

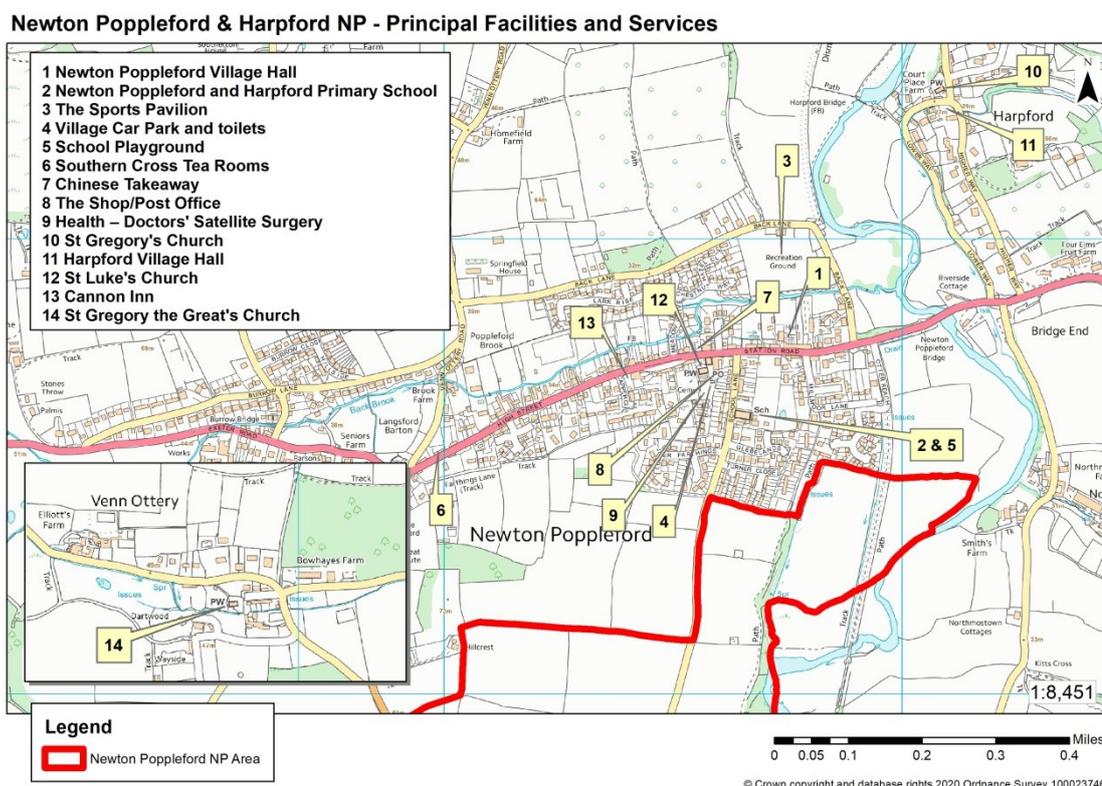
Newton Popleford and Harpford Parish Council Response to Examiner's Questions

ANNEX A

Question 1

1. Paragraphs 3.1 and 3.3 of the NP refer to the services and community facilities located in the Parish, and a full list is given in Appendix 2. It would provide clarity for readers of the Plan if a map showing the principal services and facilities were included. Can this be provided please?

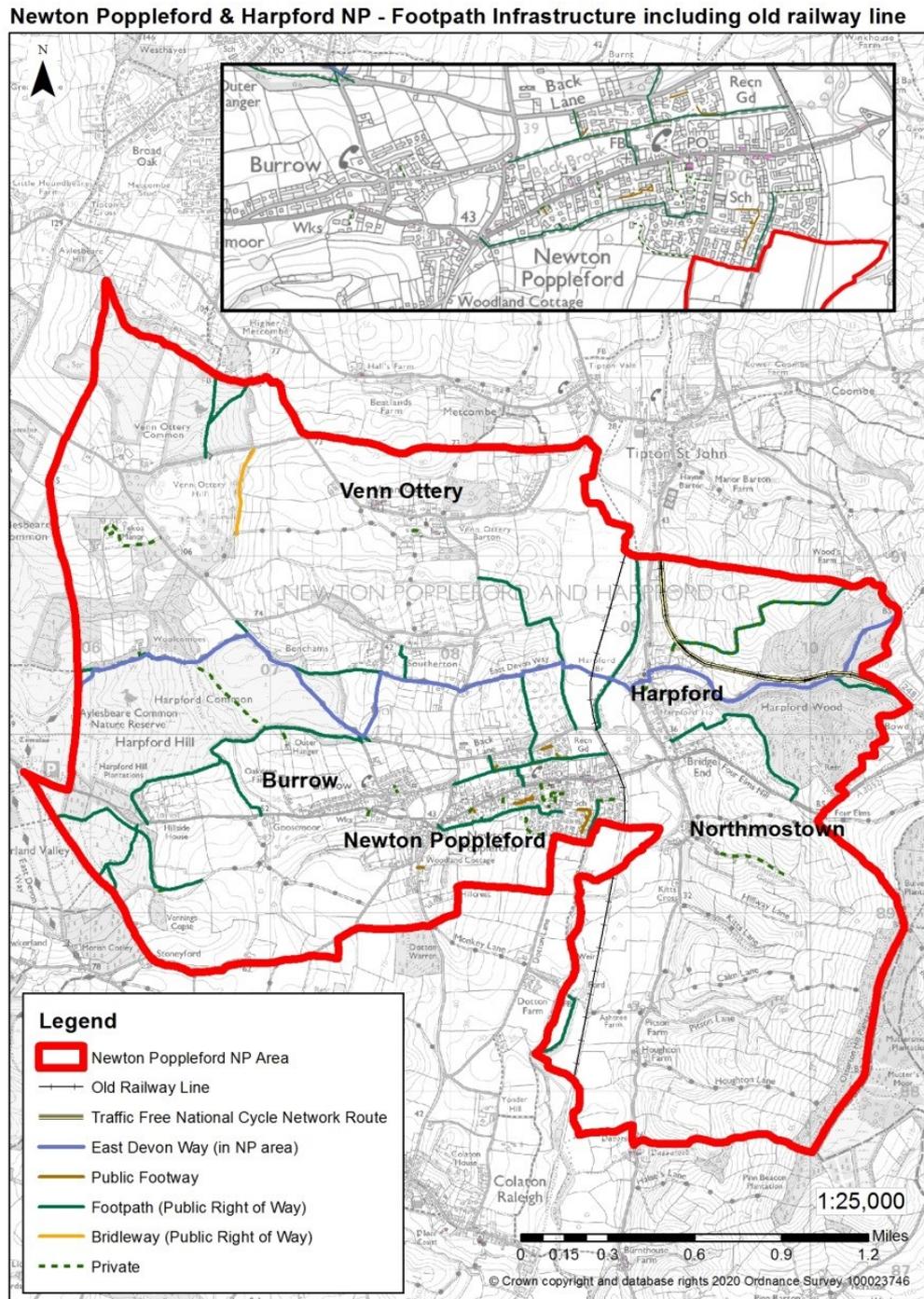
The following new Map 11 shows the principal Facilities and Services within the parish. It can be seen that these are predominantly in the eastern end of Newton Popleford.



Question 2

- The East Devon Way is mentioned in paragraph 3.3, and Map 4 illustrates the Parish's footpath infrastructure. Again, in the interests of clarity, the East Devon Way should be named and shown more clearly on the map, and a cross-reference could be added to Page 22, to clarify the context of the photograph. Could a revised map be provided?

A new map is provided below and a cross-reference can be added to page 22 as suggested.



Question 3

3. Paragraphs 3.4 and 7.3 give conflicting figures for number of households recorded in the 2011 Census. Should it be 930 or 978?

