

## PROPOSED

### NEWTON POPPLEFORD AND HARPFORD PARISH NEIGHBOURHOOD PLAN 2020-2031

#### CONSULTATION REPRESENTATIONS BY ROBERT G COMPTON

27/5/2020

**The submitted Newton Poppleford and Harpford Parish Neighbourhood Plan 2020 – 2031 is fundamentally flawed, it has been compiled by a small number of like-minded residents with the sole aim of preventing any further residential development within the village and surrounding area for the foreseeable future, it does not allow for any growth whatsoever. It is not a plan for development and growth it is a plan for stagnation and decline totally to the detriment of the Village and the wider community.**

The proposal to reduce and constrict the proposed new Built Up Area Development Boundary (BUAB) to a small limited area at the core of the village has been so designed to prevent any new residential development in the village for the next 11 years, this being totally contrary to the aims of EDDC's existing adopted Local Plan 2013 -2031 where Newton Poppleford is described as *"one of East Devon's more sustainable villages in terms of access to employment, public transport and a range of services and facilities, although it is partly affected by flooding and is wholly within the East Devon AONB."*

In Section 2 of the Plan the reasoning behind why it is proposing to reduce the BUAB is wholly flawed and inaccurate in both its assertions and claims. The reason why it proposes to exclude the existing and any proposed future development to the western end of the village is based on old information which has been overtaken by later developments relating to more recently completed improvements to the connectivity of the western end of the village to the village centre and its amenities.

The main issue previously highlighted by Planning Inspectors related to the poor footpath provision between the Old Toll House and the entrance to the original King Alfred Way development, however as part of the New King Alfred Way scheme a purpose built footpath link has been constructed from the Old Toll House running away from and parallel to the main Highway providing a level mainly tarmac surfaced, wide, mainly street lit and safe pedestrian route from the western end of the village to the village centre. The whole of the route from Down Close and Badger Close is now a reasonably level, wide, surfaced, street lit and safe footpath connection to the village centre and the local amenities. Furthermore along this route there are numerous bus stops which are served by a very regular extensive network of bus routes giving maximum accessibility and confirming Newton Poppleford's sustainability credentials as already identified by EDDC in its Local Plan.

I have attached full details of the new footpath link in the form an aerial photo and scheme plan, this new footpath provision totally overcomes the previous adverse comments made about the unsafe pinch point pedestrian link at the western end of the High Street, the existence and significance of this new footpath this Plan strategically ignores throughout.

I have also provided full details of the extensive public transport provision available to residents giving sustainable connectivity both locally and nationally including bus route maps and timetables.

The Plan also refers to the distance of travel required to reach the village centre and its amenities as a reason to exclude the western end of the village from within the new proposed BUAB, however, provides no current evidence as to why.

This issue has been analysed professionally by Consultants WSP (Report attached) and concludes that the distances and time of travel here are no worse than similar settlements both locally and nationally for example Ottery St Mary where large scale recent residential development has been approved and built out at both ends of the Town, the Butts Road Estate is a much further distance away from local amenities. Another example is parts of the New Town at Cranbrook the subject of an approved Master Plan where EDDC have actively encouraged development further and further away from the centre and its very limited amenities and services.

As previously stated it is my belief the real reason for proposing a new reduced and constricted BUAB is simply to prevent any further residential development. The area within this proposed artificial Development Boundary contains no development opportunities as it is already built out and any undeveloped land is situated within the Environment Agency Flood Zone and precluded from future residential development by its very nature.

The only area within the Village with potential for future residential development is along the Exmouth Road heading towards Budleigh Salterton, the very area which this Plan proposes to exclude.

I have attached the Environment Agency Flood Map to illustrate this point

#### Section 4.3 Employment :

This section contains incorrect and misleading information it states that the public transport provision serving the village is weak and makes it difficult to travel sustainably.

This is misleading and factually inaccurate information as the enclosed comprehensive details of the bus routes available and timetables illustrate.

Please also see the summary which shows the hourly bus services which pass through the village to:

Exeter – Sidmouth & Seaton

Exeter – Sidmouth & Honiton

Sidmouth – Exmouth

Sidmouth – Seaton & Lyme Regis

How can this level of public transport be referred to as a weakness in sustainable travel ?

#### Section 4.5 Future Development:

This section confirm my previous observations that this is not a Plan proposing ANY future new residential development it is simply relying on the previously approved development of the recent past to justify no further development.

The reason why the plan does not identify any potential sites for future residential development is because there are not any available within its proposed BUAB.

This Plan is contrary to both local and National requirements and planning policy for growth.

#### Section 4.7 Transport

This section again dismisses the extensive public transport services available to the village and again makes reference to the dangerous pinch point at the western end of the village without any mention of the newly constructed safe and mainly street lit footpath link through the new King Alfred Way Development.

During scrutiny by the Examiner I would suggest the reason why this new provision is being ignored and not highlighted is questioned as it is a major improvement of connectivity for the western end of the Village, the very area the Plan proposes to exclude from the BUAB

The Plan makes unsubstantiated statements to justify its policy specifically with regard to the Bus services which it claims are poor and very rarely used by people travelling to work and also mentions the high cost of bus tickets, it then goes on to propose improving the bus service provision but does not explain how it proposes to do so. It also fails to mention that a high percentage of Newton Poppleford's population are pensioners who enjoy the privilege of FREE BUS PASSES.

#### T3 Policy Overview

Once again the Plan misleads as it states that *"The majority of services and facilities are located in the east but the lack of footways on the A3052 near its junction with the B3178 and the limited alternatives for pedestrian access from that part of the village to the west of this point limit the appeal to pedestrians of accessing the facilities on foot"*

Once again the Plan ignores the new footpath link between the Toll House (A3052 & B3178 junction) and The New King Alfred Way Development which resolves the accessibility issues previously referred to by Inspectors in the past.

#### EP 3.4 & 6 Policy Overview

This section basically confirms my previously made point that not only does the proposed reduced BUAB provides no opportunities for future development, it acknowledges that even the existing BUAB "leaves little room for future development"

#### 7.3 Housing, Heritage & Design – Policy Overview

This section again confirms my earlier view that even the existing BUAB is so tightly drawn around existing development and flanked by flood plains that it leaves little scope for any further expansion, therefore how do the "Authors" of this Plan justify their proposal to reduce the area of the proposed new BUAB still further within the existing core of development ?

Having acknowledged that by reducing the BUAB still further this will limited any potential development to infill it then proposes to prevent infill by introducing a “minimum Garden size” policy.

With Reference to the Community Survey, whilst the “Authors “of this Plan acknowledge that the residents accepted the principle of future residential growth it then dismisses this accepted future growth by referring to the residential development of the past satisfying any possible future need.

**This again confirms my view that this is a Plan with the sole aim to prevent ANY new development in Newton Poppleford what so ever.**

Td – Type of Development – Policy Overview

The plan refers to its support for the regeneration of brownfield sites but fails to identify any such opportunities within its proposed new reduced BUAB. - That is because there are none !!

Policy TH1 – Trees and Hedgerows

The “Authors” of this Plan have I believe strayed outside of their brief and any legal jurisdiction they might perceive they have.

*The “Natural Woodland in the field above Down Close is regarded as an important natural feature. Any development proposals that would result in the loss, damage or deterioration of this woodland will not be supported”*

Firstly the description is factually incorrect this is not a “Natural Woodland “ it was in fact a man-made commercial Bramley Apple Orchard which as a result of the trees reaching the end of their commercial life have declined and many have died and fallen over. The ground beneath the Orchard was historically planted with commercial daffodils which have also exceeded their commercial life.

This is a man- made feature which has fallen into natural decline. I can speak with authority on this subject having lived on this small holding from an early age and the land still remains in my ownership. This is private land with no access to the public its use as a former commercial orchard and its ongoing usage are within my control and not that of the individual or individuals who are seeking to use any power they think they might have to express a personal view on a privately owned asset, it is not for example the right of another individual or even an elected Parish Councillor to try and impose their wishes on a farmer what crops he grows in his field or which apple trees he plants or removes.

EDDC did impose a TPO on certain trees in this area but this TPO was only imposed as a tool to try and prevent development and will in due course be tested in the Courts. A full Report was prepared in the past by a fully qualified Arboriculturist and I attach a copy for the record. These commercial Apple trees are dead or dying and of poor quality they are not a Natural Woodland and they are not a public asset.

Reference to this private property should be struck out of the Document and the private motives of the person or persons who have attempted to include it in this policy document need to be questioned and held accountable for their actions.

If this entry is allowed then all and every private garden, agricultural field and amenity land within the villages of both Newton Poppleford and specifically Harpford should be included.

This is a personal matter and the person or persons involved should be identified and held accountable for their actions.

## 7.7 Employment & Business

Once again the Public Transport provision is described as poor this is factually incorrect

## Appendix 3 - Natural features to be protected

Once again the Authors of this document are seeking to influence the potential future use of commercially farmed land. The old redundant Orchard at Down Close is not a natural feature and does not have public access. The TPO referred to is unsustainable and only covers certain trees it is not a natural habitat that is within the control of the general public.

This list goes on to try and influence the use of many other private land owner's property and I believe falls outside the remit of this Plan and indeed certain individuals involved with preparing it, I will be requesting that these references be struck out of the final approved Plan. These are just the personal wishes of a small number of individuals who need to be identified and questioned by the Examiner as to their motives.

Having demonstrated throughout my Representations that Newton Poppleford is a sustainable settlement and that any future development can only be to the western end of the village along the Exmouth due to the Flood plain risks which affect the other undeveloped areas of the Village I take the opportunity to provide a Document which highlights and identifies the merits of allowing future development on the land adjoining the existing Down Close development. This site already abuts the existing BUAB and could in part contribute to providing an element of much needed Social Housing.

These Representations have been undertaken having been given inadequate notification of the consultation period deadline dates during a period of unprecedented restrictions to both movement and access to Professional advisors as a result of the Covid19 crisis.

Despite a request to EDDC to delay the deadline for submission of representations under this Neighbourhood Consultation to a date beyond the current lockdown situation and until the Country is in a period when the relaxing of the Government restrictions have taken place, they have refused.

I have made enquiries and subsequently asked EDDC to confirm and demonstrate what further measures over and above those made normally they took to ensure ALL residents and interested parties were informed and given the opportunity to comment on this Plan during the Covid 19 crisis, to date I have not received a reply.

Please treat this Statement as a **Formal complaint** to the Ministry of Housing, Communities and Local Government about the conduct of EDDC to limit fair and unbiased scrutiny of this Neighbourhood Plan during this period of unprecedented restrictions and access to professional advisors and consultants to assist in preparing Representations and I therefore request the right to make late submissions if necessary as a result of EDDC not agreeing to extend the consultation period further.

R.G Compton ACIB

27/5/20

Summary of Documents included:

- Extract -Strategy 27 EDDC's Local Plan
- Aerial photograph of New King Alfred Way footpath link route
- Plan of New King Alfred Way footpath link
- Public Transport – Bus Service Summary and timetables
- Environment Agency Flood Map
- Bus Service frequency summary
- Report by Advanced Arboriculture
- Social Needs Survey
- Sustainability Summary with location map
- Site Promotion Statement Land At Down Close, Exmouth Road Newton Poppleford
- Location plan



**TO:**

**MS ANGELA KING**

**PLANNING POLICY**

**EAST DEVON DISTRICT COUNCIL**

**BLACKDOWN HOUSE**

**HEATHFIELD IND ESTATE**

**HONITON**

**NEWTON POPPLEFORD & HARPFORD PARISH  
NEIGHBOURHOOD PLAN**

**CONSULTATION SUBMISSIONS –**

**HARD COPY ATTACHED DOCUMENTS**

**27/5/2020**

FROM

ROBERT COMPTON

①

**SUSTAINABILITY;**

**EAST DEVON DISTRICT COUNCIL STATE THAT:**

“NEWTON POPPLEFORD IS ONE OF EAST DEVON’S MORE SUSTAINABLE VILLAGES IN TERMS OF ACCESS TO EMPLOYMENT, PUBLIC TRANSPORT AND A RANGE OF SERVICES AND FACILITIES, ALTHOUGH IT IS PARTLY AFFECTED BY FLOODING AND IS WHOLLY WITHIN THE EAST DEVON AONB.”

Strategy 27 of EDDC’s emerging Local Plan.

<http://www.eastdevon.gov/pvillagedocumentlibrary.pdf>

COMPTON

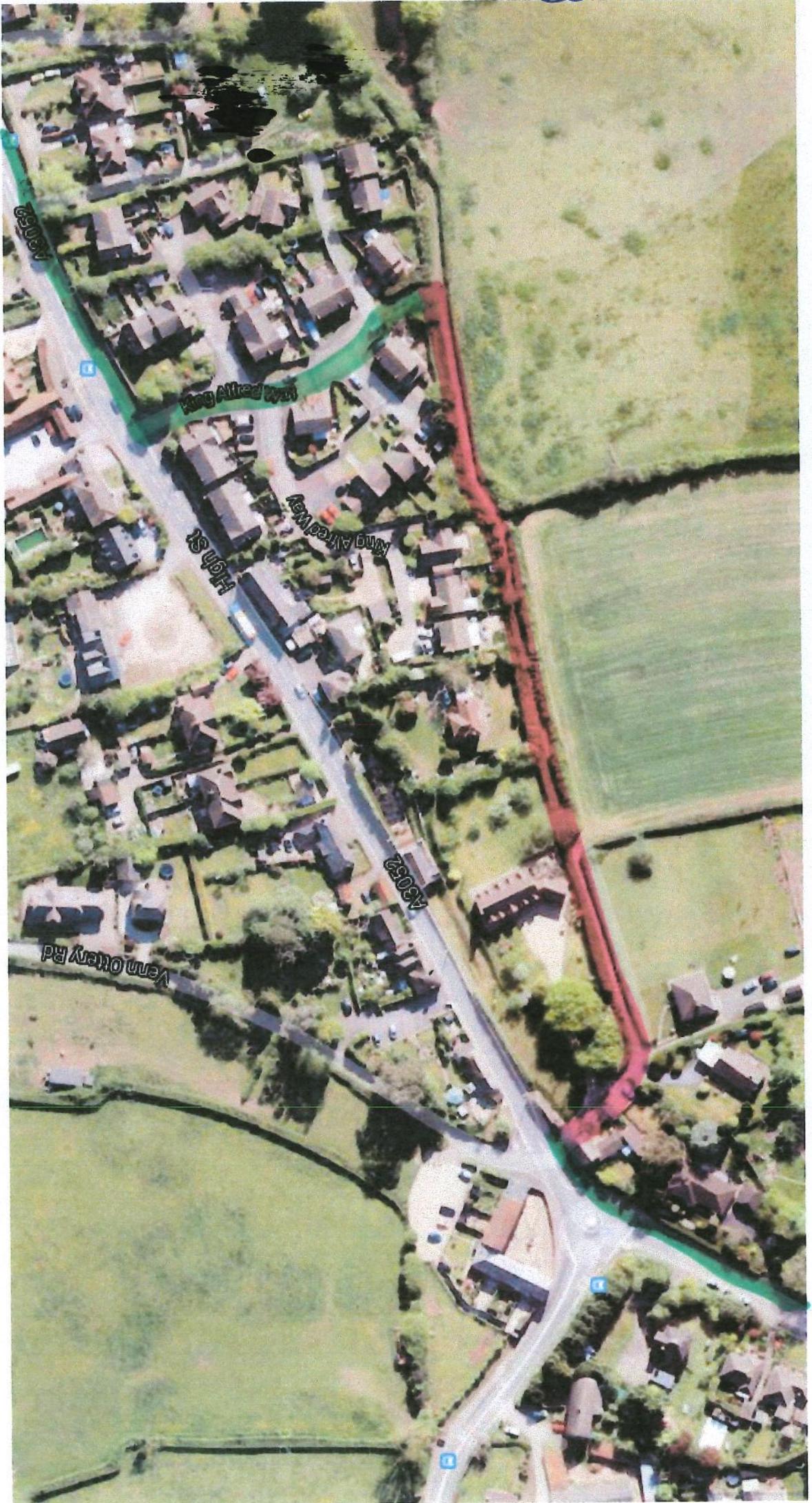
### **34. Newton Poppleford** [® 12.128](#)

- 34.1 Newton Poppleford is located around 2 miles to the north west of Sidmouth on the A3052 road to Exeter. The whole of the village is within the East Devon AONB.
- 34.2 There is no conservation area in Newton Poppleford, although there are several listed and other historic buildings in the village. The broad floodplain of the River Otter covers the eastern part of the village and the narrower floodzone a large brook dissects the village from East to West.
- 34.3 The B3178 road from Budleigh Salterton meets the A3052 at Newton Poppleford. Other roads to and in the village are narrow lanes, which are often sunken with hedge banks to the side. There is an extensive network of public footpaths, both within the village and leading out of it (particularly to the north up onto common land and along the River Otter). The East Devon Way long distance footpath to the north of Newton Poppleford allows views across the village.
- 34.4 Newton Poppleford is one of East Devon's more sustainable villages in terms of access to employment, public transport and a range of services and facilities, although it is partly affected by flooding and is wholly within the East Devon AONB.
- 34.5 The Parish Council listed the top four amenity priorities as a new doctor's surgery; a new community hall; improved roads and traffic issues; and a new larger school.

#### **Policy 29 - Residential Land Development in Newton Poppleford** [® 12.129](#)

**Land is allocated in Newton Poppleford, at 13/0316/MOUT to accommodate up to 40 new dwellings.**

2



3



Proposed Detail Scheme  
Land at King Alfred Way, Newton Poppleford

④

**SUSTAINABILITY;**

**PUBLIC TRANSPORT NETWORK.**

**BUS ROUTES: Via NEWTON POPPLEFORD**

**X53** EXETER (BUS STATION) - POOLE (BUS STATION) - EXETER (BUS STATION)

**52A** EXETER (BUS STATION) - SEATON OR HONITON - EXETER (BUS STATION)

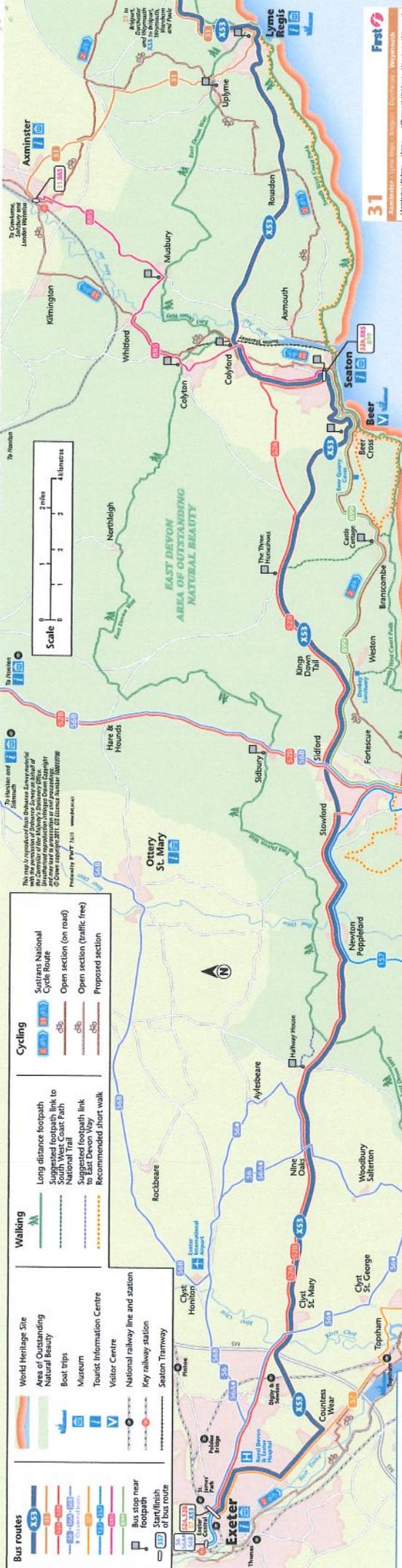
**52B** EXETER (BUS STATION) - SEATON OR HONITON – EXETER (BUS STATION)

**157** EXMOUTH – SIDMOUTH – EXMOUTH

**TIMETABLES ATTACHED**

COMPTON





### 31

**WIMBORNE TO BOSTON**

| Direction          | 12 noon | 13 noon | 14 noon | 15 noon | 16 noon | 17 noon | 18 noon | 19 noon | 20 noon |
|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Wimborne to Boston | 12:00   | 12:15   | 12:30   | 12:45   | 13:00   | 13:15   | 13:30   | 13:45   | 14:00   |
| Boston to Wimborne | 14:00   | 14:15   | 14:30   | 14:45   | 15:00   | 15:15   | 15:30   | 15:45   | 16:00   |

**WIMBORNE TO BOSTON**

| Direction          | 12 noon | 13 noon | 14 noon | 15 noon | 16 noon | 17 noon | 18 noon | 19 noon | 20 noon |
|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Wimborne to Boston | 12:00   | 12:15   | 12:30   | 12:45   | 13:00   | 13:15   | 13:30   | 13:45   | 14:00   |
| Boston to Wimborne | 14:00   | 14:15   | 14:30   | 14:45   | 15:00   | 15:15   | 15:30   | 15:45   | 16:00   |

### COASTLINX53

**WIMBORNE TO BOSTON**

| Direction          | 12 noon | 13 noon | 14 noon | 15 noon | 16 noon | 17 noon | 18 noon | 19 noon | 20 noon |
|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Wimborne to Boston | 12:00   | 12:15   | 12:30   | 12:45   | 13:00   | 13:15   | 13:30   | 13:45   | 14:00   |
| Boston to Wimborne | 14:00   | 14:15   | 14:30   | 14:45   | 15:00   | 15:15   | 15:30   | 15:45   | 16:00   |

**WIMBORNE TO BOSTON**

| Direction          | 12 noon | 13 noon | 14 noon | 15 noon | 16 noon | 17 noon | 18 noon | 19 noon | 20 noon |
|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Wimborne to Boston | 12:00   | 12:15   | 12:30   | 12:45   | 13:00   | 13:15   | 13:30   | 13:45   | 14:00   |
| Boston to Wimborne | 14:00   | 14:15   | 14:30   | 14:45   | 15:00   | 15:15   | 15:30   | 15:45   | 16:00   |

### Which bus do I catch?

Find the place you wish to travel from and the destination you want to reach. A route number is shown when the bus route passes through both places. For example, if travelling from Beer to Lyme Regis road, the bus route is X53. If travelling from Beer to Sidford road, the bus route is X53. If travelling from Beer to Sidford road, the bus route is X53. If travelling from Beer to Sidford road, the bus route is X53.

| From | To          | Bus Route |
|------|-------------|-----------|
| Beer | Lyme Regis  | X53       |
| Beer | Sidford     | X53       |
| Beer | Wareham     | X53       |
| Beer | Bournemouth | X53       |
| Beer | Lyme Regis  | X53       |
| Beer | Sidford     | X53       |
| Beer | Wareham     | X53       |
| Beer | Bournemouth | X53       |

**WIMBORNE TO BOSTON**

| Direction          | 12 noon | 13 noon | 14 noon | 15 noon | 16 noon | 17 noon | 18 noon | 19 noon | 20 noon |
|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Wimborne to Boston | 12:00   | 12:15   | 12:30   | 12:45   | 13:00   | 13:15   | 13:30   | 13:45   | 14:00   |
| Boston to Wimborne | 14:00   | 14:15   | 14:30   | 14:45   | 15:00   | 15:15   | 15:30   | 15:45   | 16:00   |

### by foot

The South West Coast Path National Trail offers stunning views of the Jurassic Coast, with a bird's eye view of many coastal features. The Coast Path is easy to follow - just look out for the green signposts to give you the right direction.

