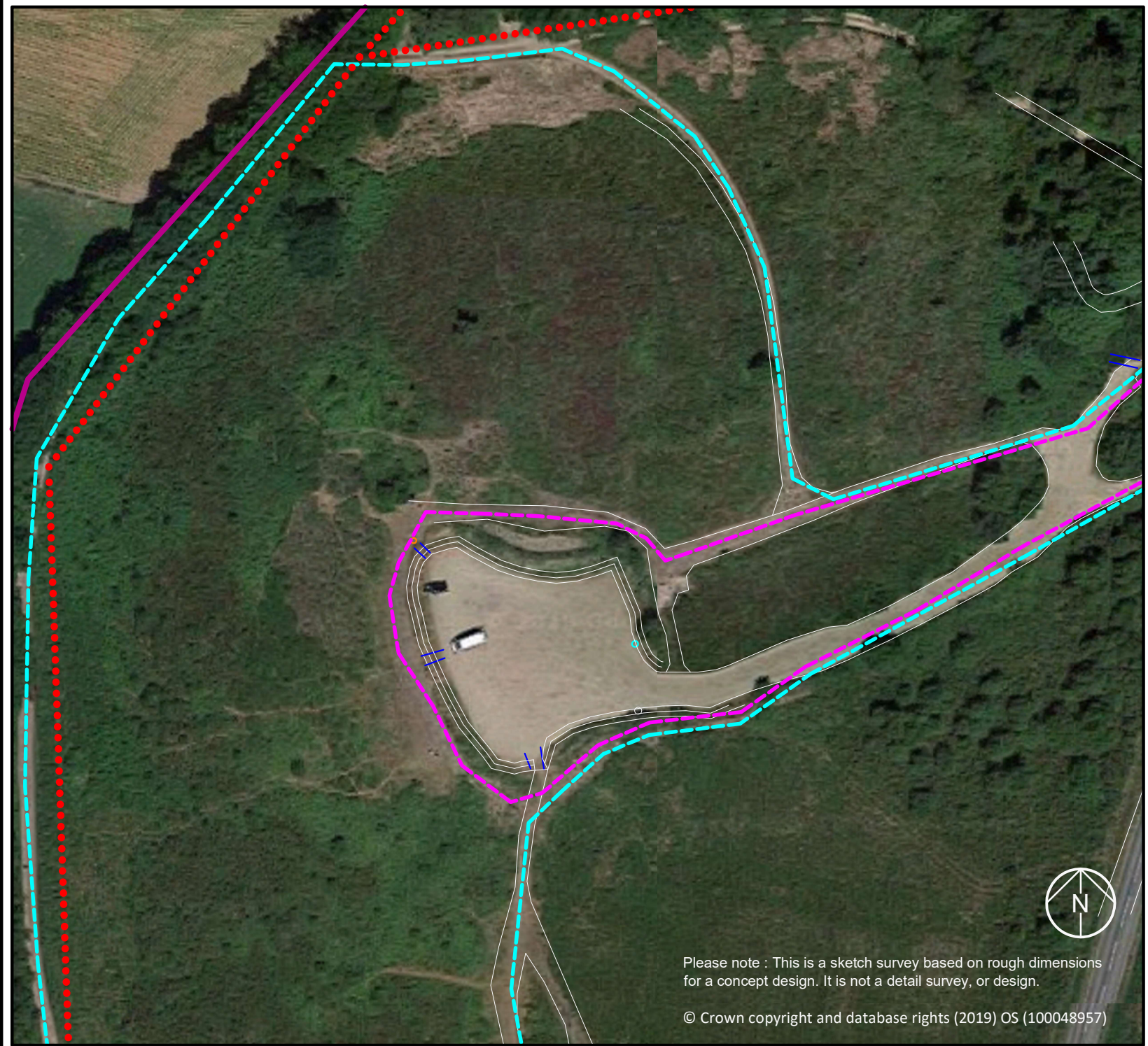
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East Devon Pebblebed Heaths  
 Visitor Access Advisory Report  
 Estuary Entrance & Woodbury Castle  
 Existing Arrangement & Habitat Context  
 P3271 - Plan 15 CP5a&6  
 1:500@A4, 28May19, R.W.





**KEY**

- SPA/SAC Boundary

**Car Park Survey Components**

- Survey from aerial photograph
- Vehicle access to common
- Pedestrian access to common
- Dog bin
- Notice board
- Locking barrier
- Falls
- Public right of way

**Draft Trails (Jan 2019)**

- Woodbury Common accessible trail 2
- Woodbury Common 3

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 Visitor Access Advisory Report -  
 Estuary View Existing Arrangement &  
 Habitat Context P3271 - Plan 16 CP5b  
 1:1000@A4, 28May19, R.W.



Table 7. Car Park 5a&b. ESTUARY VIEW & ESTUARY ENTRANCE – SWOT Analysis

Strength	<p><b>Located on the western edge of the Pebblebed Heaths, Estuary CP is centrally located adjacent to the primary north-south road so captures visitors before they travel more widely across the Heaths to more remote locations.</b></p> <p><b>Area to the west of the B3180 has fewer recorded Nightjar and Dartford warbler territories than many other parts of the heath.</b></p> <p>Relatively near the edge of the SPA/SAC close to farmland/woodland.</p> <p>Large area of existing stone surface for parking.</p> <p>Spectacular panorama from viewpoint.</p> <p>Parking at Estuary Entrance is a popular overflow for Woodbury Castle.</p> <p>Adjacent to the East Devon Way.</p>
Weakness	<p>The B3180 is a fairly fast and winding section of road and not a particularly good pedestrian crossing for Woodbury Castle.</p> <p>Viewpoint is far from the road (178m). Access to the viewpoint is completely screened so many people don't realise that it exists.</p> <p>Those who use the Viewpoint car park tend to drive in, park for a short while and drive off without any other engagement or activity.</p> <p>Currently no offer for people to do anything from Estuary View</p> <p>The viewpoint is very exposed and windy location with no shade/shelter.</p> <p>The Entrance parking area is very poorly laid out and over-grown, can be very busy.</p> <p>Existing interpretation panel at the entrance is dated and overgrown.</p> <p>Most reported police crimes and incidents (along with Woodbury Castle). Prone to littering from cars and fires from BBQs/fireworks.</p> <p>Regular complaints from residents in Woodbury regarding night time activity.</p> <p>Sections of the track are badly potholed due to level ground and ponding water.</p>
Opportunity	<p><b>To shift parking away from Woodbury Castle CP, thereby reducing visitor pressure on Woodbury Common where birds are nesting and to encourage public access onto the west side of the B3180 where birds are currently not nesting.</b></p> <p><b>Create an all-ability trail from Estuary Entrance to the viewpoint with interpretation/seating, shade, shelter that provides an alternative to Woodbury Common and the hillfort.</b></p> <p><b>Identified by Footprint Ecology EDPH Visitor Management Plan 2017 as a car park with potential for improvement work.</b></p> <p><b>A key location for providing interpretation, dog bins and a warden presence to convey key messages about the site and behaviour.</b></p> <p>Create formal spaces near to the Estuary entrance that are visible from the road to improve security and reduce crime and anti-social behaviour.</p> <p>Create alternative location (along with Four Firs car park) for parking that is currently impacting on the scheduled ancient monument at Woodbury Castle.</p> <p>Create a car parking layout for Estuary Entrance that enables the large existing main parking area to be barriered off, thereby reducing maintenance issues and anti-social behaviour. <b>The current Estuary View car park can become an overflow area to accommodate events and school groups as appropriate.</b></p>
Threat	<p>Backlash from public not being able to drive up to the viewpoint. Much will depend on providing preferable parking location near to the public road that people will feel more confident using. Introduce the closure over a period with a gradual change, possibly aligned with bird nesting restrictions.</p> <p>Antisocial behaviour will continue if not tackled.</p>

