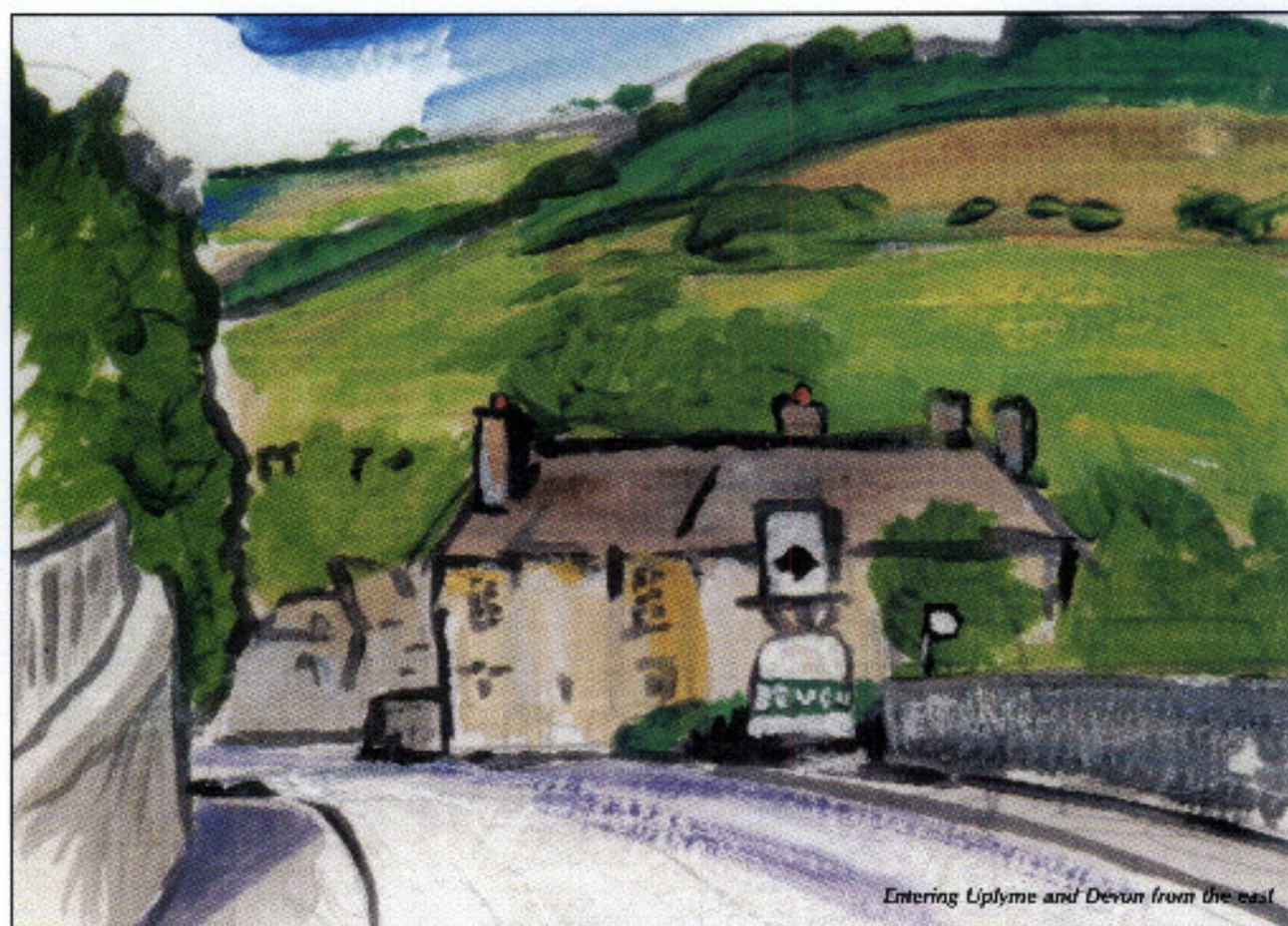


# Uplyme Parish Plan



Our parish—our future

August 2005

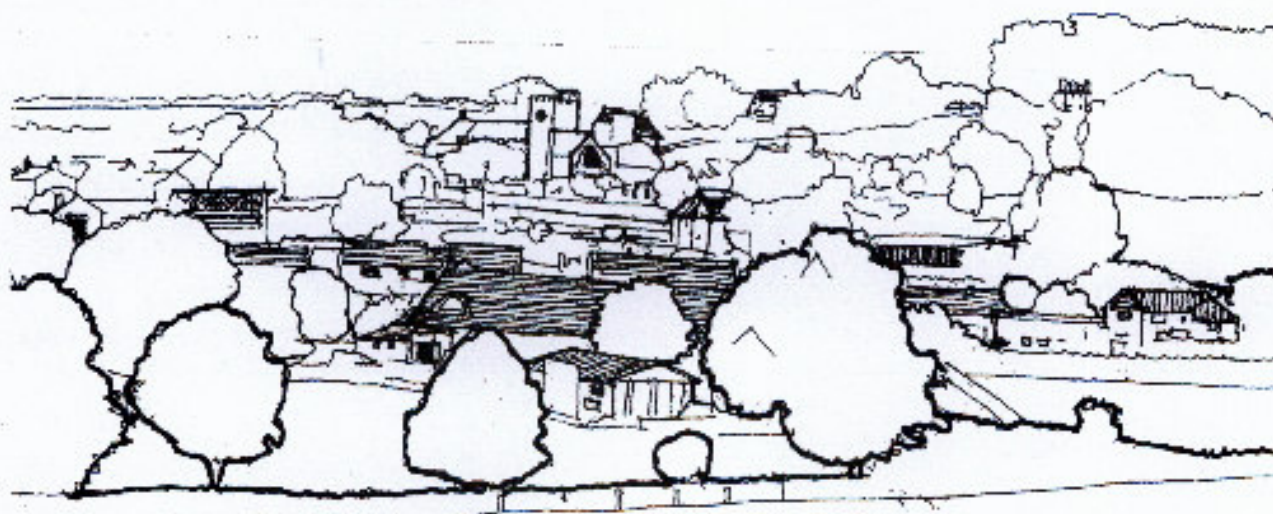
# CONTENTS

## Uplyme Parish Plan

Introduction	1
Setting, history, development, and present structure	2
Society	4
The green environment	7
School	10
Village square	11
Roads and footways	12
The disused railway	15
Technical analysis	18
Policies	20
Proposals and action plan	24

## Uplyme Parish Design Statement

Pages DS-1 to DS-8







## Introduction

A Parish Plan (which includes a Design Statement) is a voluntary statement by local people about how they view their community and how they want to see change managed.

The Countryside Agency has been encouraging the villages of England to produce Parish Plans, and several in Devon have done so. The resulting documents are colourful, interesting, and varied. Their practical importance is that they are taken into account by the Councils that have the power to accept or reject applications for development.

Uplyme held a public meeting in November 2002 to introduce this idea. A crowd of about a hundred (out of a population of over 1200) filled the village hall and was overwhelmingly in favour of going ahead.

Inevitably, much work was entailed, and it was borne by a small team of volunteers. But the statement can be valid only if it proceeds from the mind of the whole community. So continual efforts have been made to draw in everyone's opinions: flyers, articles in the parish magazine, a public exhibition, further meetings, two preliminary questionnaires distributed to the whole parish, and a final, eight-page questionnaire.