This map features 5 recommended short walks. These link with bus services and begin and finish in Bournemouth, Sidmouth, Beer and Seaton. The walks are suitable for all ages and abilities. The walks range from easy, moderate to challenging. The walks range from easy, moderate to challenging and are suitable for all ages and abilities. The walks range from easy, moderate to challenging. The walks range from easy, moderate to challenging.

| Service | Route  | Frequency  | Monday     | Tuesday    | Wednesday  | Thursday   | Friday     | Saturday   | Sunday     |
|---------|--|------------|------------|------------|------------|------------|------------|------------|------------|
| 51      | Aminster - Lyme Regis - Bridport - Dorchester - Weymouth | 1 per hour |
| 52A     | Seaton - Lyme Regis - Sidmouth - Beer - Bournemouth      | 1 per hour |
| 52B     | Seaton - Lyme Regis - Sidmouth - Beer - Bournemouth      | 1 per hour |
| 52C     | Seaton - Lyme Regis - Sidmouth - Beer - Bournemouth      | 1 per hour |
| 52D     | Seaton - Lyme Regis - Sidmouth - Beer - Bournemouth      | 1 per hour |
| 53      | Seaton - Lyme Regis - Sidmouth - Beer - Bournemouth      | 1 per hour |
| 54      | Seaton - Lyme Regis - Sidmouth - Beer - Bournemouth      | 1 per hour |
| 55      | Seaton - Lyme Regis - Sidmouth - Beer - Bournemouth      | 1 per hour |
| 56      | Seaton - Lyme Regis - Sidmouth - Beer - Bournemouth      | 1 per hour |
| 57      | Seaton - Lyme Regis - Sidmouth - Beer - Bournemouth      | 1 per hour |
| 58      | Seaton - Lyme Regis - Sidmouth - Beer - Bournemouth      | 1 per hour |
| 59      | Seaton - Lyme Regis - Sidmouth - Beer - Bournemouth      | 1 per hour |

### by bus

Travelling by bus lets you see the coast, relax and enjoy the views. The Jurassic Coast National Trail offers stunning views of the Jurassic Coast, with a bird's eye view of many coastal features. The Coast Path is easy to follow - just look out for the green signposts to give you the right direction.

The Jurassic Coast National Trail offers stunning views of the Jurassic Coast, with a bird's eye view of many coastal features. The Coast Path is easy to follow - just look out for the green signposts to give you the right direction.

The Jurassic Coast National Trail offers stunning views of the Jurassic Coast, with a bird's eye view of many coastal features. The Coast Path is easy to follow - just look out for the green signposts to give you the right direction.

### by train

Combine your train journey with the Jurassic Coast bus service - look out for the large Jurassic Coast signs to the bus from the station. The Jurassic Coast National Trail offers stunning views of the Jurassic Coast, with a bird's eye view of many coastal features. The Coast Path is easy to follow - just look out for the green signposts to give you the right direction.

The Jurassic Coast National Trail offers stunning views of the Jurassic Coast, with a bird's eye view of many coastal features. The Coast Path is easy to follow - just look out for the green signposts to give you the right direction.

The Jurassic Coast National Trail offers stunning views of the Jurassic Coast, with a bird's eye view of many coastal features. The Coast Path is easy to follow - just look out for the green signposts to give you the right direction.

### by bike

Follow one of the national or local paths, enjoy the views of the Jurassic Coast on two wheels - the healthy, non-polluting way to travel.

The Jurassic Coast National Trail offers stunning views of the Jurassic Coast, with a bird's eye view of many coastal features. The Coast Path is easy to follow - just look out for the green signposts to give you the right direction.

The Jurassic Coast National Trail offers stunning views of the Jurassic Coast, with a bird's eye view of many coastal features. The Coast Path is easy to follow - just look out for the green signposts to give you the right direction.

### by boat

Travelling by boat provides a fantastic view of the coast - and is the best way of seeing the geology exposed in the cliffs. The Jurassic Coast National Trail offers stunning views of the Jurassic Coast, with a bird's eye view of many coastal features. The Coast Path is easy to follow - just look out for the green signposts to give you the right direction.

The Jurassic Coast National Trail offers stunning views of the Jurassic Coast, with a bird's eye view of many coastal features. The Coast Path is easy to follow - just look out for the green signposts to give you the right direction.

The Jurassic Coast National Trail offers stunning views of the Jurassic Coast, with a bird's eye view of many coastal features. The Coast Path is easy to follow - just look out for the green signposts to give you the right direction.

see overleaf for other timetables

# Exeter - Weymouth – Poole X53

via Seaton - Lyme Regis - Bridport - Wareham - Hamworthy

Monday to Friday (not Public Holidays)

| Service Number                  | X53  |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|
| Exeter Bus Station              | .... | .... | .... | 0900 | 1100 | 1300 | 1500 | 1700 | .... | 1900 |
| Royal Devon and Exeter Hospital | .... | .... | .... | 0907 | 1107 | 1307 | 1507 | 1707 | .... | 1906 |
| Clyst St Mary                   | .... | .... | .... | 0918 | 1118 | 1318 | 1518 | 1718 | .... | 1916 |
| Newton Poppleford Memorial      | .... | .... | .... | 0932 | 1132 | 1332 | 1532 | 1732 | .... | 1929 |
| Sidford Spar                    | .... | .... | .... | 0939 | 1139 | 1339 | 1539 | 1739 | .... | 1936 |
| Beer Cross                      | .... | .... | .... | 0957 | 1157 | 1357 | 1557 | 1757 | .... | 1951 |
| Seaton Sea Front arr            | .... | .... | .... | 1007 | 1207 | 1407 | 1607 | 1807 | .... | 2000 |
| Seaton Sea Front dep            | .... | .... | .... | 1011 | 1211 | 1411 | 1611 | 1811 | 1930 | 2002 |
| Seaton Health Centre            | .... | .... | .... | 1015 | 1215 | 1415 | 1615 | 1815 | 1934 | 2006 |
| Colyford The Elms               | .... | .... | .... | 1019 | 1219 | 1419 | 1619 | 1819 | 1938 | 2010 |
| Rousdon Garage                  | .... | .... | .... | 1026 | 1226 | 1426 | 1626 | 1826 | 1945 | 2017 |
| Lyme Regis Post Office          | .... | .... | .... | 1035 | 1235 | 1435 | 1635 | 1834 | 1953 | 2025 |
| Charmouth Church                | .... | .... | .... | 1048 | 1248 | 1448 | 1648 | 1845 | 2004 | 2036 |
| Morcombelake Ship Knapp         | .... | .... | .... | 1054 | 1254 | 1454 | 1654 | 1851 | 2010 | 2042 |
| Chideock Bridge                 | .... | .... | .... | 1059 | 1259 | 1459 | 1659 | 1856 | 2015 | 2047 |
| Bridport Coach Station arr      | .... | .... | .... | 1107 | 1307 | 1507 | 1707 | 1904 | 2023 | 2055 |
| Bridport Coach Station dep      | 0711 | .... | .... | 1110 | 1310 | 1510 | 1710 | 1906 | 2025 | .... |
| Bridport Nationwide Society     | 0715 | .... | .... | 1116 | 1316 | 1516 | 1716 | 1910 | 2029 | .... |
| West Bay George Hotel           | 0725 | .... | .... | 1126 | 1326 | 1526 | 1726 | 1918 | 2037 | .... |
| Burton Bradstock                | 0731 | .... | .... | 1132 | 1332 | 1532 | 1732 | 1924 | 2043 | .... |
| Abbotsbury Ilchester Arms       | 0745 | .... | .... | 1146 | 1346 | 1546 | 1746 | 1936 | 2055 | .... |
| Portesham Kings Arms            | 0750 | .... | .... | 1151 | 1351 | 1551 | 1751 | 1941 | 2100 | .... |
| Chickerell, Meadow Close        | 0800 | .... | .... | 1201 | 1401 | 1601 | 1801 | 1950 | 2109 | .... |
| Weymouth King's Statue arr      | 0814 | .... | .... | 1215 | 1415 | 1615 | 1815 | 2001 | 2120 | .... |
| Weymouth King's Statue dep      | 0823 | 1023 | 1123 | 1223 | 1423 | 1623 | .... | .... | .... | .... |
| Preston Spice Ship              | 0835 | 1035 | 1135 | 1235 | 1435 | 1635 | .... | .... | .... | .... |
| Osmington Village               | 0838 | 1038 | 1138 | 1238 | 1438 | 1638 | .... | .... | .... | .... |
| Wool Railway Station            | 0858 | 1058 | 1158 | 1258 | 1458 | 1658 | .... | .... | .... | .... |
| Wareham North Street            | 0911 | 1111 | 1211 | 1311 | 1511 | 1711 | .... | .... | .... | .... |
| Wareham Railway Station         | 0915 | 1115 | 1215 | 1315 | 1515 | 1715 | .... | .... | .... | .... |
| Sandford Middle School          | 0919 | 1119 | 1219 | 1319 | 1519 | 1719 | .... | .... | .... | .... |
| Upton Cross Roads               | 0931 | 1131 | 1231 | 1331 | 1531 | 1731 | .... | .... | .... | .... |
| Hamworthy Red Lion              | 0937 | 1137 | 1237 | 1337 | 1537 | 1737 | .... | .... | .... | .... |
| Poole, Bus Station              | 0947 | 1147 | 1247 | 1347 | 1547 | 1747 | .... | .... | .... | .... |

| Service Number                  | X53  |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|
| Poole, Bus Station              | .... | .... | .... | 0900 | 1000 | 1200 | 1400 | 1600 | .... | 1800 |
| Hamworthy Red Lion              | .... | .... | .... | 0910 | 1010 | 1210 | 1410 | 1610 | .... | 1810 |
| Upton Cross Roads               | .... | .... | .... | 0916 | 1016 | 1216 | 1416 | 1616 | .... | 1816 |
| Sandford Middle School          | .... | .... | .... | 0928 | 1028 | 1228 | 1428 | 1628 | .... | 1827 |
| Wareham Railway Station         | .... | .... | .... | 0933 | 1033 | 1233 | 1433 | 1633 | .... | 1831 |
| Wareham North Street            | .... | .... | .... | 0937 | 1037 | 1237 | 1437 | 1637 | .... | 1835 |
| Wool Railway Station            | .... | .... | .... | 0951 | 1051 | 1251 | 1451 | 1651 | .... | 1847 |
| Osmington Village               | .... | .... | .... | 1009 | 1109 | 1309 | 1509 | 1709 | .... | 1904 |
| Preston Spice Ship              | .... | .... | .... | 1012 | 1112 | 1312 | 1512 | 1712 | .... | 1907 |
| Weymouth King's Statue arr      | .... | .... | .... | 1024 | 1124 | 1324 | 1524 | 1724 | .... | 1918 |
| Weymouth King's Statue dep      | .... | 0732 | 0932 | .... | 1132 | 1332 | 1532 | 1732 | 1832 | .... |
| Chickerell, Meadow Close        | .... | 0743 | 0943 | .... | 1143 | 1343 | 1543 | 1743 | 1842 | .... |
| Portesham Kings Arms            | .... | 0753 | 0953 | .... | 1153 | 1353 | 1553 | 1753 | 1852 | .... |
| Abbotsbury Ilchester Arms       | .... | 0758 | 0958 | .... | 1158 | 1358 | 1558 | 1758 | 1856 | .... |
| Burton Bradstock                | .... | 0813 | 1013 | .... | 1213 | 1413 | 1613 | 1813 | 1909 | .... |
| West Bay George Hotel           | .... | 0820 | 1020 | .... | 1220 | 1420 | 1620 | 1820 | 1914 | .... |
| Bridport Frosts                 | .... | 0831 | 1031 | .... | 1231 | 1431 | 1631 | 1829 | 1923 | .... |
| Bridport Coach Station arr      | .... | 0834 | 1034 | .... | 1234 | 1434 | 1634 | 1831 | 1925 | .... |
| Bridport Coach Station dep      | 0638 | 0838 | 1038 | .... | 1238 | 1438 | 1638 | 1834 | .... | .... |
| Chideock Bridge                 | 0646 | 0846 | 1046 | .... | 1246 | 1446 | 1646 | 1842 | .... | .... |
| Morcombelake Ship Knapp         | 0651 | 0851 | 1051 | .... | 1251 | 1451 | 1651 | 1847 | .... | .... |
| Charmouth Church                | 0656 | 0857 | 1057 | .... | 1257 | 1457 | 1657 | 1852 | .... | .... |
| Lyme Regis Square               | 0707 | 0910 | 1110 | .... | 1310 | 1510 | 1710 | 1903 | .... | .... |
| Rousdon Garage                  | 0714 | 0918 | 1118 | .... | 1318 | 1518 | 1718 | 1910 | .... | .... |
| Colyford The Elms               | 0721 | 0925 | 1125 | .... | 1325 | 1525 | 1725 | 1917 | .... | .... |
| Seaton Health Centre            | 0724 | 0928 | 1128 | .... | 1328 | 1528 | 1728 | 1920 | .... | .... |
| Seaton Sea Front arr            | 0730 | 0934 | 1134 | .... | 1334 | 1534 | 1734 | 1925 | .... | .... |
| Seaton Sea Front dep            | 0733 | 0937 | 1137 | .... | 1337 | 1537 | 1737 | .... | .... | .... |
| Beer Cross                      | 0743 | 0947 | 1147 | .... | 1347 | 1547 | 1747 | .... | .... | .... |
| Sidford Spar                    | 0800 | 1004 | 1204 | .... | 1404 | 1604 | 1804 | .... | .... | .... |
| Newton Poppleford Memorial      | 0808 | 1012 | 1212 | .... | 1412 | 1612 | 1812 | .... | .... | .... |
| Clyst St Mary                   | 0818 | 1022 | 1222 | .... | 1422 | 1622 | 1822 | .... | .... | .... |
| Royal Devon and Exeter Hospital | 0830 | 1034 | 1234 | .... | 1434 | 1634 | 1833 | .... | .... | .... |
| Exeter Bus Station              | 0838 | 1042 | 1242 | .... | 1442 | 1642 | 1840 | .... | .... | .... |

Note:  
New service from  
24 March 2013

▼ - Guaranteed connection

# Exeter - Weymouth – Poole X53

via Seaton - Lyme Regis - Bridport - Wareham - Hamworthy

## Saturday

| Service Number                  | X53  |
|---------------------------------|------|------|------|------|------|------|------|------|------|
| Exeter Bus Station              | .... | .... | 0900 | 1100 | 1300 | 1500 | 1700 | .... | 1900 |
| Royal Devon and Exeter Hospital | .... | .... | 0907 | 1107 | 1307 | 1507 | 1707 | .... | 1906 |
| Clyst St Mary                   | .... | .... | 0918 | 1118 | 1318 | 1518 | 1718 | .... | 1916 |
| Newton Poppleford Memorial      | .... | .... | 0932 | 1132 | 1332 | 1532 | 1732 | .... | 1929 |
| Sidford Spar                    | .... | .... | 0939 | 1139 | 1339 | 1539 | 1739 | .... | 1936 |
| Beer Cross                      | .... | .... | 0957 | 1157 | 1357 | 1557 | 1757 | .... | 1951 |
| Seaton Sea Front arr            | .... | .... | 1007 | 1207 | 1407 | 1607 | 1807 | .... | 2000 |
| Seaton Sea Front dep            | .... | .... | 1011 | 1211 | 1411 | 1611 | 1811 | 1930 | 2002 |
| Seaton Health Centre            | .... | .... | 1015 | 1215 | 1415 | 1615 | 1815 | 1934 | 2006 |
| Colyford The Elms               | .... | .... | 1019 | 1219 | 1419 | 1619 | 1819 | 1938 | 2010 |
| Rousdon Garage                  | .... | .... | 1026 | 1226 | 1426 | 1626 | 1826 | 1945 | 2017 |
| Lyme Regis Post Office          | .... | .... | 1035 | 1235 | 1435 | 1635 | 1834 | 1953 | 2025 |
| Charmouth Church                | .... | .... | 1048 | 1248 | 1448 | 1648 | 1845 | 2004 | 2036 |
| Morcombelake Ship Knapp         | .... | .... | 1054 | 1254 | 1454 | 1654 | 1851 | 2010 | 2042 |
| Chideock Bridge                 | .... | .... | 1059 | 1259 | 1459 | 1659 | 1856 | 2015 | 2047 |
| Bridport Coach Station arr      | .... | .... | 1107 | 1307 | 1507 | 1707 | 1904 | 2023 | 2055 |
| Bridport Coach Station dep      | 0711 | .... | 1110 | 1310 | 1510 | 1710 | 1906 | 2025 | .... |
| Bridport Nationwide Society     | 0715 | .... | 1116 | 1316 | 1516 | 1716 | 1910 | 2029 | .... |
| West Bay George Hotel           | 0725 | .... | 1126 | 1326 | 1526 | 1726 | 1918 | 2037 | .... |
| Burton Bradstock                | 0731 | .... | 1132 | 1332 | 1532 | 1732 | 1924 | 2043 | .... |
| Abbotsbury Ilchester Arms       | 0745 | .... | 1146 | 1346 | 1546 | 1746 | 1936 | 2055 | .... |
| Portesham Kings Arms            | 0750 | .... | 1151 | 1351 | 1551 | 1751 | 1941 | 2100 | .... |
| Chickerell, Meadow Close        | 0800 | .... | 1201 | 1401 | 1601 | 1801 | 1950 | 2109 | .... |
| Weymouth King's Statue arr      | 0814 | .... | 1215 | 1415 | 1615 | 1815 | 2001 | 2120 | .... |
| Weymouth King's Statue dep      | 0823 | 1023 | 1223 | 1423 | 1623 | .... | .... | .... | .... |
| Preston Spice Ship              | 0835 | 1035 | 1235 | 1435 | 1635 | .... | .... | .... | .... |
| Osmington Village               | 0838 | 1038 | 1238 | 1438 | 1638 | .... | .... | .... | .... |
| Wool Railway Station            | 0858 | 1058 | 1258 | 1458 | 1658 | .... | .... | .... | .... |
| Wareham North Street            | 0911 | 1111 | 1311 | 1511 | 1711 | .... | .... | .... | .... |
| Wareham Railway Station         | 0915 | 1115 | 1315 | 1515 | 1715 | .... | .... | .... | .... |
| Sandford Middle School          | 0919 | 1119 | 1319 | 1519 | 1719 | .... | .... | .... | .... |
| Upton Cross Roads               | 0931 | 1131 | 1331 | 1531 | 1731 | .... | .... | .... | .... |
| Hamworthy Red Lion              | 0937 | 1137 | 1337 | 1537 | 1737 | .... | .... | .... | .... |
| Poole, Bus Station              | 0947 | 1147 | 1347 | 1547 | 1747 | .... | .... | .... | .... |
| Service Number                  | X53  |
| Poole, Bus Station              | .... | .... | .... | 1000 | 1200 | 1400 | 1600 | .... | 1800 |
| Hamworthy Red Lion              | .... | .... | .... | 1010 | 1210 | 1410 | 1610 | .... | 1810 |
| Upton Cross Roads               | .... | .... | .... | 1016 | 1216 | 1416 | 1616 | .... | 1816 |
| Sandford Middle School          | .... | .... | .... | 1028 | 1228 | 1428 | 1628 | .... | 1827 |
| Wareham Railway Station         | .... | .... | .... | 1033 | 1233 | 1433 | 1633 | .... | 1831 |
| Wareham North Street            | .... | .... | .... | 1037 | 1237 | 1437 | 1637 | .... | 1835 |
| Wool Railway Station            | .... | .... | .... | 1051 | 1251 | 1451 | 1651 | .... | 1847 |
| Osmington Village               | .... | .... | .... | 1109 | 1309 | 1509 | 1709 | .... | 1904 |
| Preston Spice Ship              | .... | .... | .... | 1112 | 1312 | 1512 | 1712 | .... | 1907 |
| Weymouth King's Statue arr      | .... | .... | .... | 1124 | 1324 | 1524 | 1724 | .... | 1918 |
| Weymouth King's Statue dep      | .... | 0732 | 0932 | 1132 | 1332 | 1532 | 1732 | 1832 | .... |
| Chickerell, Meadow Close        | .... | 0743 | 0943 | 1143 | 1343 | 1543 | 1743 | 1842 | .... |
| Portesham Kings Arms            | .... | 0753 | 0953 | 1153 | 1353 | 1553 | 1753 | 1852 | .... |
| Abbotsbury Ilchester Arms       | .... | 0758 | 0958 | 1158 | 1358 | 1558 | 1758 | 1856 | .... |
| Burton Bradstock                | .... | 0813 | 1013 | 1213 | 1413 | 1613 | 1813 | 1909 | .... |
| West Bay George Hotel           | .... | 0820 | 1020 | 1220 | 1420 | 1620 | 1820 | 1914 | .... |
| Bridport Frosts                 | .... | 0831 | 1031 | 1231 | 1431 | 1631 | 1829 | 1923 | .... |
| Bridport Coach Station arr      | .... | 0834 | 1034 | 1234 | 1434 | 1634 | 1831 | 1925 | .... |
| Bridport Coach Station dep      | 0638 | 0838 | 1038 | 1238 | 1438 | 1638 | 1834 | .... | .... |
| Chideock Bridge                 | 0646 | 0846 | 1046 | 1246 | 1446 | 1646 | 1842 | .... | .... |
| Morcombelake Ship Knapp         | 0651 | 0851 | 1051 | 1251 | 1451 | 1651 | 1847 | .... | .... |
| Charmouth Church                | 0656 | 0857 | 1057 | 1257 | 1457 | 1657 | 1852 | .... | .... |
| Lyme Regis Square               | 0707 | 0910 | 1110 | 1310 | 1510 | 1710 | 1903 | .... | .... |
| Rousdon Garage                  | 0714 | 0918 | 1118 | 1318 | 1518 | 1718 | 1910 | .... | .... |
| Colyford The Elms               | 0721 | 0925 | 1125 | 1325 | 1525 | 1725 | 1917 | .... | .... |
| Seaton Health Centre            | 0724 | 0928 | 1128 | 1328 | 1528 | 1728 | 1920 | .... | .... |
| Seaton Sea Front arr            | 0730 | 0934 | 1134 | 1334 | 1534 | 1734 | 1925 | .... | .... |
| Seaton Sea Front dep            | 0733 | 0937 | 1137 | 1337 | 1537 | 1737 | .... | .... | .... |
| Beer Cross                      | 0743 | 0947 | 1147 | 1347 | 1547 | 1747 | .... | .... | .... |
| Sidford Spar                    | 0800 | 1004 | 1204 | 1404 | 1604 | 1804 | .... | .... | .... |
| Newton Poppleford Memorial      | 0808 | 1012 | 1212 | 1412 | 1612 | 1812 | .... | .... | .... |
| Clyst St Mary                   | 0818 | 1022 | 1222 | 1422 | 1622 | 1822 | .... | .... | .... |
| Royal Devon and Exeter Hospital | 0830 | 1034 | 1234 | 1434 | 1634 | 1833 | .... | .... | .... |
| Exeter Bus Station              | 0838 | 1042 | 1242 | 1442 | 1642 | 1840 | .... | .... | .... |