The correct figure, verified against the official Office for National Statistics (Nomis Web Service) Census 2011 data, is 928 households. This should therefore be the figure quoted in both paragraphs.

Question 4

4. Policy T2 for developments of 10+ houses and employment sites are expected to demonstrate how the adverse impact of added vehicles on the transport network and infrastructure will be mitigated, including by way of Travel Plans to encourage more sustainable travel behaviour. Does this approach conflict with Policy T1, which seeks residential development with parking spaces that exceed the standards in the East Devon Local Plan? Is Policy T1 out of general conformity with the Local Plan, and contrary to the promotion of sustainable development?

Pragmatically, the policies recognise that, in a semi-rural area with limited public transport, most families will have private cars and that these need to be accommodated whilst encouraging more sustainable behaviour. The policies are not contradictory because they aim to address different concerns and scales of development.

Policy T1 recognises that inappropriate car parking can lead to road safety and amenity impacts through congestion if it is not managed from the outset. The Local Plan (LP) policy TC9 is non-strategic and therefore can be superseded if local circumstances warrant it. In Newton Poppleford some new developments were carefully planned so that vehicles are safely accommodated, but with other developments vehicles dominate the street scene, cause danger to pedestrians and make it unsafe for children to play or walk to school. Reducing car parking requirements has not reduced car ownership, just displaced vehicles so that they are parked on public land, roadside and in community spaces. Policy T1 promotes sustainability through the use of electric vehicles, by requiring charging points to be installed and by requiring dedicated cycle parking space.

Policy T2 recognises the safety, amenity and character impacts arising from the very large numbers of vehicles passing through the village because it is bisected by a main A road. With limited pavements and crossing places, this dominates the local village and Policy T2 recognises that larger developments are better able to provide infrastructure and layouts which reduce the need for multiple private car parking spaces. Travel plans promote sustainability by encouraging the use of alternative travel methods but also, through providing facilities, such as visitor spaces, allocated spaces in shared parking areas, cycle provision, pedestrian footpaths and banks of charging points, also reduce the need for private car parking.

The following shows the differing approaches to parking delivered by developments in the Parish; these emphasise the need for appropriate parking.

Alfred's Gate

This 2019 development sought to support sustainable travel and a shared street environment, but the limited parking causes significant amenity and safety issues. Cars have to park on the pavement, pedestrians are forced to walk in the road and dodge on-coming vehicles and vehicles dominate the street scene:

- garages are too small for today's large vehicles;
- insufficient parking spaces for residents and visitors;
- pavement only provided on one side;
- road too narrow for car parking;
- no front gardens to relieve the street scene.



Capper Close

This development in the centre of the Village suffers from continually congested, unsightly and dangerous parking which took no account of existing conditions, with cars dominating the streetscene:

- insufficient parking spaces for residents and visitors,
- garages too far from houses so are less likely to be used;
- no space was designed into the new development for cars from old houses in adjoining High Street. Approx 8 of these park in the pub car park but will be forced to move when pub is sold and given no choice but to park on the busy A road;
- large front gardens do help to relieve the streetscene and there are sufficient pavements for pedestrians.

Note – in 2019 Application 18/2016FUL (2 houses at Highlands, Capper Close) proposed only 1 parking space with the expectation that all other vehicles would park on the street, despite existing congestion.



Capper Close Daytime view



Night view Capper Close (cars on grass and pavement areas)

Lark Rise Estate

This development provided sufficient parking that has delivered road safety and where parked vehicles do not dominate the street scene:

- houses were given sufficient parking for residents;
- the roads are wide enough for cars to also park on the road;
- there is sufficient paving for pedestrians;
- large front gardens and grass verges soften the street scene.



Otter Reach

This development also provided appropriate parking. Sufficient parking has delivered road safety and vehicles do not block the road and pavements:

- houses were provided with sufficient parking for residents;
- the roads are wide enough for cars to also park on the road;
- there are sufficient paving for pedestrians to walk safely;
- front gardens and grass verges soften the street scene.



Question 5

5. Page 20, paragraph 7.1 – the appeal for new housing at Down Close. Should the reference be to APP/U1105/A/14/2229080?

Yes. (note that the appeal reference for land at Badger Close is currently cited)

Question 6

6. Policy EP1 expresses support for the creation of a new National Park, but the subsequent text in the Policy Overview provides no explanation as to why this should be considered or by whom. Appendix 7 refers to the Glover Review. Please provide new text comprising a short explanation of the aspiration in order to properly inform readers of the NP.

We suggest adding the following text:

“The Glover Review 2019 identified two AONB areas that were strong candidates to become new National Parks. One of these areas was East Devon/Dorset. At its Special meeting on 25th February 2020 East Devon District Council agreed that further investigation of the benefits and drawbacks of becoming a new National Park should be pursued with all meetings open to the public. Residents have indicated how much they wish to preserve the AONB and uniqueness of our area and the aspiration of National Park status would be to put more emphasis on rural employment and local housing for existing local families who wish to remain in the area. The creation of a new National Park which covers this parish would be supported.”

Additionally, we understand that the designation of a National Park would be outside the scope of the NP, and would be designated by the Secretary of State. We therefore suggest the statement is removed from the policy and added as a statement to this explanation in the text.

Question 7

7. Paragraph 7.3 – Housing, Heritage and Design Policy Overview - includes a discussion of housing need. In the interests of clarity, please could this be rewritten having regard for these factors:

- Community surveys can assist, but do not always reveal full housing need; Please see reworded 7.3 below.
- Although 67 new homes have been built since 2013 in the Parish, only 16 of these were affordable homes; and Please see reworded 7.3 below.
- Housing need is a changing feature, and is likely to have grown since 2013. In fact, newspaper coverage indicated that there were more than 3,000 families on East Devon District Council’s waiting list at the end of 2017.

The Devon Communities Together whole village survey results were published in January 2017 and showed the affordable housing need for the period to 2022 was 14 houses. The King Alfred Gate development provided 16 which were built and occupied in 2019.

Devon Homes Choice publishes quarterly figures of demand. We are unclear about which newspaper article this question refers to so it’s difficult to comment specifically

but Devon Home Choice publishes quarterly figures on its public website. Residents may be registered across multiple towns or villages in East Devon.

Figures for social housing demand in Newton Poppleford are obtained from East Devon housing officers on a regular basis via the Ward Councillor to monitor demand for social housing (note that these figures are only available to the general public under FOI).

A clearer description of current housing need for future new housing provision in the Parish is needed. The arguments and evidence in Mr Compton's representations (see **11. (ii)** below) could also inform this description. Could this be provided please?

Mr Compton's representations are fully answered under 11 (ii)

To clarify the above points we would propose rewording 7.3 Policy Overview to:

Housing, Heritage and Design - Policy Overview

At the time of the 2011 census the resident population of the Parish was 2095 in [978928](#) households. There were also 51 dwellings which were empty, second homes or holiday lets.

The whole parish lies inside the East Devon AONB so further development should not be allowed unless it conserves and enhances the East Devon AONB, is within the BUAB or demonstrates an exceptional need outside the BUAB. Despite this 67 new houses have been authorised in the parish since 2013 (when the Local Plan began), with further applications expected, and 53 houses have been built in Newton Poppleford in 2019 alone.

The current built up area is tightly circled by the Built-up Area Boundary and flanked by flood plains leaving little scope for further expansion. As a result any further development is likely to be infill which leaves residents concerned that the village will feel increasingly cramped. To mitigate this, minimum garden sizes and distances between houses should be applied, all existing trees and shrubs should be kept and whenever possible additional greenery should be planted.