Besides issues such as traffic and schooling, Uplyme faces a problem of its own: is it a "real village," with a "centre"? A short answer is that to those driving through, it may look like merely an extension of Lyme Regis; but it is historically separate, and, to those within, it feels like a distinct community. Respondents to the questionnaire, asked whether they wish Uplyme to be a "real village" or a "dormitory," gave a clear answer: real village.

We have found that it is a difficult village to plan for. If it were, like many others, small, situated in level country, and away from busy roads, this exercise would be easier—and less needed!

Uplyme is two things: a village, and an extensive parish. The village, down where the valleys focus, is one component; there are also, out along the valleys and hilltops, many scattered hamlets and farms. The welfare of these, also, must be borne in mind.

Here are some broad aims we hope this Parish Plan will forward:

- To enhance the feeling that Uplyme is a true village, with a strong identity and a "sense of place".
- To ensure that village and parish remain safe and pleasant to dwell in or visit.
- To promote amenities that will benefit all sections of the community, especially the young.
- To maintain and enhance the distinctive architectural character of the village and the hamlets.
- To preserve the rural beauty of the large swath of countryside for which Uplyme is steward.
- To found, with the information we have collected, a data base of documents that the parish will be able to consult.

The first part of this document consists of an informal description of Uplyme, its problems, and solutions that have been suggested. These suggestions have been the subject of much discussion by the working team and the people of the parish, who therefore deserve to see them all in writing. Those that have been approved by the Parish Council are contained in later ("Policies" and "Proposals") sections of the document.