Note:  
New service from  
24 March 2013

▼ - Guaranteed connection

# 52A



## Exeter – Newton Poppleford – Sidmouth – Sidford – Seaton



### MONDAY to FRIDAY

| Exeter                      | Clyst St. Mary | Newton Poppleford | Sidmouth Triangle | Sidford | Kings Down Tail | Seaton |
|-----------------------------|----------------|-------------------|-------------------|---------|-----------------|--------|
| —                           | —              | —                 | —                 | 0620    | 0626            | 0641   |
| —                           | —              | —                 | —                 | 0725    | 0731            | 0746   |
| 0635                        | 0650           | 0707              | 0725              | 0734    | —               | —      |
| 0815                        | 0838           | 0854              | 0921              | 0931    | 0938            | 0952   |
| 0925                        | 0941           | 0958              | 1021              | 1031    | 1038            | 1052   |
| <i>and every hour until</i> |                |                   |                   |         |                 |        |
| 1425                        | 1441           | 1458              | 1521              | 1531    | 1538            | 1552   |
| 1535                        | 1555           | 1612              | 1635              | 1645    | 1652            | 1706   |
| 1555                        | 1615           | 1632              | 1658              | 1710    | —               | —      |
| 1635                        | 1655           | 1712              | 1738              | 1748    | 1755            | 1809   |
| 1735                        | 1755           | 1812              | 1838              | 1848    | 1855            | 1909   |
| 1905                        | 1917           | 1930              | 1943              | 1951    | 1958            | 2012   |

### SATURDAY

| Exeter                      | Clyst St. Mary | Newton Poppleford | Sidmouth Triangle | Sidford | Kings Down Tail | Seaton |
|-----------------------------|----------------|-------------------|-------------------|---------|-----------------|--------|
| —                           | —              | —                 | —                 | 0727    | 0734            | 0748   |
| 0735                        | 0748           | 0802              | 0821              | 0831    | 0838            | 0852   |
| 0825                        | 0841           | 0858              | 0921              | 0931    | 0938            | 0952   |
| <i>and every hour until</i> |                |                   |                   |         |                 |        |
| 1725                        | 1741           | 1758              | 1821              | 1831    | 1838            | 1852   |
| 1905                        | 1917           | 1930              | 1943              | 1952    | 1957            | 2011   |

### SUNDAY and PUBLIC HOLIDAYS

| Exeter | Clyst St. Mary | Newton Poppleford | Sidmouth Triangle | Sidford | Kings Down Tail | Seaton |
|--------|----------------|-------------------|-------------------|---------|-----------------|--------|
| —      | —              | —                 | —                 | 0848    | 0855            | 0908   |
| —      | —              | —                 | 1022              | 1031    | 1038            | 1051   |
| 1201   | 1218           | 1233              | 1252              | 1301    | 1308            | 1321   |
| 1501   | 1518           | 1533              | 1552              | 1601    | 1608            | 1621   |
| 1805   | 1820           | 1833              | 1850              | 1858    | 1905            | 1918   |

# 52A



## Seaton – Sidford – Sidmouth – Newton Poppleford – Exeter



### MONDAY to FRIDAY

| Seaton                      | Kings Down Tail | Sidford | Sidmouth Triangle | Newton Poppleford | Clyst St. Mary | Exeter |
|-----------------------------|-----------------|---------|-------------------|-------------------|----------------|--------|
| 0645                        | 0700            | 0704    | 0715              | 0731              | 0744           | 0809   |
| —                           | —               | 0734    | 0745              | 0801              | 0814           | 0839   |
| 0750                        | 0805            | 0809    | 0825              | 0842              | 0858           | 0917   |
| 1000                        | 1016            | 1021    | 1037              | 1054              | 1110           | 1129   |
| <i>and every hour until</i> |                 |         |                   |                   |                |        |
| 1500                        | 1516            | 1521    | 1537              | 1554              | 1610           | 1629   |
| 1600                        | 1616            | 1621    | 1637              | 1654              | 1710           | 1730   |
| —                           | —               | 1711    | 1727              | 1744              | 1759           | 1815   |
| 1710                        | 1726            | 1731    | 1745              | 1800              | 1814           | 1829   |
| 1815                        | 1829            | 1833    | 1845              | 1858              | 1911           | 1926   |
| 1915                        | 1929            | 1933    | 1942              | —                 | —              | —      |
| 2015                        | 2029            | 2033    | 2045              | 2058              | 2111           | 2126   |

### SATURDAY

| Seaton                      | Kings Down Tail | Sidford | Sidmouth Triangle | Newton Poppleford | Clyst St. Mary | Exeter |
|-----------------------------|-----------------|---------|-------------------|-------------------|----------------|--------|
| 0750                        | 0806            | 0811    | 0827              | 0844              | 0900           | 0919   |
| 0900                        | 0916            | 0921    | 0937              | 0954              | 1010           | 1029   |
| <i>and every hour until</i> |                 |         |                   |                   |                |        |
| 1600                        | 1616            | 1621    | 1637              | 1654              | 1710           | 1729   |
| 1710                        | 1726            | 1731    | 1745              | 1800              | 1814           | 1829   |
| 1815                        | 1829            | 1833    | 1845              | 1858              | 1911           | 1926   |
| 1900                        | 1913            | 1918    | 1927              | —                 | —              | —      |
| 2015                        | 2028            | 2033    | 2045              | 2058              | 2111           | 2126   |

### SUNDAY and PUBLIC HOLIDAYS

| Seaton | Kings Down Tail | Sidford | Sidmouth Triangle | Newton Poppleford | Clyst St. Mary | Exeter |
|--------|-----------------|---------|-------------------|-------------------|----------------|--------|
| 0910   | 0925            | 0930    | 0943              | 0956              | 1009           | 1026   |
| 1055   | 1110            | 1115    | 1130              | 1145              | 1159           | 1217   |
| 1355   | 1410            | 1415    | 1430              | 1445              | 1459           | 1517   |
| 1655   | 1710            | 1715    | 1730              | 1745              | 1759           | 1817   |
| 1945   | 1959            | 2003    | 2015              | 2028              | 2041           | 2056   |

# 52B



## Exeter – Newton Poppleford – Sidmouth – Sidbury – Honiton



### MONDAY to FRIDAY

| Exeter                      | Clyst St. Mary | Newton Poppleford | Sidmouth Triangle | Sidford Rising Sun | Sidbury Old Coach House | Honiton High Street |
|-----------------------------|----------------|-------------------|-------------------|--------------------|-------------------------|---------------------|
| —                           | —              | —                 | 0730              | 0739               | 0744                    | 0805                |
| 0735                        | 0753           | 0806              | 0825              | 0834               | 0839                    | 0858                |
| 0755                        | 0818           | 0831              | 0851              | 0901               | 0906                    | —                   |
| 0830                        | 0853           | 0909              | 0927              | —                  | —                       | —                   |
| 0848                        | 0911           | 0928              | 0951              | 1001               | 1006                    | 1022                |
| 0955                        | 1011           | 1028              | 1051              | 1101               | 1106                    | 1122                |
| <i>and every hour until</i> |                |                   |                   |                    |                         |                     |
| 1455                        | 1511           | 1528              | 1551              | 1601               | 1606                    | 1622                |
| 1610                        | 1630           | 1647              | 1710              | 1720               | 1725                    | 1741                |
| 1655                        | 1715           | 1732              | 1758              | 1808               | 1813                    | 1832                |
| 1715                        | 1735           | 1752              | 1810              | —                  | —                       | —                   |
| 1805                        | 1823           | 1838              | 1858              | 1908               | 1913                    | 1932                |
| 1820                        | 1835           | 1848              | 1900              | —                  | —                       | —                   |
| 1835                        | 1847           | 1900              | 1913              | 1921               | 1926                    | —                   |
| <i>and every hour until</i> |                |                   |                   |                    |                         |                     |
| 2235                        | 2247           | 2300              | 2313              | 2321               | 2326                    | —                   |
| —                           | —              | —                 | 2345              | 2353               | 2358                    | —                   |
| 2330                        | 2342           | 2355              | 0007              | —                  | —                       | —                   |

### SATURDAY

| Exeter                      | Clyst St. Mary | Newton Poppleford | Sidmouth | Sidford | Sidbury | Honiton |
|-----------------------------|----------------|-------------------|----------|---------|---------|---------|
| 0655                        | 0707           | 0720              | 0736     | 0744    | 0749    | 0808    |
| 0755                        | 0811           | 0828              | 0851     | 0901    | 0906    | 0922    |
| <i>and every hour until</i> |                |                   |          |         |         |         |
| 1455                        | 1511           | 1528              | 1551     | 1601    | 1606    | 1622    |
| 1555                        | 1611           | 1628              | 1651     | 1701    | 1706    | 1725    |
| 1655                        | 1711           | 1728              | 1751     | 1801    | 1806    | 1825    |
| 1755                        | 1811           | 1828              | 1851     | 1901    | 1906    | 1925    |
| 1815                        | 1830           | 1843              | 1855     | —       | —       | —       |
| 1835                        | 1847           | 1900              | 1913     | 1921    | 1926    | —       |
| <i>and every hour until</i> |                |                   |          |         |         |         |
| 2235                        | 2247           | 2300              | 2313     | 2321    | 2326    | —       |
| —                           | —              | —                 | 2345     | 2353    | 2358    | —       |
| 2330                        | 2342           | 2355              | 0007     | —       | —       | —       |

### SUNDAY and PUBLIC HOLIDAYS

| Exeter                      | Clyst St. Mary | Newton Poppleford | Sidmouth | Sidford | Sidbury | Honiton |
|-----------------------------|----------------|-------------------|----------|---------|---------|---------|
| —                           | —              | —                 | 0815     | 0823    | 0828    | —       |
| 0831                        | 0846           | 0859              | 0915     | 0923    | 0928    | —       |
| —                           | —              | —                 | 0945     | 0953    | 0958    | —       |
| 0931                        | 0948           | 1003              | 1022     | 1031    | 1036    | —       |
| <i>and every hour until</i> |                |                   |          |         |         |         |
| 1731                        | 1748           | 1803              | 1822     | 1830    | 1835    | —       |
| 1835                        | 1847           | 1900              | 1915     | 1923    | 1928    | —       |
| <i>and every hour until</i> |                |                   |          |         |         |         |

# 52B



## Honiton – Sidbury – Sidford – Sidmouth – Newton Poppleford – Exeter



### MONDAY to FRIDAY

| Honiton                     | Sidbury | Sidford | Sidmouth | Newton Poppleford | Clyst St. Mary | Exeter |
|-----------------------------|---------|---------|----------|-------------------|----------------|--------|
| —                           | —       | —       | 0610     | 0628              | 0641           | 0703   |
| —                           | 0630    | 0634    | 0645     | 0701              | 0714           | 0734   |
| —                           | 0710    | 0714    | 0725     | 0741              | 0754           | 0819   |
| 0810                        | 0830    | 0836    | 0900     | 0919              | 0935           | 0952   |
| —                           | 0910    | 0916    | 0932     | 0949              | 1005           | 1024   |
| —                           | —       | —       | 0947     | 1004              | 1020           | 1039   |
| 0920                        | 0945    | 0951    | 1007     | 1024              | 1040           | 1059   |
| 1025                        | 1045    | 1051    | 1107     | 1124              | 1140           | 1159   |
| <i>and every hour until</i> |         |         |          |                   |                |        |
| 1425                        | 1445    | 1451    | 1507     | 1524              | 1540           | 1559   |
| 1525                        | 1545    | 1551    | 1607     | 1624              | 1640           | 1700   |
| 1625                        | 1645    | 1651    | 1707     | 1724              | 1739           | 1759   |
| 1745                        | 1805    | 1808    | 1820     | 1833              | 1846           | 1901   |
| 1840                        | 1900    | 1903    | 1915     | 1928              | 1941           | 1956   |
| —                           | 1930    | 1933    | 1945     | 1958              | 2011           | 2026   |
| 1940                        | 2000    | 2003    | 2015     | 2028              | 2041           | 2056   |
| —                           | 2030    | 2033    | 2042     | —                 | —              | —      |
| —                           | 2130    | 2133    | 2145     | 2158              | 2211           | 2226   |
| —                           | 2230    | 2233    | 2245     | 2258              | 2311           | 2326   |
| —                           | 2330    | 2333    | 2342     | —                 | —              | —      |

### SATURDAY

| Honiton                     | Sidbury | Sidford | Sidmouth | Newton Poppleford | Clyst St. Mary | Exeter |
|-----------------------------|---------|---------|----------|-------------------|----------------|--------|
| —                           | —       | —       | 0658     | 0714              | 0727           | 0744   |
| —                           | —       | 0713†   | 0728     | 0744              | 0757           | 0814   |
| 0810                        | 0830    | 0836    | 0852     | 0909              | 0925           | 0944   |
| —                           | —       | 0907†   | 0922     | 0939              | 0955           | 1014   |
| 0925                        | 0945    | 0951    | 1007     | 1024              | 1040           | 1059   |
| <i>and every hour until</i> |         |         |          |                   |                |        |
| 1625                        | 1645    | 1651    | 1707     | 1724              | 1740           | 1759   |
| 1740                        | 1800    | 1803    | 1815     | 1828              | 1841           | 1856   |
| 1840                        | 1900    | 1903    | 1915     | 1928              | 1941           | 1956   |
| —                           | 1930    | 1933    | 1945     | 1958              | 2011           | 2026   |
| 1940                        | 2000    | 2003    | 2015     | 2028              | 2041           | 2056   |
| —                           | 2030    | 2033    | 2042     | —                 | —              | —      |
| —                           | 2130    | 2133    | 2145     | 2158              | 2211           | 2226   |
| —                           | 2230    | 2233    | 2245     | 2258              | 2311           | 2326   |
| —                           | 2330    | 2333    | 2342     | —                 | —              | —      |

### SUNDAY and PUBLIC HOLIDAYS

| Honiton                     | Sidbury | Sidford | Sidmouth | Newton Poppleford | Clyst St. Mary | Exeter |
|-----------------------------|---------|---------|----------|-------------------|----------------|--------|
| —                           | 0830    | 0833    | 0843     | 0856              | 0909           | 0926   |
| —                           | 0930    | 0933    | 0942     | —                 | —              | —      |
| —                           | 1000    | 1003    | 1012     | —                 | —              | —      |
| —                           | 1041    | 1045    | 1100     | 1115              | 1129           | 1147   |
| <i>and every hour until</i> |         |         |          |                   |                |        |

Exeter • Heavitree • Newton Poppleford • Sidmouth • Sidford • Seaton  
 Exeter • Heavitree • Newton Poppleford • Sidmouth • Sidford • Honiton  
 Exeter • Heavitree • Friends Provident



52A  
52B  
52C

MONDAYS TO FRIDAYS except Bank Holidays

|  | 52A   | 52A   | 52A  | 52B  | 52C  | 52B   | 52B  | 52C  | 52A  | 52B  | 52B  | 52A  | 52B  | 52A | 52B | 52A | 52B | 52A  | 52B  |      |
|--|-------|-------|------|------|------|-------|------|------|------|------|------|------|------|-----|-----|-----|-----|------|------|------|
| Exeter Bus Station                     |       |       | 0635 |      | 0715 | 0735  | 0755 | 0805 | 0815 | 0830 | 0848 | 0925 | 0955 |     |     | 25  | 55  | 1425 | 1455 | 1535 |
| Heavitree Co-operative Store           |       |       | 0639 |      | 0719 | 0740  | 0800 | 0810 | 0820 | 0835 | 0853 | 0930 | 1000 |     |     | 30  | 00  | 1430 | 1500 | 1540 |
| Clyst St Mary Friends Provident        |       |       |      |      | 0730 |       |      |      | 0825 |      |      |      |      |     |     |     |     |      |      |      |
| Clyst St. Mary Bus Shelter             |       |       | 0650 |      |      | 0753  | 0818 |      | 0838 | 0853 | 0911 | 0941 | 1011 |     |     | 41  | 11  | 1441 | 1511 | 1555 |
| Newton Poppleford Orange Shop          |       |       | 0707 |      |      | 0806  | 0831 |      | 0854 | 0909 | 0928 | 0958 | 1028 |     |     | 58  | 28  | 1458 | 1528 | 1612 |
| Sidmouth Stowford Rise Waitrose        |       |       | 0713 |      |      | 0811  | 0836 |      | 0900 | 0915 | 0934 | 1004 | 1034 |     |     | 04  | 34  | 1504 | 1534 | 1618 |
| Sidmouth Triangle/ 3 Cornered Plot arr |       |       | 0720 |      |      | 0821  | 0847 |      | 0912 | 0927 | 0946 | 1016 | 1046 |     |     | 16  | 46  | 1516 | 1546 | 1630 |
| Sidmouth Triangle/ 3 Cornered Plot dep |       |       | 0725 | 0730 |      | 0825  | 0851 |      | 0921 |      | 0951 | 1021 | 1051 |     |     | 21  | 51  | 1521 | 1551 | 1635 |
| Sidford Green Close                    | 0618W | 0723W | 0732 | 0738 |      | 0833  | 0900 |      | 0930 |      | 1000 | 1030 | 1100 |     |     | 30  | 00  | 1530 | 1600 | 1644 |
| Sidford Rising Sun                     |       |       |      | 0739 |      | 0834  | 0901 |      |      |      | 1001 |      | 1101 |     |     |     | 01  |      | 1601 |      |
| Sidford opposite Spar                  | 0620  | 0725  |      |      |      |       |      |      | 0931 |      |      | 1031 |      |     |     | 31  |     | 1531 |      | 1645 |
| Sidford Spar                           |       |       |      | 0734 |      |       |      |      |      |      |      |      |      |     |     |     |     |      |      |      |
| King's Down Tail Holiday Park          | 0626  | 0731  |      |      |      |       |      |      | 0938 |      |      | 1038 |      |     |     | 38  |     | 1538 |      | 1652 |
| Harepath Road Industrial Estate        | 0634  | 0739  |      |      |      |       |      |      | 0946 |      |      | 1046 |      |     |     | 46  |     | 1546 |      | 1700 |
| Seaton Tramway Station                 | 0639  | 0744  |      |      |      |       |      |      | 0950 |      |      | 1050 |      |     |     | 50  |     | 1550 |      | 1704 |
| Seaton Marine Place                    | 0641  | 0746  |      |      |      |       |      |      | 0952 |      |      | 1052 |      |     |     | 52  |     | 1552 |      | 1706 |
| Sidbury Old Coach House                |       |       |      | 0744 |      | 0839  | 0906 |      |      |      | 1006 |      | 1106 |     |     |     | 06  |      | 1606 |      |
| Hare and Hounds                        |       |       |      | 0750 |      | 0845  |      |      |      |      | 1012 |      | 1112 |     |     |     | 12  |      | 1612 |      |
| Heathfield Estate                      |       |       |      | 0757 |      |       |      |      |      |      |      |      |      |     |     |     |     |      |      |      |
| Heathfield Roundabout                  |       |       |      | 0759 |      | 0850  |      |      |      |      | 1017 |      | 1117 |     |     |     | 17  |      | 1617 |      |
| Honiton Rail Station                   |       |       |      | D    |      | 0854R |      |      |      |      | D    |      | D    |     |     |     | D   |      | D    |      |
| Honiton High Street (Job Centre)       |       |       |      |      |      | 0858  |      |      |      |      |      |      |      |     |     |     |     |      |      |      |
| Honiton High Street (Lace Walk)        |       |       |      | 0805 |      |       |      |      |      |      | 1022 |      | 1122 |     |     |     | 22  |      | 1622 |      |

|  | 52C  | 52A  | 52B  | 52A  | 52C  | 52B  | 52B   | 52A  | 52B   | 52B  | 52B  | 52A  | 52B  | 52B  | 52B | 52B | 52B | 52B  | 52B |      |
|--|------|------|------|------|------|------|-------|------|-------|------|------|------|------|------|-----|-----|-----|------|-----|------|
| Exeter Bus Station                     | 1545 | 1555 | 1610 | 1635 | 1645 | 1655 | 1715  | 1735 | 1805  | 1820 | 1835 | 1905 | 1935 |      |     | 35  |     | 2235 |     | 2330 |
| Heavitree Co-operative Store           | 1550 | 1600 | 1615 | 1640 | 1650 | 1700 | 1720  | 1740 | 1810  | 1825 | 1839 | 1909 | 1939 |      |     | 39  |     | 2239 |     | 2334 |
| Clyst St Mary Friends Provident        | 1606 |      |      |      | 1706 |      |       |      |       |      |      |      |      |      |     |     |     |      |     |      |
| Clyst St. Mary Bus Shelter             |      |      | 1615 | 1630 | 1655 |      | 1715  | 1735 | 1755  | 1823 | 1835 | 1847 | 1917 | 1947 |     | 47  |     | 2247 |     | 2342 |
| Newton Poppleford Orange Shop          |      |      | 1632 | 1647 | 1712 |      | 1732  | 1752 | 1812  | 1838 | 1848 | 1900 | 1930 | 2000 |     | 00  |     | 2300 |     | 2355 |
| Sidmouth Stowford Rise Waitrose        |      |      | 1638 | 1653 | 1718 |      | 1738  | 1758 | 1818  | 1843 | 1853 | 1905 | 1935 | 2005 |     | 05  |     | 2305 |     | 2400 |
| Sidmouth Triangle/ 3 Cornered Plot arr |      |      | 1650 | 1705 | 1730 |      | 1750  | 1810 | 1830  | 1852 | 1900 | 1912 | 1942 | 2012 |     | 12  |     | 2312 |     | 0007 |
| Sidmouth Triangle/ 3 Cornered Plot dep |      |      | 1658 | 1710 | 1738 |      | 1758  | 1838 | 1858  |      |      | 1913 | 1943 | 2013 |     | 13  |     | 2313 |     | 2345 |
| Sidford Green Close                    |      |      | 1707 | 1719 | 1747 |      | 1807  | 1847 | 1907  |      |      | 1920 | 1950 | 2020 |     | 20  |     | 2320 |     | 2352 |
| Sidford Rising Sun                     |      |      |      | 1720 |      |      | 1808  |      |       |      | 1908 | 1921 | 2021 |      |     | 21  |     | 2321 |     | 2353 |
| Sidford opposite Spar                  |      |      |      |      | 1748 |      |       |      | 1848  |      |      | 1951 |      |      |     |     |     |      |     |      |
| Sidford Spar                           |      | 1710 |      |      |      |      |       |      |       |      |      |      |      |      |     |     |     |      |     |      |
| King's Down Tail Holiday Park          |      |      |      |      | 1755 |      |       |      | 1855  |      |      | 1958 |      |      |     |     |     |      |     |      |
| Harepath Road Industrial Estate        |      |      |      |      | 1803 |      |       |      | 1903  |      |      | 2005 |      |      |     |     |     |      |     |      |
| Seaton Tramway Station                 |      |      |      |      | 1807 |      |       |      | 1907  |      |      | 2010 |      |      |     |     |     |      |     |      |
| Seaton Marine Place                    |      |      |      |      | 1809 |      |       |      | 1909  |      |      | 2012 |      |      |     |     |     |      |     |      |
| Sidbury Old Coach House                |      |      |      | 1725 |      |      | 1813  |      | 1913  |      |      | 1926 |      | 2026 |     | 26  |     | 2326 |     | 2358 |
| Hare and Hounds                        |      |      |      | 1731 |      |      | 1819  |      | 1919  |      |      |      |      |      |     |     |     |      |     |      |
| Heathfield Estate                      |      |      |      |      |      |      |       |      |       |      |      |      |      |      |     |     |     |      |     |      |
| Heathfield Roundabout                  |      |      |      | 1736 |      |      | 1824  |      | 1924  |      |      |      |      |      |     |     |     |      |     |      |
| Honiton Rail Station                   |      |      |      | D    |      |      | 1828R |      | 1928R |      |      |      |      |      |     |     |     |      |     |      |
| Honiton High Street (Job Centre)       |      |      |      |      |      |      | 1832  |      | 1932  |      |      |      |      |      |     |     |     |      |     |      |
| Honiton High Street (Lace Walk)        |      |      |      | 1741 |      |      |       |      |       |      |      |      |      |      |     |     |     |      |     |      |