Any new housing will be required to meet the needs of the Parish such as that demonstrated by the Housing Needs Assessment produced in 2017 by Devon Communities Together, a charity with specialist expertise in this area. This identified a need for 14 affordable dwellings in the period up to 2022 predominantly for smaller houses especially 1 bedroom, either for starter homes or to allow older residents to downsize, and for single storey houses adapted for the disabled and elderly. In the Community Survey, residents overwhelmingly voted for no more than 20 houses within the lifetime of this plan, which should be small in scale (no more than 10 houses per development) and consisting of smaller, affordable houses for people with a local connection. However as 67 houses have been authorised since the 2013, residents' requirements have already been exceeded.

Despite the community's preference a disproportionate number of the new 67 houses authorised since 2013 are large, executive style houses and whilst a development of 40 houses completed in 2019 provided 16 affordable dwellings; unfortunately of these 16 only 2 have 1 bedroom.

Further development in the Neighbourhood Plan period is likely to derive from small infill sites. The LP does not currently allocate any further new housing to Newton Poppleford but this will be reassessed as part of the Local Plan revision and this, along with an updated Housing Needs Assessment, will inform the review of the Newton Poppleford Neighbourhood Plan.

If further housing is imposed on the Parish then this should meet residents' requirements in terms of housing styles and impact on infrastructure. During a Housing Styles Consultation, residents identified the style of housing and housing features which would be supported in the Parish, together with those which would not. They also require any new development to address its impact on the over-burdened roads infrastructure, in particular adequate, off-road parking. Community-built affordable houses by a Community Land Trust would be desirable.

There are 57 Grade II listed buildings in the Parish which would need to be protected from any future development together with the two Community Assets and the Heritage Sites listed in Appendix 2.

Question 8

8. Policy HDQ1 refers to Guidance Notes from Wrexham Neighbourhood Plan. Wrexham is a large town in North Wales, and it is unclear why that should have been used as a source of guidance for Newton Poppleford and Harpford. Is the Parish Council able to provide some justification for its approach?

There were concerns that brownfield and infill developments within the BUAB would lead to developments being inappropriately 'squeezed in' and result in a cramped living environment within the village. East Devon District Council Neighbourhood Planning Office were asked how this could be managed and they shared with us the example of the garden size and distance policies in the Wrexham plan which we used as a point of reference and tailored appropriately to our local situation. We included reference to the Wrexham Plan purely to acknowledge the source of the policy wording.

The aim of our policies is to create an environment where the new house owners and all their neighbours can enjoy lives of health and wellbeing, an aim that is relevant whether people live in a large town like Wrexham or in a village like Newton Poppleford.

Question 9

9. Appendix 2 of the NP includes non-designated heritage assets. These are clearly not listed buildings and structures, but it is necessary to understand how they have been identified as significant. Local authorities often maintain local lists of heritage assets, for example. Can the Parish Council provide me with details of how these assets have been identified?

The District Council established a methodology for identifying non-designated heritage assets and local communities were asked to identify assets which met the requirements. This methodology was used by the Steering Group and representatives of the Parish Council as the basis for identifying some of the non-designated heritage assets in Newton Poppleford. Other assets were proposed by members of the public during the Community Survey. These were then subject to public consultation and the public were asked to identify any further significant assets that they would like to see included. It is the District Council's intention to keep a register of non-designated heritage assets (as per their Heritage Strategy) but we understand that this has not yet been established.

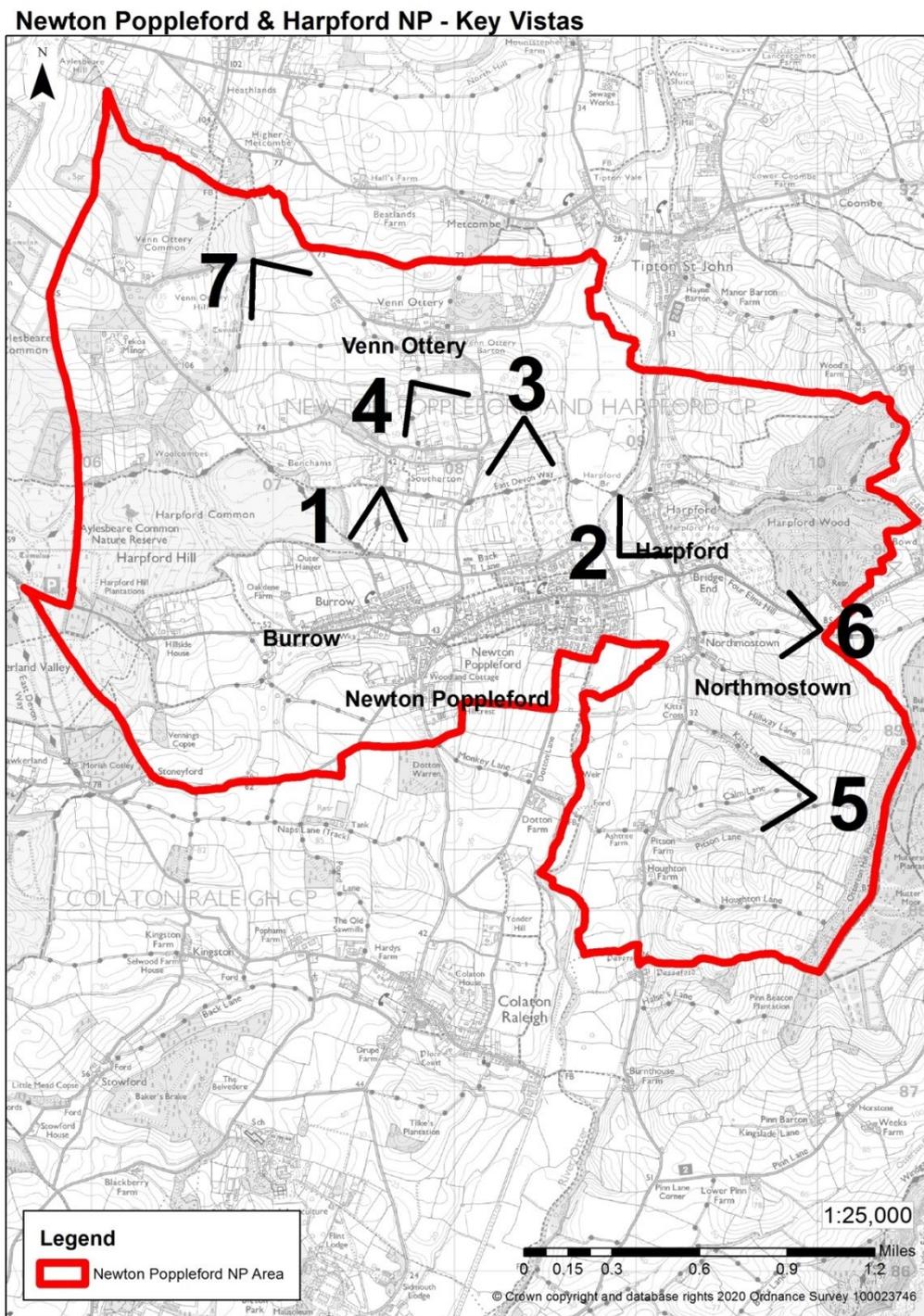
This table shows where each asset was proposed:

Feature	Community Survey	Public Consultation	Proposed by Steering Group and Parish Council Reps
Pebbled Walls			Yes
Victorian brick walls			Yes
All Trough and Pumps (e.g. 1 by Hayman's and 1 on Green Bank)			Yes
All red Post Boxes, especially the Victorian one	Yes		Yes
Western bridge over the brook			Yes
Red Bridge	Yes	Yes	
Circular brick bridge on Venn Ottery Road			Yes
War Memorials			Yes
Milestone (by Riverside cottage)		Yes	
Flag Poles on Green Bank		Yes	
Oak Tree Garage petrol pump		Yes	
Public seats		Yes	
Brick built bus shelters		Yes	
The wooden railings at the eastern end of Station Rd on either side of the river		Yes	

Question 10

10. Map 9 shows 7 sample viewpoints, with photos on the following page. In the interests of clarity viewpoints and photos should be numbered, so that they can be correlated. Can a revised map be provided please?

