

AYLESBEARE PARISH PLAN

THE FUTURE OF AYLESBEARE



INCORPORATING THE VILLAGE DESIGN STATEMENT

Contents

	<u>Page No.</u>
Acknowledgements	2
Introduction	3
Aylesbeare	
A Brief History	4
Population, Area and Location	5 - 6
Views	6
Parish Plan	
Environmental Issues	7 - 17
Recreation and Leisure	18 - 25
Transport	26 - 30
Building in the Parish	31 - 39
Village Design Statement	40 - 44
Map of Parish	Centre pages

ACKNOWLEDGEMENTS

Thanks are due to a large number of people and organisations throughout the parish.

The Parish Plan and the Village Design Statement were commissioned by Aylesbeare Parish Council. The past Chairman, Cllr. John Webber, who initiated the exercise and the current Chairman Cllr. Mrs. Sheila Coward, who has seen it through to completion, have been very active in their support.

The Working Group, which was set up to carry out the preparation of the documents, was drawn from a wide range of people who either represented organisations from within the parish or who were interested parishioners.

These parishioners met regularly and gave freely of their time in researching, drafting and organising activities which were associated with the preparation of the documents. A list of the Working Group members is given below:-

Norman Allison, Tansi Ash, Paul Brinton, Christine Brown, Emma Cocker, Sheila Coward, Beth De Sousa, Peter Dunning, Steve Foreman, Ted James, Stacey Johnson, Neil Lindup, Ray Mulligan Margaret Powell, Lew Trump.

Pauline Mulligan provided artistic assistance, Tansi Ash prepared the draft and final versions of the Plan, Ray Mulligan looked after finances associated with the exercise and Margaret Powell provided a number of the photographs.

local authorities and charities who assisted in the preparation of the Documents were:-

- ❖ Devon County Council - Corporate Consultation Services
- ❖ East Devon District Council - Planning Office
- ❖ Community Council for Devon
- ❖ Community Council for Devon - Devon Play
- ❖ Royal Society for the Protection of Birds - Aylesbeare Common

Grant funding for the project was provided by:-

DEFRA/The Countryside Agency/South West Network of Rural Community Councils
Aylesbeare Parish Council

Finally and most importantly, thanks are due to the parishioners of Aylesbeare who responded so well to the Questionnaire. This exercise provided broad, interesting and useful information and allowed the development of a Parish Plan which reflects the views of the community. It has also given the Parish Council background information on the areas of most concern to the parishioners.

Note: - Copies of the photographs, documents, questionnaires and other information which have been used in the preparation of the Parish Plan are held by the Parish Council and are available for viewing at mutually convenient times by contacting the Parish Clerk.

INTRODUCTION

The Parish Plan is a planning document, which has been drawn up by the parishioners.

- It is an important document, which affects the way that the parish will develop over the next few years and which will influence future local plans.
- It is the main means by which Aylesbeare can make its voice heard.
- It is deposited with the local planning authority, East Devon District Council.
- It forms part of the planning rules and must be considered whenever planning applications for development in Aylesbeare are lodged.
- It complements and helps deliver local planning policies and frameworks but it cannot override adopted planning policy.
- It should influence local housing and land management strategies.
- It should contribute to the way local services are managed and delivered.

The Parish Plan is comprehensive in scope.

- It sets out a vision for how the community wants to develop over the next 5 to 10 years and identifies the actions needed to achieve this.
- It includes everything that is relevant to the people who live and

work in the community, from employment and playgrounds to the design of new buildings and protection of hedges and ponds.

- It includes many social, environmental or economic issues.
- It is up to the community to decide what is important to it.

As the Parish Plan is a statement of how the community sees itself developing over the next few years, it is important that the whole community is involved in producing the Plan, not just those people who usually go along to Parish Council meetings. This has been achieved, in the case of Aylesbeare, through articles in Topics, through parish meetings, through a young people's workshop and through a Questionnaire.

Achieving the long-term vision contained in the Parish Plan will require action.

This includes both:

- Action which the parish itself proposes to undertake;
- Policies, decisions and action carried out by other bodies, on which the Plan has an influence.

Local authorities are required to draw up "community strategies" to promote or improve the economic, social and environmental well-being of their area.

This Parish Plan, which is lodged with the District Council, gives Aylesbeare Parish the evidence to help inform policy-making by a range of organisations, from the local planning authority to police and health services.

On behalf of the Parish Council, a small group of parishioners spent nearly two years drawing up, first a Village Design Statement and subsequently the Parish Plan. Grant aid was received from the Countryside Agency and the Parish Council to help cover some of the costs associated with the exercise. The personal time expended by the members of the Parish Plan committee and others was used to offset the grant aid.

The Parish Plan contains actions, which should be taken to meet the needs that were identified in the consultation process, together with timescales and the organisations involved. The Parish Council will identify individuals to deal with each action and will make regular reviews of the Action Plans.

The Parish Plan is not a "once and for all" exercise and will require updating to take account of actions, which have been completed, and new actions, which prove desirable in the light of changing circumstances.

A BRIEF HISTORY

Aylesbeare rises 500ft above sea level, on a pebble based ridge. It is 8 miles east of Exeter and has fine views over the city of Exeter and Haldon Hill.

On some old maps of Aylesbeare two roads marked "Roman" cross at the Halfway Inn. One is the A3052 from Exeter towards Lyme Regis and the east. The other is the B3180 from Exmouth via Woodbury Fort and Common, and which from the Halfway Inn goes across

Aylesbeare common and Aylesbeare Hill, and was probably used from pre-Roman days.

The lanes with high banks and hedges remain much as they have over the years. It is mainly a farming community.

The name Aylesbeare started in the Domesday Book, as Ailesbergon. And has had several different spellings since then including Aillesbir and Ailesberga. These names were Anglo-Saxon in origin but we do not know what it was called before that period.

Prehistoric remains are widespread in Devon, and on Aylesbeare Common there are several tumuli, which are protected under the Ancient Monuments Act of 1913.



The village has a small church, which is the oldest building in the parish and is dedicated to the Blessed Virgin Mary. It dates back to the 13th century. The first incumbent was Gregory in 1261. It was rebuilt in the 14th century, was restored in 1899, and the roof renewed in 2004.

Minchin Court was the original vicarage, with cottages around it. Aylesbeare was known in Medieval times as a 'church town' with two offshoots known as Nutwalls and Withen.

Most of the area belonged to the Rolle estate consisting mainly of farms. On Lord Rolle's death in 1842 it passed through marriage to Lord Clinton. The farms were tenanted, and the village had a few tradesmen e.g. thatchers, wheelwrights and blacksmiths etc.



The Rolle family gave land for the village school to be built in 1878, to accommodate 80 pupils; the largest number of pupils that attended was only 45, except during the Second World War years when evacuees attended. After that numbers dropped and it was closed in 1992. It is now a private school called Bendarroch.



The local pub was called the Blue Anchor but is now known as the Aylesbeare Inn.

It is 400 years old, has a restaurant, skittle alley and large garden, catering for village events etc.

AYLESBEARE PARISH POPULATION, AREA AND LOCATION

The parish of Aylesbeare is located on the northern side of the East Devon Pebbled Heathlands. This area is locally called Woodbury Common although it is actually made up of 8 parish commons including Aylesbeare Common.

The highest point in the parish is on the Common in the south-east corner with a height of 512ft (159m). The land then gradually falls away in a north-westerly direction to its lowest point near Exeter Airport at 98ft (30m). The north-west border of the parish abuts the rapidly expanding Exeter Airport which is likely to have an effect on the parish. The southern boundary is the Exeter to Sidmouth Road (A3052).

The western boundary is formed by a stream running from the A3052 to a point between Rosamundford and Perkins Village. This boundary, at the extreme west of Aylesbeare and extreme east of Farrington, allocates neighbouring houses on both Withen Lane and Rosamundford Road to different parishes. A boundary change should be considered which would take account of the remoteness of the Farrington houses from the centre of Farrington but closeness to Aylesbeare centre.

Such a review would appear to make administrative sense.

The other boundaries do not generally follow any distinct features.

The population in 2002 was estimated at 560 living in 230 dwellings. In 1901 there were 235 people living in 54 dwellings. Thus whilst the population has gone up 230%, the number of dwellings has increased by 425%. This reflects a change from a largely self-contained agricultural society to a commuter/retirement society.