SATURDAYS

|  | 52A   | 52B  | 52A  | 52B  | 52A  | 52B | 52A | 52B | 52B | 52A | 52B  | 52A  | 52B   | 52A  | 52B   | 52B  | 52B   | 52A  | 52B  |      |      |
|--|-------|------|------|------|------|-----|-----|-----|-----|-----|------|------|-------|------|-------|------|-------|------|------|------|------|
| Exeter Bus Station                     | 0655  | 0735 | 0755 | 0825 |      |     | 55  | 25  |     |     | 1455 | 1525 | 1555  | 1625 | 1655  | 1725 | 1755  | 1815 | 1835 | 1905 | 1935 |
| Heavitree Co-operative Store           | 0659  | 0739 | 0800 | 0830 |      |     | 00  | 30  |     |     | 1500 | 1530 | 1600  | 1630 | 1700  | 1730 | 1800  | 1820 | 1839 | 1909 | 1939 |
| Clyst St. Mary Bus Shelter             | 0707  | 0748 | 0811 | 0841 |      |     | 11  | 41  |     |     | 1511 | 1541 | 1611  | 1641 | 1711  | 1741 | 1811  | 1830 | 1847 | 1917 | 1947 |
| Newton Poppleford Orange Shop          | 0720  | 0802 | 0828 | 0858 |      |     | 28  | 58  |     |     | 1528 | 1558 | 1628  | 1658 | 1728  | 1758 | 1828  | 1843 | 1900 | 1930 | 2000 |
| Sidmouth Stowford Rise Waitrose        | 0725  | 0808 | 0834 | 0904 |      |     | 34  | 04  |     |     | 1534 | 1604 | 1634  | 1704 | 1734  | 1804 | 1834  | 1848 | 1905 | 1935 | 2005 |
| Sidmouth Triangle/ 3 Cornered Plot arr | 0735  | 0819 | 0846 | 0916 |      |     | 46  | 16  |     |     | 1546 | 1616 | 1646  | 1716 | 1746  | 1816 | 1846  | 1855 | 1912 | 1942 | 2012 |
| Sidmouth Triangle/ 3 Cornered Plot dep | 0736  | 0821 | 0851 | 0921 |      |     | 51  | 21  |     |     | 1551 | 1621 | 1651  | 1721 | 1751  | 1821 | 1851  |      | 1913 | 1943 | 2013 |
| Sidford Green Close                    | 0726W | 0743 | 0830 | 0900 | 0930 |     | 00  | 30  |     |     | 1600 | 1630 | 1700  | 1730 | 1800  | 1830 | 1900  |      | 1920 | 1950 | 2020 |
| Sidford Rising Sun                     |       | 0744 |      | 0901 |      |     | 01  |     |     |     | 1601 |      | 1701  |      | 1801  |      | 1901  |      | 1921 |      | 2021 |
| Sidford opposite Spar                  | 0727  |      | 0831 |      | 0931 |     |     | 31  |     |     |      | 1631 |       | 1731 |       | 1831 |       |      |      |      | 1952 |
| King's Down Tail Holiday Park          | 0734  |      | 0838 |      | 0938 |     |     | 38  |     |     |      | 1638 |       | 1738 |       | 1838 |       |      |      |      | 1957 |
| Harepath Road Industrial Estate        | 0742  |      | 0846 |      | 0946 |     |     | 46  |     |     |      | 1646 |       | 1746 |       | 1846 |       |      |      |      | 2004 |
| Seaton Tramway Station                 | 0746  |      | 0850 |      | 0950 |     |     | 50  |     |     |      | 1650 |       | 1750 |       | 1850 |       |      |      |      | 2009 |
| Seaton Marine Place                    | 0748  |      | 0852 |      | 0952 |     |     | 52  |     |     |      | 1652 |       | 1752 |       | 1852 |       |      |      |      | 2011 |
| Sidbury Old Coach House                |       | 0749 |      | 0906 |      |     | 06  |     |     |     | 1606 |      | 1706  |      | 1806  |      | 1906  |      | 1926 |      | 2027 |
| Hare and Hounds                        |       | 0754 |      | 0912 |      |     | 12  |     |     |     | 1612 |      | 1712  |      | 1812  |      | 1912  |      |      |      |      |
| Heathfield Estate                      |       | 0801 |      |      |      |     |     |     |     |     |      |      |       |      |       |      |       |      |      |      |      |
| Heathfield Roundabout                  |       | 0803 |      | 0917 |      |     | 17  |     |     |     | 1617 |      | 1717  |      | 1817  |      | 1917  |      |      |      |      |
| Honiton Rail Station                   |       | D    |      | D    |      |     | D   |     |     |     | D    |      | 1721R |      | 1821R |      | 1921R |      |      |      |      |
| Honiton High Street (Job Centre)       |       |      |      |      |      |     |     |     |     |     |      |      | 1725  |      | 1825  |      | 1925  |      |      |      |      |
| Honiton High Street (Lace Walk)        |       | 0808 |      | 0922 |      |     | 22  |     |     |     | 1622 |      |       |      |       |      |       |      |      |      |      |

|  | 52B  | 52B  | 52B  | 52B  |
|--|------|------|------|------|
| Exeter Bus Station                     | 2035 | 2135 | 2235 | 2335 |
| Heavitree Co-operative Store           | 2039 | 2139 | 2239 | 2339 |
| Clyst St. Mary Bus Shelter             | 2047 | 2147 | 2247 | 2347 |
| Newton Poppleford Orange Shop          | 2100 | 2200 | 2300 | 2400 |
| Sidmouth Stowford Rise Waitrose        | 2104 | 2204 | 2304 | 0004 |
| Sidmouth Triangle/ 3 Cornered Plot arr | 2112 | 2212 | 2312 | 0012 |
| Sidmouth Triangle/ 3 Cornered Plot dep | 2115 | 2215 | 2315 |      |
| Sidford Green Close                    | 2122 | 2222 | 2322 |      |
| Sidford Rising Sun                     | 2123 | 2223 | 2323 |      |
| Sidbury Old Coach House                | 2128 | 2228 | 2328 |      |

SATURDAYS

|  | 52B  | 52B  | 52B  | 52A  | 52B  | 52B  | 52A  | 52B  | 52A  | 52B   | 52A | 52B | 52A   | 52B  | 52A  | 52B  | 52A  | 52B  |
|--|------|------|------|------|------|------|------|------|------|-------|-----|-----|-------|------|------|------|------|------|
| Honiton High Street (Lace Walk)        |      |      |      |      | 0810 |      |      | 0925 |      |       | 25  |     |       | 1625 |      | 1750 |      | 1850 |
| Honiton Rail Station forecourt         |      |      |      |      | 0813 |      |      | 0928 |      |       | 28  |     |       | 1628 |      | 1753 |      | 1853 |
| Heathfield Roundabout                  |      |      |      |      | 0818 |      |      | 0933 |      |       | 33  |     |       | 1633 |      | 1757 |      | 1857 |
| Heathfield Estate                      |      |      |      |      | ▼    |      |      | ▼    |      |       | ▼   |     |       | ▼    |      | 1759 |      | 1859 |
| Hare and Hounds                        |      |      |      |      | 0823 |      |      | 0938 |      |       | 38  |     |       | 1638 |      | 1804 |      | 1904 |
| Sidbury Church                         |      |      | 0737 |      | 0830 |      |      | 0945 |      |       | 45  |     |       | 1645 |      | 1810 |      | 1910 |
| Seaton Marine Place                    |      |      |      |      | 0750 |      |      | 0900 |      | then  | 00  |     |       | 1600 |      | 1710 |      | 1815 |
| Seaton Tramway Station                 |      |      |      |      | 0754 |      |      | 0904 |      | at    | 04  |     |       | 1604 |      | 1713 |      | 1817 |
| Harepath Road Industrial Estate        |      |      |      |      | 0759 |      |      | 0909 |      | these | 09  |     |       | 1609 |      | 1718 |      | 1822 |
| King's Down Tail Holiday Park          |      |      |      |      | 0806 |      |      | 0916 |      | mins  | 16  |     | until | 1616 |      | 1726 |      | 1829 |
| Sidford Spar                           |      |      |      |      | 0811 |      |      | 0921 |      | past  | 21  |     |       | 1621 |      | 1731 |      | 1833 |
| Sidford School Street                  |      |      |      |      | 0742 | ▼    | 0836 | ▼    | 0951 | each  | ▼   | 51  |       | 1651 | ▼    | 1813 | ▼    | 1913 |
| Sidford Green Close                    |      |      | 0713 | 0743 | 0812 | 0837 | 0907 | 0922 | 0952 | hour  | 22  | 52  |       | 1622 | 1652 | 1732 | 1814 | 1834 |
| Sidmouth Triangle/ 3 Cornered Plot arr |      |      | 0724 | 0754 | 0823 | 0848 | 0918 | 0933 | 1003 |       | 33  | 03  |       | 1633 | 1703 | 1742 | 1822 | 1842 |
| Sidmouth Triangle/ 3 Cornered Plot dep | 0658 | 0728 | 0758 | 0827 | 0852 | 0922 | 0937 | 1007 |      |       | 37  | 07  |       | 1637 | 1707 | 1745 | 1825 | 1845 |
| Sidmouth Stowford Rise Waitrose        | 0707 | 0737 | 0807 | 0837 | 0902 | 0932 | 0947 | 1017 |      |       | 47  | 17  |       | 1647 | 1717 | 1754 | 1832 | 1852 |
| Newton Poppleford Memorial             | 0714 | 0744 | 0814 | 0844 | 0909 | 0939 | 0954 | 1024 |      |       | 54  | 24  |       | 1654 | 1724 | 1800 | 1838 | 1858 |
| Clyst St Mary Shelter                  | 0727 | 0757 | 0827 | 0900 | 0925 | 0955 | 1010 | 1040 |      |       | 10  | 40  |       | 1710 | 1740 | 1814 | 1851 | 1911 |
| Heavitree, The Heavitree               | 0735 | 0805 | 0835 | 0909 | 0934 | 1004 | 1019 | 1049 |      |       | 19  | 49  |       | 1719 | 1749 | 1821 | 1858 | 1918 |
| Exeter Bus Station                     | 0744 | 0814 | 0844 | 0919 | 0944 | 1014 | 1029 | 1059 |      |       | 29  | 59  |       | 1729 | 1759 | 1829 | 1906 | 1926 |

|  | 52B  | 52A  | 52B  | 52B  | 52B  | 52B  |
|--|------|------|------|------|------|------|
| Honiton High Street (Lace Walk)        | 1950 |      |      |      |      |      |
| Honiton Rail Station forecourt         | 1953 |      |      |      |      |      |
| Heathfield Roundabout                  | 1957 |      |      |      |      |      |
| Heathfield Estate                      | 1959 |      |      |      |      |      |
| Hare and Hounds                        | 2004 |      |      |      |      |      |
| Sidbury Church                         | 2010 |      | 2030 | 2130 | 2230 | 2330 |
| Seaton Marine Place                    | ▼    | 2015 | ▼    | ▼    | ▼    | ▼    |
| Seaton Tramway Station                 | ▼    | 2017 | ▼    | ▼    | ▼    | ▼    |
| Harepath Road Industrial Estate        | ▼    | 2021 | ▼    | ▼    | ▼    | ▼    |
| King's Down Tail Holiday Park          | ▼    | 2028 | ▼    | ▼    | ▼    | ▼    |
| Sidford Spar                           | ▼    | 2033 | ▼    | ▼    | ▼    | ▼    |
| Sidford School Street                  | 2013 | ▼    | 2033 | 2133 | 2233 | 2333 |
| Sidford Green Close                    | 2014 | 2034 | 2034 | 2134 | 2234 | 2334 |
| Sidmouth Triangle/ 3 Cornered Plot arr | 2022 | 2042 | 2042 | 2142 | 2242 | 2342 |
| Sidmouth Triangle/ 3 Cornered Plot dep | 2025 | 2045 |      | 2145 | 2245 |      |
| Sidmouth Stowford Rise Waitrose        | 2032 | 2052 |      | 2152 | 2252 |      |
| Newton Poppleford Memorial             | 2038 | 2058 |      | 2158 | 2258 |      |
| Clyst St Mary Shelter                  | 2051 | 2111 |      | 2211 | 2311 |      |
| Heavitree, The Heavitree               | 2058 | 2118 |      | 2218 | 2318 |      |
| Exeter Bus Station                     | 2106 | 2126 |      | 2226 | 2326 |      |



low floor  
easy access  
buses

Low Floor easy-access buses are normally operated on these services, however an alternative type of bus may be used in the event of non-availability.

During the Christmas and New Year period, timetables are subject to alteration, please refer to the Stagecoach website or Travel Shops for full details.

SUNDAYS AND BANK HOLIDAYS

|  | 52B  | 52A  | 52B  | 52B  |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sidbury Church                         | 0830 | -    | 0930 | 1000 | 1041 | -    | 1141 | 1241 | 1341 | -    | 1441 | 1541 | 1641 | -    | 1741 | 1840 | 1930 | -    | 2030 | 2130 |
| Seaton Marine Place                    | ▼    | 0910 | ▼    | ▼    | ▼    | 1055 | ▼    | ▼    | ▼    | 1355 | ▼    | ▼    | ▼    | 1655 | ▼    | ▼    | ▼    | 1945 | ▼    | ▼    |
| Seaton Tramway Station                 | ▼    | 0913 | ▼    | ▼    | ▼    | 1058 | ▼    | ▼    | ▼    | 1358 | ▼    | ▼    | ▼    | 1658 | ▼    | ▼    | ▼    | 1947 | ▼    | ▼    |
| Harepath Road Industrial Estate        | ▼    | 0918 | ▼    | ▼    | ▼    | 1103 | ▼    | ▼    | ▼    | 1403 | ▼    | ▼    | ▼    | 1703 | ▼    | ▼    | ▼    | 1952 | ▼    | ▼    |
| King's Down Tail Holiday Park          | ▼    | 0925 | ▼    | ▼    | ▼    | 1110 | ▼    | ▼    | ▼    | 1410 | ▼    | ▼    | ▼    | 1710 | ▼    | ▼    | ▼    | 1959 | ▼    | ▼    |
| Sidford Spar                           | ▼    | 0930 | ▼    | ▼    | ▼    | 1115 | ▼    | ▼    | ▼    | 1415 | ▼    | ▼    | ▼    | 1715 | ▼    | ▼    | ▼    | 2003 | ▼    | ▼    |
| Sidford School Street                  | 0833 | ▼    | 0933 | 1003 | 1045 | ▼    | 1145 | 1245 | 1345 | ▼    | 1445 | 1545 | 1645 | ▼    | 1745 | 1843 | 1933 | ▼    | 2033 | 2133 |
| Sidford Green Close                    | 0834 | 0931 | 0934 | 1004 | 1046 | 1116 | 1146 | 1246 | 1346 | 1416 | 1446 | 1546 | 1646 | 1716 | 1746 | 1844 | 1934 | 2004 | 2034 | 2134 |
| Sidmouth Triangle/ 3 Cornered Plot arr | 0842 | 0942 | 0942 | 1012 | 1057 | 1127 | 1157 | 1257 | 1357 | 1427 | 1457 | 1557 | 1657 | 1727 | 1757 | 1852 | 1942 | 2012 | 2042 | 2142 |
| Sidmouth Triangle/ 3 Cornered Plot dep | 0843 | 0943 |      |      | 1100 | 1130 | 1200 | 1300 | 1400 | 1430 | 1500 | 1600 | 1700 | 1730 | 1800 | 1855 | 1945 | 2015 | 2045 | 2145 |
| Sidmouth Stowford Rise Waitrose        | 0851 | 0951 |      |      | 1109 | 1139 | 1209 | 1309 | 1409 | 1439 | 1509 | 1609 | 1709 | 1739 | 1809 | 1903 | 1953 | 2023 | 2053 | 2153 |
| Newton Poppleford Memorial             | 0856 | 0956 |      |      | 1115 | 1145 | 1215 | 1315 | 1415 | 1445 | 1515 | 1615 | 1715 | 1745 | 1815 | 1908 | 1958 | 2028 | 2058 | 2158 |
| Clyst St Mary Shelter                  | 0909 | 1009 |      |      | 1129 | 1159 | 1229 | 1329 | 1429 | 1459 | 1529 | 1629 | 1729 | 1759 | 1829 | 1921 | 2011 | 2041 | 2111 | 2211 |
| Heavitree, The Heavitree               | 0916 | 1016 |      |      | 1137 | 1207 | 1237 | 1337 | 1437 | 1507 | 1537 | 1637 | 1737 | 1807 | 1837 | 1928 | 2018 | 2048 | 2118 | 2218 |
| Exeter Bus Station                     | 0926 | 1026 |      |      | 1147 | 1217 | 1247 | 1347 | 1447 | 1517 | 1547 | 1647 | 1747 | 1817 | 1847 | 1936 | 2026 | 2056 | 2126 | 2226 |

|  | 52B  | 52B  |
|--|------|------|
| Sidbury Church                         | 2230 | 2330 |
| Sidford School Street                  | 2233 | 2333 |
| Sidford Green Close                    | 2234 | 2334 |
| Sidmouth Triangle/ 3 Cornered Plot arr | 2242 | 2342 |
| Sidmouth Triangle/ 3 Cornered Plot dep | 2245 |      |
| Sidmouth Stowford Rise                 | 2253 |      |
| Sidmouth Stowford Rise Waitrose        | 2258 |      |
| Clyst St Mary Shelter                  | 2311 |      |
| Heavitree, The Heavitree               | 2318 |      |
| Exeter Bus Station                     | 2326 |      |

ROUTE DETAILS: 52A From Seaton Marine Place via Esplanade, Trevelyan Road, Harbour Road, The Underfleet, Manor Road, Queen Street, Harepath Road, A3052, Harepath Hill, Kings Down Tail, Trow Hill, Sidford Road, Exeter Cross, Arcot Road, Temple Street, Vicarage Road, Radway, All Saints Road, Station Road, Sidmouth Triangle, Station Road, All Saints Road, Radway, Vicarage Road, Arcot Road, Exeter Cross, Woolbrook Road, Stowford Rise, Sidford High Street, A3052, Lyme Road, Bowd, Four Elms Hill, Newton Poppleford Station Road, High Street, A3052, Exeter Road, Halfway House, White Horse, Crealy Park, Westpoint, Sidmouth Road, Clyst St Mary Shelter, Sidmouth Road, Sandygate, Sidmouth Road, Middlemoor Roundabout, Sidmouth Road, Honiton Road, East Wonford Hill, Fore Street, Heavitree Road and Cheeke Street to Exeter Bus Station

ROUTE DETAILS: 52B From Honiton High Street via New Street, Honiton Rail Station forecourt, Marl pits Lane, Littletown Road, Rosemount Lane, Sidmouth Road, Heathfield Roundabout, (certain journeys operate via Old Elm Road,, Heathfield Estate), A375, Sidmouth Road, Hare & Hounds, Cotford Road, Sidbury Fore Street, Chapel Street, Two Bridges Road, School Street, Church Street, Sidford Road and then as Service 52A to Exeter Bus Station

ROUTE DETAILS: 52C From Friends Provident, then via A376 to Sandygate and then as Service 52A route to Exeter Bus Station

Exeter • Heavitree • Newton Poppleford • Sidmouth • Sidford • Seaton  
 Exeter • Heavitree • Newton Poppleford • Sidmouth • Sidford • Honiton  
 Exeter • Heavitree • Friends Provident