## **Setting, history, development, and present structure**

Uplyme is only a mile and a half inland from Lyme Regis, the westernmost town in Dorset, but by one of the pleasant quirks of English geography it is just over the boundary in Devon.

The village is situated where five valleys, short but deep, join to form the valley of the Lim (or Lym), which goes on to enter the sea at Lyme (called in some early documents Netherlyme). These valleys and their branches are incised into a tableland about six hundred feet high, which is a geological layer cake. The roughly level top is capped by a formation called Clay-With-Flints (of the Eocene age), with a layer of chalk under it in the southwestern parts (Cretaceous); the steep upper walls of the valleys are cut through the Upper Greensand (also Cretaceous); the lower sides and the bottoms are of the Lower or Blue Lias (Jurassic); and at Uplyme itself the streams have dug into a yet deeper formation called the Rhatic Beds or White Lias (of the Triassic age), which is also the lowest layer in the sea cliffs. The flints and the lias are evident in the local building materials.

The coast is part of a World Heritage Site designated by UNESCO in 2001, which includes all natural areas from low-tide level to the tops of the cliffs, extends from Swanage to Exmouth, and has been named the Jurassic Coast.

The parish of Uplyme is said to have an area of 3,618 acres or 5.65 square miles. It surrounds Lyme Regis on the west and northwest, stretching from the sea cliffs on the south to the ridge tops on the west and north. On those sides it adjoins the parishes of Combyne, Rousdon, Musbury, Axminster, and Wootton Fitzpaine.

### **The pattern of settlement**

The old core of the village consists of a cluster around the ancient church, including the oldest extant farm and the school; and a cluster south of the river, with a triangle of narrow streets, the post office shop, and the Talbot Arms pub. The two clusters are connected by Church Street, dipping across the river meadow between.

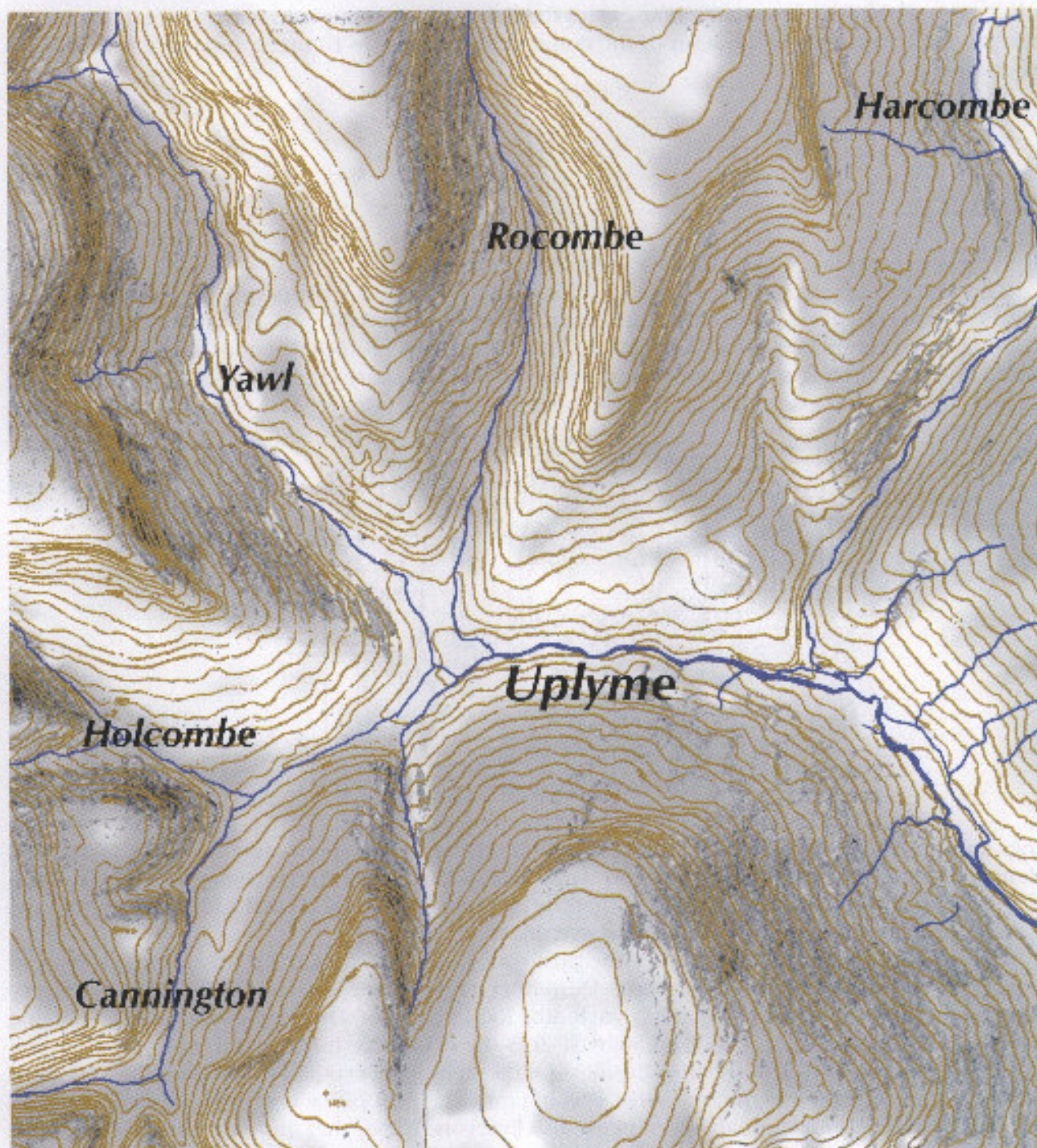
In early times a road inland from Lyme Regis touched only Uplyme's eastern fringe, turning north there to gain the plateau by the steepest route (the Springhead Road). A mere track through woods came to Uplyme. Only in 1832 was a turnpike road built, through Uplyme and up the central and longest of the valleys radiating from it (the Yawl valley). Despite lying on this route, Uplyme long remained a small village clearly distinct from Lyme Regis. Along the intervening mile were a few early buildings—the toll house where the Springhead route turned off, the Black Dog Inn, the New Inn, and the Uplyme rectory (later becoming the Devon Hotel). The highway is now one of only three roads out of Lyme Regis, which it connects with Axminster and the rest of Devon. (It is called B3165, and in various sections the "Uplyme Road", "Lyme Road", and "Axminster Road".)