The village of Aylesbeare is the largest population centre; it is without a heart and evolved as a ribbon development. There is a small hamlet at Rosamondford and several smaller communities, many of which have arisen as the result of "barn conversions".



The parish of Aylesbeare occupies an area of 2948 acres (1193 hectares) which makes it slightly below the average for Devon parishes. In addition to land occupied by houses, roads etc. there are a few small areas of woodland and a somewhat larger area of common land. By far the largest area is given over to agriculture, mostly pasture but in

a few areas with rather lighter soil some arable crops are grown.

VIEWS

Aylesbeare stands on the hill east of the Exe Valley and Exeter. Many houses in the village have panoramic views, as does the seat at Madges Cross, at the top of Village Way. Here can be seen the Tors of Dartmoor above Haldon Hill in the west, the city of Exeter in the valley and the M5 corridor disappearing north to Bristol.



The highest point, Joney's Cross, at Aylesbeare's eastern-most border with Newton Poppleford gives views to the sea in the southeast over Budleigh Salterton, to the Tors of Dartmoor in the west, as well as taking in the Otter valley and East Hill, the southern extremity of the Blackdown Hills.

PARISH PLAN

ENVIRONMENTAL ISSUES

Introduction

Within Aylesbeare Parish there are eight farms which are still working in agriculture, as opposed to farms which have diversified e.g. use as livery stables, transport business, and a nature reserve.

Agriculture is still one of the mainstays of the local economy. The farms vary in size. There are a number of dairy farms which grow their own hay / silage, one farm relies totally on arable crops, and another is a chicken farm, while some others have permanent pasture for the rearing of beef cattle.



With the exception of two main roads running east-west and north-south which cross the edge of the parish, the highways are mostly lanes with high banks and hedges which remain much as they have done for many years.

Aylesbeare Common Nature Reserve

Of major significance in the parish is the Aylesbeare Common Nature Reserve, a complex of both wet and dry heathland giving way to rich mosaics of lowland heath. The reserve lies within the East Devon Area of Outstanding Natural Beauty. In 1969 it was designated a Site of Special Scientific Interest. At the earth summit in Rio-de-Janeiro in 1992 it was highlighted as being a very important wildlife site in the UK and was given the designation of both a Special Protection Area (SPA) and a Special Area of Conservation (SAC).

The RSPB have been involved on Aylesbeare Common since 1976 and now have a full time staff team based on the reserve; they also manage other heathland sites in the area, which often includes tree and scrub removal in the winter, cattle grazing and bracken control in the summer. Educational activities take place all year round.

A number of important bird species including the resident Dartford Warbler and migrant Nightjar are to be found on the common, one of the few areas in the country they can be seen.

Enhancing the Visual Character

In the Questionnaire, residents were asked to say how strongly they felt about various options to enhance the visual character of the environment.

	Undergrounding of cables	Trees, hedges and banks	Control of fly tipping	New ponds	Other
Very important	49	154	203	27	17
Worth doing	158	103	100	120	7
Not necessary	118	13	29	164	2
Don't know	20	18	19	25	6

Pylons and the Undergrounding of cables etc

Nearly 90% said they do not like pylons, although there are not many in the parish and those are not very visible. About 60% think the number of overhead cables and poles should be reduced by putting the services underground. However, this is a very expensive business and is unlikely to be done without a lot of pressure on the utilities concerned. Aylesbeare cannot claim to be a "picturesque village" in the way that some others are.

Trees, Hedges and Banks

About 9 out of 10 respondents expressed the need for some degree of protection of trees, hedges and Devon banks.

A considerable number of trees have been lost in recent years. Annual flailing of hedges without any allowance being made to permit natural regeneration is reducing the new tree population.

Dutch Elm disease also took a large toll of hedgerow trees. The disease is still with us and elms only grow to a certain size before succumbing, then they too need replacing.

Many of today's hedge trees are in the second half of their life and it looks as if, by the latter part of this century, there will be very few hedgerow trees, unless positive action is taken.

The future of hedges is largely bound up with the future of trees although hedges do contain shrubs and herbaceous plants which must be encouraged.

Many of the roadside banks are beginning to deteriorate. The past practice of returning fallen soil to the top of the bank is no longer carried out; instead the soil is picked up and taken away, probably to landfill. The regulations governing this are somewhat complicated and it is the responsibility of the District Council to control this.

This is not always satisfactorily done. The system whereby permission is required before a hedge / hedge bank is removed needs to be more rigorously enforced.

Farming practice and economics have changed dramatically in the last 20 years. The recent impacts of the shift from production to land management of the Common Agricultural Policy changes have yet to feed through. There is a necessity of compliance of these regulations which will result in further unknown effects. Trees and hedges have been victims of the earlier pressure on output. In recent years the pendulum has started to swing back, environmental issues have become more important and Government incentives have encouraged this. The issue of trees needs to be addressed as most of the respondents think trees and hedges are important to the parish and its environment.

Fly Tipping

There is widespread concern about fly-tipping; about 9 out of 10 thought something should be done about the problem. It is likely that some of it is due to the activities of small builders and DIY enthusiasts.

Scenery Appreciation

	Bridleways/footpaths and lanes	Roads embankments	Archaeological features/monuments	Churchyards	Electricity pylons	Other
Like a lot	331	177	183	206	10	10
Like a little	55	105	140	150	9	0
Don't like	12	30	9	13	339	7
Don't know	13	72	44	29	33	4

The reasons for this assumption are:-

- The closeness of densely populated areas where the countryside may be seen as a big open space where a few piles of rubbish will scarcely be noticed;
- There is only one amenity site in Exeter for Exeter residents and that is on the edge of the Marsh Barton Trading Estate. The Marsh Barton area is notorious for its traffic congestion at all times of the day;
- Material, which is deemed to be trade waste, can be charged for or refused at Civic Amenity sites. Hazardous material, such as asbestos, will not be accepted and has to be disposed of at a licensed site (expensive).

Creation of New Ponds

There is little support for the creation of new ponds. Nevertheless quite a lot of gardens do have ponds of some sort and in the absence of any sort of Village Green the creation of ponds can only really be left to individual householders.

Bridleways, Footpaths, Country Lanes

More than 80% said they like these a lot. The footpaths and bridleways are well maintained. A small band of volunteers does an annual check of all of these and the results, and any immediate problems, are passed back to Devon County Council for action.

Other Features

Road embankments, archaeological features and monuments and churchyards are all well appreciated by the majority of those living in the parish and need to be preserved and, where possible, access should be maintained.

Dog Mess and Mud/Slurry on Roads

	Dog Mess	Mud/Slurry on Roads
It is a problem	102	234
It is not a problem	203	174
No opinion	134	38

Parishioners Comments

"Mud and slurry is not a huge problem in the village (farmers have to work) but occasionally it gets out of hand."

"A thin smear of mud (on the road) is an accident hazard, especially when wet."

Dog Mess

About 25% of the replies think dog mess is a problem. There is a bye-law concerning this and in the absence of special bins, (which are very expensive) owners are required to pick up any mess deposited by their dog and take it home for disposal. Greater enforcement of this bye-law and the possibility of installing bins are potential ways of resolving the problem.

Excessive Mud/Slurry on Roads

In the survey, just over 50% think mud / slurry on the roads is a problem. Mud and slurry is to be expected in rural areas, especially near farms where cattle are being moved. At certain times of the year large quantities of mud are deposited by tractors hauling silage etc. This can lead to increased deterioration of the road surface and can also be an accident hazard. There needs to be discussion with farmers to determine methods of alleviating this problem.

ROADS AND TRAFFIC

State of the Roads

More than half are dissatisfied with the state of the village roads, both for cleaning and maintenance. As the roads through the parish are unclassified it is not likely that much will be done about these problems. The delay (against earlier promises) by the Highways Agency in re-surfacing the A30 is still resented.

Speed

Somewhat more than half said they feel that there should be further speed restrictions in the village although one third did not think so. Rather more thought that speeding, including that by tractors, is a problem.

All routes in the village were mentioned with regard to excess speed. Three quarters think there are accident danger spots in the village, although the Questionnaire did not ask for details.

Parishioners Comments

"Cars race through the lanes too fast especially during rush-hour times."