52A  
52B  
52C

SUNDAYS AND BANK HOLIDAYS

|  | 52B  | 52A   | 52B  | 52B  | 52B  | 52A  | 52B  | 52B  | 52A  | 52B  | 52B  | 52B  | 52A  | 52B  | 52B  | 52B  | 52A  | 52B  | 52B  | 52B  |
|--|------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Exeter Bus Station                     |      |       | 0831 |      | 0931 |      | 1031 | 1131 | 1201 | 1231 | 1331 | 1431 | 1501 | 1531 | 1631 | 1731 | 1805 | 1835 | 1935 | 2035 |
| Heavitree Co-operative Store           |      |       | 0835 |      | 0935 |      | 1035 | 1135 | 1205 | 1235 | 1335 | 1435 | 1505 | 1535 | 1635 | 1735 | 1809 | 1839 | 1939 | 2039 |
| Clyst St. Mary Bus Shelter             |      |       | 0846 |      | 0948 |      | 1048 | 1148 | 1218 | 1248 | 1348 | 1448 | 1518 | 1548 | 1648 | 1748 | 1820 | 1847 | 1947 | 2047 |
| Newton Poppleford Orange Shop          |      |       | 0859 |      | 1003 |      | 1103 | 1203 | 1233 | 1303 | 1403 | 1503 | 1533 | 1603 | 1703 | 1803 | 1833 | 1900 | 2000 | 2100 |
| Sidmouth Stowford Rise Waitrose        |      |       | 0904 |      | 1008 |      | 1108 | 1208 | 1238 | 1308 | 1408 | 1508 | 1538 | 1608 | 1708 | 1808 | 1838 | 1904 | 2004 | 2104 |
| Sidmouth Triangle/ 3 Cornered Plot arr |      |       | 0914 |      | 1019 |      | 1119 | 1219 | 1249 | 1319 | 1419 | 1519 | 1549 | 1619 | 1719 | 1819 | 1849 | 1912 | 2012 | 2112 |
| Sidmouth Triangle/ 3 Cornered Plot dep | 0815 |       | 0915 | 0945 | 1022 | 1022 | 1122 | 1222 | 1252 | 1322 | 1422 | 1522 | 1552 | 1622 | 1722 | 1822 | 1850 | 1915 | 2015 | 2115 |
| Sidford Green Close                    | 0822 | 0847W | 0922 | 0952 | 1030 | 1030 | 1130 | 1230 | 1300 | 1330 | 1430 | 1530 | 1600 | 1630 | 1730 | 1829 | 1857 | 1922 | 2022 | 2122 |
| Sidford opposite Spar                  |      | 0848  |      |      | 1031 |      |      |      | 1301 |      |      |      | 1601 |      |      |      | 1858 |      |      |      |
| King's Down Tail Holiday Park          |      | 0855  |      |      | 1038 |      |      |      | 1308 |      |      |      | 1608 |      |      |      | 1905 |      |      |      |
| Harepath Road Industrial Estate        |      | 0902  |      |      | 1045 |      |      |      | 1315 |      |      |      | 1615 |      |      |      | 1912 |      |      |      |
| Seaton Tramway Station                 |      | 0906  |      |      | 1049 |      |      |      | 1319 |      |      |      | 1619 |      |      |      | 1916 |      |      |      |
| Seaton Marine Place                    |      | 0908  |      |      | 1051 |      |      |      | 1321 |      |      |      | 1621 |      |      |      | 1918 |      |      |      |
| Sidford Rising Sun                     | 0823 |       | 0923 | 0953 | 1031 |      | 1131 | 1231 |      | 1331 | 1431 | 1531 |      | 1631 | 1731 | 1830 |      | 1923 | 2023 | 2123 |
| Sidbury Old Coach House                | 0828 |       | 0928 | 0958 | 1036 |      | 1136 | 1236 |      | 1336 | 1436 | 1536 |      | 1636 | 1736 | 1835 |      | 1928 | 2028 | 2128 |

|  | 52B  | 52B  | 52B  |
|--|------|------|------|
| Exeter Bus Station                     | 2135 | 2235 | 2335 |
| Heavitree Co-operative Store           | 2139 | 2239 | 2339 |
| Clyst St. Mary Bus Shelter             | 2147 | 2247 | 2347 |
| Newton Poppleford Orange Shop          | 2200 | 2300 | 2400 |
| Sidmouth Stowford Rise Waitrose        | 2204 | 2304 | 0004 |
| Sidmouth Triangle/ 3 Cornered Plot arr | 2212 | 2312 | 0012 |
| Sidmouth Triangle/ 3 Cornered Plot dep | 2215 | 2315 |      |
| Sidford Green Close                    | 2222 | 2322 |      |
| Sidford Rising Sun                     | 2223 | 2323 |      |
| Sidbury Old Coach House                | 2228 | 2328 |      |

**ROUTE DETAILS: 52A** From Exeter Bus Station via Paris Street, Heavitree Road, Fore Street, East Wonford Hill, Honiton Road, Sidmouth Road, Middlemoor Roundabout, Sidmouth Road, Sandygate, Sidmouth Road, Clyst St Mary Shelter, A3052, Sidmouth Road, Westpoint, Grealy Park, White Horse, Halfway House, Exeter Road, Newton Poppleford High Street, Station Road, Four Elms Hill, Bowd, Lyme Road, Sidford High Street, Stowford Rise, Woolbrook Road, Exeter Cross, Arcot Road, Temple Street, Vicarage Road, Radway, All Saints Road, Station Road, Sidmouth Triangle, Station Road, All Saints Road, Radway, Vicarage Road, Temple Street, Arcot Road, Exeter Cross, Sidford Road, Trow Hill, A3052, Kings Down Tail, Harepath Hill, Hareparth Road, Queen Street, Manor Road, The Underfleet and Harbour Road to Seaton Marine Place  
**ROUTE DETAILS: 52B** From Exeter Bus Station via Service 52A route to Sidford Road, then via School Street, Two Bridges Road, Chapel Street, Sidbury Fore Street, Cotford Road, A375, Hare & Hounds, Sidmouth Road, Heathfield Roundabout, (certain journeys operate via Old Elm Rd, Heathfield Estate), Sidmouth Road, Rosemount Lane, Littletown Road, Marlbits Lane, Honiton Rail Station forecourt and New Street to Honiton High Street  
**ROUTE DETAILS: 52C** From Exeter Bus Station via Service 52A route to Sandygate then via A376 to Friends Provident.

Seaton • Sidford • Sidmouth • Newton Poppleford • Heavitree • Exeter  
 Honiton • Sidford • Sidmouth • Newton Poppleford • Heavitree • Exeter  
 Friends Provident • Heavitree • Exeter



52A  
52B  
52C

MONDAYS TO FRIDAYS except Bank Holidays

|  | 52B  | 52B  | 52C  | 52A  | 52B  | 52A  | 52A  | 52B  | 52B  | 52B  | 52B  | 52B  | 52A  | 52B  | 52A | 52B | 52A | 52B | 52A  | 52B  |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|-----|-----|-----|------|------|
| Honiton High Street (Lace Walk)        |      |      |      |      |      |      |      | 0810 |      |      |      |      | 0920 | 1025 |     |     | 25  |     | 1425 |      |
| Honiton Rail Station forecourt         |      |      |      |      |      |      |      | 0813 |      |      |      |      | 0923 | 1028 |     |     | 28  |     | 1428 |      |
| Heathfield Roundabout                  |      |      |      |      |      |      |      | 0818 |      |      |      |      | 0928 | 1033 |     |     | 33  |     | 1433 |      |
| Heathfield Estate                      |      |      |      |      |      |      |      | 0823 |      |      |      |      | 0938 | 1038 |     |     | 38  |     | 1438 |      |
| Hare and Hounds                        |      |      |      |      |      |      |      | 0830 | 0910 | 0945 | 1045 |      |      |      |     |     | 45  |     | 1445 |      |
| Sidbury Church                         |      | 0630 |      |      | 0710 |      |      | 0830 | 0910 | 0945 | 1045 |      |      |      |     |     | 00  |     | 1400 |      |
| Seaton Marine Place                    |      |      |      | 0645 |      | 0750 |      |      |      |      |      |      | 1000 |      |     |     | 04  |     | 1404 |      |
| Seaton Tramway Station                 |      |      |      | 0648 |      | 0753 |      |      |      |      |      |      | 1004 |      |     |     | 09  |     | 1409 |      |
| Harepath Road Industrial Estate        |      |      |      | 0653 |      | 0758 |      |      |      |      |      |      | 1009 |      |     |     | 16  |     | 1416 |      |
| King's Down Tail Holiday Park          |      |      |      | 0700 |      | 0805 |      |      |      |      |      |      | 1016 |      |     |     | 21  |     | 1421 |      |
| Sidford Spar                           |      |      |      | 0704 |      | 0809 |      |      |      |      |      |      | 1021 |      |     |     | 51  |     | 1451 |      |
| Sidford School Street                  |      | 0634 |      |      | 0714 |      |      | 0836 | 0916 | 0951 | 1051 |      |      |      |     |     | 22  | 52  | 1422 | 1452 |
| Sidford Green Close                    |      | 0635 |      | 0705 | 0715 | 0735 | 0810 | 0837 | 0917 | 0952 | 1022 | 1052 |      |      |     |     | 33  | 03  | 1433 | 1503 |
| Sidmouth Triangle/ 3 Cornered Plot arr |      | 0644 |      | 0713 | 0723 | 0743 | 0820 | 0848 | 0928 | 0928 | 1003 | 1033 | 1103 |      |     |     | 37  | 07  | 1437 | 1507 |
| Sidmouth Triangle/ 3 Cornered Plot dep | 0610 | 0645 |      | 0715 | 0725 | 0745 | 0825 |      | 0900 | 0932 | 0947 | 1007 | 1037 | 1107 |     |     | 47  | 17  | 1447 | 1517 |
| Sidmouth Stowford Rise Waitrose        | 0619 | 0654 |      | 0724 | 0734 | 0754 | 0835 |      | 0910 | 0942 | 0957 | 1017 | 1047 | 1117 |     |     | 54  | 24  | 1454 | 1524 |
| Newton Poppleford Memorial             | 0628 | 0701 |      | 0731 | 0741 | 0801 | 0842 |      | 0917 | 0949 | 1004 | 1024 | 1054 | 1124 |     |     | 10  | 40  | 1510 | 1540 |
| Clyst St Mary Shelter                  | 0641 | 0714 |      | 0744 | 0754 | 0814 | 0858 |      | 0933 | 1005 | 1020 | 1040 | 1110 | 1140 |     |     |     |     |      |      |
| Clyst St Mary Friends Provident        |      |      | 0736 |      |      |      |      |      |      |      |      |      |      |      |     |     |     |     |      |      |
| Heavitree, The Heavitree               | 0648 | 0723 | 0748 | 0756 | 0806 | 0826 | 0907 |      | 0942 | 1014 | 1029 | 1049 | 1119 | 1149 |     |     | 19  | 49  | 1519 | 1549 |
| Exeter Bus Station                     | 0703 | 0734 | 0800 | 0809 | 0819 | 0839 | 0917 |      | 0952 | 1024 | 1039 | 1059 | 1129 | 1159 |     |     | 29  | 59  | 1529 | 1559 |

|  | 52A  | 52C  | 52B  | 52A  | 52C  | 52B  | 52A  | 52A  | 52C  | 52B  | 52A  | 52B  | 52A  | 52B  | 52B  | 52A  | 52B  | 52B  | 52B  |      |      |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Honiton High Street (Lace Walk)        |      |      | 1525 |      |      | 1625 |      |      |      | 1750 |      | 1850 |      |      | 1950 |      |      |      |      |      |      |
| Honiton Rail Station forecourt         |      |      | 1528 |      |      | 1628 |      |      |      | 1753 |      | 1853 |      |      | 1953 |      |      |      |      |      |      |
| Heathfield Roundabout                  |      |      | 1533 |      |      | 1633 |      |      |      | 1757 |      | 1857 |      |      | 1957 |      |      |      |      |      |      |
| Heathfield Estate                      |      |      |      |      |      |      |      |      |      | 1759 |      | 1859 |      |      | 1959 |      |      |      |      |      |      |
| Hare and Hounds                        |      |      | 1538 |      |      | 1638 |      |      |      | 1804 |      | 1904 |      |      | 2004 |      |      |      |      |      |      |
| Sidbury Church                         |      |      | 1545 |      |      | 1645 |      |      |      | 1810 |      | 1910 |      |      | 2010 | 2030 |      | 2130 | 2230 | 2330 |      |
| Seaton Marine Place                    | 1500 |      |      | 1600 |      |      |      | 1710 |      |      | 1815 |      | 1915 |      |      |      | 2015 |      |      |      |      |
| Seaton Tramway Station                 | 1504 |      |      | 1604 |      |      |      | 1714 |      |      | 1817 |      | 1917 |      |      |      | 2017 |      |      |      |      |
| Harepath Road Industrial Estate        | 1509 |      |      | 1609 |      |      |      | 1719 |      |      | 1822 |      | 1922 |      |      |      | 2022 |      |      |      |      |
| King's Down Tail Holiday Park          | 1516 |      |      | 1616 |      |      |      | 1726 |      |      | 1829 |      | 1929 |      |      |      | 2029 |      |      |      |      |
| Sidford Spar                           | 1521 |      |      | 1621 |      |      | 1711 | 1731 |      |      | 1833 |      | 1933 |      |      |      | 2033 |      |      |      |      |
| Sidford School Street                  |      |      | 1551 |      |      | 1651 |      |      |      | 1813 |      | 1913 |      |      | 1933 | 2013 | 2033 |      | 2133 | 2233 | 2333 |
| Sidford Green Close                    |      |      | 1552 | 1622 |      | 1652 | 1712 | 1732 |      | 1814 | 1834 | 1914 | 1934 | 1934 | 2014 | 2034 | 2034 | 2134 | 2234 | 2334 |      |
| Sidmouth Triangle/ 3 Cornered Plot arr |      |      | 1533 | 1603 | 1633 |      | 1703 | 1723 | 1742 |      | 1822 | 1842 | 1922 | 1942 | 1942 | 2022 | 2042 | 2042 | 2142 | 2242 | 2342 |
| Sidmouth Triangle/ 3 Cornered Plot dep |      |      | 1537 | 1607 | 1637 |      | 1707 | 1727 | 1745 |      | 1825 | 1845 | 1925 |      | 1945 | 2025 |      | 2045 | 2145 | 2245 |      |
| Sidmouth Stowford Rise Waitrose        |      |      | 1547 | 1617 | 1647 |      | 1717 | 1737 | 1754 |      | 1832 | 1852 | 1932 |      | 1952 | 2032 |      | 2052 | 2152 | 2252 |      |
| Newton Poppleford Memorial             |      |      | 1554 | 1624 | 1654 |      | 1724 | 1744 | 1800 |      | 1838 | 1858 | 1938 |      | 1958 | 2038 |      | 2058 | 2158 | 2258 |      |
| Clyst St Mary Shelter                  |      |      | 1610 | 1640 | 1710 |      | 1739 | 1759 | 1814 |      | 1851 | 1911 | 1951 |      | 2011 | 2051 |      | 2111 | 2211 | 2311 |      |
| Clyst St Mary Friends Provident        |      |      | 1611 |      |      | 1715 |      |      |      | 1820 |      |      |      |      |      |      |      |      |      |      |      |
| Heavitree, The Heavitree               | 1619 | 1621 | 1649 | 1719 | 1725 | 1748 | 1806 | 1821 | 1829 | 1858 | 1918 | 1958 |      | 2018 | 2058 |      | 2118 | 2218 | 2318 |      |      |
| Exeter Bus Station                     | 1629 | 1632 | 1700 | 1730 | 1737 | 1759 | 1815 | 1829 | 1837 | 1906 | 1926 | 2006 |      | 2026 | 2106 |      | 2126 | 2226 | 2326 |      |      |

**Exmouth – Budleigh Salterton – Sidmouth**

| Exmouth<br>Bus/Rail<br>Station | Littleham<br>Tesco | Budleigh<br>Salterton<br>Public Hall | East<br>Budleigh<br>Church | Otterton<br>Village | Newton<br>Popleford<br>Memorial | Sidmouth<br>Triangle |
|--------------------------------|--------------------|--------------------------------------|----------------------------|---------------------|---------------------------------|----------------------|
| 10 mins                        | 10 mins            | 7 mins                               | 5 mins                     | 12 mins             | 16 mins                         |                      |

**MONDAY to FRIDAY**

| Exmouth                     | Littleham | Budleigh<br>Salterton | East<br>Budleigh | Otterton | Newton<br>Popleford | Sidmouth |
|-----------------------------|-----------|-----------------------|------------------|----------|---------------------|----------|
| 0628                        | 0637      | 0645                  | —                | —        | —                   | —        |
| 0638                        | 0647      | 0655                  | 0702             | 0706     | 0717                | 0732     |
| 0710                        | 0720      | 0730                  | 0737             | —        | —                   | —        |
| 0740                        | 0750      | 0800                  | 0807             | 0812     | 0824                | 0840     |
| <i>and every hour until</i> |           |                       |                  |          |                     |          |
| 1440                        | 1450      | 1500                  | 1507             | 1512     | 1524                | 1540     |
| 1555                        | 1605      | 1615                  | 1622             | 1627     | 1639                | 1655     |
| 1705                        | 1715      | 1725                  | 1732             | 1737     | 1749                | 1805     |
| 1805                        | 1815      | 1825                  | 1832             | 1837     | 1849                | 1905     |
| 1835                        | 1844      | 1851                  | 1857             | —        | —                   | —        |

**SATURDAY**

| Exmouth                     | Littleham | Budleigh<br>Salterton | East<br>Budleigh | Otterton | Newton<br>Popleford | Sidmouth |
|-----------------------------|-----------|-----------------------|------------------|----------|---------------------|----------|
| 0628                        | 0637      | 0645                  | —                | —        | —                   | —        |
| 0638                        | 0647      | 0655                  | 0702             | 0706     | 0717                | 0732     |
| 0710                        | 0720      | 0730                  | 0737             | —        | —                   | —        |
| 0740                        | 0750      | 0800                  | 0807             | 0812     | 0824                | 0840     |
| <i>and every hour until</i> |           |                       |                  |          |                     |          |
| 1440                        | 1450      | 1500                  | 1507             | 1512     | 1524                | 1540     |
| 1555                        | 1605      | 1615                  | 1622             | 1627     | 1639                | 1655     |
| 1705                        | 1715      | 1725                  | 1732             | 1737     | 1749                | 1805     |
| 1805                        | 1815      | 1825                  | 1832             | 1837     | 1849                | 1905     |
| 1835                        | 1844      | 1851                  | 1857             | —        | —                   | —        |

**SUNDAY and PUBLIC HOLIDAYS**

| Exmouth | Littleham | Budleigh<br>Salterton | East<br>Budleigh | Otterton | Newton<br>Popleford | Sidmouth |
|---------|-----------|-----------------------|------------------|----------|---------------------|----------|
| 0930    | 0939      | 0946                  | 0952             | 0957     | 1009                | 1024     |
| 1130    | 1139      | 1146                  | 1152             | 1157     | 1209                | 1224     |
| 1430    | 1439      | 1446                  | 1452             | 1457     | 1509                | 1524     |
| 1630    | 1639      | 1646                  | 1652             | 1657     | 1709                | 1724     |

## Sidmouth – Budleigh Salterton – Exmouth

|                   |                           |                  |                      |                            |                      |                          |
|-------------------|---------------------------|------------------|----------------------|----------------------------|----------------------|--------------------------|
| Sidmouth Triangle | Newton Popleford Memorial | Otterton Village | East Budleigh Church | Budleigh Salterton Library | Littleham Capel Lane | Exmouth Bus/Rail Station |
| 11 mins           | 13 mins                   | 5 mins           | 10 mins              | 6 mins                     | 11 mins              |                          |

### MONDAY to FRIDAY

| Sidmouth                         | Newton Popleford | Otterton | East Budleigh | Budleigh Salterton | Littleham | Exmouth |
|----------------------------------|------------------|----------|---------------|--------------------|-----------|---------|
| —                                | —                | —        | —             | 0650               | 0655      | 0707    |
| —                                | —                | —        | 0705          | 0713               | 0718      | 0730    |
| —                                | —                | —        | 0740          | 0748               | 0753      | 0811    |
| 0738                             | 0751             | 0804     | 0809          | 0819               | 0825      | 0836    |
| 0845                             | 0901             | 0914     | 0919          | 0929               | 0935      | 0946    |
| <i>and then every hour until</i> |                  |          |               |                    |           |         |
| 1445                             | 1501             | 1514     | 1519          | 1529               | 1535      | 1546    |
| 1546                             | 1604             | 1617     | 1621          | 1630               | 1635      | 1647    |
| 1700                             | 1716             | 1729     | 1734          | 1744               | 1750      | 1801    |
| 1810                             | 1826             | 1839     | 1844          | 1854               | 1900      | 1911    |
| —                                | —                | —        | 1905          | 1915               | 1921      | 1932    |
| 1910                             | 1926             | 1939     | 1944          | 1954               | 2000      | 2011    |

### SATURDAY

| Sidmouth                         | Newton Popleford | Otterton | East Budleigh | Budleigh Salterton | Littleham | Exmouth |
|----------------------------------|------------------|----------|---------------|--------------------|-----------|---------|
| —                                | —                | —        | —             | 0650               | 0655      | 0707    |
| —                                | —                | —        | 0705          | 0713               | 0718      | 0730    |
| —                                | —                | —        | 0740          | 0748               | 0753      | 0805    |
| 0745                             | 0801             | 0814     | 0819          | 0829               | 0835      | 0846    |
| <i>and then every hour until</i> |                  |          |               |                    |           |         |
| 1445                             | 1501             | 1514     | 1519          | 1529               | 1535      | 1546    |
| 1546                             | 1604             | 1617     | 1621          | 1630               | 1635      | 1647    |
| 1700                             | 1716             | 1729     | 1734          | 1744               | 1750      | 1801    |
| 1810                             | 1826             | 1839     | 1844          | 1854               | 1900      | 1911    |
| —                                | —                | —        | 1905          | 1915               | 1921      | 1932    |
| 1910                             | 1926             | 1939     | 1944          | 1954               | 2000      | 2011    |

### SUNDAY and PUBLIC HOLIDAYS

| Sidmouth | Newton Popleford | Otterton | East Budleigh | Budleigh Salterton | Littleham | Exmouth |
|----------|------------------|----------|---------------|--------------------|-----------|---------|
| 1030     | 1043             | 1056     | 1100          | 1109               | 1114      | 1124    |
| 1230     | 1243             | 1256     | 1300          | 1309               | 1314      | 1324    |
| 1530     | 1543             | 1556     | 1600          | 1609               | 1614      | 1624    |
| 1730     | 1743             | 1756     | 1800          | 1809               | 1814      | 1824    |



Our ref: 70002214/29lej01th

17 July 2014




Simon Collier  
White Young Green  
Hawkridge House  
Chelston Business Park  
Wellington  
TA21 8YA

Keeble House  
Southernhay Gardens  
Exeter  
EX1 1NT

Tel: 0139 2267500

Dear Simon

### **Down Close, Newton Poppleford – Accessibility Review**

Further to the meeting with East Devon District Council on 4 July 2014, we have set out further details regarding the sustainability credentials of the proposed development at Down Close, Newton Poppleford to address the specific concerns raised by EDDC regarding the distances to local facilities.