A revised map is shown below with numbered views:



1. View south from East Devon Way



2. View east from Webbers Meadow



3. View south from orchards to Harpford



4. View east from Venn Ottery Road



5. View west from Bulverton Hill



6. View west from A3052



7. View east from Venn Ottery Common



Question 11

11. In addition, I have read the responses to the Regulation 16 consultation exercise from all respondents and will be taking account of them all in my examination of the NP. Three of the representations raised particular points on which I wish to understand fully the Parish Council's position. I would therefore be much obliged if you would comment on the representations from:

(i) Devon Countryside Access Forum

This local Access Forum proposed that Policy T3 be rewritten, to describe public rights of way more accurately.

Accept proposed new wording "The improvement and enhancement of existing public rights of way (footpaths and bridleways), the National Cycle Network and pavements will be supported."

The Forum also suggested a change to the T3-Policy Overview, to refer to the role of landowners and access for all users.

Add in the following words to the T3 Policy Overview:

"Devon County Council defines a Public right of Way as follows:

"A public right of way is a right by which the public can pass along linear routes over land at all times. Although the land may be owned by a private individual, the public have a legal right across that land along a specific route".

The Parish Council will seek to work positively with landowners, the Devon Countryside Access forum and Devon County Council to ensure that access for all users is encouraged where practically possible."

Thirdly, it was suggested that the map on page 68 is not particularly comprehensible because the colours are indistinct, and also the key, which refers to "private" and "private footways", is confusing. It is claimed that a footnote of explanation would be helpful. What is the Parish Council's view, and should the NP be modified to take account of the above points?

A revised Footpath Infrastructure map (shown at point 2 above) now shows distinct colours and the key has been amended to be clearer.

Additional note – unfortunately the page numbering from Appendix 6 Map 2 onwards is incorrect, but there are no pages missing from the NP and the numbering will be corrected in the final document.

(ii) Robert G Compton

Mr Compton's perception is that the NP is "a plan for stagnation and decline" rather than development and growth; an overly restrictive Built Up Area Boundary (BUAB) prevents any new residential development in the village. He alleges that development proposals in the recent past have been refused or dismissed because of the poor footpath provision between the Old Toll House and original entrance to the King Alfred Way development. However, a purpose-built footpath link has been constructed as part of the new King Alfred Way scheme, which now better connects the western end of the village to the village centre.

We would strongly disagree with the assertion that this is “a plan for stagnation and decline”. Rather we consider it to be a sensible, pragmatic plan which accepts and learns from recent developments and seeks to ensure that any future development meets the needs of the local community, whilst enhancing and conserving the aspects which the community holds most important.

The Plan proposes that most new development should meet a local (predominantly affordable) housing need and that infrastructure improvements should ensure that traffic impacts are not increased and that realistic, safe alternatives are provided for those most vulnerable residents who cannot safely access village facilities at present.

The public footpath to the south of High Street benefits some residents in the western end of the village. However, on your site visit, you will see that the benefit is very limited. Other than the section of path re-routed through the new development (Alfred’s Gate), the remainder has not been improved and is not fit for purpose; it is unsafe, in poor condition and very muddy in winter. The Parish Council often receives complaints about this issue, the most recent of which was received on 2nd July 2020 and states:

“The footpath that runs parallel to the road is used, however with the exception of the accessibility to the new housing development the remainder is not fit for purpose and is almost impassable. It is unsafe, in very poor state of repair particularly in wet weather with overgrown vegetation.

I am very surprised that this was not upgraded as a condition of the planning approval of the new development under a 106 agreement. No doubt there are children from the houses of the new development also attending school.

Further I would draw your attention to the pavement at the junction of the toll house which is extremely dangerous as it is only wide enough for one person with no barrier fronting a major main road.”

Children, the elderly, the disabled and those with pushchairs cannot realistically use this path to access the community facilities or school so have to drive or negotiate the very busy road.

Please also refer to **Paragraphs 12 to 16 below of the Down Close appeal** (APP/U1105/A/14/2229080) which shows that the Inspector took full account of proposed footpath improvements highlighted by Mr Compton before concluding that the Down Close site is not in a sustainable location for residential development.

“12. The site is fairly remote from the village High Street, which has a reasonable range of local facilities and services. There are bus stops within reasonable walking distance on High Street and Exmouth Road, which link the village to the main towns. The hourly frequency of bus services makes short intra-village bus journeys possible, but not particularly convenient.

13. The important facilities of Post Office and convenience store are an almost 1250 metre walk from the site, while the primary school and medical centre are a nearly 1450 metre walk, at the other end of the village. The preferred maximum walk distance indicated in the CIHT guidelines providing for Journeys on Foot is 1200 metres. For the older people and families with young children likely to be living on the site, all these facilities would be at the very limit of, or beyond, a reasonable walking distance.

14. The narrow road and lack of pavements on the High Street, east of its junction with Exmouth Road, make it an unattractive and substandard route for pedestrians and, since it is the busy A3052 Exeter-South Coast road, for cyclists too. There is a

potentially safer pedestrian route, the public footpath to the south of the High Street. This varies in quality but parts of it have been, or will soon be, improved in association with other developments taking place in the village. These improvements do not include all of the section between Farthings Lane and King Alfred Way, which would be used by pedestrians approaching from Down Close.

15. However, some improvement works have taken place and the s106 contribution offered by the appellants could be used to further improve this section, so that there would effectively be a paved footpath from the bottom of Exmouth Road to School Lane. That would be a significant benefit. Nonetheless, the footpath would not be lit, for environmental reasons, and parts of it would have no passive surveillance. These factors mean that it is unlikely to be attractive to some users. In any event it would not shorten the distances and would not be available to cyclists. For these reasons I do not consider the footpath to be an entirely satisfactory alternative route.

16. I consider that, because of its fairly remote location on the edge of the village, the site is not well related to local facilities. Some residents on occasion may decide to walk to the post office and shop, or even to the school or medical centre but, realistically, because of the distances involved and the nature of the pedestrian routes, the majority of residents would be likely to choose to travel within the village by car. The development would not therefore properly minimise the need to travel by car, in conflict with the aims of EDLP policy TA1 and the emerging NEDLP policy TC2. The proposal would not be consistent with the Framework objective of providing a realistic choice of sustainable means of transport and so I conclude that the site is not in a particularly sustainable location for residential development.”

The following summarises the specific issues you can expect to see when you walk down the public footpath between Exmouth Road and King Alfred Way on your site visit.

Section 1 – from Exmouth Road to Toll House

Benefits:

- has street lighting;
- tarmac surface;
- passive surveillance.

Dangers:

- very narrow, passable only by able bodied people in single file;
- totally unsuitable for parents with buggies or toddlers, dog walkers, those with disabilities, wheelchairs or mobility scooters;
- extremely close to heavy traffic on the busy A3052;
- no railings or other protection to prevent a child/dog running, or of someone stumbling, off the narrow path into the road;
- pedestrians can't see oncoming A3052 traffic or vehicles emerging from lane on right;
- drivers will be concentrating on entering the roundabout rather than on pedestrians;
- jutting out wing mirrors on large vehicles are a particular danger.



Section 2 – from Toll House to corner

Benefits :

- tarmac surface;
- has some passive surveillance.