"I would really like to see speed restrictions through the village as I ride my horse and regularly experience difficulty, especially with tractors. Most tractors seem to have no regard for other road users and seem to forget how big they actually are."

Danger Spots

Under the option to give any other comments, many households were able to cite at least one danger spot within the parish. The most quoted were (in order):-

- ❖ The crossroad at Crossways which is within the area of housing but outside the 30mph limit
- ❖ Village Way, the bend outside the school and the bends from the

telephone box to the entrance to Scotchmead.

- ❖ Tipton Cross
- ❖ Harp Lane
- ❖ Marwood Road



OTHER SERVICES

Church / Chapel

About half those questioned thought the two places of worship are important for baptisms, weddings and funerals or as historic buildings.



Shopping

Nearly three quarters said Exeter is their main shopping centre. This includes the out-of-town superstores as well as the city centre. Exmouth and Sidmouth came next, each with only a tenth of that figure.

There was no direct question about a village shop in the survey but possibly the commonest comment in the responses was "the village needs a shop and/or a Post Office, partly to serve as a meeting place for the community". The Post Office opened in 1840 and eventually became Post Office /shop.

This continued with various owners and locations until the early 1990's when it finally closed due to insufficient trade to make it viable. Two statements made about this time sum up the situation. "Do you use the shop?" "Well no, but it's nice to have it there if you run short of milk or something". "Do you use the shop?" "No it is dear and there is not much choice". Several people suggested the possibility of a shop at the pub. The viability of a shop / Post Office is questionable, even if there is considerable development in the village.

People have become accustomed to doing large shops in large 24-hour, 7 day superstores. Recently, Oaklands Garage, on the Sidmouth Road, opened a small convenience store which should go some way towards supplying sudden basic requirements.

Parishioners Comments

"It is a great pity that there are no local shopping facilities within walking distance"

"Unfortunately there is no meeting place eg shops which enhance community spirit by acting as a focus for interaction with other members of the community."

Emergency Services

Half the responses had no opinion on Fire and Ambulance services and the remainder thought they are good or reasonable. There was slightly less satisfaction with the Police with 14% saying "poor", despite the very low incidence of crime in the parish.

Refuse Collection



Refuse collection was given a good response. Those who are on the recycling route largely use it but a large part of the parish does not receive this service.

Parishioners Comment

"We have recently moved to the village. Where we were before there was a very good recycling scheme of green and black boxes and it worked very well. We think this ought to be a district council priority."

UTILITIES

Water

Water is generally seen as good / reasonable.

Electricity

Electricity is generally seen as good or reasonable. Due to their location, some residents suffer from poor voltage regulation. This can give rise to problems with computers and other electronic equipment.

Telephone

There is less satisfaction with the telephone service, but the Questionnaire did not ask the reason. Broadband became available in July 2005 but at low speed.

Gas

There is no mains gas in the parish although a high-pressure trunk runs through the village. About 60% said they would like to be connected to mains gas, although this must be dependent on the cost of the connection. Some action needs to be taken with Transco to see if this demand can be met.

Health Services

"Do you have difficulty getting to NHS services?"

	Hospital	Doctor	Chemist	Chiropodist	Optician	Dentist	Other services
Never	288	338	319	123	287	307	144
Occasionally	65	60	57	8	34	54	14
Often	6	8	17	7	8	29	6
Have not used	62	11	23	272	84	23	116

The location of your Doctor's Surgery

Ottery St. Mary	276
Woodbury	90
Exeter (Pinhoe)	61
Other	24

There are no health services in the parish. About 60% of residents are registered with the health centre at Ottery St Mary. The remainder mostly go to Woodbury and Pinhoe. There is no direct bus service to any of these places but only 2% say they often have difficulty getting to their doctor. A

similar percentage often has difficulty getting to a chemist or hospital. However, about 15% occasionally have difficulties getting to these services. These are, presumably, those who do not have their own transport always available.

In spite of the small number involved, the problems of those who have difficulty needs to be addressed. There is a "Help Scheme" at Ottery St. Mary and at Woodbury and the extent to which this could help with this problem should be investigated.

SUMMARY

The survey seems to show that many people who moved into the village to live did so because they liked the location of a small village in a rural area.

The overall response shows that they wish to see the rural environment maintained, albeit with some enhancement of the facilities available to them.

No	Issue	Vision	Action	Partners	Priority	Time Scale
1	Control of fly-tipping	Eradication of fly-tipping from the Parish	Greater availability of controlled sites for the disposal of all forms of waste to avoid the temptation for builders and DIY-ers to see the countryside as a place to dump rubbish	East Devon District Council (E.D.D.C.), (Environment department), local residents (to report infringements), Police	High	Continuous - long term
2	Hedgerow management	Hedges which provide shelter and food for wildlife without seriously affecting the farming business	Persuade the farming community that annual cutting of hedges is not essential and that every 2 years is enough. It should also be done after berries etc have taken	D.C.C., D.E.F.R.A., N.F.U., Clinton Devon Estates	Medium	Continuous - long term
3	Trees	To replace some of the hundreds of trees lost in the last 50 or so years from the parish hedges	Landowners to be encouraged to have new / replacement native trees in their hedges	E.D.D.C (via the Tree Warden Scheme); land owners / farmers	Medium	Continuous - long term
4	Devon banks	To retain Devon banks	Repair and maintain Devon banks. Replace any lost by development / road schemes	D.C.C., E.D.D.C. (Environment planning); developers; land owners; farmers	Medium	Continuous - long term
5	Dog fouling	Not currently a problem	Situation to be monitored	E.D.D.C. (from reports by parishioners and Parish Council)	Low	Continuous - long term
6	Mud on roads	Road to be free of large deposits of mud	Contractors to try to prevent large quantities of mud being deposited on roads after they come out of a field	D.E.F.R.A.; N.F.U.; Contractors / farmers	High seasonal	Continuous - long term

No	Issue	Vision	Action	Partners	Priority	Time Scale
7	Bridlepaths / footpaths	Bridlepaths / footpaths to be maintained so that they can be used by residents and visitors	Maintenance of surface; trim of vegetation; maintenance of gates and stiles.	D.C.C.	High / medium	Continuous - long term
8	Archaeological sites	To be preserved for the future	Prevention of damage	E.D.D.C.; Clinton Devon Estates	High / medium	Continuous - long term
9	Churchyard	To be preserved in good order for the future and as a mark of respect	Maintenance	Parochial Church Council Parish Council	High / medium	Continuous - long term
10	Pylons / poles / overhead wires	To reduce unsightly cabling	Cabling to be put underground if opportunity arises	Power and Telecomm utilities	Low	Long term. This is a very expensive business
11	Speed on local roads	To make roads safer for all, including pedestrians, horse-riders and cyclists	Extend speed limit to cover at least Oak Road and Marwood Road from Blind Lane to Ryll Cottages. Speed limits to be enforced	Parish Council; D.C.C.; Police	High	Continuous
12	Roads - condition	A safer road system	Potholes to be filled properly. Ditches to be kept free of obstructions	D.C.C.	High	Continuous
13	Danger spots on roads	Safer roads within the parish	Elimination of danger spots on parish roads in particular Village Way and the crossroads at Crossways	D.C.C.; Parish Council; Police	High	Long term until all have been removed

No	Issue	Vision	Action	Partners	Priority	Time Scale
14	Recycling	To be available to all	If collection is not practicable from all properties, then those not included to be reminded that there are facilities behind the pub	E.D.D.C.; Parish Council	Medium	Ongoing
15	Telephone service	A better service particularly higher speed Broadband	There is some dissatisfaction with the service but the Questionnaire did not ask for details	B.T. and other service providers	High	Ongoing
16	Mains gas	Service to be available in the parish	Ask Transco if it can be provided	Parish Council	Medium	Take up would probably depend on cost of connection
17	Access to doctor's surgery, chemist and hospital	Easy access for all	Greater awareness of car services offered by voluntary groups	Parish Council Ottery St Mary Help Scheme Woodbury Help Scheme	Medium	Ongoing. Details are already available to those who wish to know.

RECREATION AND LEISURE

Introduction

Aylesbeare is a living village and remains intact, despite changing times.