This letter provides an overview of the facilities and amenities available within the village, against current accessibility guidance and best practice, national and local policy particularly with regards to the village context.

This letter also considers the recent Appeal decision at Badger Close, the refused residential application on the opposite side of Exmouth Road and the consented development at King Alfred Way. The approach taken to these two sites have material implications for the Down Close proposals.

### **Background**

The most relevant information for considering the accessibility and sustainability of residential development at the western end of Newton Poppleford is set out in the recent Planning Appeal decision issued in relation to the proposed development at Badger Close.

In transport terms, the main issue considered at the appeal was; 'Whether the appeal site represents a sustainable location for the proposed development'

Ultimately the refusal was upheld as although the inspector states in para. 15 that;

*'For these reasons, and notwithstanding my view that the Council has failed to demonstrate that the village of Newton Poppleford is in itself an unsustainable location for residential development of the scale now proposed, I conclude that the appeal site does not represent a sustainable location for the proposed development'*

He goes on to state in para. 15;

*'my conclusion is based upon the particular nature of access routes in Newton Poppleford'*

Therefore, the Inspector considers that the Council have failed to demonstrate that Newton Poppleford is an unsustainable location for development. His concern relates only to the quality and appropriateness of routes, not the distance to local facilities from the site.

The Inspector did not give consideration to the Councils decision to grant outline planning consent at King Alfred Way, because he was presented with no evidence and at the time of the Appeal the Decision Notice had not been issued. The proposed public footpath improvements were not considered, and it was this route that was his principal concern.

With regards to the appropriateness of the route, the Inspector noted that there is a footpath which runs between Farthings Lane and King Alfred Way, providing an alternative route to the main village facilities to the A3052 High Street, over the section where there are no footways. However the Inspector raised the following concerns with this route;

*'...the footpath is unlit, partially unsurfaced and has little passive surveillance from neighbouring properties.'*

We consider that the King Alfred Way proposals should be relied upon, and the benefit of these improvements address the concerns regarding lighting, surfacing and surveillance. A significant proportion of this route will be improved and in part will run through the King Alfred Way site.

This leaves a short section of unlit footpath between the new development and the High Street. This is partially along a private drive which is surfaced and has housing fronting directly on to it. There is then also a short straight section which benefits from surveillance from either end and associated light spill from the new development. This remaining section has been recently resurfaced with an unbound stone finish providing a good quality surface.

The NPPF states in paragraph 32 that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'. The development is modest in scale and the units are bungalows which are likely to generate fewer trips. On this basis and the route options available to future residents we believe the development passes the NPPF test.

### **Residual Concerns**

In the meeting with EDDC on 4 July 2014, we provided our interpretation of the Appeal decision; however, EDDC remained concerned specifically with the sustainability of the site in relation to local services and facilities. We have therefore set out some more detail regarding the sustainability of the site below;

Newton Popleford has a range of local facilities available within the village that are within walking distance for all residents. The full range of local amenities and facilities are shown on Figure 1.1, with key facilities and the walk distance/time to each one from the site given in Table 1.

The walk time has been based on an average walking speed of 1.3m/s as set out in the CIHT publication 'Providing for Journeys on Foot'.

Table 1 – Key local facilities with distance and walk time

| Facility                         | Location     | Distance (m) | Time    |
|----------------------------------|--------------|--------------|---------|
| Newton Poppleford Primary School | School Lane  | 1,430m       | 17 mins |
| Post Office                      | High Street  | 1,243m       | 15 mins |
| Convenience Store                | High Street  | 1,243m       | 15 mins |
| Coleridge Medical Centre         | Roberts Way  | 1,450m       | 18mins  |
| Bus Stops                        | Exmouth Road | 296m         | 3 mins  |

The development of villages over time leads to the potential for facilities that would be centrally located in a new 'Masterplanned' scheme to become peripheral due to constraints around the settlement. The location of the majority of facilities towards the eastern end of the village and the presence of floodplain to the east and north, with elevated land to the south, results in this type of development layout. In villages where future growth is of small scale, new facilities are unlikely to come forward and distances to facilities will increase. The distances seen in Newton Poppleford are not excessive and while some may slightly exceed the preferred maximum, they are not inaccessible to pedestrians.

It can also be seen that all of the key facilities are located within a 2km walk of the development site, which was previously considered in PPG13 as a distance over which walking was a practical alternative to the car.

Allocations of residential developments are made in village locations and East Devon has produced a draft document entitled 'Villages Development Plan' which sets out proposed developments for the villages across East Devon.

In terms of sustainability, the proposed Down Close development is demonstrably more sustainable than some other village allocations. For example, Dunkeswell, which does not have a Primary School within the village benefits from two separate allocations totalling 35 dwellings between them. Due to the lack of primary school within the village residents would be required to travel, likely by car, to other villages/towns to attend a primary school. Overall, Dunkeswell has fewer other facilities than Newton Poppleford, with a single convenience store/post office, social club, two takeaways and a medical centre.

## Conclusion

Newton Poppleford has a good range of local facilities, which are all located within a 2km walk of the proposed development site. The site exhibits sustainability credentials superior to other allocated sites within East Devon and is considered a sustainable location by the Inspector at the recent Badger Close Appeal.

There is a pedestrian route from the site to the local facilities which avoids the section of the High Street which has no footways, and the route will be improved as part of the consented King Alfred Way development.

The development does not conflict with the NPPF, as it does not have a severe impact on the local highway network. The trips generated from the development will be low, and the frequent local bus services to Exeter, Exmouth and Sidmouth as well as the everyday services and facilities located within the village will help to reduce new vehicle trips from the development.

Overall it is considered that the development is located within a sustainable location, with an appropriate level and quality of accessibility and compares favourably with other allocated sites within villages in East Devon.

Yours sincerely

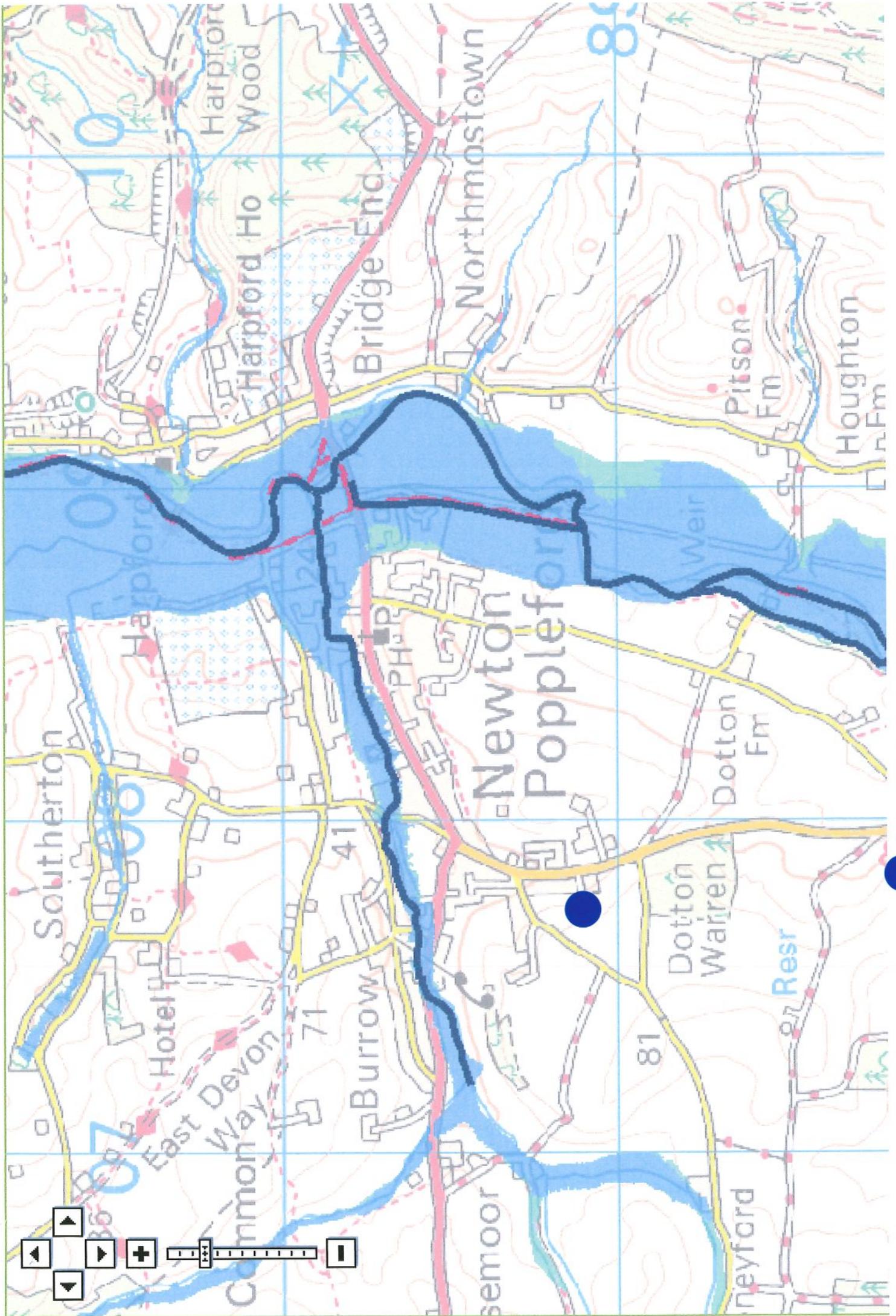


Jonathan Lloyd  
Associate

6

**ENVIRONMENT AGENCY  
FLOOD MAP FOR NEWTON POPPLEFORD**

COMPTON



DOWN CLOSE APPEAL SITE

# COMPTON

7

| Service Number | Service Provider      | Destinations                   | Monday to Friday (Except Public Holidays) | Saturday      | Sunday        |
|----------------|-----------------------|--------------------------------|---|---------------|---------------|
| 52a            | Stagecoach            | Exeter - Sidmouth - Seaton     | Every hour                                | Every hour    | Every 3 hours |
| 52b            | Stagecoach            | Exeter - Sidmouth - Honiton    | Every hour                                | Every hour    | No service    |
| 157            | Stagecoach            | Sidmouth - Exmouth             | Every hour                                | Every hour    | No service    |
| 895            | Axe Valley Min-Travel | Sidmouth - Seaton - Lyme Regis | Every 2 hours                             | Every 2 hours | No service    |

Source: Service Provider Websites

COMPTON



advanced:

progressive *adj.*  
forward-thinking  
forward-looking  
unconventional  
cutting edge  
innovative

higher *adj.*

superior  
highly developed  
sophisticated  
complex

17<sup>th</sup> February 2015

Mr S J Baker  
Arboricultural Officer  
East Devon District Council  
Knowle  
Sidmouth  
Devon EX10 8HL

Our Ref: TH/X1160/0215  
EDDC Ref: 15/0001/TPO

Dear Mr Baker,

**Re: Tree Preservation Order 15/0001/TPO – Land to West of Down Close, Newton Poppleford**

I am writing to **raise objection** to the Tree Preservation Order (TPO) served on the land to the west of Down Close, Newton Poppleford.

I am making this objection on behalf of my client, [REDACTED] who have a commercial interest in this land.

The objection is being made in accordance with the guidance detailed in the Government's Planning Practice Guidance document, *Tree Preservation Orders and trees in conservation areas* ("the Guidance") updated 6<sup>th</sup> March 2014. My objection will reference specific sections of this document by paragraph and reference ID accordingly where appropriate. As part of the preparation of this document, I have personally viewed the planning file held at the Council Offices, Knowle, Sidmouth.

Attention is also drawn to Table 1 attached to this document which reviews every tree within the TPO and states the grounds for objection where appropriate. Objection is raised to the formal protection of a total of twenty five trees and four groups. Please note that **no objection** is raised to a total of seventeen individual trees.

My grounds for objection are as follows:

- 1) **The TPO includes trees which are of extremely poor quality and/or are in terminal decline.**

Many of the trees included within the TPO are either structurally and/or physiologically highly compromised, primarily through a lack of management for some years. In many cases these trees now have a significantly limited or non-existent safe useful life expectancy. This is particularly apparent in the hedgerow Ash stems, notably T4, T5, T6, T7, T8, T9 and T11, hedgerow Oaks T12 and T17, orchard Apples T24, T25, T26, T27, T31, T32, T33, T34, T35, T36 and T37, and Cherry T38.



On grounds that these trees are likely to fail within the short-term, they are not considered worthy of formal protection, irrespective of any amenity or special biodiversity value which they may currently offer.

**2) The TPO includes trees with limited current or future amenity.**

In the absence of a legal definition of "amenity", it would be reasonable to define or keep a record of the nature of the "amenity" offered by the trees, either individually or at least collectively, however, no evidence could be found within the planning file.

The Guidance [Para: 007 Reference ID: 36-007-20140306] states that "*Orders should be used to protect selected trees and woodlands if their removal would have a significant negative impact on the local environment and its enjoyment by the public. Before authorities make or confirm an Order they should be able to show that protection would bring a reasonable degree of public benefit in the present or future.*" I believe that the public benefit associated with these trees is minimal given the lack of public access to all of the trees in question, the negligible visual amenity value of the orchard trees in particular, and the strong likelihood of a decline in the future visual amenity value of the orchard and hedgerow stems.

Please note that no objection has been raised to the formal protection of the higher quality trees whose removal would have a "*significant negative impact on the local environment and its enjoyment by the public*", notably Oaks T1, T2, T3, T10, T13, T14, T15, T16, T19, T20, T22, T23 and T28, Holly T21, Apples T29 and T30, and Ash T41.

**3) The inspection of the trees has not been sufficiently thorough.**

Trees featuring very significant defects have been included within the TPO and this suggests that a thorough inspection of these trees has not been undertaken. There is also no evidence on the planning file to suggest that a robust procedure has been followed as part of the inspection of each and every tree.

It was noted on site that Apple T34 could not possibly have been thoroughly inspected as the dense and entire curtain of bramble extending from the outer crown line to ground level had not been breached for some considerable time; on cutting through this, I found structural defects on the main structure of the tree which have a substantial impact on the tree's future potential. Other defects throughout the orchard and on trees such as Ashes T4 through T9, Oak T17 and Cherry T38 should also have called into question the inclusion of these trees in the TPO.

A thorough inspection would also have confirmed the correct species of T40 and allowed for the accurate specification of the trees within groups G3 and G4.

**4) No evidence of a clear tree appraisal or categorisation methodology is available to support the TPO.**

Given the importance of the TPO as a legal document and a potentially significant constraint on the use of this land, it would be reasonable for the local planning authority to have followed a clearly defined appraisal and categorisation methodology when considering each of these trees for formal protection. As already noted, there is no evidence of even working notes on the planning file.

**5) The TPO Notice contains extensive grammatical errors.**

The reasons for the TPO stated in the formal Notice feature a number of significant grammatical errors. This undermines the value and importance of the TPO as a legal document. It also indicates that the document has not been thoroughly proofed by the local planning authority.

**6) The TPO plan is ambiguous and inaccurate.**

There are several clear spatial errors in the mapping of the TPO. This raises ambiguities in the Order, especially given the number of trees present and the difficulty in identifying which tree is which. Clearly inaccurate spacings include an indicated distance between the nominal centres of Ash T6 and T8 of around 13 metres (actually approximately 8 metres), Ash T9 to Oak T10 of around 27 metres (actually approximately 12 metres), and Oak T28 being shown due east of Ash T11 (it's actually around 13 metres to the south). The plan also shows hedgerow stems T11 through T17 as being approximately evenly spaced whereas they actually feature irregular and often highly variable spacings.

It is noted that the Council have access to a highly detailed topographical survey of the site on the planning portal from which they could have derived the accurate positions of many of these trees; this is associated with the recent planning application for this land which included a full British Standard 5837:2012 survey prepared by Advanced Arboriculture.

**7) The TPO plan does not contain all trees detailed within the TPO.**

Holly T21 does not appear anywhere on the TPO plan. There is an unlabelled tree shown on the western field boundary which is assumed to be T21 but this inaccuracy again indicates a lack of thorough preparation or checking of this legal document.

**8) The TPO contains trees which form sections of hedgerow.**

The Guidance [Para: 012 Reference ID: 36-012-20140306] states that "*Authorities may only use an Order to protect anything that may ordinarily be termed a tree.*" In the case of the hedgerow Ash stems T4, T5, T6, T7, T8, T9 and T11, these clearly arise from former hedgerow coppice stools which would have been traditionally managed by laying; they were almost certainly never intended to develop into multi-stemmed trees. In fact their coppice stools are so riddled with decay that many stems have already failed and the significant majority of those still standing are likely to fail in the short- to medium-term, often causing substantial damage to the coppice stool and surrounding stems as they do.

The ongoing failure of these stems will, in effect, return the coppice stool to its status as a hedgerow element rather than "*anything that may ordinarily be termed a tree,*" and the guidance is clear that hedges cannot be protected by a TPO.

**9) The TPO has been served to obstruct development of the site.**

An area TPO (EDDC reference 14/0008/TPO) was served following the receipt of a planning application for housing on the field and orchard area. This area TPO was duly refined to form the current TPO to which this objection refers.

The British Standard 5837:2012 arboricultural report which accompanied the planning application detailed active management recommendations for many of the trees, including the extended sections of hedgerow stems on the southern and western field boundaries; it also recommended the removal of the orchard trees.

It is acknowledged that two of the thirteen Apples *could* be retained (T29 and T30), subject to significant restoration works, and on this basis, a revised layout could almost certainly have been agreed which could have retained these two trees. Negotiations regarding the management of the remainder of the trees would also have been encouraged, both by myself as consulting arborist and the developer who has maintained a commitment to the trees on the site.

The serving of a TPO on so many poor quality trees suggests that a primary objective of the Order was to prevent development as much as it was to protect those trees which actually offer particular amenity.

**10) The TPO will result in the accelerated decline in the condition of the protected trees.**

The TPO does not demand the management of the trees that it covers, nor does it encourage sound ongoing management of trees or hedgerows. In this instance, the TPO is likely to explicitly result in a total cessation of any active hedgerow or orchard management with the outcome being the accelerated decline of the very assets which the Council would ordinarily seek to encourage.

I consider it inevitable that the significant majority of the orchard trees will have failed completely within five years, and similarly many of the hedgerow Ash stems will also have failed, exposing their coppice stools to further decay ingress.

**11) The TPO fails to define "special biodiversity value".**

The Notice states that "*Some of the trees for [sic] an orchard and considered of special biodiversity value*" however there is no justification or definition of what this special biodiversity value may be. An appraisal of the trees on a case by case basis (see Table 1) indicates that there is extensive decay present in every single orchard tree; on this basis it would be fair to assume that the most significant benefit would be derived from the trees' deadwood habitats. The removal of these trees could be mitigated by the creation of log stacks from the felled Apples on the emerging woodland immediately to the west; these would allow for the proliferation of invertebrate life in the existing cavities while maintaining safety and enabling the reasonable development of the site.

It is also noted that some further special biodiversity value may be presumed by the local planning authority by the presence of the Ivy, however there is no stipulation for the retention of Ivy as part of the TPO. The Ivy is probably the single greatest factor associated with the steady decline of these trees over the past decade or so as it has competed for nutrients and light as well as substantially increased the crown weights, resulting in partial or total failure of these orchard trees.

**12) The TPO contains some poorly referenced trees.**

Several of the hedgerow specimens within the TPO form sections of contiguous rootstock and it is difficult to determine actually how many trees are present in each of these areas, and indeed where one tree may start and another stop. Similarly the long line of individually referenced primarily Oak stems on the western boundary are challenging to identify and long term management of the TPO is likely to be very difficult as trees are removed or fail, and it is no longer possible to give a definitive ruling on which tree is which.

It is also noted that groups G3 and G4 contain inaccurate references to numbers of individual trees where they would more accurately have been described as multi-stemmed individual trees.

Given that much of the visual amenity and special biodiversity value of the trees on the boundaries of the site are derived from a collective value, it would seem more reasonable to define these as a series of discrete Areas or Groups; this would also recognise their likely collective management.

The Guidance [Para: 029 Reference ID: 36-029-20140306] cites the use of the Area categorisation as being "*one way of protecting individual trees over an area.*" While authorities are advised to "*only use this category as a temporary measure,*" this is guidance and I would consider this to be an instance where either an Area categorisation (to include trees of specified species) could be reasonably justified. This would actually afford more effective protection to these contiguous landscape and conservation features, and provide an equally robust protection, irrespective of development. If the Council do not consider this to be a reasonable course of action then the use of the Group categorisation would also be reasonable.

**13) The TPO has not been served on all of the legally registered owners of the land.**

The land is owned by four separate parties, only three of whom have had the TPO legally served on them. The fourth land owner, Mr Robert Compton, has not received a copy of the TPO, either by post to the address detailed on the Land Registry records (the address is care of Foot Anstey solicitors), nor by email, even though an email was received notifying Mr Compton of the revocation of the area TPO (EDDC reference 14/0008/TPO). It is therefore reasonable to assume that East Devon District Council are aware of Mr Compton's legal interest in the land but have failed to observe due legal process in serving the TPO on Mr Compton.

It is not known whether all other landowners affected by the TPO, particularly the land to the north on which some of the protected trees appear to be located, have had the TPO served on them.

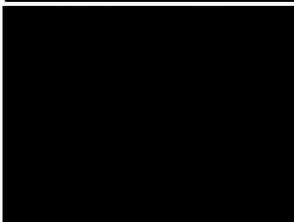
**Conclusions and Recommendations**

I consider Tree Preservation Order 15/0001/TPO to contain a combination of poorly selected trees and significant procedural errors which will actually encourage the continuing despoliation of the tree stock as a whole, or simply render some or all of the TPO invalid. In addition, I consider its apparent function as a mechanism to prevent development to be contrary to sound planning policy and management.

I would be grateful if you could consider our **formal objection** as detailed in the twelve points raised above, as well as the Grounds for Objection for the twenty five individual trees and four groups detailed in Table 1.

**No objection** is raised to the formal protection of Oaks T1, T2, T3, T10, T13, T14, T15, T16, T19, T20, T22, T23 and T28, Holly T21, Apples T29 and T30, and Ash T41.