Even in earlier centuries Uplyme, despite its confinement to narrow valleys, was described as a "scattered village". In the 20th century there was ribbon development along the main road, filling in much of the gap from Lyme to Uplyme, and continuing for half a mile beyond the village (on one side of the road); and along outward lanes such as Pound Lane and Venlake. After the 1947 Town and Country Planning Act, new building mostly took the form of infill, for instance of the slope in front of the church; characteristic of this kind of suburban growth are culs-de-sac, such as Ethelston's Close and Venlake Close.

Of separated settlements, the most substantial is Yawl, up along the main road (with its continuation, Burrowshot). Farms, clusters of houses that can be called hamlets, and isolated houses are scattered at Ware near the coast; along the Cannington valley and its Shapwick and Holcombe branches; up Woodhouse Hill; at Cathole; along the Springhead and Rocombe lanes; and the Harcombe valley. Of Raymond's Hill, a modern "floating suburb" on the plateau, only the smaller fraction on the southern side of the A35 is in Uplyme parish.

The beginning of the 21st century brought two large developments of the cul-de-sac type, facing each other across the main road: Barnes Meadow (which had been a grassy slope containing only the war memorial), and Glebelands (in the former gardens of the Devon Hotel). They were regarded as calamities by many local people, because they consumed a large green area next to the village centre (the last such area separating Uplyme from Lyme Regis), caused the loss of many trees and the displacement of badgers, a rookery, and possibly a colony of bats, threatened the woods along the river, and were built on land suspected of being unstable (already causing severe damage to three houses in nearby Gore Lane). There was long struggle over the design and





The five valleys of Uplyme.

Glebelands, in the former garden of the Devon Hotel, which earlier still was the Uplyme Rectory.





placement of the fifty-seven new houses and the developers' attempts to insert more. One incentive for the Parish Plan is the wish of the community to have, in future, a proactive role in such decisions.

## Society

Uplyme is exceptionally lucky in its several foci of social life:

**The church** is well filled (contrary to a national trend) and sponsors varied activities, such as classical concerts, games of boules, and a Saturday morning football club. Always open, it is a welcoming social centre even for those who are not churchgoers. Fair-trade goods are sold after some services; the church is a collection point for recycled printer cartridges. The 20-page parish magazine is delivered to every household by volunteers, and includes reports of parish council meet-



ings and planning decisions. The church sends a welcome package to new residents. After the Remembrance Day service, a procession winds across the village to the laying of wreaths at the war memorial. We might even mention that the elegantly refashioned stairhead at the churchyard gate is a romantic lookout point on starlit evenings.