**People currently like to visit the Hillfort and walk on Woodbury Common; these patterns of behaviour are unlikely to change even if parking is moved.** This is a H&S concern with visitors desiring to cross a fast & busy road. Whilst the current parking at Woodbury Castle is limited in size it is a popular destination. Reducing the capacity of the car park and providing alternative parking adjacent at Estuary will potentially result in pedestrians crossing the B3180. Further consultation will be required to identify any traffic calming measures that could be deployed in tandem with car park works to improve road safety.

**DRAFT CONCEPT PROPOSAL – ESTUARY**

**Create all-ability trails with interpretation from Estuary Entrance to view point and trails around land overlooking the estuary. Encourage visitor to explore west rather than cross onto Woodbury Common.**

**Provide interpretation, dog bins and a warden presence to convey key messages about the site and behaviour.**

Increase parking capacity at Estuary Entrance to accommodate reduction in parking at Woodbury Castle.

Improve parking layout at Estuary Entrance to reduce incidents of crime and anti-social behaviour.

Retain and reorganise the current Estuary View car park for events, schools, overflow, etc.

Retain space for forestry operations and lorry turning within Estuary View car park.



Table 8. Car Park 6. WOODBURY CASTLE – SWOT Analysis

Strength	<p><b>Like Estuary car parks, Woodbury Castle is centrally located, adjacent to the primary north-south road, capturing visitors before they travel to more remote locations on the Heaths.</b></p> <p>The hillfort is a very popular attraction. The East Devon Way passes through the car park and links to Warren and Four Firs. Good surface.</p>
Weakness	<p><b>Significant number of territories for Dartford warbler are recorded on Woodbury Common adjacent to Woodbury Castle.</b></p> <p>Previous assessments attributed 25 car parking spaces to this car park, yet the car park can only realistically hold 18 vehicles when the Ancient Monument is taken account of. The car park is too small to accommodate the demand, with people pulling in only to find there is no space available. Ancient monument potentially damaged due to visitors parking on scheduled area. The temporary Heras fencing to discourage parking on the ancient monument is not working and potentially causing a hazard as people move it on irregular ground. Surface is very bad at the entrance to the car park. Access through the car park on to the common is used regularly by RMs, site team vehicles and is needed for emergency services. This is regularly blocked by poor parking, which can also obscure the pedestrian exit point.</p>
Opportunity	<p>Close to general public parking and only allow access to: -</p> <ol style="list-style-type: none"> <li>1. site team vehicles and Royal Marines</li> <li>2. Disabled/Blue badge holders</li> <li>3. Retain a small number of spaces, but gradually transition to one of the above.</li> </ol> <p><b>The benefit to restricting access is that it nudges users away from the protected wildlife and habitats and small car park capacity. Direct displaced visitors to nearby car parks at Estuary, Four Firs and Warren.</b></p> <p><b>Identified by Footprint Ecology EDPH Visitor Management Plan 2012 as a car park with potential for improvement work.</b></p> <p><b>A key location for providing interpretation, and dog bins to convey key messages about the site and behaviour even following reduction in capacity as foot traffic is expected to continue to some extent.</b></p> <p>The space created could be given over to a more appropriate interpretive experience at the foot of the hillfort.</p>
Threat	<p>Following any necessary adjustment to protect the SAM it is likely that there will only be a small number of spaces retained, this will result in people pulling into the small car park to find the limited number of places have been taken. Further problems will occur as people turn around in a relatively small space as others are trying to enter.</p> <p>It might just be better to close or limit access to blue badge holders, so long as better provision is created across the road at Estuary view/roadside.</p> <p>This car park is not suitable for coach parking, turning or drop-off.</p> <p>See threats on previous sheet related to Estuary Entrance.</p>

**DRAFT CONCEPT PROPOSAL – WOODBURY CASTLE**

**Gradually close or restrict parking at Woodbury Castle to nudge people away from Dartford warbler habitat.**

**Provide improved car parking and recreational opportunities across B3180, at Estuary View/Entrance.**

Provide permanent solution in collaboration with Heritage England to prevent parking on the SAM.

Consider retaining a small number of car parking for a phased closure, limiting spaces in the interim to disabled/blue badge holders.

**Establish clear signage and messaging for people accessing Woodbury Common and sensitive habitats, with interpretation, dog bins and a warden presence to convey key messages about the site and behaviour**

Consider coach pull-in at entrance for drop-off of school children.

Create attractive setting with interpretation on the space currently occupied by the car park.















**KEY**


 SPA/SAC Boundary

**Car Park Survey Components**

-  Survey from aerial photo
-  Vehicle access to common
-  Pedestrian access to common
-  Dog bin
-  Notice board
-  Locking barrier
-  Drainage
-  Falls
-  Fence

 Royal Marine Access

**Draft Trails (Jan 2019)**

 Colaton Raleigh 1

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 Accurate territory records for Dartford warbler and Nightjar have been cross-referenced as part of the development of the strategy, but as this remains sensitive data it is not included in the mapping.

Please note : This is a sketch survey based on rough dimensions for a concept design. It is not a detail survey, or design.