Yours sincerely,



Tom Hurley,  
BSc(For)Hons, M Arbor A  
Senior Consultant

**Table 1 – Individual and Group Tree Appraisal and Objection**

| Tree No | Species           | Observations  | Objection Raised | Grounds for Objection   |
|---------|-------------------|---|------------------|---|
| T1      | Oak               | <ul style="list-style-type: none"> <li>Ivy covered specimen</li> <li>Tree not considered to be under threat from development</li> </ul>   | No               | <ul style="list-style-type: none"> <li>None</li> </ul>  |
| T2      | Oak               | <ul style="list-style-type: none"> <li>Ivy covered specimen</li> <li>Tree not considered to be under threat from development</li> </ul>   | No               | <ul style="list-style-type: none"> <li>None</li> </ul>  |
| T3      | Oak               | <ul style="list-style-type: none"> <li>Overgrown hedgerow stem</li> <li>Tree features a heavily contorted main stem</li> <li>Tree not considered to be under threat from development</li> </ul>   | No               | <ul style="list-style-type: none"> <li>None</li> </ul>  |
| T4      | Ash               | <ul style="list-style-type: none"> <li>Leaning unbalanced overgrown hedgerow stem</li> <li>Ivy present</li> <li>The main stem features a split fork extending from approximately 2.5m above the bank to 1.0m above the bank</li> <li>Structural failure is inevitable and will necessitate recoppicing which will result in the short- to medium-term minimisation of the tree's visual amenity value</li> </ul>  | Yes              | <ul style="list-style-type: none"> <li>The tree is not worthy of formal protection as it features structural defects which significantly compromise its structural integrity and limit its future potential</li> <li>The tree has been insufficiently inspected by the local planning authority and this has failed to identify major structural defects</li> <li>It is unlikely that the coppice stool will ever be able to sustain large stems which are able to offer significant visual amenity value to the local landscape</li> </ul>   |
| T5      | Multi-stemmed Ash | <ul style="list-style-type: none"> <li>Multi-stemmed overgrown hedgerow coppice stool</li> <li>Extensive pockets of decay present throughout basal structure</li> <li>Ongoing sequential failure of stems inevitable</li> <li>Recoppicing will be necessary to maintain the longer term viability of the tree and this will result in the short- to medium-term minimisation of the tree's visual amenity value; it is unlikely that the stool will ever sustain large stems safely</li> <li>The formation of the coppice stool is such that it may comprise one or many separate trees and the TPO is therefore ambiguous</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>The tree is not worthy of formal protection as it features structural defects which significantly compromise its structural integrity and limit its future potential</li> <li>It is unlikely that the coppice stool will ever be able to sustain large stems which are able to offer significant visual amenity value to the local landscape</li> <li>The extent of the coppice stool is such that it is not possible to determine the full extent of the tree with certainty</li> <li>The tree has been insufficiently inspected by the local planning authority with a view to necessary and reasonable future management which will impact on the tree's visual amenity value</li> <li>The only basis on which this tree could be included within the TPO is as part of a group or area due to the ambiguity associated with the formation and extent of the coppice stool</li> </ul> |

| Tree No | Species           | Observations   | Objection Raised | Grounds for Objection   |
|---------|-------------------|--|------------------|---|
| T6      | Multi-stemmed Ash | <ul style="list-style-type: none"> <li>• Multi-stemmed overgrown hedgerow coppice stool</li> <li>• Extensive pockets of decay present throughout basal structure</li> <li>• Ongoing sequential failure of stems inevitable</li> <li>• Recoppicing will be necessary to maintain the longer term viability of the tree and this will result in the short- to medium-term minimisation of the tree's visual amenity value; it is unlikely that the stool will ever sustain large stems safely</li> <li>• The formation of the coppice stool is such that it may comprise one or many separate trees and the TPO is therefore ambiguous</li> </ul>  | Yes              | <ul style="list-style-type: none"> <li>• The tree is not worthy of formal protection as it features structural defects which significantly compromise its structural integrity and limit its future potential</li> <li>• It is unlikely that the coppice stool will ever be able to sustain large stems which are able to offer significant visual amenity value to the local landscape</li> <li>• The extent of the coppice stool is such that it is not possible to determine the full extent of the tree with certainty</li> <li>• The tree has been insufficiently inspected by the local planning authority with a view to necessary and reasonable future management which will impact on the tree's visual amenity value</li> <li>• The only basis on which this tree could be included within the TPO is as part of a group or area due to the ambiguity associated with the formation and extent of the coppice stool</li> </ul> |
| T7      | Multi-stemmed Ash | <ul style="list-style-type: none"> <li>• Multi-stemmed overgrown hedgerow coppice stool</li> <li>• Extensive pockets of decay present throughout basal structure</li> <li>• Three of the four major stems have already failed at their union with the coppice stool, leaving only one remaining major stem and a limited number of minor stems standing</li> <li>• Ongoing sequential failure of remaining stems inevitable</li> <li>• Recoppicing will be necessary to maintain the longer term viability of the tree and this will result in the short- to medium-term minimisation of the tree's visual amenity value; it is unlikely that the stool will ever sustain large stems safely</li> <li>• The formation of the coppice stool is such that there is no clear rootstock separation from T8 adjacent and it may therefore comprise one or many separate trees such that the TPO is ambiguous</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>• The tree is not worthy of formal protection as it features structural defects which significantly compromise its structural integrity and limit its future potential</li> <li>• It is unlikely that the coppice stool will ever be able to sustain large stems which are able to offer significant visual amenity value to the local landscape</li> <li>• The extent of the coppice stool is such that it is not possible to determine the full extent of the tree with certainty</li> <li>• The tree has been insufficiently inspected by the local planning authority with a view to necessary and reasonable future management which will impact on the tree's visual amenity value</li> <li>• The only basis on which this tree could be included within the TPO is as part of a group or area due to the ambiguity associated with the formation and extent of the coppice stool</li> </ul> |

| Tree No | Species           | Observations   | Objection Raised | Grounds for Objection   |
|---------|-------------------|--|------------------|---|
| T8      | Multi-stemmed Ash | <ul style="list-style-type: none"> <li>• Multi-stemmed overgrown hedgerow coppice stool</li> <li>• Extensive pockets of decay present throughout basal structure</li> <li>• Several major stems have already failed at their union with the coppice stool</li> <li>• Ongoing sequential failure of remaining stems inevitable</li> <li>• Recoppicing will be necessary to maintain the longer term viability of the tree and this will result in the short- to medium-term minimisation of the tree's visual amenity value; it is unlikely that the stool will ever sustain large stems safely</li> <li>• The formation of the coppice stool is such that there is no clear rootstock separation from T7 adjacent and it may therefore comprise one or many separate trees such that the TPO is ambiguous</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>• The tree is not worthy of formal protection as it features structural defects which significantly compromise its structural integrity and limit its future potential</li> <li>• It is unlikely that the coppice stool will ever be able to sustain large stems which are able to offer significant visual amenity value to the local landscape</li> <li>• The extent of the coppice stool is such that it is not possible to determine the full extent of the tree with certainty</li> <li>• The tree has been insufficiently inspected by the local planning authority with a view to necessary and reasonable future management which will impact on the tree's visual amenity value</li> <li>• The only basis on which this tree could be included within the TPO is as part of a group or area due to the ambiguity associated with the formation and extent of the coppice stool</li> </ul> |
| T9      | Multi-stemmed Ash | <ul style="list-style-type: none"> <li>• Multi-stemmed overgrown hedgerow coppice stool</li> <li>• Extensive pockets of decay present throughout basal structure</li> <li>• Ongoing failure of stems inevitable</li> <li>• Recoppicing will be necessary to maintain the longer term viability of the tree and this will result in the short- to medium-term minimisation of the tree's visual amenity value; it is unlikely that the stool will ever sustain large stems safely</li> </ul>  | Yes              | <ul style="list-style-type: none"> <li>• The tree is not worthy of formal protection as it features structural defects which significantly compromise its structural integrity and limit its future potential</li> <li>• It is unlikely that the coppice stool will ever be able to sustain large stems which are able to offer significant visual amenity value to the local landscape</li> </ul>  |
| T10     | Oak               | <ul style="list-style-type: none"> <li>• Scruffy but reasonable hedgerow specimen</li> <li>• Position on TPO plan is inaccurate</li> </ul>   | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>  |

| Tree No | Species           | Observations   | Objection Raised | Grounds for Objection   |
|---------|-------------------|--|------------------|---|
| T11     | Multi-stemmed Ash | <ul style="list-style-type: none"> <li>• Multi-stemmed overgrown hedgerow coppice stool</li> <li>• Extensive pockets of decay present throughout basal structure</li> <li>• Ongoing sequential failure of stems inevitable</li> <li>• Recoppicing will be necessary to maintain the longer term viability of the tree and this will result in the short- to medium-term minimisation of the tree's visual amenity value; it is unlikely that the stool will ever sustain large stems safely</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>• The tree is not worthy of formal protection as it features structural defects which significantly compromise its structural integrity and limit its future potential</li> <li>• It is unlikely that the coppice stool will ever be able to sustain large stems which are able to offer significant visual amenity value to the local landscape</li> <li>• The tree has been insufficiently inspected by the local planning authority with a view to necessary and reasonable future management which will impact on the tree's visual amenity value</li> </ul> |
| T12     | Oak               | <ul style="list-style-type: none"> <li>• Scruffy leaning specimen</li> <li>• Tree has limited future potential and negligible visual amenity value</li> <li>• Tree not individually worthy of formal protection though consideration could be given to its inclusion within an area or group of trees on this boundary which require collective cohesive management to maximise any visual amenity value or ecological potential</li> </ul>  | Yes              | <ul style="list-style-type: none"> <li>• The tree is not worthy of formal protection as it has structurally limited future potential</li> <li>• The tree is not worthy of formal protection as it has negligible current or future visual amenity value</li> <li>• The tree's most significant contribution to either the local landscape or local ecosystem is as part of the boundary trees as a whole and any inclusion within any TPO should be on this basis</li> </ul>  |
| T13     | Oak               | <ul style="list-style-type: none"> <li>• Scruffy hedgerow specimen</li> <li>• Tree is reasonable though not outstanding</li> </ul>   | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>  |
| T14     | Oak               | <ul style="list-style-type: none"> <li>• Scruffy twin-stemmed hedgerow specimen</li> <li>• Tree is reasonable though not outstanding</li> <li>• Tree should be listed within TPO as being "twin-stemmed" to maintain consistency with other listed trees and to aid identification on site</li> </ul>  | No               | <ul style="list-style-type: none"> <li>• None, though note raised that tree should be listed within TPO as being "twin-stemmed" to maintain consistency with other listed trees and to aid identification on site</li> </ul>  |
| T15     | Oak               | <ul style="list-style-type: none"> <li>• Scruffy hedgerow specimen</li> <li>• Tree is reasonable though not outstanding</li> </ul>   | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>  |
| T16     | Oak               | <ul style="list-style-type: none"> <li>• Scruffy hedgerow specimen</li> <li>• Tree is reasonable though not outstanding</li> </ul>   | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>  |

| Tree No | Species            | Observations  | Objection Raised | Grounds for Objection  |
|---------|--------------------|---|------------------|--|
| T17     | Twin-stemmed Oak   | <ul style="list-style-type: none"> <li>• Twin-stemmed hedgerow stem</li> <li>• Sub-dominant stem has already failed and structural integrity of main stem certainly compromised</li> <li>• Recoppicing will be necessary to maintain the longer term viability of the tree and this will result in the short- to medium-term minimisation of the tree's visual amenity value; it is unlikely that the stool will ever sustain large stems safely</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>• The tree is not worthy of formal protection as it features structural defects which significantly compromise its structural integrity and limit its future potential</li> <li>• It is unlikely that the coppice stool will ever be able to sustain large stems which are able to offer significant visual amenity value to the local landscape</li> <li>• The tree has been insufficiently inspected by the local planning authority with a view to necessary and reasonable future management which will impact on the tree's visual amenity value</li> <li>• The only basis on which this tree could be included within the TPO is as part of a group or area due to the ambiguity associated with the formation and extent of the coppice stool</li> </ul> |
| T18     | Holly              | <ul style="list-style-type: none"> <li>• Scruffy hedgerow specimen</li> <li>• Tree is reasonable though not outstanding</li> </ul>  | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>   |
| T19     | Oak                | <ul style="list-style-type: none"> <li>• Scruffy hedgerow specimen</li> <li>• Tree is reasonable though not outstanding</li> </ul>  | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>   |
| T20     | Twin-stemmed Oak   | <ul style="list-style-type: none"> <li>• Scruffy twin-stemmed hedgerow specimen</li> <li>• Tree is reasonable though not outstanding</li> </ul>   | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>   |
| T21     | Twin-stemmed Holly | <ul style="list-style-type: none"> <li>• Scruffy twin-stemmed hedgerow specimen</li> <li>• Tree is reasonable though not outstanding</li> <li>• Tree not shown on TPO plan</li> </ul>   | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it has limited visual amenity value and ecological value</li> <li>• Tree not shown on TPO plan</li> </ul>  |
| T22     | Multi-stemmed Oak  | <ul style="list-style-type: none"> <li>• Scruffy multi-stemmed hedgerow specimen</li> <li>• Tree is reasonable though not outstanding</li> </ul>  | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>   |
| T23     | Oak                | <ul style="list-style-type: none"> <li>• Scruffy hedgerow specimen</li> <li>• Tree is reasonable though not outstanding</li> </ul>  | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>   |

| Tree No | Species | Observations   | Objection Raised | Grounds for Objection  |
|---------|---------|--|------------------|--|
| T24     | Apple   | <ul style="list-style-type: none"> <li>• Neglected orchard specimen</li> <li>• Extensive decay present in main stem</li> <li>• Ivy present</li> <li>• Large section of southern lateral at approximately 1.3m features decay which extends through entire limb</li> <li>• Structural failure of the tree in the short term is inevitable</li> <li>• Tree has no future potential</li> <li>• Tree has no medium- to long-term visual amenity value</li> </ul>   | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it is a poor quality specimen with no future potential due to its heavily compromised structural condition</li> <li>• Primary ecological value is likely to be associated with the Ivy present though the retention of this cannot be controlled by the TPO and the Ivy is a primary contributor to the tree's compromised structural and physiological condition</li> <li>• Tree is not worthy of formal protection as it has negligible current visual amenity value and no medium- to long-term visual amenity value</li> <li>• The local planning authority have failed to inspect the tree sufficiently thoroughly as to identify structural and physiological defects which render the tree unsuitable for retention without significant non-statutory remedial arboricultural intervention</li> </ul>                           |
| T25     | Apple   | <ul style="list-style-type: none"> <li>• Scruffy suppressed and neglected orchard specimen</li> <li>• Low vigour primarily due to proximity of mature hedgerow stems immediately to the west</li> <li>• Thin weak crown</li> <li>• Extensive decay present in all three major stems arising from the point of main crown break above approximately 1.0m</li> <li>• Tree has no medium- to long-term visual amenity value</li> <li>• Tree has negligible future potential</li> <li>• Ivy present</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it is a poor quality specimen with negligible future potential due to its heavily compromised structural and physiological condition</li> <li>• Primary ecological value is likely to be associated with the Ivy present though the retention of this cannot be controlled by the TPO and the Ivy is a primary contributor to the tree's compromised structural and physiological condition</li> <li>• Tree is not worthy of formal protection as it has negligible current visual amenity value and no medium- to long-term visual amenity value</li> <li>• The local planning authority have failed to inspect the tree sufficiently thoroughly as to identify structural and physiological defects which render the tree unsuitable for retention without significant non-statutory remedial arboricultural intervention</li> </ul> |

| Tree No | Species | Observations   | Objection Raised | Grounds for Objection  |
|---------|---------|--|------------------|--|
| T26     | Apple   | <ul style="list-style-type: none"> <li>• Scruffy neglected orchard specimen</li> <li>• Extensive decay present in main stem and below first limb union</li> <li>• Evidence of past structural failure</li> <li>• Tree has no medium- to long-term visual amenity value</li> <li>• Tree has negligible future potential</li> <li>• Ivy present</li> </ul>                   | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it is a poor quality specimen with negligible future potential due to its heavily compromised structural and physiological condition</li> <li>• Primary ecological value is likely to be associated with the Ivy present though the retention of this cannot be controlled by the TPO and the Ivy is a primary contributor to the tree's compromised structural and physiological condition</li> <li>• Tree is not worthy of formal protection as it has negligible current visual amenity value and no medium- to long-term visual amenity value</li> <li>• The local planning authority have failed to inspect the tree sufficiently thoroughly as to identify structural and physiological defects which render the tree unsuitable for retention without significant non-statutory remedial arboricultural intervention</li> </ul> |
| T27     | Apple   | <ul style="list-style-type: none"> <li>• Scruffy neglected orchard specimen</li> <li>• Extensive decay present throughout main stem and major scaffold limbs</li> <li>• Evidence of significant past structural failure</li> <li>• Tree has no medium- to long-term visual amenity value</li> <li>• Tree has negligible future potential</li> <li>• Ivy present</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it is a poor quality specimen with negligible future potential due to its heavily compromised structural and physiological condition</li> <li>• Primary ecological value is likely to be associated with the Ivy present though the retention of this cannot be controlled by the TPO and the Ivy is a primary contributor to the tree's compromised structural and physiological condition</li> <li>• Tree is not worthy of formal protection as it has negligible current visual amenity value and no medium- to long-term visual amenity value</li> <li>• The local planning authority have failed to inspect the tree sufficiently thoroughly as to identify structural and physiological defects which render the tree unsuitable for retention without significant non-statutory remedial arboricultural intervention</li> </ul> |
| T28     | Oak     | <ul style="list-style-type: none"> <li>• Young specimen with excellent future potential</li> </ul>   | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>   |

| Tree No | Species | Observations   | Objection Raised | Grounds for Objection   |
|---------|---------|--|------------------|---|
| T29     | Apple   | <ul style="list-style-type: none"> <li>• Scruffy neglected orchard specimen</li> <li>• Some decay present on lower main stem and at point of main crown break</li> <li>• Tree could be restored by careful pruning to give some future potential</li> <li>• Ivy present</li> </ul>   | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>  |
| T30     | Apple   | <ul style="list-style-type: none"> <li>• Scruffy neglected orchard specimen</li> <li>• Some significant decay present on major limbs at point of main crown break</li> <li>• Tree could be restored by careful pruning to give some future potential</li> <li>• Ivy present</li> </ul>   | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>  |
| T31     | Apple   | <ul style="list-style-type: none"> <li>• Scruffy neglected orchard specimen</li> <li>• Tree features a very low crown density and is in clear decline</li> <li>• Major <i>Ganoderma</i> bracket present on north-western side of main stem at approximately 1.0m</li> <li>• Extensive decay present throughout main stem and major scaffold limbs</li> <li>• Tree has no medium- to long-term visual amenity value</li> <li>• Tree has negligible future potential</li> <li>• Ivy present</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it is a poor quality specimen with negligible future potential due to its heavily compromised structural condition and the presence of fungal fruiting bodies</li> <li>• Primary ecological value is likely to be associated with the Ivy present though the retention of this cannot be controlled by the TPO and the Ivy is a primary contributor to the tree's compromised structural and physiological condition</li> <li>• Tree is not worthy of formal protection as it has negligible current visual amenity value and no medium- to long-term visual amenity value</li> <li>• The local planning authority have failed to inspect the tree sufficiently thoroughly as to identify structural and physiological defects which render the tree unsuitable for retention without significant non-statutory remedial arboricultural intervention</li> </ul> |

| Tree No | Species | Observations  | Objection Raised | Grounds for Objection  |
|---------|---------|---|------------------|--|
| T32     | Apple   | <ul style="list-style-type: none"> <li>• Scruffy neglected orchard specimen</li> <li>• Tree features a relatively low crown density and is in clear decline</li> <li>• Massive decay present in main stem</li> <li>• Two major low limbs have already failed</li> <li>• Tree has no medium- to long-term visual amenity value</li> <li>• Tree has negligible future potential</li> <li>• Ivy present</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it is a poor quality specimen with negligible future potential due to its heavily compromised structural and physiological condition</li> <li>• Primary ecological value is likely to be associated with the Ivy present though the retention of this cannot be controlled by the TPO and the Ivy is a primary contributor to the tree's compromised structural and physiological condition</li> <li>• Tree is not worthy of formal protection as it has negligible current visual amenity value and no medium- to long-term visual amenity value</li> <li>• The local planning authority have failed to inspect the tree sufficiently thoroughly as to identify structural and physiological defects which render the tree unsuitable for retention without significant non-statutory remedial arboricultural intervention</li> </ul> |
| T33     | Apple   | <ul style="list-style-type: none"> <li>• Scruffy neglected orchard specimen</li> <li>• Extensive decay present at point of main crown break and at lower end of the northern limb extending out from the point of main crown break</li> <li>• Tree has no medium- to long-term visual amenity value</li> <li>• Tree has negligible future potential</li> <li>• Ivy present</li> </ul>                           | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it is a poor quality specimen with negligible future potential due to its heavily compromised structural and physiological condition</li> <li>• Primary ecological value is likely to be associated with the Ivy present though the retention of this cannot be controlled by the TPO and the Ivy is a primary contributor to the tree's compromised structural and physiological condition</li> <li>• Tree is not worthy of formal protection as it has negligible current visual amenity value and no medium- to long-term visual amenity value</li> <li>• The local planning authority have failed to inspect the tree sufficiently thoroughly as to identify structural and physiological defects which render the tree unsuitable for retention without significant non-statutory remedial arboricultural intervention</li> </ul> |

| Tree No | Species | Observations   | Objection Raised | Grounds for Objection   |
|---------|---------|--|------------------|---|
| T34     | Apple   | <ul style="list-style-type: none"> <li>• Scruffy neglected orchard specimen</li> <li>• Dense curtain of bramble extending from outer canopy to ground level has not been breached for considerable time thus confirming that tree has not been closely inspected by local planning authority or any other third party</li> <li>• Major limb has failed at approximately 1.2m on eastern side of main stem</li> <li>• Tree has no medium- to long-term visual amenity value</li> <li>• Tree has very limited future potential</li> <li>• Ivy present</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it is a poor quality specimen with negligible future potential due to its heavily compromised structural and physiological condition</li> <li>• Primary ecological value is likely to be associated with the Ivy present though the retention of this cannot be controlled by the TPO and the Ivy is a primary contributor to the tree's compromised structural and physiological condition</li> <li>• Tree is not worthy of formal protection as it has negligible current visual amenity value and no medium- to long-term visual amenity value</li> <li>• There is clear evidence that the local planning authority have failed to inspect the tree sufficiently thoroughly as to identify structural and physiological defects which render the tree unsuitable for retention without significant non-statutory remedial arboricultural intervention</li> </ul> |
| T35     | Apple   | <ul style="list-style-type: none"> <li>• Scruffy neglected orchard specimen</li> <li>• Decay present in main fork at approximately 1.0m and in both major stems above</li> <li>• Tree has no medium- to long-term visual amenity value</li> <li>• Tree has negligible future potential</li> <li>• Ivy present</li> </ul>   | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it is a poor quality specimen with negligible future potential due to its heavily compromised structural and physiological condition</li> <li>• Primary ecological value is likely to be associated with the Ivy present though the retention of this cannot be controlled by the TPO and the Ivy is a primary contributor to the tree's compromised structural and physiological condition</li> <li>• Tree is not worthy of formal protection as it has negligible current visual amenity value and no medium- to long-term visual amenity value</li> <li>• The local planning authority have failed to inspect the tree sufficiently thoroughly as to identify structural and physiological defects which render the tree unsuitable for retention without significant non-statutory remedial arboricultural intervention</li> </ul>                              |