**The village shop**, which includes the post office, is the last shop surviving (other than the convenience store at the petrol station). Despite cramped space it carries an astonishing variety of goods ("You name it, they've got it"), including local produce. The shop is open for long hours: 7 to 5:30 six days a week, 7 to 1 on Sunday. It is the centre for information, not only from the notice boards outside (official parish business on the right, concerts and festivals on the left): here is where people meet and find out what is going on. The post office performs all sorts of useful services, especially for those drawing pensions. Everyone hopes that this hard-working shop will be able to hold out against the overwhelming competition of supermarkets. And there would be





a major outcry if the post office were to be threatened, like so many rural post offices, with closure.

**The Talbot Arms pub** is also almost a last survivor (there were three pubs in the early 1990s,



many more in earlier times). It has revived and is a lively social centre, with good food, special occasions, and an open-air terrace on the river bank behind.

The Hunters' Lodge, a former coaching inn beside the highway on the northern boundary of the parish, is now an established and lively public house and restaurant.

**The village hall** replaced a poorer one after several years of fund-raising by local people. It is large and pleasant, includes some smaller meeting rooms, and is alongside the cricket field. It is booked for at least one activity every day—council meetings, dances, charity concerts, jumble sales, plant sales, book sales, parties (the calendar of bookings takes up a page of the parish magazine).



The vitality of these institutions is a large part of why Uplyme is a well-knit community: one with many internal connections and a sense of its own identity.

**The King George V Playing Field** is owned by the National Playing Fields Association and is dedicated in perpetuity for the use of the inhabitants of Uplyme. In its 5 acres there is provision for tennis, basketball, croquet, cricket, and a children's play area. The field adjoins the football pitch, owned by Uplyme Football Club. The football and cricket clubs promote sport for children and hold regular coaching sessions for the younger members of the Parish.



## Village clubs and societies

A recent list comprised these (many of which meet in the village hall):

- |  |                                  |
|--|----------------------------------|
| (1) Women's Institute                    | (11) Church Youth Club           |
| (2) Royal British Legion Women's Section | (12) Help Group                  |
| (3) Mothers' Union                       | (13) Lym Valley Society          |
| (4) Ladies Group                         | (14) Horticultural Society       |
| (5) Mellow Birds                         | (15) Pre-School Group            |
| (6) Short Mat Bowls                      | (16) Mothers and Toddlers Group  |
| (7) Social Club (Snooker)                | (17) Quakers                     |
| (8) Cricket Club                         | (18) Brownies                    |
| (9) Football Club                        | (19) Beavers                     |
| (10) Croquet Club                        | (20) Mainly Ballroom Dance Group |

## Social structure and problems

People move from elsewhere to Uplyme, as to other attractive rural areas. Natives may be by now in the minority. The Devon accent is a rarity. (Even more interesting than a map of the ages of buildings, but more difficult to compile, would be a map showing how long families have inhabited their houses—or, rather, how long they have inhabited Uplyme, since some have moved about within it.)

Houses that have been bought as second homes, or holiday lets, are a further stage of this tendency. It is in general not good for a village street if some of its houses are empty for large parts of the year, or are occupied by people who, however much they like the place, have not had time to understand it.

A demographic factor interrelated with this is age. Many people who live in and around Uplyme are retired, and the average age must be quite high. Since older people are generally wealthier than young ones, and so are people who buy houses—especially second homes—in beautiful places, Uplyme (like Lyme Regis) is becoming a place too expensive for its own young people. If, on reaching the age when they have to have their own places to live, they are forced to depart, the age balance will shift even more.

For those who are not retired, there are few places of employment in Uplyme. Some work in Lyme Regis or commute to places such as Exeter, and many work in their homes, often with computers.

## Farms and employment

As is the national trend, farms have become fewer and larger, and employ fewer people. Within Uplyme parish 21 farms are named on the Ordnance Survey 1:25000 map; 17 still existed after 1944. They were family operations. Now there are only two or three commercially working farms and several smallholdings. The other farm buildings have been converted to other use, mainly residential. Fields are worked by neighbouring or quite distant farmers. Others have gone to development, or become camp sites; some are idle. Some barns and other farm buildings stand disused.