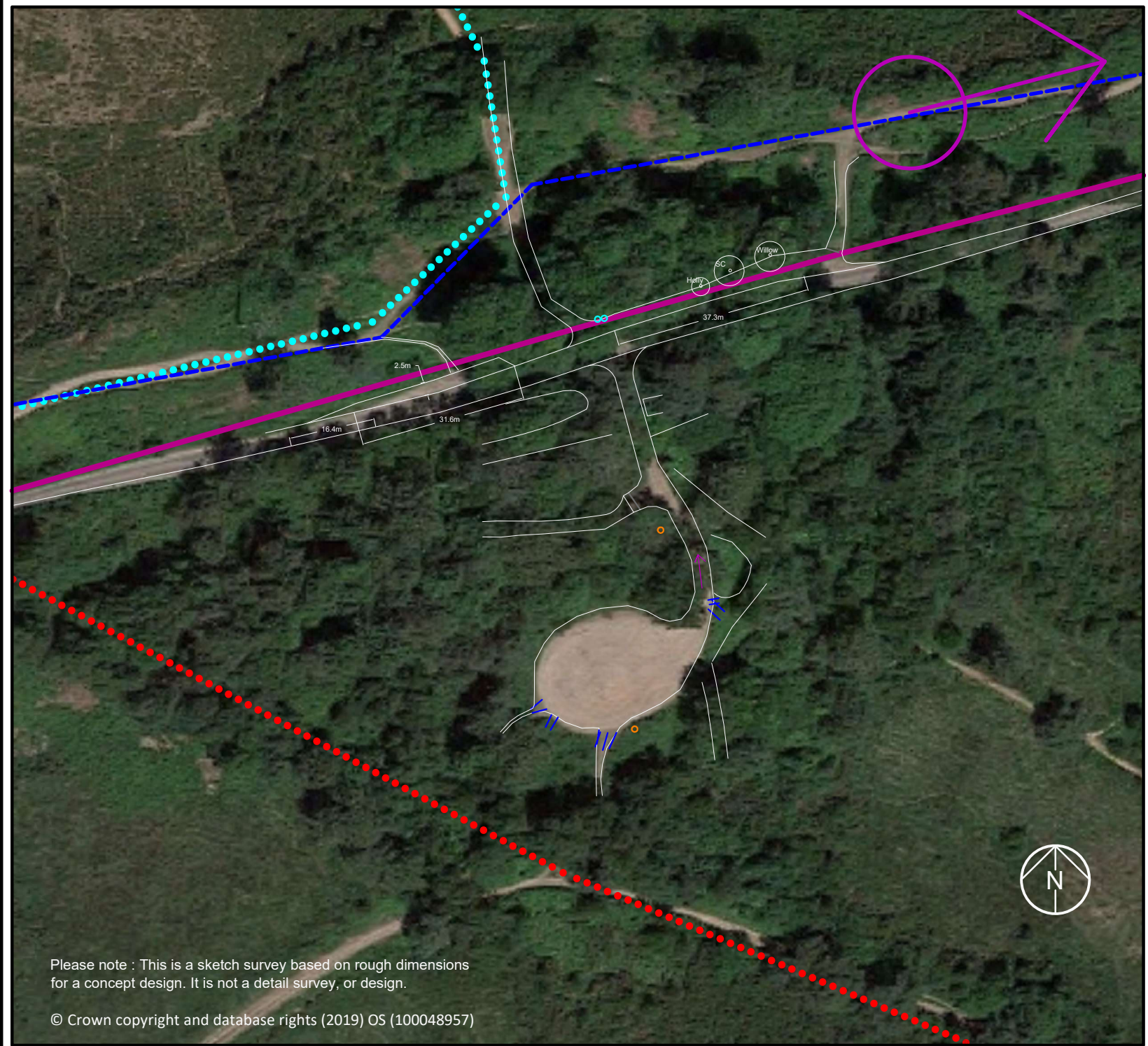
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East Devon Pebblebed Heaths  
 Visitor Access Advisory Report -  
 Warren Existing Arrangement & Habitat  
 Context P3271 - Plan 18 CP7  
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










Table 9. Car Pak 7. WARREN – SWOT Analysis

Strength	<p><b>A key car park for people approaching the Commons from the north, likely to be the first formal car park people arriving from new development at Cranbrook will encounter.</b></p> <p>Access directly off the B3180          Popular for runners and dog walkers, RMs and schools.          Small but efficient shape, easy to understand how to use.          General surface is ok.          Near to the East Devon Way.</p>
Weakness	<p>Car park screened from road by vegetation.          Parking occurs on the corner, just inside the entrance when car park is busy.          Bad surface at entrance, with mixture of materials.          Not suitable for coaches to use as there is insufficient turning space.          Small for the catchment and popularity.          Important access for RMs to the grenade range sharing the entrance.</p>
Opportunity	<p><b>Make the most of the track heading west along the road corridor.</b>  <b>A key location for providing interpretation, dog bins and a warden presence to convey key messages about the site and behaviour.</b></p> <p>Minor adjustments to aid parking and maximise number of cars on reduced stone footprint.          Consider turning space for Royal Marine coaches on track inside barrier or seek alternative drop-off location elsewhere.          Design out the option for parking on the corner.          Move signage to create a better entry point.</p>
Threat	<p>Relatively small for the popularity and accessibility from people arriving from the north.  <b>May become even more popular if people are displaced from a reduction of parking at Woodbury Castle.</b>  <b>Area of Colaton Raleigh Common to the east of Warren was identified by Footprint Ecology EDPH Visitor Management Plan 2016 as an area where access levels should be kept low.</b></p>
<p><b>DRAFT CONCEPT PROPOSAL – WARREN</b></p> <p><b>To avoid increased visitor pressure and potential disturbance do not increase capacity of Warren car park.</b>  <b>Ensure that waymarking, interpretation and trails exiting Warren push visitors westward rather than east into the area identified by Footprint Ecology where access levels should be kept low.</b>  <b>Move signage to create a better entry to Colaton Raleigh Common, directing people south and west away from sensitive habitats to the east.</b>  <b>Provide interpretation, dog bins and a warden presence to convey key messages about the site and behaviour</b></p> <p>Minor adjustments to aid parking and organise similar number of cars efficiently on existing footprint. Design out the opportunity for parking on the corner.          Option for creating a turning space for Royal Marine coaches has been tested and deemed impractical without major work to road junction, adjustment to internal layout, intrusion onto heathland habitat, and would still result in coaches reversing within a public car park. Recommendation – to stop RM use of this car park for coach drop-off and undertake road splay adjustment for maintenance and emergency service access.</p>	






**KEY**

-  SPA/SAC Boundary
- Car Park Survey Components**
-  Survey - based on aerial photo
-  Vehicle access to common
-  Pedestrian access to common
-  Dog bin
-  Notice board
-  Locking barrier
-  Drainage
-  Falls
-  Fence
-  Royal Marine Access
-  Public right of way
-  East Devon Way

**Draft Trails (Jan 2019)**

-  Bicton Common 2

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 Accurate territory records for Dartford warbler and Nightjar have been cross-referenced as part of the development of the strategy, but as this remains sensitive data it is not included in the mapping.

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East Devon Pebblebed Heaths  
 Visitor Access Advisory Report -Frying  
 Pans Existing Arrangement & Habitat  
 Context P3271 - Plan 20 CP9  
 1:1000@A4, 28May19, R.W.