| Tree No | Species | Observations   | Objection Raised | Grounds for Objection  |
|---------|---------|--|------------------|--|
| T36     | Apple   | <ul style="list-style-type: none"> <li>• Scruffy neglected orchard specimen</li> <li>• One half of tree has already failed leaving single suppressed leaning stem standing</li> <li>• Tree has no medium- to long-term visual amenity value</li> <li>• Tree has negligible future potential</li> <li>• Ivy present</li> </ul>  | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it is a poor quality specimen with negligible future potential due to its heavily compromised structural and physiological condition</li> <li>• Primary ecological value is likely to be associated with the Ivy present though the retention of this cannot be controlled by the TPO and the Ivy is a primary contributor to the tree's compromised structural and physiological condition</li> <li>• Tree is not worthy of formal protection as it has negligible current visual amenity value and no medium- to long-term visual amenity value</li> <li>• The local planning authority have failed to inspect the tree sufficiently thoroughly as to identify structural and physiological defects which render the tree unsuitable for retention without significant non-statutory remedial arboricultural intervention</li> </ul> |
| T37     | Apple   | <ul style="list-style-type: none"> <li>• Scruffy neglected orchard specimen</li> <li>• Very large limb on southern side of main stem has already failed and extensive decay present in the remaining scaffold limbs above the point of main crown break</li> <li>• Tree has no medium- to long-term visual amenity value</li> <li>• Tree has negligible future potential</li> <li>• Ivy present</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it is a poor quality specimen with negligible future potential due to its heavily compromised structural and physiological condition</li> <li>• Primary ecological value is likely to be associated with the Ivy present though the retention of this cannot be controlled by the TPO and the Ivy is a primary contributor to the tree's compromised structural and physiological condition</li> <li>• Tree is not worthy of formal protection as it has negligible current visual amenity value and no medium- to long-term visual amenity value</li> <li>• The local planning authority have failed to inspect the tree sufficiently thoroughly as to identify structural and physiological defects which render the tree unsuitable for retention without significant non-statutory remedial arboricultural intervention</li> </ul> |

| Tree No | Species          | Observations  | Objection Raised | Grounds for Objection   |
|---------|------------------|---|------------------|---|
| T38     | Cherry           | <ul style="list-style-type: none"> <li>• Tree leans due to proximity of large fallen Cherry immediately to east</li> <li>• Large area of decayed cambium on western side of main stem extending to a height of approximately 3.0m</li> <li>• Tree has no medium- to long-term visual amenity value</li> <li>• Tree has negligible future potential</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it is a poor quality specimen with negligible future potential due to its heavily compromised structural and physiological condition</li> <li>• Tree is not worthy of formal protection as it has negligible current visual amenity value and no medium- to long-term visual amenity value</li> <li>• The local planning authority have failed to inspect the tree sufficiently thoroughly as to identify structural and physiological defects which render the tree unsuitable for retention without significant non-statutory remedial arboricultural intervention</li> </ul> |
| T39     | Twin-stemmed Oak | <ul style="list-style-type: none"> <li>• This is probably two separate hedgerow trees rather than a twin-stemmed specimen</li> <li>• Both stems are of reasonable quality but should have been specified individually as their basal relationship is similar to that of T40 and T41 which have been specified individually</li> </ul>                         | Yes              | <ul style="list-style-type: none"> <li>• While both stems are worthy of consideration for formal protection (acknowledging that any actual threat is limited), they are most likely to be two individual trees and should be specified as such to minimise the likelihood of future ambiguity</li> </ul>  |
| T40     | Oak              | <ul style="list-style-type: none"> <li>• Tree is an Ash and not an Oak as specified within the TPO schedule</li> <li>• Large broad-spreading hedgerow specimen</li> <li>• Tree is likely to be located on neighbouring land so unlikely to be under threat</li> </ul>   | Yes              | <ul style="list-style-type: none"> <li>• The tree's species has been incorrectly specified</li> </ul>   |
| T41     | Ash              | <ul style="list-style-type: none"> <li>• Tall drawn hedgerow specimen</li> <li>• Drawn form due to proximity to Ash T40 adjacent</li> <li>• Tree may be located on neighbouring land so unlikely to be under threat</li> </ul>  | No               | <ul style="list-style-type: none"> <li>• None</li> </ul>  |
| T42     | Cherry           | <ul style="list-style-type: none"> <li>• Suppressed hedgerow specimen</li> <li>• There are a total of three Cherries in close proximity but it is presumed that the tree covered by the TPO is the leaning specimen on the bank</li> <li>• Tree has limited future potential and negligible visual amenity value</li> </ul>                                   | Yes              | <ul style="list-style-type: none"> <li>• Tree is not worthy of formal protection as it has limited visual amenity value and future potential</li> <li>• Location of tree is ambiguous and may be confused for similar Cherries nearby</li> </ul>  |

| Tree No | Species            | Observations   | Objection Raised | Grounds for Objection   |
|---------|--------------------|--|------------------|---|
| G1      | 3 x Oak            | <ul style="list-style-type: none"> <li>• Group of three hedgerow specimens growing in close proximity to one another</li> <li>• Trees are both collectively and individually worthy of formal protection</li> <li>• Trees could easily have been specified as individual trees to allow for clarity of future management and ease of identification on TPO works applications</li> </ul> | Yes              | <ul style="list-style-type: none"> <li>• Trees should have been identified individually by the local planning authority for clarity of future management</li> </ul>   |
| G2      | 5 x Oak            | <ul style="list-style-type: none"> <li>• Line of apparently five multi-stemmed hedgerow specimens</li> <li>• It is likely that there are a number of common rootstocks present and therefore it is not possible to state with certainty that there are five trees present as it may actually be more or less</li> </ul>  | Yes              | <ul style="list-style-type: none"> <li>• Description of trees is ambiguous and should have been described legitimately as an area for clarity of management of the TPO</li> </ul>   |
| G3      | 1 x Oak<br>3 x Ash | <ul style="list-style-type: none"> <li>• Inspection of the base of these trees shows that it is actually a single triple-stemmed Ash and a single-stemmed Oak</li> <li>• Trees should have been classified as two individual trees rather than four trees within a group</li> </ul>  | Yes              | <ul style="list-style-type: none"> <li>• The local planning authority have failed to inspect the trees sufficiently thoroughly as to identify that they almost certainly form two trees rather than the four specified</li> <li>• Description of trees is ambiguous and should have been described as <i>1 x Oak</i> and <i>1 x triple-stemmed Ash</i> for clarity of management of the TPO</li> </ul>        |
| G4      | 5 x Cherry         | <ul style="list-style-type: none"> <li>• Inspection of the base of these trees shows that it is actually a single four-stemmed Cherry and a single-stemmed Cherry</li> <li>• Trees should have been classified as two individual trees rather than five trees within a group</li> <li>• Trees have limited future potential and negligible visual amenity value</li> </ul>               | Yes              | <ul style="list-style-type: none"> <li>• Neither tree is worthy of formal protection due to their limited visual amenity value and negligible visual amenity value</li> <li>• If the trees were considered worthy of formal protection, their description is ambiguous and should have been described as <i>1 x Cherry</i> and <i>1 x quad-stemmed Cherry</i> for clarity of management of the TPO</li> </ul> |

**SOCIAL HOUSING NEEDS SURVEY:**

COMPTON

5

**EAST DEVON DISTRICT COUNCIL**

**Notes of a Meeting of the Local Development Framework Panel  
held at the Knowle, Sidmouth on Tuesday 11 October 2011**

Extract from the minutes:

“Newton Poppleford wished to achieve a centre for the village. Survey undertaken identified the need for 20 affordable houses.”

*This contradicts the information provided by EDDC recently which stated that only a need for 18 houses had been identified.*

[http://www.eastdevon.gov.uk/ldf\\_panel\\_notes\\_111011.pdf](http://www.eastdevon.gov.uk/ldf_panel_notes_111011.pdf)

**NEWTON POPPLEFORD PARISH PLAN 2012**

**Copy attached.**

Recommended the building of an additional 50 houses in the village (*Not the 40 now being suggested by EDDC*)

<http://www.eastdevon.gov.uk/lp-newtonpoppparishplan.pdf>

**SUSTAINABILITY;**

**NEWTON POPPLEFORD.**

**RANGE OF SERVICES, FACILITIES AND EMPLOYMENT.**

CHURCH

BRAND NEW PRIMARY SCHOOL

PUBLIC CARPARK AND PUBLIC TOILETS

DOCTOR'S SURGERY

VILLAGE HALL

PLAYING FIELD & PAVILLION

ALLOTMENTS

RURAL CEMETERY

CENTRAL GARAGE - CAR SALES, SERVICE & REPAIRS

OAK TREE GARAGE - CAR SERVICE, REPAIRS & MOT

FOUR ELMS FRUIT FARM & SHOP

RONALD KIRBY & SONS - INTERIOR DESIGNERS & FURNISHERS

COUNTRY STYLES HAIR SALON

PRIDE HAIR STUDIO

RICKSHAW EXPRESS CHINESE TAKAWAY, FISH & CHIPS

THE CANNON PUBLIC HOUSE

SOUTHERN CROSS BED & BREAKFAST – TEA ROOMS

NEWTON POPPLEFORD CONVENIENCE STORE, OFF LICENCE & POST OFFICE

DENNIS HARRIS & SON UPHOLSTERERS - WORKSHOP

WOODLEY'S JOINERY WORKS

WOODLEY'S FUNERAL DIRECTORS

**THERE IS AN EXTENSIVE PUBLIC TRANSPORT NETWORK WITH MANY BUS STOPS THROUGHOUT THE VILLAGE INCLUDING SEVERAL WITHIN A SHORT WALK OF THE DOWN CLOSE SITE.**

THESE BUS ROUTES CONNECT BOTH ENDS OF THE VILLAGE AND ALSO GIVE EASY ACCESS TO THE TRAIN & BUS STATIONS IN EXETER, HONITON & EXMOUTH WHICH CONNECT TO THE NATIONAL TRAIN AND COACH NETWORKS.

ROUTE 157 GIVES EASY ACCESS TO TESCO SUPERMARKET IN EXMOUTH

ROUTE 52 GIVES EASY ACCESS TO WAITROSE AND LIDL SUPERMARKETS IN SIDMOUTH

# COMPTON

**NOTE**

APPLICATION AREA BASED UPON DRAWING TITLED PROPOSED SITE PLAN



INDICATIVE 800m WALKING DISTANCE



INDICATIVE 1.2km WALKING DISTANCE



| Rev | Date     | Description              | By | JMC | Cod |
|-----|----------|--------------------------|----|-----|-----|
| A   | 25/09/14 | APPLICATION AREA/UPDATED |    |     |     |

Client: [Redacted]  
 [Redacted]  
 [Redacted]  
 [Redacted]

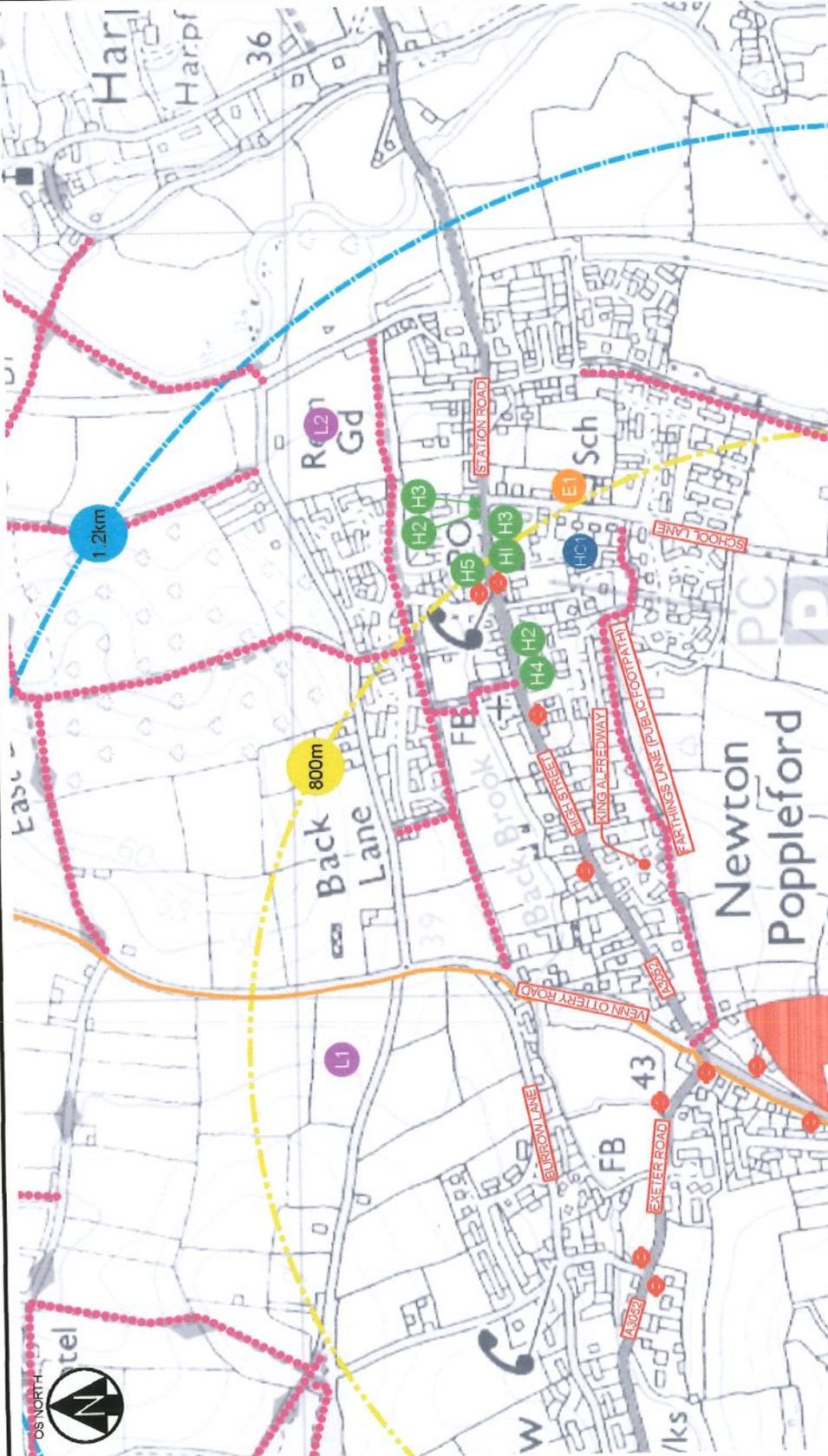
Project: [Redacted]  
 [Redacted]  
 [Redacted]

Title: ACCESSIBILITY PLAN

Drawing Status: [Redacted]

Job No: [Redacted]

| Drawn      | Checked    | Scale | Issue Date | Issue Data | Revision |
|------------|------------|-------|------------|------------|----------|
| [Redacted] | [Redacted] | A3    | [Redacted] | [Redacted] | A        |



**KEY**

- [Red rectangle] BUS STOP
- [Blue rectangle] HIGH STREET
- [Red circle with dot] POST OFFICE AND LOCAL STORE
- [Green circle H1] RESTAURANT
- [Green circle H2] TAKEAWAY
- [Green circle H3] PUBLIC HOUSE
- [Green circle H4] CAR MAINTENANCE / GARAGE
- [Green circle H5] [Redacted]

**EDUCATION**

- [Orange circle E1] NEWTON POPPLEFORD PRIMARY SCHOOL

**HEALTHCARE**

- [Blue circle H-C] COLERIDGE MEDICAL CENTRE

**LEISURE / RECREATION**

- [Purple circle L1] ALLOTMENTS
- [Purple circle L2] PLAYING FIELDS, FACILITIES INCLUDE: PAVILION, YOUTH CLUB AND TENNIS CLUB
- [Red dotted line] PUBLIC RIGHT OF WAY FOOTPATH
- [Orange line] ON ROAD CYCLEWAY

LOCATION MAP GRID REF: SY 076892. NOT TO SCALE  
 Ordnance Survey © Crown Copyright 2013. All rights reserved. Licence number 100020449

A SUMMARY OF POSITIVE FACTS AND INFORMATION IN SUPPORT OF  
POTENTIAL RESIDENTIAL DEVELOPMENT AT:-

LAND OFF DOWN CLOSE, EXMOUTH ROAD, NEWTON POPPLEFORD. DEVON.

- The site is located within the existing / Historic **Newton Poppleford** village settlement limits.
- The speed limit on the Exmouth Road to which Down Close exits onto is within a 30 MPH zone and has good visibility in both directions.
- The Estate Road, Down Close was designed to Devon Highway's standards, constructed under their supervision and Legally Adopted in 2002.
- The Estate Road, Down Close is an Adopted Highway and has been maintained at public expense by Devon County Council's Highway Department since 2002.
- The Down Close Highway surface water is discharged into an "On site" soak away system, being an open chamber situated in the garden of No 4 Down Close. The design approved and the construction supervised by Devon County Council who formally adopted it in 2002. This system has worked successfully for over 20 years without any reported problems. The original percolation testing having been conducted by Devon County Highway's own Material laboratories.
- All surface and rainwater disposal on the existing Down Close Development is by way of individual on-site soakaways.
- The residents of the existing Dwelling's vehicles are able to turn around either within their own curtilage or on the cul-de-sac spur, provided they don't choose to use their garages wholly for storage and furthermore choose to park three cars on their drives at the same time.
- A proposal would be a Minor Development in an AONB in NPF terms
- The site is not visible from any other Public footpath or Public Highway in the close vicinity except from a glancing view when travelling along the Exmouth Road.
- Any development would only be visible when entering Down Close and looking ahead as it is bordered on three sides by mature hedgerows which could be further enhanced as part of a proposed landscape scheme. Even within the Down Close cul-de-sac, any proposed Dwellings would be barely visible as they are behind the Bungalows on the western side of the existing Estate.
- The design of any proposed dwellings would be sympathetic to the topography and provide for disabled access as part of the scheme (life time living). A design could provide for both open market and affordable dwellings catering for a good healthy social mix.
- Any perceived harm to the Pebble Heathlands, can be mitigated against by way of a Section 106 provision

- The site adjoins the current village development boundary ( NOTE: the existing dwellings in Down Close when built were also outside of the then development boundary)
- The site was included in the previous and latest 2012 SHLAA as suitable for development.
- **The 2012 Village Plan** (Drafted & Adopted by the Parish Council & endorsed by EDDC) confirmed a further **50 houses** should be built in the Village, The King Alfred Way Planning permission did not satisfy all that number.
- **Newton Poppleford's Rural Housing Needs Survey - May 2011** identified a local need for **18 Affordable Dwellings**. This need has not yet been satisfied as the King Alfred Way site did not offer that number of affordable dwellings and did not in fact satisfy any of the documented Need for Affordable Houses since the last survey was conducted. **A further Down Close Development could provide more Affordable Dwellings to satisfy local needs.**
- **There are no other competing sites in the Village at the present time. The Exmouth Road end of the Village is the only area that is suitable for development and that is not within the NRA Flood Zone.**
- All mains services are either available on site or nearby. All utilities and services have been confirmed as having sufficient extra capacity to accommodate additional new dwellings without the need to improve the infrastructure, including 150mm SWWA adopted Mains Foul Sewer, recently upgraded Water Main, 125mm low pressure Gas Main, Electricity and Telephone
- The Village has been accepted as a Sustainable Settlement having a wide range of local services and facilities ie: Church, Public House , two Village Halls, recently rebuilt Primary School, Post Office, Doctor's Surgery, Garage services, Food Shop, Take Away food outlets, Hairdressers & Nail Bar, Small Hotels /B&B, Retail and Employment provision.
- The site has extensive Public Transport provision in the form of Public Bus Services with bus stops in abundance all within a very short distance from the Down Close site giving direct & regular access to all areas of East Devon and beyond including Exmouth (Train station), Budleigh Salterton, Sidmouth, Honiton (Train station), Seaton, Lyme Regis & the city of Exeter (Train, Bus & Coach station) . The Routes x53, 52A, 52B & 157.
- The local Primary School has recently been totally rebuilt including a new community hall provision.
- The site is connected to the Village services by a network of generally level wide and well maintained footpaths & pavements. The previously identified substandard section of footpath at the western end of the village has now been overcome and by-passed with a new fully tarmac surfaced, street lit and safe footpath having been constructed as part of the recently completed King Alfred Way Housing Development
- Ecology Surveys have been conducted by two independent fully qualified Ecologists over a period of time, directly on-site and included all the curtilage of the site. Scoping Stage one and the recommended follow up Reports for Bats and Reptiles have all been undertaken.

- Tree surveys have been conducted by two independent fully qualified tree specialists. The redundant commercial orchard area having been accessed and confirmed to consist of mainly old, dead or dying apple trees with no real merit, the full Report is included as part of these submissions.
- The original purchasers of the existing properties in Down Close were informed at the time of their purchase that it was intended to develop the retained land if possible at some time in the future, indeed their contract of sale and the conditions within provided for future development on the retained land and furthermore some had their rights to light and air specifically excluded.

13

COMPTON

Land off Down Close, Newton Poppleford, Nr. Sidmouth, Devon EX10 0JD



Ordnance Survey © Crown Copyright 2017. All rights reserved. Licence number 100022432. Printed Scale - 1:35000

**Promap**  
LANDMARK INFORMATION GROUP

For illustrative purposes only. Not to scale. Not to be relied upon.

14

COMPTON

Land off Down Close, Newton Poppleford, Nr. Sidmouth, Devon EX10 0JD



Ordnance Survey © Crown Copyright 2018. All rights reserved. Licence number 000029432. Plotted Scale - 1:1250

**Promap**  
LANDMARK INFORMATION GROUP

For illustrative purposes only. Not to scale. Not to be relied upon.