Dangers:

- no street lighting;
- this stretch is shared with vehicles but has no pavement to separate pedestrians from vehicles;
- blind corner for vehicles turning left from A3052 or right onto A3052.



Section 3 – from corner to Alfred’s Gate

Benefits: no traffic

Dangers:

- uneven, unpaved, un-drained surface;
- unsuitable for those with disabilities, wheelchairs or mobility scooters, difficult for buggies;
- no street lighting. This stretch is pitch black after sundown (e.g. 4.00pm in winter);
- path becomes very enclosed by hedging in places;
- no passive surveillance.



First 50 metres which has new holly planting



Next 70 metres with high hedging



Overhanging brambles at face level

In his further submission, Mr Compton sets out information to demonstrate that there is a high level of need for new housing, especially for affordable housing, in East Devon. He commented that the recent survey of residents in the Newton Poppleford and Harpford Parish demonstrated some 64% of respondents were in favour of new housing development, preferably on small schemes. He estimated that some 84% of respondents supported housing development for local people to meet affordable housing needs, and 43% supported affordable housing development outside the BUAB.

There is definitely an unmet need for affordable housing across most of East Devon, including within Newton Poppleford. The NP does not dispute this need; indeed the underpinning survey evidence supports it and both the LP and NP contain policies to encourage and enable affordable housing to take place.

Most affordable housing will occur on 'exceptions' sites which, by their very nature, do not need to be allocated or identified in a Plan. The Local Plan contains strategic policy Strategy 35, which establishes criteria which exceptions sites must meet. This is reflected in NP Policy H3. Any site put forward as an exceptions site will be considered on its merits, and those which are of particular importance, e.g. ecological or heritage etc., will be discounted in line with LP and NP policy. The NP fully recognises that as many as 84% of residents would like to see more affordable housing provided, but the NP aims to ensure that the right housing is provided for local people in the most appropriate locations. We consider that the Plan as submitted achieves this.

Has the Parish Council had sufficient regard for the results of this survey in its assessment of future housing requirements, and in reporting on the housing data? When responding to my question 7 above, it would be helpful if the Parish Council would consider the above survey results and Mr Compton's assessment.

The Parish Council does not dispute Mr Compton's assertion that the survey found there was a high demand for new affordable housing in the village or that a significant number of people would support such housing on sites outside the BUAB. The NP includes Policy H3 which enables such housing to be constructed on appropriate sites, where a need is identified. The Plan does not explicitly identify sites for such housing as they are permitted as an 'exception' to normal policy, due to the local circumstances.

An extension of the BUAB would not provide the type of housing which the survey suggests the local community would support, as the Local Plan requires up to 50% affordable housing on sites within BUAB's, with the majority being open market housing that could not be required to meet a local need. The survey results suggest that local residents value the AONB and countryside setting of Newton Poppleford very highly. We would suggest that the benefits of 'affordable' housing to the local community are considered to outweigh some of the potential harm to the AONB; open market housing would not be supported in the same way.

Recognising the community's support and desire for affordable housing, the PC commissioned an independent Housing Needs Assessment from Devon Communities Together, a charity with specialist expertise in this area. This was published in 2017 and identified a need for 14 new affordable houses in the Parish up to 2022; a figure which supports the outcome of our community survey. To address this pressing need, 16

affordable homes were built last year, along with 37 open market homes. This demonstrates the above point about housing within the BUAB delivering much less affordable housing- in this case it accounted for less than a third of the new homes. On an exception site those proportions would be reversed, that is 66% would have to be affordable housing.

Retaining the BUAB as it is therefore is helpful in ensuring the provision of affordable housing and reflects the view of the survey.

In addition, has the Parish Council taken account of the effect of the new footpath link on the suitability of Newton Poppleford to accommodate more residential development than is envisaged in the current NP? Is there a case for the NP to propose a review of the current BUAB and/or a more positive policy for future housing development?

The BUAB was reviewed by the District Council recently, as part of the Villages Plan adopted on 26th July 2018 after being found sound at Inquiry. This was widely publicised and the Parish Council (as well as the wider community) were consulted on it several times. The provision of a new footpath was a material consideration but was not considered to justify allocation of additional development or extension of the BUAB to enable additional infill housing. The Parish Council considered the representations made in response to the Villages Plan but agreed with the District Council's decision that the sites were unsuitable/did not warrant or justify extending the BUAB through the NP to include them. The village has seen fairly significant growth in very recent years (e.g. 53 houses in 2019) with little accompanying infrastructure.

The NP does, however, allow for further development to meet local needs, in line with the findings of the extensive public consultation which was undertaken as part of its production. This exceptions development would enable housing to be provided which would meet a proven local need as well as a small amount of open market housing for the wider population. Such housing could include sites which were submitted in response to the various VP or NP consultations and would take account of new footpath provision. But this would need to be continuous, safe and good quality if it is to be used by those most at risk on the existing road (the elderly and disabled, children accessing school and parents with pushchairs). At present the footpath provision does not achieve this (as illustrated above).

The appeal relating to the field at Down Close considered the contribution made by the 'new' footpath to local residents, and, if it were extended as a result of further development, its ability to make the west of the village more accessible to facilities. The Inspector fully considered this footpath before deciding that the footpath would not be a satisfactory alternative route (see section 11 ii above)

It is envisaged that the NP will be reviewed periodically and, if sufficiently good access has been achieved, and there is a need for additional housing sites, this can be addressed at that time.

Commenting on sections 4.3, 4.7 and 7.7 of the NP, Mr Compton contended that it is incorrect to describe the public transport services in the Parish as weak. Timetable information suggested reasonably frequent services to and from Exeter and other neighbouring towns. He pointed out that a high percentage of Newton Poppleford's population are pensioners who are entitled to free bus travel. Only 7% of respondents to the Parish survey rated local services as poor. Should the NP be modified to reflect these data?

The bus timetables provided by Mr Compton are several years out of date. Current bus routes are shown in Annex 1.

Whilst we do not disagree that there remains a reasonable bus service serving the village of Newton Poppleford specifically, services have been reduced, fares (for the many who do not benefit from the free bus pass) have risen and there are some significant limitations, meaning that for many journeys, particularly for commuting to work, appointments at the main health centre at Ottery, or family days out, the bus service is not a practical or viable alternative to driving.

Reasons / examples include:

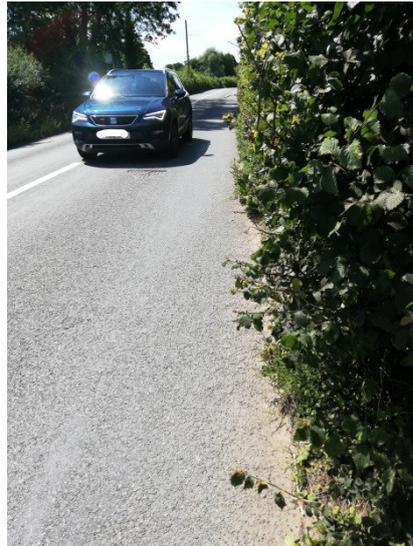
- buses serve only the A3052 and B3178 with no buses serving the villages of Venn Ottery or Southerton;
- people from the outlying villages of Venn Ottery, Southerton and Harpford must walk along unlit, unpaved country lanes to the A3052, sometimes for miles;
- in the case of Harpford and the western end of Newton Poppleford people have to wait in the busy A3052 carriageway as there are no pavements;
- at the western end of Newton Poppleford people must walk on the busy A3052 road to access the bus stops.