It has therefore been suggested that small-scale "cottage industries" should be encouraged to make use of these redundant buildings.





## The green environment

Being a rural parish and a large one, Uplyme embraces vast areas of field and woodland. It is all within the East Devon Area of Outstanding Natural Beauty. Mention might be made of St. Mary's Wood, a valley head filled with deep forest and surprisingly secluded considering its closeness to the A35; part of the heathland Nature Reserve on Trinity Hill; the viewpoint called Heaven's Gate on the southern skyline above the village; and many more. On the coast, the eastern end of the famous Undercliff wilderness, a length of about a mile between Pinhay Bay and Devonshire Head, is within this parish.

Especially characteristic of this district are the several deep valleys that meet at Uplyme.

### Valleys on the eastern edge

One of the most beautiful of the valleys is that of Harcombe. It has a feeling of being secluded—is sometimes referred to as the “hidden valley”—yet is the most vulnerable, because it is on the eastern edge of the parish and county. Overlooking it from across the boundary is the ridge that carries the main road inland from Lyme Regis. Lyme already extends some way up this road, and there have been two recent initiatives to build sports or commercial facilities on the highest part of the overlooking skyline. These applications were withdrawn or refused, but there will have to be constant vigilance in case of future intrusive developments. For Uplyme, such development would ruin the peace and character of a lovely valley. For Lyme, they would transform an attractive small town nestling by the sea, discovered suddenly out of a high green hinterland, into just another urban sprawl.

Another area where Uplyme and Lyme Regis have a common interest in keeping their surroundings unspoiled is the belt of green fields between the river and Haye Lane. For Lyme, it is the most evident part of the green belt: it gives the strong impression of a sharp frontier between town and country at the Horn Bridge. Though not in Uplyme parish, it is equally vital for Uplyme. It preserves the feeling that there is an interval of open country between the village and the town.

Preservation of both these areas is essential to the setting of both communities, and should therefore be a matter of co-operation between them, possibly through designation of a “green wedge”.

### The green corridor

The highway is not the only linear feature running through the middle of Uplyme. There is a linkage of green spaces, corresponding fairly closely to the valley floor and the geological Rhaetic Beds, so that it is hemmed by bank-like formations of the ground. The upper end is a beautiful long field that can be seen extending, sometimes dotted with sheep, between woods toward Yawl. Then comes the playing field, a wide expanse because it is here that most of the valleys meet. The green band crosses the road and its next incarnation is Hacker's Mead, in the centre of the village; then the wooded Glen through which the river runs.

The playing field, Hacker's Mead, and the Glen are together designated as Land of Local Amenity Importance, governed by policy EN5 of the East Devon Local Plan (2002), which says that development of it “will only be permitted where a community need for the proposal has been identified and where the development would complement the open character of the area.”

There are many values to this green corridor. The playing field, the only large piece of flat lowland ground in the district, has to serve as Uplyme's “village green”, though it is just outside the built village. It includes fields for cricket, football, croquet, tennis, basketball, and a children's play area, and, in conjunction with the village hall right alongside it, is the scene for fêtes and horticultural shows.

Hacker's Mead, being the space between the two ancient clusters of the village, is in a sense the village's physical centre. It was used in the early twentieth century for village fairs and entertainments, but later became unkempt. From 1987 to 1993, an informal group of villagers took it in hand and with much work made of it a wildflower meadow (they cultivated it, took expert advice, bought a large seed mix which was sown in one day by a party including the school-children; the meadow was then maintained with grazing by sheep, which necessitated fences at the field's ends and kissing gates on the path). This effort had to lapse in 1993, when the parish council made moves to buy the field but found that it had been sold to a developer. His application to build houses was passionately opposed by villagers and was denied on appeal. The current issue is whether to let the Mead's status be changed from “agricultural” to “picnic/refreshment”





Footpath through Hacker's Mead

so that it could be used by the Talbot Arms, just across the river. The ultimate hope is that the parish council might yet be able to acquire it. With imagination, it could once more be the pleasant communal resource that its central position suggests.