A recently refurbished and improved Village Hall is a well used centre of regular activities and meetings. In the past it was the venue for an occasional pantomime or amateur performance. It is now the venue for the W.I, an annual fete and blood donor sessions are well supported. Activities such as Over-55's, table tennis and short mat bowls regularly use the Hall. Aylesbeare Carol Singers raise £500 + every Christmas for charity, visiting homes and pubs throughout the parish.



There are two pubs within our parish boundaries and the village "local" hosts skittles, quiz nights and live music sessions.

There are no pre-school, primary or secondary schools in the village, however there is a private preparatory school. Facilities for older children and teenagers are almost non-existent, though there is a small recreation ground with a sloping football pitch.



Aylesbeare Park



Walking, golf, tennis and country field sports are all enjoyed by Aylesbeare residents in nearby locations.

Babies and Toddlers

There has been a small toddler group running in the village for over ten years. It currently meets weekly at the Village Hall. Many of the children who attend the group also go to other local toddler groups connected to local pre-schools, which the children subsequently attend.

Children and Young People

It is essential that the views of the children and young people within the village be incorporated into the Plan. Specific questions aimed directly at

young people were added to the Questionnaire and "Devon Play" a Devon County based charity also conducted a consultation workshop in which the young people could express their views. This day was a well-attended event with twenty five children ranging from 8 yrs to 15yrs joining in enthusiastically.



The opinions from the Questionnaire on non-school time facilities for children clearly show the dissatisfaction of parishioners on this subject.

AGE GROUPS

	Under 8's	8-14	15-18
Good	5	2	1
Reasonable	18	13	9
Poor	110	175	190
No opinion	258	209	200

This is largely affected by the age distribution of the parish. Many people have no knowledge or experience of "non-school" activities and this is reflected in the "no opinion" responses.

The young people were specifically asked what activities they would most like to see and the answers that follow show what improvements could be made to increase facilities.

❖ During the Devon Play consultation, the additional activities identified, were:-

Disco in the Village Hall	After-school club	Youth club
Games in competition with other villages	Dance club (led by an adult)	Bike club

❖ In their answers to the Questionnaire, the young people listed the following activities (*figures in brackets show number of responses*):-

Martial arts / Judo (20)	Cinema (28)	Computer centre (28)
Youth club (52)	Swimming (36)	Skateboarding (23)
Ten pin bowling (21)	Tennis (40)	Badminton (28)

The Questionnaire asked if villagers would be prepared to help run and

organise specific activities and the following are the responses:

Activities	Prepared to help run and organise
Playgroups	15
Youth Club	35
Transport for activities	20
Other	9

In order to achieve the improvements, volunteers will need to come forward and sub-committees set up to ensure success. Although some activities will not be possible in the short term, the Questionnaire results reveal that volunteer transport may be a possibility for some activities outside the confines of the village.

Finally the young people expressed a desire for a shop in the village and a more frequent bus service- both offering them elements of independence, responsibility and opportunities to socialise. It was also felt that a "village project" could give them greater independence and responsibility.

It will be necessary to convene a meeting to enable many of the young peoples' suggestions to be organised. Help in developing these activities and facilities may be available through the Devon Youth Service, whose local youth worker operates from Ottery St. Mary.

PARISHIONER'S COMMENT:

"More accessible transport is needed. Younger and older people i.e. non-drivers would have more independence to access social / shopping activities that are not provided by the village at present. On the other hand, if there were more facilities within the village, the need to travel further afield for entertainment would not be necessary".

SUMMARY

Overall responses to the Questionnaire fully support the provision of both outdoor and indoor play facilities for the young people of the parish. We would like to see a range of equipment for youngsters from toddler to teenage years, plus adult support and supervision on a voluntary basis to make things happen.

Sports and Leisure (including adults)

From the results of the Questionnaire, it would seem that some 80% of all age groups consider that local outdoor and indoor sports facilities within 10 miles of the village are either "good" or "reasonable".

On the other hand 329 people use their vehicle for leisure activities and 134 people share their vehicle with others for leisure activities. 26 people often use a bus for social and leisure activities and 38 use one occasionally.

However 63 people "had difficulties gaining access to these" and of this group, 33 had no transport.

Parishioners were also asked "if you have a car, would you be prepared to help provide 'A' a voluntary transport service or 'B' share private vehicles?" 25 people answered positively to 'A' and 39 to 'B'.

Parishioners had the opportunity, through the Questionnaire, to say whether they would participate in the following activities and / or run them. See below:-

	Participate	Help run
Boules/Petanque	24	5
Bridge	9	1
Keep fit classes	75	10
Whist	5	3
Yoga	67	7
Badminton	84	11
Tennis	88	6
Short tennis	21	4
Other	31	5

Of the interests above, boules, keep fit and yoga seem both to be priorities and capable of being organised quickly. All three will need leaders or instructors,

certainly to begin with, and also suitable slots in the Village Hall booking system. These are the only issues requiring resolution. The area at the back of the

Parish Map

94

93

92

91

90



Legend

Public Rights of Way

-  Footpath
-  Bridleway
-  Byway

County Roads

-  Motorway
-  A Road
-  B Road
-  Minor Road



Based on the Ordnance Survey mapping with the permission of the Controller of HMSO. (c) Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. OS Licence No. 100019783 2006

01

02

03

Aylesbeare Inn would be more suitable for boules.

Badminton, tennis and short tennis are not at present available in the village. The comments made in the "Children and Young People" section of this document apply to adults as well as to youngsters, as regards tennis.

We do feel, however, that a tennis court in the village would be a real asset to people of all ages and could also be used for five-a-side football, netball, or basketball. Badminton, tennis and short tennis facilities are available in neighbouring villages. The clubs are looking for new members of any ability, and in the past one village has been able to provide tennis coaching for young people in the summer.

A database of interested players should be made and matched with volunteer or

car share drivers for all three activities.



Another way of achieving improvements to the existing facilities or gaining a tennis court, for example, could be through the planning system. A developer proposing to build some new houses may be willing to enter into a legal agreement (Section 106 Agreement) with the District Council that would result in improved or new village recreational facilities.

Parishioner's Comment

"The community would greatly benefit from having full size football, cricket and tennis"

Parishioner's Comment

"What about a film club for adults and children in the village hall or art classes?"

RECREATION AND LEISURE - YOUNG PEOPLE						
	ISSUE	VISION	ACTION	PARTNERS	PRIORITY	TIME SCALE
1	Recreational opportunities for young people in the Village Hall and volunteers to run groups	Provision of a wide range of recreational opportunities and recruitment of sufficient volunteers to run them	a) Re-contact adults volunteering in Questionnaire replies. Form committee to prioritise and draw up plans to activate suggestions	Parish Council Village Hall Committee E.D.D.C. Devon Youth Service Volunteers within the parish The Aylesbeare Inn Devon County Council "Topics" The young people themselves	Re-contacting volunteers from Questionnaire replies	a) By July. 1 st 2006 b) By July 31 st 2006. Young people have lacked recreational facilities for too long
2	Recreational opportunities for young people to facilities outside the village	Provision of transport to enable young people to make use of facilities within 10 mile radius of Aylesbeare, particularly those in Table 2 and until an Aylesbeare youth club is up and running	a) Re-contact adults volunteering transport in Questionnaire replies b) Form committee to prioritise and draw up plans and activate suggestions	Volunteers within the parish The Aylesbeare Inn "Topics" Local Young Farmers Club	Re-contacting volunteers from Questionnaire replies	a) By July. 1 st 2006 b) By July 31 st 2006. Young people have lacked facilities for too long
3	Improvement of equipment in the "Park" and the football pitch	Provision of updated facilities in the "Park" and a critical appraisal of the football pitch and the possibility of providing a tennis court	a) Parish Council to be asked to approach E.D.D.C., Devon C.C., Devon Play and commercial providers of play equipment to provide equipment needed b) Parish Council to assess the possibility of acquiring	Parish Council E.D.D.C. Devon C.C. Devon Play (for advice) Commercial providers Local land owners "Topics"	a) high / medium b) medium	a) By July 1 st 2006 b) By the end of 2006