Table 10. Car Park 9. FRYING PAN (UPPER THORNTREE) – SWOT Analysis












Strength	<p>The strength of Frying Pans for the SAC is that it is surrounded by woodland, although it is not far to the heath.          Good slope for drainage resulting in lack of potholes (in main area).          Fairly good, robust surface.          Has a few quite well used and well-formed parking spaces on a wide stone verge opposite the entrance that people are tending to use, probably because of perceived security issues of tucked-away car park.          No formal vehicle access required to the common from this car park.          Roadside parking on East Devon Way.</p>
Weakness	<p>Location is too far from the public road &amp; badly screened by vegetation meaning there is little security.          Evidence of regular anti-social behaviour, particularly fly tipping and abandoned cars.          Badly rutted and pot-holed access entrance track with gullies being created by run-off from car park.          Parking space on the entrance track being used by camper van.</p>
Opportunity	<p>Close to Wheathill as an alternative formal car park.          Install a barrier across the entrance road and retain for events or for group bookings (e.g. horse group, school visits or RMs).          Roadside parking (opposite) could be formalised with minor adjustments for between 10 – 12 cars.</p>
Threat	<p>May be no desire to use by groups who want to use this as a base and venture out because of security risk leaving vehicles unattended.          RMs may prefer to continue using RV9 which is closer to their activity base.  <b>Footprint Ecology EDPH Visitor Management Plan 2017 identified the southern end of Bicton Common (Tuckers Place), to the north of Frying Pans as part of the creation of a long-term extensive area with low levels of access.</b></p>
<p><b><u>DRAFT CONCEPT PROPOSAL – FRYING PANS</u></b>          Barrier off the entrance road and keep for events.          Improve access track and remedy drainage problem.          Formalised roadside parking opposite for 10 – 12 cars.  <b>Provide interpretation (less than in formal car parks) and dog bins to convey key messages about the site and behaviour.</b>  <b>Provide improved offer at Wheathill to encourage visitors to use the formal parking facilities there as an alternative to Frying Pans.</b></p>	





**KEY**

-  SPA/SAC Boundary

**Car Park Survey Components**

-  Survey - based on aerial photo
-  Vehicle access to common
-  Pedestrian access to common
-  Dog bin
-  Notice board
-  Locking barrier
-  Drainage
-  Falls
-  Fence
-  Royal Marine Access
-  Public right of way

**Draft Trails (Jan 2019)**

-  East Budleigh 1
-  Long Loop

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 Accurate territory records for Dartford warbler and Nightjar have been cross-referenced as part of the development of the strategy, but as this remains sensitive data it is not included in the mapping.

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 Visitor Access Advisory Report -  
 Wheathill Existing Arrangement &  
 Habitat Context P3271 - Plan 22 CP10  
 1:1000@A4, 28May19, R.W.

Table 11. Car Park 10. WHEATHILL – SWOT Analysis

Strength	<p><b>The strength of Wheathill for the SAC is that it is surrounded by woodland habitat. The adjacent plantation makes for quite robust trails with high carrying capacity in immediate proximity.</b></p> <p><b>Most people visiting by car are coming from Exmouth, so a short distance travelled across Heaths, minimising wider disturbance in more sensitive areas.</b></p> <p>Attractive rural character with surrounding trees for shade/shelter.</p> <p>Popular due to the range of different walking opportunities accessed from this car park. Popular with cyclists due to bridleway.</p> <p>Popular with dog walkers (commercial and private).</p> <p>Popular with horse group (Exe Equestrian Club – holds events here).</p> <p>Regularly used by Royal Marines so security is good.</p>
Weakness	<p>Evidence of fly-tipping, garden waste possibly due to part of car park being screened.</p> <p>Visibility at car park exit is reduced to the left, but cars are approaching up the hill, so speed is reduced.</p> <p>Some bad pot-holes and with ponding at entrance, likely due to the lack of gradient.</p> <p>Busy Royal Marine (and at times site team) access required through the car park.</p> <p>Lots of additional roadside parking causing a mess and prone to theft.</p>
Opportunity	<p><b>To provide a close access point for visitors from Exmouth.</b></p> <p><b>Identified by Footprint Ecology EDPH Visitor Management Plan 2016 as a car park with potential for improvement work.</b></p> <p><b>For providing interpretation, dog bins and a warden presence to convey key messages about the site and behaviour.</b></p> <p><b>To pick up displaced parking from recently closed car parks (Bystock and Lympstone) and closed roadsides to prevent visitors spreading more widely across the Commons.</b></p> <p><b>To close other roadside parking locations in proximity of Wheathill from which visitors access areas of Bicton and East Budleigh Commons creating new desire lines and causing diffuse disturbance.</b></p> <p>To create improved access for forestry, Royal Marines and site team vehicles.</p>
Threat	<p><b>Footprint Ecology EDPH Visitor Management Plan 2016 identified the southern end of Bicton Common (Tuckers Place), to the north of Wheathill, as an area where access levels should be kept low.</b></p> <p>Unwanted roadside parking might obscure entrance and people crossing road to access common to the north.</p>
<p><b><u>DRAFT CONCEPT PROPOSAL – WHEATHILL</u></b></p> <p><b>Encourage parking at this location because of robust woodland setting and less sensitive habitats.</b></p> <p><b>Provide interpretation, dog bins and a warden presence to convey key messages about the site and behaviour.</b></p> <p>Restrict roadside parking to keep entrance clear, reduce damage and restore rural character.</p> <p>Create secondary area that can be barriered off to manage visitor wear and timber stacking area.</p> <p><b>Ensure interpretation, trails and waymarking from Wheathill point visitors to Squabmoor Reservoir and Bystock Ponds, which are only a short distance away and where parking is limited; and to the more robust surrounding woodlands rather than to the southern end of Bicton Common or Dalditch.</b></p> <p><b>Provide improved offer at Wheathill to encourage visitor to use the formal parking facilities there as an alternative to Frying Pans and surrounding informal car parks.</b></p>	