Bus stops at the western end of A3052

Eastbound



Westbound



Bus stops for Harpford (bottom of Four Elms Hill)

Eastbound



West bound (note barrier broken by crash)



- reliability is variable with buses frequently not running to timetable which compounds issues when seeking to rely on the service for work purposes or appointments, and can add to journey times;
- people don't necessarily work on the bus route (e.g. Plymouth and Taunton);
- people need flexibility. For example they may need to drop/collect children from school/carer before and after work or attend doctors, chiropractors, gym and so on;
- the whole village Medical Survey shows that 86% of people drive to the doctor's surgery, and 78% go to Ottery St Mary. The **Bus Fare to Ottery St Mary is £8.30 return per adult and takes 1 ½ hours** each way;
- the cost of using the bus for shopping is not financially viable. To use the nearest supermarket, Waitrose, is **£6.40 return (£12.80 for a couple)** and then they have to carry heavy bags;
- Newton Poppleford has limited facilities with the nearest being in Sidmouth (e.g. Library, cinema, theatre, seaside, restaurants, swimming pool, gyms, etc.). **Bus No 9 to Sidmouth, the fare is £7.50 return for adults;**

- there is a limited late night bus service;
- people have to have a car because they live in a rural village, and once they've got a car, bus fares become financially unviable. E.g. family days out by car are financially more attractive and convenient, for example by car to Crealy Adventure Park with free car parking, or to the seaside, costs £6 for all day parking.

On Policy TH1 – Trees and Hedgerows and Appendix 3 – Natural features to be protected, Mr Compton pointed out that the field above Down Close is a redundant apple orchard. It does not have public access and should not, in his view, be described as natural woodland. Should the NP be modified to clarify the status of this land and its future management?

The protection of the woodland in the field above Down Close is supported by paragraphs 17-24 in the APP/U1105/A/14/2229080 appeal decision. The Inspector states very firmly that the site clearly has a high ecological value, that development would be visible from outside the site and would be very apparent and that mitigation, through planting replacement trees and creation of log piles, would not adequately offset the damage to this priority NERC habitat.

Policy TH1 is intended to protect ancient woodland, veteran trees and also other hedges and trees of importance. The field above Down Close is considered to warrant special protection because it is visually attractive and important to the AONB; contains a mix of fruit trees some of which are aging and decaying so are of particular ecological importance, and the habitat they create cannot be replicated if it is lost to development.

The justification is borne out by the Inspector's comments:

“The impact of the proposed development on the rural character and appearance of the area, which lies within the East Devon AONB

17. The site, on the edge of the village, is in the countryside and, because of its topography and natural beauty, makes a key contribution to the rural setting of the village. It lies within the area designated as an AONB. A core principle of the Framework is the recognition of the intrinsic character and beauty of the countryside, while Framework 115 confirms that great weight should be given to conserving landscape and natural beauty in the AONB which, in that regard, has the highest status of protection. While this is not an absolute prohibition of development, it is a restriction so that Framework 14 is not engaged.

18. The proposed development is not of a type explicitly permitted in the countryside by a specific policy so it conflicts with EDLP policy S5 and emerging NEDLP Strategy 7. While the mature hedgerow trees on the perimeter would provide an attractive backdrop, the new development would be visible on rising ground behind Down Close from Exmouth Road, one of the principle routes into the village. There would be a very apparent erosion of the character and beauty of its rural setting.

19. This part of the village is separate from the historic core and, because of the topography and intervening development, the site would be largely screened in middle distance views from within the village. However, from higher land to the east, the developed site would be seen rising above the undulating landscape as an isolated pocket of development, divorced from the village, and undermining the landscape quality of the East Devon AONB, to the detriment of its natural beauty.

20. The appellants argue that much of the new housing in the district will have to be sited within the AONB. However, that would be decided on a balance of considerations as part of the Local Plan process. New development is already taking place in the village and, while some additional housing would be welcome, I find nothing to show that the development of this particular site is so necessary that it outweighs the highest level of protection given to the countryside of the AONB. I find that the proposal would not be consistent with the countryside protection objectives of the Framework and would conflict with the aims of EDLP policy EN1 and emerging

NEDLP Strategy 46. I consider that the proposed development would have an unacceptably harmful impact on the rural character and appearance of the area.

The ecological impact of the proposed development

21. Framework 115 says that, in the AONB, the conservation of wildlife is an important consideration while Framework 118 makes it clear that the aim should be to conserve and enhance biodiversity. The appellants' habitat survey shows that habitats within the site support (or have the potential to support) a range of protected species including bats, dormice, birds, reptiles and badgers. The site, with its boundary trees and overgrown hedgerows, is considered to be of medium to high ecological importance. The grassland on the site, which supports a range of invertebrates, is of medium ecological importance. A traditional orchard in the north-western quadrant of the site contains aging fruit trees, many of which are decaying. The orchard is a priority habitat under s41 of the Natural Environment and Rural Communities (NERC) Act and is of high ecological importance due to its range of habitats and its mature, unmanaged state. The NERC Act entails a duty to conserve biodiversity. The site clearly has a high ecological value.

22. A Tree Preservation Order (TPO) proposed for the site, encompassing the orchard and the boundary trees, was challenged by the appellants and appears to have not been confirmed. While „green“ boundary corridors would remain, development of the site would mean the loss of several important wildlife habitats, including the orchard, reducing biodiversity and severely diminishing the nature conservation value of the site. The proposed development would have a significantly harmful ecological impact, entirely in conflict with Framework biodiversity conservation objectives, with the NERC Act duty and with the aims of EDLP policy EN6 and emerging NEDLP policy EN5.

23. The appellants offer mitigation and compensation for the significant harm by providing a new orchard of local apple trees on an adjoining site to provide a replacement habitat. This would be secured by the s106 undertaking. Other measures would include a suitable habitat for the translocation of reptiles, including a log pile, and the provision of roosting boxes for bats and nesting boxes for birds. These measures are assessed as having a neutral effect on wildlife, although the bat and bird boxes would provide a slight positive gain.

24. This seems to me to underestimate the high ecological value of the orchard on the site. The mature and decaying trees are likely to provide a rich and diverse habitat and food source for birds, insects, invertebrates and fungi. There has been no detailed assessment of their particular value, but it is unlikely that the orchard could be replaced in any meaningful way by new planting, which would take decades to mature. I recognise that the existing orchard trees are in some cases over-mature and will in the fairly short term decay and die, but that in itself will provide a useful ecological feature. I am not convinced that a log pile, using the old trees, would replace that. The new orchard would not provide an equivalent habitat so I do not consider that the appellants' Biodiversity and Mitigation Strategy would be entirely successful.”

(iii) East Devon District Council

The District Council has submitted a table in its representation which included some 20 comments on specific policies and textual matters. These suggested revisions and amendments to the NP. It would assist my examination to understand the Parish Council's position on each of the points raised.

Please see Annex 2 which shows the Parish Council's position on each of the points raised.

Annex 1 - Buses serving Newton Poppleford

The maps/timetables of bus routes provided by Mr Compton are out of date by some years.

Here are the buses that currently run. Some of these services such as the buses run by Axe Valley mini travel are once or twice a day services and thus are of limited value, examples given at the end of this document:

Bus services

9 - Exeter - Seaton or Honiton
Stagecoach South West

9A - Exeter - Seaton or Honiton
Stagecoach South West

52 - Exeter - Seaton
Axe Valley Mini Travel (AVMT)

157 - Exmouth Centre/Lovering Close - Sidmouth/Budleigh Salter...
Stagecoach South West

257 - Exmouth Centre/Lovering Close - Sidmouth/Budleigh Salter...
Stagecoach South West

357 - Exmouth Centre/Lovering Close - Sidmouth/Budleigh Salter...
Stagecoach South West

899 - Lyme Regis - Seaton - Sidford - Sidmouth - Budleigh Salter...
Axe Valley Mini Travel (AVMT)

X9 - Exeter - Seaton or Honiton
Stagecoach South West

SPONSORED SEARCHES

bus timetables buses from newton poppleford to sidmo bus stop map
bus newton poppleford bus schedules and route maps bus times and fares

Trip to Coleridge Medical Centre, Ottery St Mary

A Stagecoach bus trip to the doctors in Ottery St Mary (where the majority of Newton Poppleford residents are registered) for 1 adult is given as an example. The one way journey takes 1 hour and 15 minutes by bus on the quickest route compared to 10-15 minutes by car. The whole village medical survey showed that 86% of residents drive to the doctors in Ottery St Mary either in their own car or with the assistance of a driver from the Ottery help scheme. Sidmouth Beacon Medical Centre will not currently allow new patients from Newton Poppleford to register with them.