			<p>an area of level land for an improved football pitch and possibly a tennis court.</p> <p>c) Short term request for existing football pitch to be mown more frequently, mole hills to be reduced and holes filled in</p>		c) after initial sounding out of partners	c) In the spring 2006
4	Representation of young people on issues which affect them	Provision of an opportunity for young people to have their voice heard in the wider community	Parish Council and / or Village Hall Committee to promote a forum for young people to discuss their concerns and report back on a regular basis	Parish Council Village Hall Committee Young people themselves "Topics"	Medium	By August 2006
5	Provision of sports and leisure activities for adults and young people in the parish	A wider range of leisure opportunities in the village and leaders to organise and run them	<p>a) Re-contact adults from Questionnaire replies to help run boules, yoga and keep fit sessions</p> <p>b) Form committee to help run suggestions</p> <p>c) Check The Aylesbeare Inn re boules</p>	<p>Village Hall Committee</p> <p>The Aylesbeare Inn "Topics"</p> <p>Adult volunteers to help run</p>	High / medium	<p>a) By July 1st 2006</p> <p>b) By July 31st 2006</p> <p>c) By July 1st 2006</p>
			d) Promote and press for an Aylesbeare tennis court	See young peoples section and para 3.6	Medium	Medium / long term
6	Sports opportunities for villagers to facilities outside the parish	Provision of transport system to enable everyone to participate in tennis, badminton or short tennis locally	<p>a) Re-contact adults from Questionnaire replies</p> <p>b) Form a committee to provide a system of car sharing or use of mini bus to achieve this vision (see Young People)</p>	<p>Volunteer drivers "Topics"</p> <p>Local tennis clubs or sports centres</p>	High / medium	<p>a) By July 1st 2006</p> <p>b) By July 31st 2006</p>

TRANSPORT

Transport was identified as being a major issue to Aylesbeare before starting the Questionnaire, so there was particular emphasis on this as a result.

The outstanding problem with transport within the Aylesbeare village is because of its rural nature, distance from Exeter, and small size. In these circumstances the bus service is of extreme importance, especially for families of low income and for the elderly. Additionally regardless of town or country location, being environmentally friendly is becoming more of an issue.

Cutting down on use of private vehicles by whatever means we can, in order to achieve useful environmental impact and improved road safety and usability. Whether living in a small village or large town, it is in everyone's interest, to achieve a more workable integrated public transport system.

The rural nature of the village means that many members of the parish live isolated from neighbours and from the centre of the village. Even the centre of the village is not within walking distance of a shopping facility / state school / doctors surgery / Post Office. Additionally the leisure activities within the village are at present very limited, increasing the need to access facilities further afield.

Furthermore 71% of the working population of Aylesbeare work outside the parish. In the absence of good

public transport, not having daily access to a car is of huge lifestyle importance. One parishioner commented that the only option if an elderly person did not drive was for them to move out of the village.

Aylesbeare is in the privileged position of being reasonably close to Exeter and thereby having very good road links to the A30, A3052, and Exeter airport. With the infrastructure already in place, provision of better public transport should be possible, if a need could be demonstrated. The small size of the village is not helpful regarding acquisition and support of a regular bus service. In order for there to be an effective service which makes real impact, the bus service would need to be reasonably regular.

7% of the village use the bus as their major means of transport. It was not specifically addressed whether if the bus service was improved this would be a service that the parishioners would actually use. However from the fact that large numbers indicated that they would like to see improvements in routes / reliability / timetable and frequency of the service, one would assume that if there was a better service provided, this would be the case.

Like to see improvements in	
Routes	180
Timetable	109
Frequency	186
Reliability	85

Other means of alternative transport available to the village were also looked

at and include two local charity car services, the local taxi service, car sharing and the school bus.



motorised transport, most frequently for shopping, leisure, transport to work and business journeys. Despite the large number of people using private motorised transport, 21% of people in the village occasionally experience transport difficulties. 7% of the village do not have daily access to a car.

Large numbers of people already use the bus service on a regular basis (see below).

72% of people in the village use private

If use bus, what for & how often?	Often	Occasionally	Never	Total
Travelling to work	9	18	75	102
Shopping	39	56	61	156
Medical visits	4	9	82	95
Social & leisure activities	26	38	64	128
Other	2	2	17	21

However 14% of people found it hard gaining access to facilities outside the village. 33 people said that this was due to a transport difficulty. 20 people felt that lack of public transport was a barrier to their employment / study opportunities.

Opportunities for accessing public transport from the village are listed below:

The Park and Ride Service is part of the Governments green policy to reduce traffic congestion in town centres and to help cut down on greenhouse gas emission by reducing the number of people using cars. The

service has been running from the Exeter end of the A30 for 5 years or so and has the extra benefit of not needing to pay a parking charge in the centre of Exeter, which for the whole day can be costly.

110 parishioners stated they use the Park and Ride service. This not only shows a willingness to use public transport, but also a large unmet need for a bus service within the village. 71% use Exeter as their main shopping centre.

The distance of the Park and Ride from Aylesbeare precludes those who don't have access to private motorised

transport from using the service. If this were to be linked with a bus running from the centre of Aylesbeare, the bus service would benefit from many more people. There are three major destinations within Exeter: the city centre, Tesco supermarket and the RD & E Hospital.

The Friday bus leaves every Friday morning at 10 o'clock for Exeter, and returns at 3 o'clock. The bus stops at many villages before it gets to Exeter, so that the journey itself can be long (about an hour) and exhausting which is difficult for the elderly for whom a trip to Exeter alone may be arduous. The bus allows 3 hours in the city centre. This is good for a short shopping trip but is not long enough for many people's needs.

A bus can be caught to Exeter City Centre from the A 3052 opposite the end of Harp Lane or The Halfway Inn. The walk to the bus stop is not only long, but dangerous along narrow winding lanes, through which traffic is often fast and heavy. The busy A 3052 must be crossed in order to reach the stop. Despite this 66 people use this service. The timetable for this can be found at the bus stop and is also displayed on the village notice board.



The Ring and Ride service is a charity organisation which takes the elderly, those with poor mobility, young mothers with babies or those with difficulty accessing private transport to different fixed destinations once a week on a Thursday. Pick up is at 10am from home and destinations such as Sidmouth, Exmouth, and Otter Nurseries are visited for a charge. The service allows 2 hours at the destination before returning. A list of future venues can be requested by phoning 01404 46529.

The Coleridge Medical Centre Help Scheme is a voluntary scheme run from the Medical Centre. This scheme helps patients of the practice who are sick, disabled, housebound, isolated or otherwise in need. One of the services it provides is transport. There is a charge set depending on the destination and the driver waits while the passenger completes their shopping / appointment / trip before taking them home. 14% of people use this service, which is locally very well thought of.

A local taxi service is available and 72% of people thought that this was adequate.

A significant number of people are already **car - sharing**. See table below.

Share private vehicles with others for:	Car sharing
Taking children to school or college	20
Travelling to work	21
Shopping	59
Social & leisure activities	134
Other	8
Not at all	204

Encouragingly there were many offers of help in this area as a result of the Questionnaire.

If have car, prepared to help:	
Provide voluntary transport service	25
Share private vehicles	39
Not interested in either	298
Can offer help to:	
Patient transport	31
Local conservation group	39
Other	11

The sorts of ideas that people have suggested are lift sharing to take young people to and from Whimple station on a Saturday, to enable them to spend the day in Exeter. Lift sharing to social activities and work is already happening, but if better encouraged / publicised, could be improved. This sort of activity not only provides an excellent service but is also a great community bonding exercise. Anyone interested can find out more at www.carsharedevon.com

A **school bus** is available to the children of Aylesbeare of both primary and secondary school ages making the journey to and from West Hill Primary School and also to and from The King's School. This is an excellent service,

which in some cases picks up the children from their doors. Since starting, there has been a noticeable decrease in the volume of traffic through Aylesbeare and West Hill at school drop off and pick up times and a reduction in traffic congestion. This has made these peak times much safer for both the children and the residents.