Table 12, Car Park 11. SQUABMOOR – SWOT Analysis

Strength	<p><b>Woodland surrounding providing good recreation opportunities in less sensitive woodland to the east.</b>          Providing alternative parking for Bystock ponds (2-3mins) when roadside parking is full.          Popular for access to reservoir, East Budleigh Common and footpath crossing road.          Reasonable visibility either way at exit.          Only a 5-minute walk from Wheathill.</p>
Weakness	<p>This is not really a formal car park – it is informal parking happening amongst pine trees, causing damage to muddy ground and tree roots.          Not useable in wet conditions.          Trees and roots at the entrance being damaged.          People getting stuck in mud.          Illegal motorbike and 4x4 access and use causing a problem and damage.</p>
Opportunity	<p>Partial closure to prevent damage spreading.          Formalisation of a small number of spaces to provide ‘overflow’ capacity for Bystock Ponds.          Close to Wheathill for more robust solution if parking is reduced.          One or two trees removed to create more useable space.</p>
Threat	<p>Sensitive bird nesting habitats to the south at Dalditch Plantation, though this is not within the SPA/SAC designated area it ecological significance needs to be considered.          Motorbike access and use continue to cause a problem and damage.          Tucked away location on a minor road with little traffic means this is always vulnerable to anti-social behaviour.          A small number of spaces may not be sufficient to meet the demand or lack of alternative parking places in the area.</p>
<p><b><u>DRAFT CONCEPT PROPOSAL – SQUABMOOR</u></b></p> <p>Formalise a small area for six or seven cars so that there is a small amount of capacity for when Bystock Ponds roadside parking is full.  <b>Ensure that interpretation, trails and waymarking from Squabmoor encourage people to the woodlands around Wheathill and not towards Dalditch.</b>  <b>Provide improved offer at Wheathill to encourage visitor to use the formal parking facilities there as an alternative to Squabmoor.</b></p>	

Table 13. Car Park 12. BYSTOCK – SWOT Analysis

Strength	Access to meadow for DWT volunteers and visitors.
Weakness	No public access. Only access for maintenance vehicles and for annual DWT event. Not good visibility to the east when exiting the car park. Access to Bystock Ponds.
Opportunity	<b>Identified by Footprint Ecology EDPH Visitor Management Plan 2017 as a car park with potential for improvement work.</b> Small car park at Wrights Lane. Nice wooded lane giving access to the meadows. Ownership of common land (and narrow strip) might change at some point in the future.
Threat	Freehold of Wrights Lane held by SW Water, where the land is within catchment zone of the reservoir. Wright's Lane - quite a narrow access road, not much surveillance provided by passing cars. Wright's Lane - access quite tight through existing trees
<u>DRAFT CONCEPT PROPOSAL – BYSTOCK</u> Closed to public access. Alternative location being scoped.	

Table 14. Car Park 13. VENN OTTERY – SWOT Analysis

Strength	<b>Quiet RSPB site not heavily used by public.</b> There is roadside parking available if people if people choose.
Weakness	Only 2 spaces at gateway, which may become blocked if bad parking.
Opportunity	Closest access point to project area from Cranbrook. Opportunity for Venn Ottery Hill to become focus for RSPB access in the future, with large area of hardstanding retained on restored quarry site. Fantastic views to East Hill. No desire to increase or formalise parking.
Threat	Venn Ottery Hill opportunity dependant on RSPB gaining site in the future – 3 years from quarry restoration hand-over. <b>Identified by Footprint Ecology EDPH Visitor Management Plan 2017 as an area where access levels are to be kept low.</b>
<u>DRAFT CONCEPT PROPOSAL – VENN OTTERY</u> No change proposed.	

Table 15. Informal Car Park i.21 STOWFORD – SWOT Analysis

Strength	Nice views to Otter Valley. Quiet location. Quite popular with small number of locals and Bicton College students Access to common through woodland
Weakness	Access far from major roads along minor roads. Damage to old oak trees with compaction of ground over tree roots. Some trees within the area being parked on that are displaying evidence of significant rot and damage. These should be removed for safety and other trees in area investigated by tree health/safety expert.
Opportunity	Rationalise a small number of car parking spaces on the most robust ground on one side of the road. Prevent parking over the remainder of the area. There are a small number of alternative parking locations nearby.
Threat	Damage to trees. Tree fall or limb drop. Disturbance to Blackberry Farm residents. Reduction of car parking spaces at Stowford and displacement causes disturbance elsewhere.
<b><u>DRAFT CONCEPT PROPOSAL – STOWFORD</u></b> Stowford - restrict informal parking to low level with no trail links or promotion of parking area. Maintain as quiet area for people to discover to minimise disturbance.	



Table 16 : Strategy for Formal Car Park Spaces across the Pebblebed Heaths at March 2019

CP No.	Formal Car Park Name	Current parking	Proposed parking	Accessible parking within total	Option to barrier within total	Designated use only	Outline of Proposed Action
F 1	Joney's Cross	40	55	2			Reorganise car park to create the most of the space available.
F 2	Uphams	20	0	0		18	Close for general public access. Reallocated spaces to Model Airfield.
F 3	Model Airfield	22	41	2			Entrance road and parking moved away from scheduled monument and parking increased between the two small plantations to accommodate public parking reduction in neighbouring Uphams.
F 4	Four Firs	47	57	3	27		Reorganise car park to create the most of the space available.
F 5a	Estuary Entrance	9	27	2			Increase formal parking spaces close to the road to improve security provided by passing cars and reduce the anti-social behaviour. All ability trail created to the viewpoint with seating and interpretation.
F 5b	Estuary view	28	32	2	32		Barriered off, for event use in out of bird nesting season.
F 6	Woodbury Castle	18	7	2			Awaiting feedback from Historic England. Retaining the existing stone either side of the entrance road provides 10 spaces. Extending at each end (requires some SSSI gorse habitat) creates 14 spaces, Option to retain for blue badge holders only Option to close for parking and retain space for setting and interpretation.
F 7	Warren	22	23	1			Retain existing footprint with minor adjustment to organise space, dissuade parking on the entrance.
F 8	Lympstone	15	0	0			Unlikely to be reopened.
F 9	Frying Pans (U.Thorntree)	15	0	0		15	Barriered off for occasional event use only e.g. for horse riding community, group event.
F 10	Wheathill	31	41	2	15		Option for 28 with 15 barriered off for coach parking/turning for school coach and military drop off, although there is a turning space

								further down the drive that the military use for turning.
F	11	Squabmoor	15	7	0			Formalise a small area of car parking to allow overflow for the Bystock Ponds.
F	12	Bystock	8	0	0			Closed to public access, except for annual event. Option for alternative public parking off Wright's Lane being considered.
F	13	Venn Ottery	3	3				No desire by RSPB to increase.
<b>FORMAL PARKING SPACES</b>			293	293	16	74	33	All spaces allocated 3x5m space, accessible car parking space 3.6x6m.

Table 16 shows that the total number of formal car parking spaces remains at the current level of 293 despite the proposed public closure of two existing formal car parks - Frying Pans and Uphams, under this plan these car parks would be barriered off so that their 33 spaces remain available for permit use only, or to support specific events.

Several other car parks are laid out in such a way that 74 of their spaces may be partially barriered off during certain times of the year, for specific events, or for permit use. These include Four Firs, Estuary View and Wheathill.

The benefits of this approach are that availability of parking spaces can be manipulated to minimise visitor impact at critical times of the year and to reduce widespread wear and maintenance costs.

Accessible parking spaces have been allocated for disabled/blue badge holders at key car parks where trails enable appropriate access. These have been marked on plans indicatively but will not be formally marked on the ground.