Buses No 9 and No 4 for one adult return Newton Poppleford to Ottery St Mary taking 1.25 hours each way

Alternative routes can take longer – 1.5 hours and 3 buses via Honiton or 1.5 hours and two buses via Exeter. Assuming that a proportion of attendees seeing their doctor might be feeling unwell, a ten minute car journey is often a more practical solution to using the bus, regardless of cost.

Bus No 9

[Home](#) > [Plan a journey](#) > [Journey Results](#) > [Journey Details](#)

Journey results



Newton Poppleford, Devon to Ottery St Mary, Devon leaving 10:00 on Tue 23 Jun 1 passenger [Edit](#)

There are high priority updates for your journey results

[Find out more](#)

Suggested routes

Travelling on Tue 23 Jun

Depart	Arrive	Changes	Travel time	Tickets from £8.30
09:49	11:04	1	01 hrs 15 mins	
bus 9 > > bus 4 Show details				
10:04	11:34	1	01 hrs 30 mins	
bus 9 > > bus 4A Show details				
10:54	12:04	1	01 hrs 10 mins	

Return adult fare to Honiton – approximately 11 miles, £8.30 return taking 54 minutes each way.

Ticket Results

Newton Poppleford, Devon to Honiton, Devon leaving 09:30 on Tue 23 Jun 1 passenger [Edit](#)

Suggested route
bus 9 Newton Poppleford, War Memorial → Honiton, Lace Walk (Stop C) - Leaving 09:26 / Arriving 10:22 > [Show details](#)

Please note
The fares shown are valid for the suggested route at the time of purchase
If you're travelling today, you may have to buy your ticket on the bus, or through the Stagecoach Bus App.

Single & return tickets

	Single Valid for one journey between two specified points on the day of issue. 1 Adult Full terms & conditions for this ticket	Paper ticket - on bus Available to buy on the bus.	Total £6.20
More details ▾			
	Return Valid for one journey each way between two specified points on the day of issue. 1 Adult Full terms & conditions for this ticket	Paper ticket - on bus Available to buy on the bus.	Total £8.30

Bus No 9 – Newton Poppleford to Sidmouth for one adult – taking 18 minutes each way

Ticket Results

Newton Poppleford, Devon to Sidmouth, Devon leaving 09:30 on Tue 23 Jun 1 passenger [Edit](#)

Suggested route
bus 9 Newton Poppleford, War Memorial → Sidmouth, Triangle (Stop A) - Leaving 09:26 / Arriving 09:44 > [Show details](#)

Please note
The fares shown are valid for the suggested route at the time of purchase
If you're travelling today, you may have to buy your ticket on the bus, or through the Stagecoach Bus App.

Single & return tickets

	Single Valid for one journey between two specified points on the day of issue. 1 Adult Full terms & conditions for this ticket	Paper ticket - on bus Available to buy on the bus.	Total £4.00
More details ▾			
	Return Valid for one journey each way between two specified points on the day of issue. 1 Adult Full terms & conditions for this ticket	Paper ticket - on bus Available to buy on the bus.	Total £7.50

Therefore the cost of a bus to Sidmouth (3 miles each way) for a couple = **£15.00** and becomes financially unviable for larger groups compared to the cost of driving and parking. Car parking currently costs £1.00 per hour in Sidmouth car parks.

Bus 9/9a - Bus Timetable Exeter to Lyme Regis

Single Adult Fare Newton Poppleford to Exeter return £8.30 – see key re sch and #sch

Exeter • Sidmouth • Honiton (9) • Seaton (9A) • Lyme Regis (9A)

99A

from 26th July 2020

MONDAY TO FRIDAY (excluding Bank Holidays)

Service No.	9A Sch	9A Sch	9A #Sch	9A #Sch	9A Sch	9A #Sch	9A Sch	9A #Sch	9	9	9	9A	9A	9	9	9A	9A	9	9A
Exeter Bus Station Bay 5	-	-	-	-	-	-	0616	0632	-	0725	0755	0815	-	0830	0848	0925	-	0955	25
Heavitree Co-op	-	-	-	-	-	-	0620	0636	-	0730	0800	0820	-	0835	0853	0930	-	1000	30
Clyst St. Mary Shelter	-	-	-	-	-	-	0630	0647	-	0739	0818	0838	-	0853	0911	0941	-	1011	41
Newton Poppleford Orange Shop	-	-	-	-	-	-	0643	0700	-	0755	0831	0854	-	0909	0926	0956	-	1026	56
Sidmouth Stowford Rise	-	-	-	-	-	-	0649	0705	-	0801	0836	0900	-	0915	0933	1003	-	1033	03
Winslade Road	-	-	-	-	-	-	0653	0708	-	0809	0841	0905	-	0920	0938	1008	-	1038	08
Sidmouth Triangle Arr	-	-	-	-	-	-	0657	0712	-	0815	0847	0912	-	0927	0944	1014	-	1044	14
Sidmouth Triangle Dep	-	-	-	-	-	-	0701	0716	0720	0825	0850	0919	-	-	0949	1019	-	1049	19
Winslade Road	-	-	-	-	0556	0610	0705	0720	0724	0830	0855	0925	-	-	0955	1025	-	1055	then at these times each hour
Sidford Green Close	0533	-	0546	-	0559	0613	0708	0723	0728	0834	0900	0929	-	-	0959	1029	-	1059	29
Sidford opposite Spar	0534	-	0547	-	0600	0614	0709	0724	-	-	-	0930	-	-	-	1030	-	-	30
King's Down Tail Holiday Park	0540	-	0553	-	0606	0620	0716	0731	-	-	-	0937	-	-	-	1037	-	-	37
Harepath Road Industrial Estate	0546	-	0600	-	0613	0627	0725	0739	-	-	-	0946	-	-	-	1046	-	-	46
Seaton Tramway Station	0550	-	0604	-	0617	0631	0729	0743	-	-	-	0950	-	-	-	1050	-	-	50
Seaton Marine Place Arr	0551	-	0606	-	0618	0633	0730	0745	-	-	-	0952	-	-	-	1052	-	-	52
Seaton Marine Place Dep	-	0553	-	0608	-	-	-	-	-	-	-	-	0956	-	-	-	1056	-	-
Axmouth Ship Inn	-	0557	-	0612	-	-	-	-	-	-	-	-	1000	-	-	-	1100	-	-
Rousdon Garage	-	0606	-	0621	-	-	-	-	-	-	-	-	1009	-	-	-	1109	-	-
Lyme Regis Co-op	-	0616	-	0631	-	-	-	-	-	-	-	-	1020	-	-	-	1120	-	-
Lyme Regis Kingsway	-	0619	-	0634	-	-	-	-	-	-	-	-	1026	-	-	-	1126	-	-
Sidford Spar	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidford Rising Sun	-	-	-	-	-	-	-	-	0729	0835	0901	-	-	-	1000	-	-	1100	-
Sidbury Old Coach House	-	-	-	-	-	-	-	-	0734	0841	0906	-	-	-	1005	-	-	1105	-
Hare and Hounds	-	-	-	-	-	-	-	-	0741	0848	-	-	-	-	1012	-	-	1112	-
Heathfield Estate	-	-	-	-	-	-	-	-	0748	-	-	-	-	-	-	-	-	-	-
Heathfield Roundabout	-	-	-	-	-	-	-	-	0750	0853	-	-	-	-	1017	-	-	1117	-
Honiton Rail Station	-	-	-	-	-	-	-	-	-	0857	-	-	-	-	-	-	-	-	-
Honiton Job Centre Stop D	-	-	-	-	-	-	-	-	-	0901	-	-	-	-	-	-	-	-	-
Honiton High St (Lace Walk)	-	-	-	-	-	-	-	-	0756	-	-	-	-	-	1022	-	-	1122	-