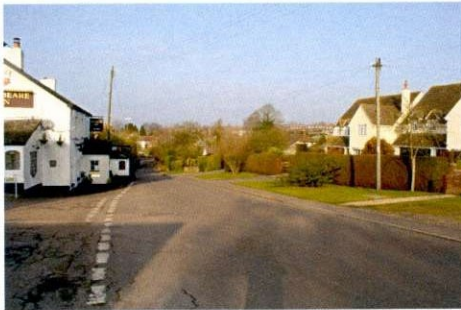


No	Issue	End objective	Action	By Whom	When
1	Transport for medical, hospital, chiropody, dentist etc.	Make sure all residents can use various help schemes for these services	Advertise in Topics and around village including The Aylesbeare Inn all present transport help services. Explore local volunteers if more required	Help Schemes Ottery and Woodbury Parish Council	Ongoing
2	Access to work	Transport from village to main places of work - Airport Ring and Ride	Contact Stagecoach to assess if some buses from Woodbury to Exeter could be routed through village	Parish Council Rural Transport D.C.C.	Autumn 2006
3	Shopping trips for the elderly and families isolated in the village.	Provide alternative transport to reach existing services	Explore possibility of using school bus to take shoppers to Park and Ride and service to return or volunteer car service to buses	Parish Council School bus service	Ongoing
4	Children to sport or social facilities	Take children to social clubs in Ottery St Mary, Honiton, Exeter for swimming, skateboarding etc	Look into alternative ways of funding The School Bus Service	Parish Council School bus service Youth workers	Ongoing
5	Individuals needs if they have no access to transport	Subsidised taxi service	Ottery St Mary is trying to set up such a service. Somerset has such a service in action. Support Ottery in their work to set this up.	Parish Council D.C.C.	Spring 2006

BUILDING IN THE PARISH

Nature of the Parish

At first sight, Aylesbeare is a textbook ribbon development, with housing concentrated along Village Way. However, instead of the village lying along a main road with the parish boundaries defined by streams and hedges, the through routes form the boundaries, and the road through the village has little traffic.



The five "community" buildings in the village (the Village Hall, church, chapel, pub and school) are spaced evenly along Village Way, so there is no natural focus for the community. Two working dairy farms within the residential part of the village offer a reminder of the origins of what is now mainly a commuter area (over 70% of respondents worked or studied outside the parish).

Housing and leisure in the Parish

Aylesbeare Parish has some 226 houses. These are spread among the village, farms and outlying developments. Probably 50% of the current stock of houses in Aylesbeare has been built since 1945. These additional houses have been created either as new build, splitting of larger

houses or as part of barn developments. The majority of this development has taken place in the period from late 1970s to 1990s. With this development, Aylesbeare has changed from being a largely agricultural parish into one which is home to commuters and retired people, with farming now a minority activity despite the fact that the land within the parish boundaries is still largely agricultural.



In the village, almost all of the development to the south of the pub is new as well as the area on the opposite side of the road from the pub. Scotchmead and Oak Mead were completed in the 1950s, while Bramble Mead was completed in the 1990s. Major barn developments were completed at Little Houndbeare, Nutwalls, Rosamondford and Rill in the 1980s and 1990s. The development along Withen Lane is also of the 1970s to 1990s era.



This recent spate of building has left most of the parish of Aylesbeare with relatively modern architecture and appearance. There remain a reasonable number of older buildings which reflect the ancient nature of the village.

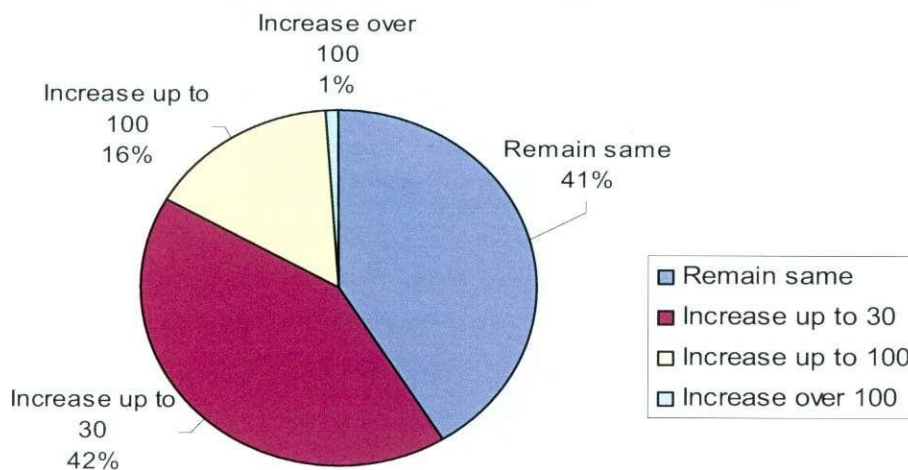
It is impossible to characterise the architecture of the parish which is a mixture of old buildings, some of them thatched, a large number of bungalows, some large dominant modern houses, barn conversions, some modern houses, some smaller affordable houses and some council houses.



There is little or no common theme running through these houses and it is therefore difficult to define what is acceptable for any future development based on what has happened in the past.

Aylesbeare already has a high proportion, around 21%, of "social housing". There are 34 council houses in Scotchmead and Oak Mead of which only 9 are in private hands. The major reason for the low sale of council houses has been the difficulty in raising a mortgage for purchasing a "Cornish Unit". There are 18 "affordable" houses at Bramble Mead which are part of a housing association, with joint ownership of the houses.

How would you like to see housing stock change?



Responses to the Questionnaire show that for the next ten years the residents wish Aylesbeare to retain the character of a small village, with over 83% of those expressing an opinion wanting to see no more than 30 new houses being built, about half of whom would prefer no additional housing. This is in the context of 22

households currently seeking alternative accommodation.

Price is a clear obstacle to many purchasing houses in the parish (20 out of the 22 quoted this as a difficulty). The village already has a large proportion of properties owned by the local authority or in shared ownership,

yet 6 of those seeking accommodation quoted lack of local authority housing as an obstacle.

This indicates that there is a demand for a modest number of additional starter homes; these could be accommodated without fundamentally changing the geometry of the village.

Preferred location of new housing

Type of development	Number of responses
Infill single buildings	158
Infill small groups	136
Expansion on edge of built up area	71
Further building along Village Way	48
Other	16
Large sites within built up area	3

E.D.D.C. considers that current plans for the New Town in East Devon would not leave scope for other developments of any significance in any East Devon village for the next ten years.

An overwhelming majority of respondents wish to see any future development take place by way of infill, although availability of suitable plots could restrict this option, especially as many potential sites would require the provision of additional access roads.

The desire to retain the character of a small village could not be met with infill housing. The contradiction in acceptance of increased housing, the lack of infill space, the retention of village character, the restrictive ribbon building line and a need for a village centre / playing field, would suggest that a total review of developments in the village is required. Development to "fatten" the village profile leaving recreational and open space should be considered.



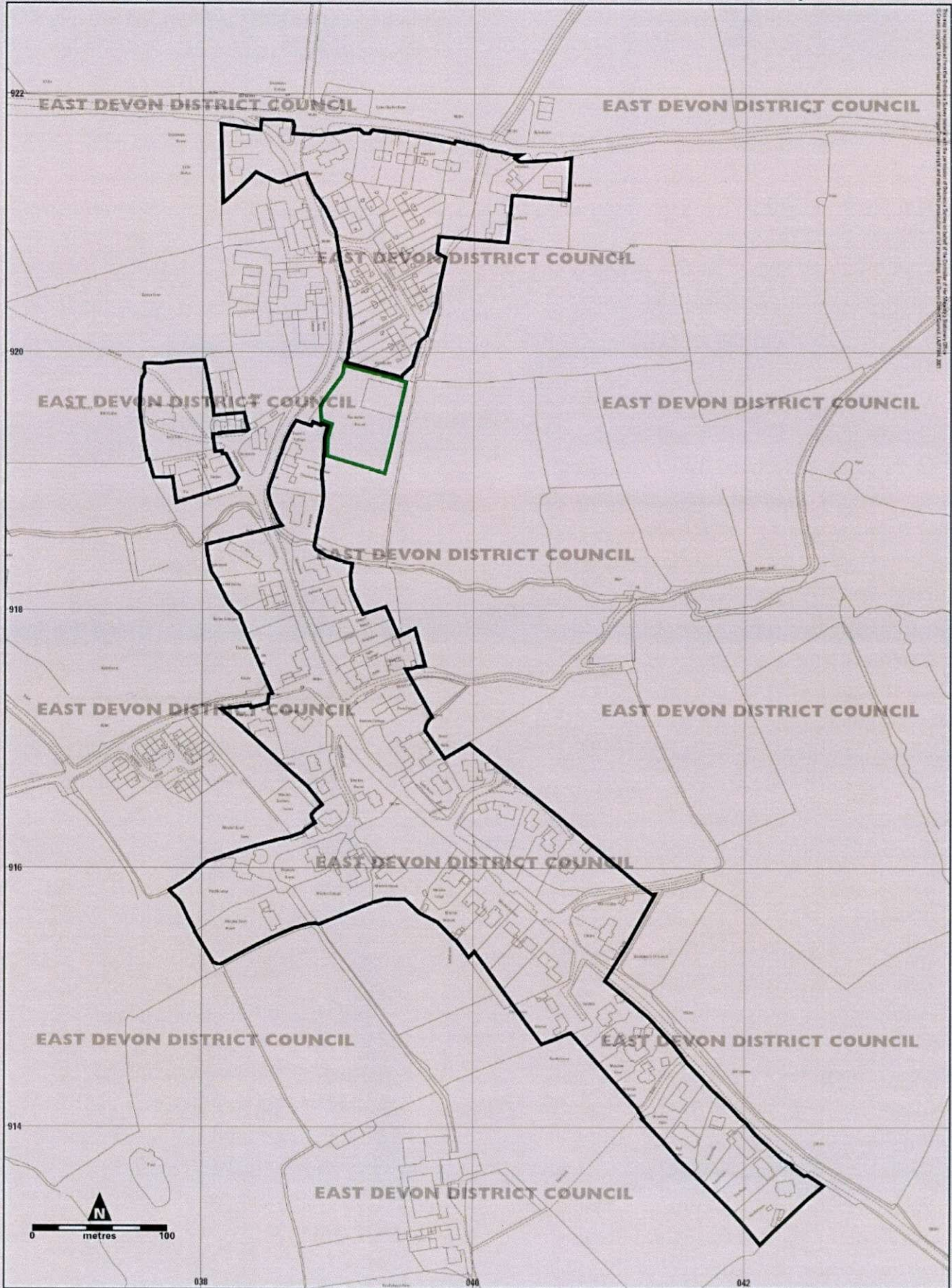
Planning guidance is unlikely to relax the closely-drawn building line for the village. This is consistent with the limited growth expected by parishioners and with the wish for any developments to be provided through in-fill.