Table 17 : Strategy for Informal Car Park Spaces across the Pebblebed Heaths at March 2019

CP No.	Informal Car Park Name	Current parking	Proposed parking	Proposed Action
i 1	Manor Common	0	0	
i 2	Lynch Gate (B3180)	0	0	
i 3	Venn Ottery Layby, Downs Fields	2	2	No change proposed.
i 4	Venn Ottery Dwt Access, Aylesbury Hill	4	4	No change proposed.
i 5	Scotts Pollard Track, Manor Common	4	4	No change proposed.
i 6	Aylesbeare N	0	0	
i 7	Heather Down	2	2	No change proposed.
i 8	Halfway Inn Access	4	4	No change proposed.
i 9	A3052 Layby	4	4	No change proposed.
i 10a	Entrance To Aylesbeare Common	1	0	Close off verge option. Improve layout and security of formal car park at Joney's Cross.
i 10b	Private Track From Joney's Cross - Aylesbeare Common	2	0	Improve layout & security of formal CP at Joney's Cross.
i 11	Hillside Lay-By Parking	3	3	Improve layout & security of formal CP at Joney's Cross.
i 12	Hunger Hill Burrow	6	6	No change proposed.
i 13	Benchams Track	6	6	No change proposed.
i 14	Unmetal Track Venn Ottery Hill By Ponds	2	2	No change proposed.
i 15a	Junction Joney's Cross A3052 To Hawkerland	1	0	Close off roadside verge option. Improve layout/security of formal car park at Joney's Cross to change behaviour.
i 15b	Road Edge Parking By Hawkerland Road	4	0	Passing places need to be retained but reduced in size with signage to prevent parking. Improve layout and security of formal car park at Joney's Cross to change behaviour.
i 15c	Road Edge Parking By Hawkerland Road	2	2	Roadside parking retained beside barrier. Improve layout/security of formal CP at Joney's Cross to change behaviour.
i 15d	Road Edge Parking By Hawkerland Road	2	0	Passing places need to be retained but reduced in size (5.5m total - confirm with Highways) with signage to prevent parking. Improve layout and security of formal car park at Joney's Cross to change behaviour.
i 15e	Road Edge Parking By Hawkerland Road	2	2	Passing places need to be retained but reduced in size to discourage parking. Two retained as informal roadside parking places. Improve layout and security of formal car park at Joney's Cross to change behaviour.
i 16	Hawkerland Barrier, Lower Morish, Cotleigh	2	2	No change proposed.
i 17	B3180 Canterbury Green	1	1	No change proposed.
i 18	The Wilderness, Hawkerland	5	5	No change proposed.
i 19	Stowford Ford & Track Edge	3	2	Reduce to 2 spaces.



i	20	Stowford Ford Pull In	3	2	Reduce to 2 spaces.
i	21	Stowford Woods, Crook Woods	10	5	Removal of dangerous trees. Parking spaces retained on western side of narrow road, parking prevented under trees (on tree roots) on the eastern side of the road.
i	22	Banana Field, Bottom Of Exeter Hill, Yettington	2	2	No change proposed.
i	23	Islands North, Permissive Path Entrance	0	0	No change proposed.
i	24	Exeter Hill South	2	2	No change proposed.
i	25	Bounderidge Tunnel	1	0	Close off verge option. Improve layout and security of formal car park at Four Firs.
i	26	NW Four Firs On Bridleway	3	0	Close access to track for vehicles with barrier 10m in from road edge.
i	27a	Bridleway Off B3179, Stokes Fields	1	1	No change proposed.
i	27b	Formal Layby West Of Four Firs Junction	2	2	No change proposed, provides space for lorries which are not wanted in Four Firs. Improve layout and security of formal car park at Four Firs.
i	27c	Formal Layby South Of Four Firs Junction	2	2	No change proposed, provides space for lorries which are not wanted in Four Firs. Improve layout and security of formal car park at Four Firs.
i	28	Castle North Layby	2	0	Close for use.
i	29	Beacon Layby	1	1	No change proposed, but improve layout and security of formal car park at Warren and Estuary is likely to provide preferred alternative.
i	30	Golf Course Entrance Area	0	0	No change proposed.
i	31	Hawkerland Bks, Canterbury Green End	0	0	
i	32	Valley Barn, Hawkerland Valley	0	0	Won't be used whilst in such poor condition. No change proposed.
i	33	Quarry Car Park	0	0	No change proposed.
i	34	Quarry Entrance Bridleway	0	0	
i	35	Entrance to Frying Pans (Endurance Course Layby)	10	16	With formal car park barrier closure informal spaces opposite set out to limit spread of roadside parking (e.g. with earth bunds/large logs). Other options for formal parking exist at Wheathill.
i	36	Rv9 Tuckets Plant Laybys A&B	3	2	Retain two to the south of the junction. Close one space at junction by moving logs forward and bunding.
i	37	Hayes Triangle	0	0	Sign required.
i	38	Bearden Barn, Island Plant.	4	4	No change proposed.
i	39	Sandy Gallop	1	1	No change proposed.
i	40	Squabmoor South Fishermans CP	8	8	No change proposed.
i	41	Dalditch North Barrier	0	0	No change proposed. Sign 'No Parking - Access Required' if required.
i	42	Bystock Pools South	4	4	Needs to be marked formally so that passing places are retained.
i	43	Dwt Access Wrights Lane	1	1	Potential replacement car park for Bystock

i	44	Lympstone, Squabmoor Hs	2	0	Unlikely to reopen in short term.
i	45	Lympstone Layby	3	0	Unlikely to reopen in short term.
i	46	Stony Lane, Lympstone, Bridleway & B3180 Junc	5	0	Close.
i	47a	Lympstone Common East Bridleways	2	2	No change proposed.
i	47b	Lympstone Common East Bridleways	1	1	No change proposed.
i	48	East Budleigh Common (S)	0	0	
i	49	Layby Yettington, Pines Ridge Road N of Road	4	4	No change proposed.
i	50	Layby Yettington, Pines Ridge Road S of Road	1	0	Close. Wheathill nearby.
i	51	Wheathill Car Park Laybys	10	5	Focus on formal parking area, small number of roadside spaces and closing the remainder.
i	52	East Budleigh Common South of Joneys Barrier	2	2	No change proposed.
i	53	The Wedge Layby	0	0	
i	54	Ting Tong Layby Wallys (N)	0	0	
i	55	Ting Tong Layby Permissive South	1	1	
		Informal Parking Spaces	153	119	

This equates to a current informal parking tally of 153 being reduced by 34 spaces at over 20 scattered locations across the Pebblebed Heaths at some of the most sensitive locations.