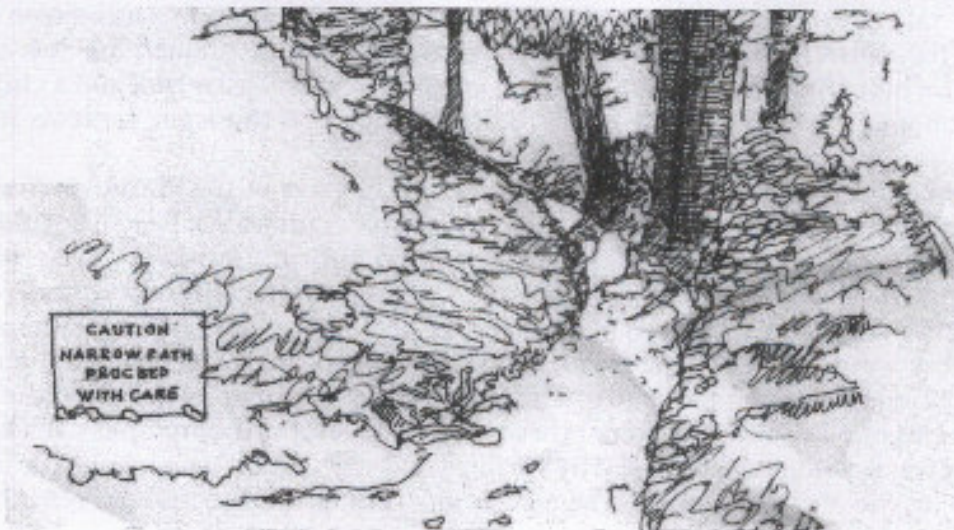
The wooded Glen, through which the river descends after leaving the centre of Uplyme, is at least as sensitive. In the 20th century, gardens of houses built along Pound Lane reached down to it on the north; in the 21st, those of the development in Glebelands reached down to it on the south. These latter actually own the ground down to the farther bank of the river. It is very important that all the trees in the Glen be protected. There is a preservation order on them, but there is concern lest some be harmed nevertheless, as recently happened to twelve ash trees in the same development.

### The footpath along the valley

Numerous footpaths and bridleways give access for walkers to the many beauties of this district. The most celebrated—the central axis of the network—is that which is designated as the East Devon Way and, across the border in Dorset, is also part of the Wessex Ridgeway.

It descends from Woodhouse Hill and crosses the playing field. The most used part begins from the B3165 road at the car park near the Talbot Arms, passes through Hacker's Mead, then the Glen, and follows the river all the way into Lyme Regis. Thus it threads the length of the green corridor.

The very existence of this footpath route, as an alternative to the road, gives a different feeling to living in Uplyme. Whereas the busy road clambers along a few hundred feet up the hillside and passes among buildings, the footpath follows the river valley, taking a most varied course through woods and fields, down rocky places, past old mills, over stiles and footbridges, and emerges sud-





denly in the heart of Lyme Regis, finding the sea by way of the narrowest and most ancient street of all. Thus this route vividly preserves the experience of a time when Lyme and Uplyme were compact communities with a green valley between them.

One part of this route in Uplyme (Mill Lane) and the final parts in Lyme are tarmacked. Most of the rest consists of simple earthen tracks which can become very muddy. One section, descending from the end of Mill Lane, is stony and precipitous. There are kissing gates at either end of Hacker's Mead (and one more in the Dorset section). Therefore the route cannot be used by the elderly or those with wheel chairs or perambulators.

The sections through Hacker's Mead and the Glen could be surfaced with hoggin (small stones and sand) or crushed limestone. The kissing gates would have to be removed. This would yield a section usable by everyone from the B3165 all the way to Mill Lane.

More difficult, but not impossible, would be to engineer the path down the steep ravine-like section. Then, if the further fairly rugged section through woods were improved, the wheel-chairable path would go through as far as the Old Mill and the Devon boundary.

From there on it would be up to a different authority to alter the path and its gates, bridges, and rough sections, before it would become easy all the way to Lyme Regis.

Some feel that the charm of the path is its continually varying character—including its wild parts. Questionnaire respondents were in favour of improving the path (96 yes, 30 no, 22 no opinion). The Parish Council decided not to proceed with the proposal at this stage.

### A green link

It was suggested early on that a green corridor should be kept open on the west side of the Glebelands development. This would preserve a fragment of the former rectory gardens, keep the housing development from closely overlooking the bungalows in Church Street, and provide a link between the road and the Glen. It was one reason for the Parish Council's resistance to insertion of additional houses on this edge of the development.

The link could be visual: a vista down from near the post office to the wooded Glen. Or it could include a path, allowing people to walk up from the Glen footpath to the post office. This would further the general aim of increasing circulation by means of footpaths, but would require a footbridge over the river.