In the absence of adequate public transport, any in-fill development must have adequate off-street parking; 93% of respondents to the Questionnaire relied on daily access to a car or motor cycle, and 76% believed there to be significant "danger spots" on the Parish roads already.


East Devon District Council building limits for Aylesbeare

East Devon Local Plan - January 2002

Aylesbeare - Inset 5



 Built Up Area Boundary (S1, S2, S3)

 Land of Local Amenity Importance (EN5)

A particular challenge facing the village's housing stock over the next decade is the method of construction used for the housing in Scotchmead. Several houses have already undergone substantial refurbishment to bring them up to current standards.



Many respondents to the Questionnaire commented on the lack of a village green or other focal point for the community. Also, the current playing field is on strongly sloping ground and, while convenient for the large group of housing in Scotchmead, is less accessible from the other large groupings of houses.

Its entrance is on a steep hill between two sharp corners. Although the entrance is protected by pedestrian barriers, access is too hazardous for young children to be unaccompanied. The ideal would be to find a central area that could produce a village green and enhanced recreational facilities, and form a focus for the village. The Parish Council and East Devon District Council should consider whether it is possible to place an amenity in a position relative to one of the existing focal points for the village so that it can act as the seed for a centre of village activities.

Parishioner comment.

I feel the village needs to expand to remain viable.

Parishioner comment.

The village should be left as it is.

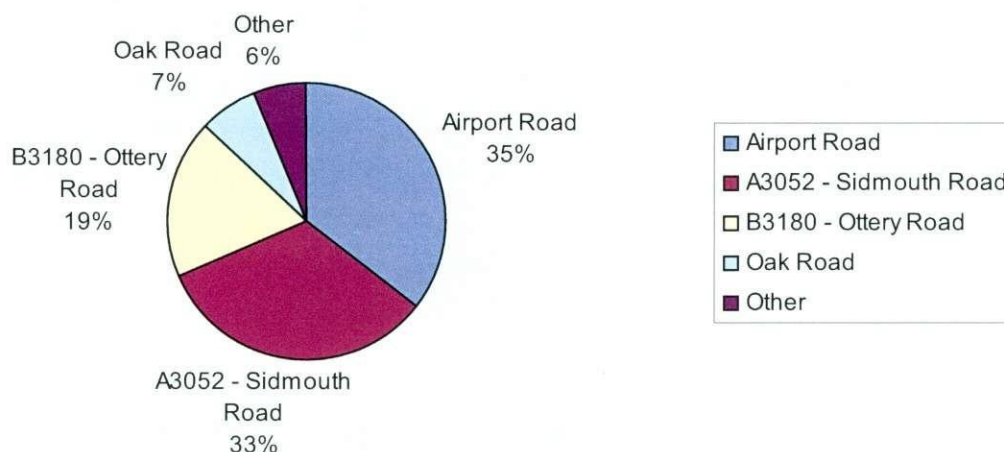
Businesses in the Parish

The village comprises mainly dairy, beef, sheep and arable farms which employ a decreasing number of the village residents. There is a large international haulage business which employs long and short distance drivers, with the supporting staff, at the Aylesbeare Common Business Park.



There are many smaller firms catering for local household and farming needs. These include electrical, building, engineering and agricultural contractors. Although the village has lost its shop and post office it still supports two public houses, one in the centre of the village the other on the main road between Exeter and Lyme Regis.

Preferred locations for additional light industry



As a small village, with no passing trade, the village shop closed in the 1990s. It is, therefore, unrealistic to expect new businesses catering mainly for the needs of the parish to be able to survive, unless they can build on existing facilities.

While 45% of respondents would like to see more jobs available in the village, the majority opinion was that any small new light industrial development would need to be on the borders of the

parish, particularly on the Sidmouth and Airport roads where the roads are wider and access simpler.

An opportunity for the village is the potential expansion of Exeter Airport. Increased numbers of travellers offers the potential to develop Bed and Breakfast and associated services. Planning applications for change of use that create employment within the parish should be looked on favourably, provided that the business is

compatible with a residential area (throughout the parish).

With a desire to increase employment in the parish (45% of respondents), the opportunities created by recent advances in telecommunications makes it possible for professionals and secretarial workers to work away from main centres of population. With many farm buildings in the parish, planning support for farmers who wished to convert underused buildings for use in businesses that are compatible with a residential area should be supported.

These small businesses will need effective communications to survive, and opportunities to lobby for an increase in the speed of broadband should be taken.

While improved access to the internet will offer many people the opportunity for employment, others will not have access to this increasingly important medium. This is a particular problem for Aylesbeare because of the lack of public transport. To ensure that parishioners are able to find the information they need, and are able to

participate in 21st century society, a public access PC in a secure location is required. Organisations such as Learning Direct may be able to assist in providing training in its use.

Summary of conclusions on development

- The parish should retain its character of surrounding a small rural village, with any additional housing being achieved through infill.
- Development of employment opportunities within the parish should be encouraged, but any associated development must be consistent with a residential area.
- Publicly owned housing in Scotchmead is likely to need refurbishment during the next ten years.
- Consideration should be given to creating a focal point for the village to encourage a greater sense of community.

No	Issue	End objective	Action	Partner	Priority	When
1	Traffic hazards	Developments do not increase the problems of obstacles on Parish Roads	All planning applications for new buildings, additions to existing buildings or changes of use should be subject to the condition of off-street parking	Parish Council	H	Autumn 2006
			Planning guidance for Aylesbeare to include requirement for off-street parking	EDDC	H	Autumn 2006
2	Focal point for village	A "village green" is created which, combined with improved recreation facilities, forms a social focus for the parish	EDDC to consider providing a village green. This is to be placed on planning guidance for the Parish	EDDC	M	Autumn 2006
3	Focal point for village	A flatter, more accessible recreation area that can act as a focal point for the village	When considering plans for any further development in the village, EDDC and the Parish Council should consider making provision of a new recreation area a condition. This should be added to the planning guidance.	Parish Council	L	Autumn 2006
4	Provision of employment in the parish	New businesses bringing employment to the parish without changing the visual character of the village	Ensure planning guidelines support change of use of existing premises to allow business use compatible with a residential area (for example B&B or small hotel, craft workshops, small offices) and if not prepare proposal for E.D.D.C.	Parish Council	H	Autumn 2006
5	Provision of employment in the parish	Home working and small businesses supported by adequate telecommunications	Review broadband speed limitations in the Parish and instigate lobbying to raise this minimum speed	Parish Council	H	June 2006

No	Issue	End objective	Action	Partner	Priority	When
6	Access to information and services	Public access to the internet available within the village	In partnership with a local business or organisation, install and maintain in a publicly accessible place a public-access PC connected to the internet.	Parish Council	L	June 2006
7	Access to internet and services	Parishioners able to access information through the internet	Arrange training in use of PC for access to internet - initially and as needs change. Identify individual to maintain	Parish Council	L	June 2006
8	Accommodation within village	To satisfy demand for starter homes in the village	Establish whether there is a need for starter homes	Parish Council	M	June 2006
			If starter homes are required, define a plan to achieve them	Parish Council	M	January 2007

VILLAGE DESIGN STATEMENT

What it is

All planning policies, in our area, are the responsibility of the East Devon District Council and the policies are enshrined in the East Devon Local Plan. The Village Design Statement is designed to provide an input to the Local Plan and to be used by the Planning Department in determining the suitability of planning applications. It will also provide assistance to the local authority in cases where appeals are raised.