Other noteworthy reductions are at Wheathill where roadside parking is spreading due to wide, roadside verges; there are reasonable sections of hard surface capable of accommodating up to 10 cars, and soft verges able to park to 20 more. This is uncontrolled, causing damage, a roadside hazard and degrading the rural character. The proposal at the entrance to Wheathill is to retain 5 (-5) hard surface roadside spaces, as parking provision within the formal car park has been increased to make up the difference.

At Stowford Woods where an area of muddy informal parking for about 10+ cars is resulting in damage to trees and compaction to tree roots, the proposal is to reduce this to a formalised 5 spaces (-5), thereby displacing parking to other location more able to accommodate visitor parking with annoying local residents.

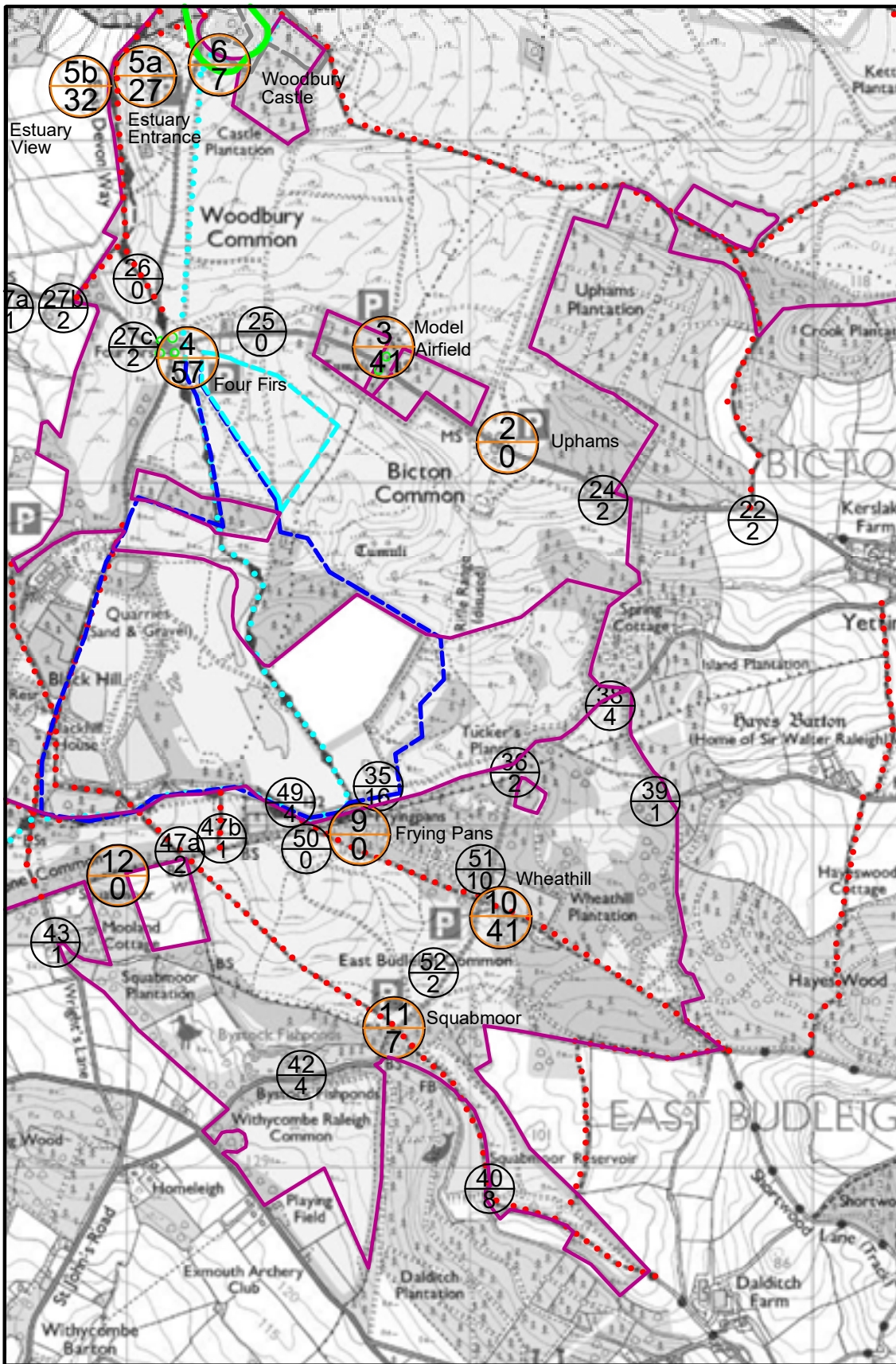
The largest element of informal parking change relates to the formalising of 16no. (+6) roadside parking spaces at the Frying Pans entrance due to the closure of the formal car park. Minor adjustments to the existing roadside parking bays will make the most of the hard surfacing and space available.

Table 18 Car parking tally before and after

Parking space across the Pebblebed Heaths	Current Parking	Proposed Parking
Formal Parking Spaces	293	293
Informal Parking Spaces	153	119
<b>Total</b>	<b>446</b>	<b>412</b>

These changes equate to a modest reduction in the overall parking tally across the Pebblebed Heaths from 446 to 412 (-34), though the 18 spaces at Uphams and 15 spaces at Frying Pans are not included as these will be retained for designated use only.





**'Formal' Car Parks**

	No.4, 47 spaces	
		Nc
1.	Joney's Cross	55
2.	Uphams	0
3.	Model Airfield	41
4.	Four Firs	57
5a.	Estuary Entrance	27
5b.	Estuary View	32
6.	Woodbury Castle	7
7.	Warren	23
9.	Frying Pan (Upper Thorntree)	0
10.	Wheathill	41
11.	Squabmoor	7
12.	Bystock	0
13.	Venn Ottery	3
<b>Total Formal Spaces N&amp;S</b>		<b>293</b>

**'Informal' Car Parks**

	No.14, 2 spaces	
		No.
19.	Stowford Ford & Track Edge	2
20.	Stowford Ford Pull In	2
21.	Stowford Woods, Crook Woods	5
22.	Banana Field, Btm Exeter Hill, Yettington	2
23.	Islands North, Perm. Path Entrance	0
24.	Exeter Hill South	2
25.	Bounderidge Tunnel	0
26.	Bridleway Track, NW of Four Firs	0
27a.	Bridleway off B3179, Stokes Fields	1
27b.	Formal lay-by west of Four Firs junction	2
27c.	Formal lay-by south of Four Firs junction	2
28.	Castle North Layby	0
29.	Beacon Layby	1
30.	Golf Course Entrance Area	0
33.	Quarry Car Park	0
34.	Quarry Entrance Bridleway	0
35.	Entrance to Frying Pans/Endurance Course	16
36.	Rv9 Tuckets Plant Laybys A&B	2
37.	Hayes Triangle	0
38.	Bearden Barn, Island Plantation	4
39.	Sandy Gallop	1
40.	Squabmoor S. Fishermans CP	8
41.	Dalditch North Barrier	0
42.	Bystock Pools South	4
43.	Dwt Access Wrights Lane	1
44.	Lympstone, Squabmoor House	0
45.	Lympstone Layby	0
46.	Lympstone Com. Bridleway B3180	2
47a.	Lympstone Com. East Bridleways	2
47b.	Lympstone Com. East Bridleways	1
48.	East Budleigh Com. S. of Road	0
49.	Layby Yettington, Pines Ridge Road N. of Road	4
50.	Layby Yettington, Pines Ridge Road S. of Road	0
51.	Wheathill CP Laybys	5
52.	East Budleigh Com. S. of Joney's Barrier	2
53.	The Wedge Layby	0
54.	Ting Tong Layby Wallys North	0
55.	Ting Tong Layby Permissive South South Sheet	70
<b>Total Informal Spaces N&amp;S</b>		<b>119</b>
<b>TOTAL FORMAL &amp; INFORMAL N&amp;S</b>		<b>412</b>