Service No.	9A	9	9A	9A	9	9A	9A	9	9A	9A	9A	9	9A	9A	9	9A	9A	9	
Exeter Bus Station Bay 5	-	55	1325	-	1355	1425	-	1455	1535	-	1600	1615	1640	-	1700	1720	1740	-	1810
Heavitree Co-op	-	00	1330	-	1400	1430	-	1501	1540	-	1605	1620	1645	-	1705	1725	1745	-	1815
Clyst St. Mary Shelter	-	11	1341	-	1411	1441	-	1512	1555	-	1620	1635	1700	-	1715	1740	1800	-	1827
Newton Poppleford Orange Shop	-	26	1356	-	1426	1456	-	1527	1611	-	1636	1651	1716	-	1731	1756	1816	-	1840
Sidmouth Stowford Rise	-	33	1403	-	1433	1503	-	1536	1618	-	1643	1658	1723	-	1738	1803	1823	-	1848
Winslade Road	-	38	1408	-	1438	1508	-	1543	1623	-	1648	1703	1728	-	1743	1808	1828	-	1853
Sidmouth Triangle Arr	-	44	1414	-	1444	1514	-	1549	1630	-	1655	1710	1735	-	1750	1815	1835	-	1858
Sidmouth Triangle Dep	-	49	1419	-	1449	1519	-	1551	1634	-	1701	1714	1739	-	1758	-	1839	-	1900
Winslade Road	-	55	1425	-	1455	1525	-	1557	1640	-	1707	1720	1745	-	1804	-	1845	-	1905
Sidford Green Close	-	59	1429	-	1459	1529	-	1601	1645	-	1712	1725	1750	-	1809	-	1850	-	1908
Sidford opposite Spar	-	-	1430	-	-	1530	-	-	1646	-	-	-	1751	-	-	-	1851	-	-
King's Down Tail Holiday Park	-	-	1437	-	-	1537	-	-	1654	-	-	-	1759	-	-	-	1859	-	-
Harepath Road Industrial Estate	-	-	1446	-	-	1546	-	-	1703	-	-	-	1808	-	-	-	1908	-	-
Seaton Tramway Station	-	-	1450	-	-	1550	-	-	1707	-	-	-	1812	-	-	-	1912	-	-
Seaton Marine Place Arr	-	-	1452	-	-	1552	-	-	1709	-	-	-	1814	-	-	-	1914	-	-
Seaton Marine Place Dep	56	-	-	1456	-	-	1556	-	-	1712	-	-	-	1817	-	-	-	1917	-
Axmouth Ship Inn	00	-	-	1500	-	-	1600	-	-	1716	-	-	-	1821	-	-	-	1921	-
Rousdon Garage	09	-	-	1509	-	-	1609	-	-	1725	-	-	-	1830	-	-	-	1930	-
Lyme Regis Co-op	20	-	-	1520	-	-	1620	-	-	1736	-	-	-	1841	-	-	-	1941	-
Lyme Regis Kingsway	26	-	-	1526	-	-	1626	-	-	1742	-	-	-	1847	-	-	-	1947	-
Sidford Spar	-	-	-	-	-	-	-	-	-	1714	-	-	-	-	-	-	-	-	-
Sidford Rising Sun	-	00	-	-	1500	-	-	1602	-	-	-	1726	-	-	1810	-	-	-	1909
Sidbury Old Coach House	-	05	-	-	1505	-	-	1608	-	-	-	1731	-	-	1815	-	-	-	1914
Hare and Hounds	-	12	-	-	1512	-	-	1616	-	-	-	1738	-	-	1822	-	-	-	1920
Heathfield Estate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Heathfield Roundabout	-	17	-	-	1517	-	-	1621	-	-	-	1743	-	-	1827	-	-	-	1925
Honiton Rail Station	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1831	-	-	-	1929
Honiton Job Centre Stop D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1835	-	-	-	1933
Honiton High St (Lace Walk)	-	22	-	-	1522	-	-	1626	-	-	-	1748	-	-	-	-	-	-	-
Service No.	9	9	9A	9A	9	9	9	9	9										
Exeter Bus Station Bay 5	1830	1840	1905	1935	-	35	-	2235	2335										
Heavitree Co-op	1835	1844	1909	1939	-	39	-	2239	2339										
Clyst St. Mary Shelter	1845	1852	1917	1947	-	47	-	2247	2347										
Newton Poppleford Orange Shop	1858	1905	1930	2000	-	00	-	2300	2400										
Sidmouth Stowford Rise	1904	1911	1936	2006	-	06	-	2306	0006										
Winslade Road	1907	1914	1939	2009	-	09	-	2309	0009										
Sidmouth Triangle Arr	1911	1918	1943	2013	-	13	-	2313	0013										
Sidmouth Triangle Dep	-	1919	1944	2014	-	14	-	2314	2346										
Winslade Road	-	1923	1948	2018	than	18	-	2318	2350										
Sidford Green Close	-	1927	1952	2022	at	22	-	2322	2354										
Sidford opposite Spar	-	-	1953	-	these	-	-	-	-										
King's Down Tail Holiday Park	-	-	2000	-	times	-	-	-	-										
Harepath Road Industrial Estate	-	-	2008	-	each	-	-	-	-										
Seaton Tramway Station	-	-	2012	-	hour	-	Until	-	-										
Seaton Marine Place Arr	-	-	2014	-	-	-	-	-	-										
Seaton Marine Place Dep	-	-	-	2017	-	-	-	-	-										
Axmouth Ship Inn	-	-	-	2021	-	-	-	-	-										
Rousdon Garage	-	-	-	2030	-	-	-	-	-										
Lyme Regis Co-op	-	-	-	2041	-	-	-	-	-										
Lyme Regis Kingsway	-	-	-	2047	-	-	-	-	-										
Sidford Spar	-	-	-	-	-	-	-	-	-										
Sidford Rising Sun	-	1928	-	2023	-	23	-	2323	2355										
Sidbury Old Coach House	-	1933	-	2028	-	28	-	2328	2400										
Hare and Hounds	-	-	-	-	-	-	-	-	-										
Heathfield Estate	-	-	-	-	-	-	-	-	-										
Heathfield Roundabout	-	-	-	-	-	-	-	-	-										
Honiton Rail Station	-	-	-	-	-	-	-	-	-										
Honiton Job Centre Stop D	-	-	-	-	-	-	-	-	-										
Honiton High St (Lace Walk)	-	-	-	-	-	-	-	-	-										

Key:
 #Sch School Holidays
 Sch Schooldays

Bus 899 Axe Valley bus services Newton Poppleford – Lyme Regis - runs twice a day.

Bus 52 Axe Valley Mini Travel Bus Exeter – Seaton via Newton Poppleford runs once a day at 10.32 am.

The above two routes may be useful for exceptional or occasional journeys but are not feasible for commuting or heavy shopping due to the limited service.