It has been drawn up at the instigation of the Parish Council who asked a representative group of parishioners to take on the task. Extensive consultations, including a parishwide questionnaire, have been employed in the preparation of this Statement, to ensure that it reflects the views of the majority of the parishioners.

The Village Design Statement is designed to manage change, whether that change is major, new development or just cumulative, small-scale additions and alterations. Its concern is about how planned development should be carried out, so that it is in harmony with its setting and contributes to the conservation and, where possible, enhancement, of the local environment.

It should be read in conjunction with the Parish Plan.



Local communities are in a unique position to appreciate and understand their own place, and a Village Design Statement is based on this knowledge. It describes the qualities and characteristics that people value in their village and its surroundings. It sets out clear and simple guidance for the design of all development in the village, based on that character. It will not stop development and change from happening, but it will help to influence how new development fits into the village.

The Village Design Statement is intended for all people who are seeking planning permission for new houses, extensions, conversions, industrial developments, change of use etc. It will be as useful to an individual householder planning to build an extension or put in a new window as it will be to a housing developer building new houses, an industrial developer or land owner planning tree-felling or new planting.



Every householder in the village should have a copy. It is intended to reflect the views and opinions of the parishioners and to assist the preparation of the next local plan.

Introduction

The village and parish of Aylesbeare are ancient, dating back to Anglo Saxon times, and a record of Aylesbeare is to be found in the Domesday Book as Ailesbergon. Despite its relatively small size, there are a large number of listed buildings within the parish, mainly reflecting its agricultural past. The oldest, largest and most dominant building in the parish is the Church of the Blessed Virgin Mary, which dates back to the 13th century and still acts as the village centre and parish "identifier".



The large majority of houses and barn conversions in the parish, however, date from the second half of the 20th century. These modern houses and conversions exhibit a mixture of designs, ranging from

the 1950s council houses at Scotchmead to the bungalows at the southern end of Village Way, from the affordable housing at Bramble Mead to the dominant houses in Minchin Lane, from the "executive" houses opposite the Aylesbeare Inn to the small development at Chestnuts and from the barn conversions at Rosamundford, Little Houndsbeare and Nutwalls to the houses at the west end of Withen Lane.

There is no evidence of any attempt, in the past, either to create a unifying look to the building developments of the last 50 years or to create a "conventional" village look or feel. Although the Church is the most outstanding building in the village and is used to define the centre of the village, the village lacks a "true centre" and has been developed along Village Way, as a ribbon development. This issue is dealt with in the Parish Plan and recommendations made to encourage development at the centre of the village.



Over the past 50 years housing numbers in Aylesbeare parish have probably doubled and the prevailing look has changed from "old, rural and widely spaced" to "modern, commuter belt/retirement and more closely but still well spaced". Each of the developments which has taken place over the last 50 years, has its own individual design features resulting in what can only be called an "eclectic" mix of housing in the

village and parish. The photographs illustrate the range of buildings and building designs within Aylesbeare. With this range of building designs, it is not possible to draw on a well of "typical" buildings in order to define desirable features or indeed materials. Houses in the parish/village range in construction from ancient cob and thatch to modern timber frame and concrete tile with a few older brick buildings.



On the basis of this variety of design and construction, planning criteria for future housing can be neither prescriptive nor detailed. It must rather seek to ensure that the village environment which was identified, in the Parish Questionnaire, as being very important to a large majority of the parishioners, is maintained or strengthened.

The guidelines, which are listed are an attempt to retain and enhance a village ambience without restricting change in what is now a modern village.



Housing Design

Although the design features listed below cover mainly new build housing, they should be used, where appropriate, when considering extensions, modifications and renovations to existing houses or development of other buildings e.g. barns.

The Parish Plan envisages the building of a limited number of new houses within the parish. With the high percentage of "social housing" already existing in the parish and village, it is likely that, initially, most of the houses built in the parish will be private family dwellings.



The main planning issues which should be considered when approving new housing or changes to existing buildings are:-

- They should, if possible, be sited so as to enhance the feeling of a village, rather than "string out" the village even more
- They should match, reasonably, in both size and design, the existing housing in the immediate area of the development
- The scale and height of rooflines should be in proportion to existing buildings nearby
- Flat roofs should generally be discouraged (but see experimental and "eco" houses below)

- Dominant houses, such as the two in Minchin Lane should be discouraged as they do not sit happily in a "village" context



- If new areas of the village or parish are to be developed, the designs used should be in sympathy with the existing housing stock
- Experimental or "Eco" housing should be considered, even if it deviates markedly from the existing houses, provided that it has architectural merit and does not dominate the area in which it is built
- Rendered finishes are preferred as these match the general finish in the village
- In general, house colours should be white or light cream rendering but pale pastel colours may be considered if they enhance the area. Woodwork should be white, black or dark brown. Strong, non-pastel colours should be avoided on both render and woodwork
- Preservation of hedgerows and trees should be given a high priority in any development. Where it is absolutely necessary to remove trees or parts of hedgerows, it is essential that these are replaced in their original position or new planting employed to return the area to a reasonably matching condition
- Any new affordable houses should be built to match and be sited close to

the existing housing estate at Bramble Mead to help create a focal point for the village

Highways and Byways

Aylesbeare remains in a rural setting despite its closeness to Exeter and the lanes and roadways are important in ensuring that it retains its village feel. The Parish Plan deals with the issue of the lanes and roadways in depth.



It is important that the planning of new housing and any alterations to the roads and the lanes, in particular, is dealt with sensitively in order to retain the rural feel of the area. Developers should consult this Statement and the Planning Authority at an early stage regarding the treatment of roadways and footways, entrance splays, frontages, hedgerows, trees etc., in order to ensure that the "village and rural" characteristics are not compromised.

A number of guidelines to help achieve this are listed below:-

- All electric and telephone cabling for new dwellings should be underground and efforts made to also place existing overhead wires underground, where possible
- Where a new house or development is approved, existing

trees, hedges and walls should be preserved, with suitable new planting encouraged in the initial design for planning purposes

- A uniform pattern of street furniture should be adopted
- Road signs and other streetside information should be kept to a minimum consistent with safety and located to prevent undue visual intrusion

Commerce

Apart from working farms and the local pubs, Aylesbeare has a large international haulage business based at the Aylesbeare Common Business Park. There are also a number of smaller firms catering for local household and farming needs.



The general trend for more people to work from home, either full or part-time, is likely to continue. Aylesbeare, with its proximity to Exeter and nearby air, rail and road links, may be likely to see this trend in the village.

The Parish Plan suggests that some light industrial or commercial activities would be acceptable in the parish. If such developments are realised the following guidelines should be considered:-

- Only a limited number of small, light industrial enterprises should be considered
- New enterprises should be sited outside the village area and preferably on the Aylesbeare Common Business Park
- Any commercial developments should not adversely affect the residential character of the village
- Any new development should take account of the restricted road access within the village area and be sited on one of the larger roads at the edges of the parish
- Any conversions of existing buildings for commercial use should be done sympathetically and in a way which reflects the village character
- Where people working from home wish extensions to their property, to facilitate this homeworking, alterations and extensions should be sympathetic to the style of the surrounding houses