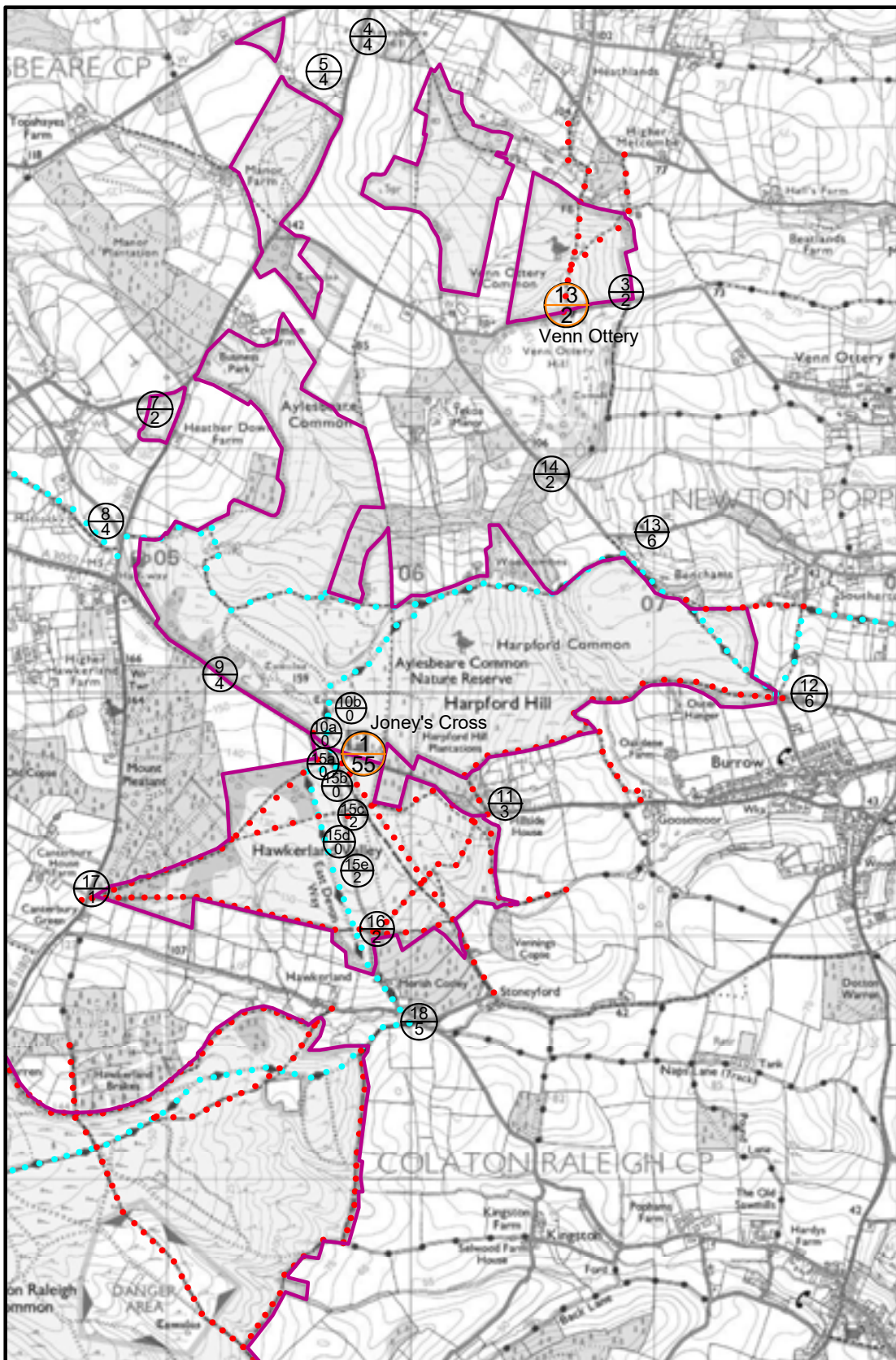
**KEY**

- SPA/SAC Boundary
- Scheduled Monumen
- Right of way
- East Devon Way

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'Formal' Car Parks

**4/47** No.4, 47 spaces

	No.
1. Joney's Cross	55
2. Uphams	0
3. Model Airfield	41
4. Four Firs	57
5a. Estuary Entrance	27
5b. Estuary View	32
6. Woodbury Castle	7
7. Warren	23
9. Frying Pan (Upper Thorntree)	0
10. Wheathill	41
11. Squabmoor	7
12. Bystock	0
13. Venn Ottery	3
<b>Total Formal Spaces N&amp;S</b>	<b>293</b>

'Informal' Car Parks

**14/2** No.14, 2 spaces

	No.
3. Venn Ottery Layby, Downs Fields	2
4. Venn Ottery Dwt Access, Aylesbeare Hill	4
5. Scotts Pollard Track, Manor Common	4
7. Heather Down	2
8. Halfway Inn Access	4
9. A3052 Lay-by	4
10. Entrance to Aylesbeare Com.	0
10a. Private Track to Aylesbeare Com.	0
11. Hillside Lay-by Parking	3
12. Hunger Hill Burrow	6
13. Benchams Track	6
14. Unmetal Track Venn Ottery Hill By Ponds	2
15a. Road Edge by Joney's Cross	0
15b. Rd Edge by Hawksland Road	0
15c. Rd Edge by Hawksland Road	2
15d. Rd Edge by Hawksland Road	0
15e. Rd Edge by Hawksland Road	2
16. Hawksland Barrier, Lwr Morish, Coteigh	2
17. B3180 Canterbury Green	1
18. The Wilderness, Hawksland	5
Informal spaces South sheet	49
<b>Total Informal Spaces N&amp;S</b>	<b>119</b>
<b>TOTAL FORMAL &amp; INFORMAL N&amp;S</b>	<b>412</b>

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