The modest green corridor is still open, though somewhat interrupted visually by a diagonal path made by the developer on a high embankment.

### School

Mrs. Ethelston's School will almost certainly be relocated (perhaps as early as 2007). It is in desperate need of more space. (Of this we were convinced during a tour guided by the headmaster.) It has seven classes, but fewer classrooms. It lacks a meeting hall, separate play area for the youngest children, a gymnasium. Meals and assemblies have to be held in a classroom, with arduous organization.





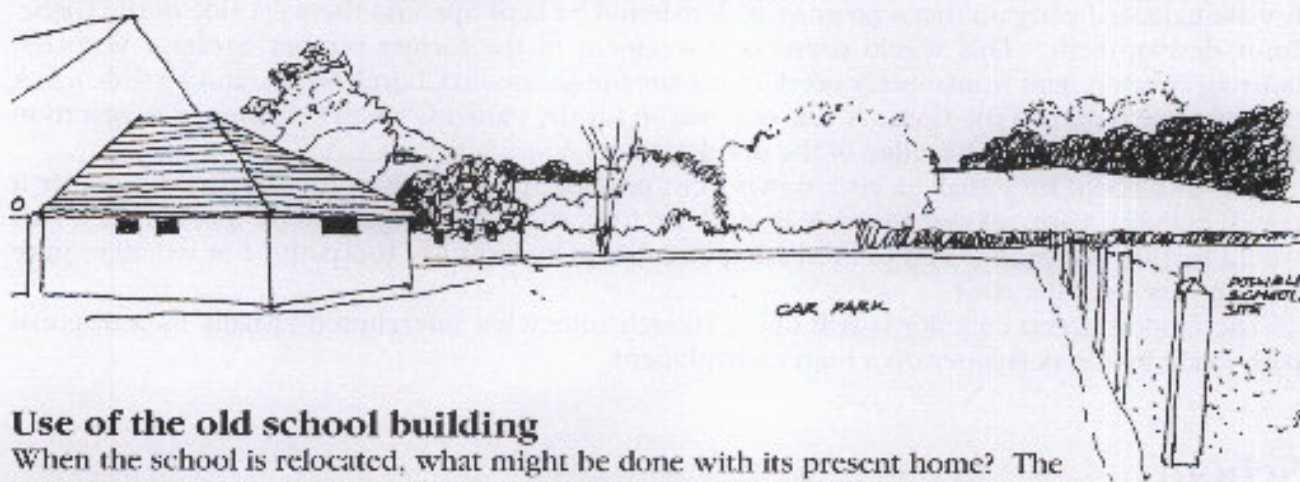
The school's headmaster and staff overcome these disadvantages by continual ingenious contrivance. The school has an enrollment of 150 children—its "accommodation number"—but in practice is too small for whatever number. It is simply unable to comply with modern LEA (Local Education Authority) standards.

The school's location is pleasant, on a side lane next to the church, with which it has connection and in which the schoolchildren often play a part. Though many children arrive on foot by way of the Glen path and Church Street, many parents bring cars along the narrow lanes and have developed an informal one-way system—westward-only along Pound Lane—which is thrown into chaos by any driver arriving in the opposite direction.

Every week, teachers have to escort each class down a path and across the main road (where there is no marked pedestrian crossing) to the village hall and playing field in order to use them for gymn, drama, and sports.

Among suggestions for relocating the school have been: the fields north of Pound Lane; other fields to the north; the existing football pitch at Venlake. Those opposed to moving the school have suggested it be extended (presumably over its scarcely used swimming pool).

However, a majority of questionnaire respondents (97 yes, 27 no, 22 no opinion) agreed with the proposal that the school be relocated next to the village hall; and in any case plans to do so are already under way. On this two-acre site there is level space for the needed adequate building, car park, and playing fields. Access for cars would be along the main road. The school could more easily share use of the village hall, but also vice versa: school facilities could be used after hours by clubs and organisations, and for further education.



### Use of the old school building

When the school is relocated, what might be done with its present home? The main building dates from 1874 and is a fairly ordinary example of a style of its time, but it is pleasing; local people are fond of it, and would be upset if it were destroyed. More dispensable structures have been added to its rear.

The building is not Listed, and having that status while it is still a school might hamper necessary modifications. But when the time approaches that it will certainly cease to be a school, application for Listing might be made, so as to protect it against demolition.

The building is the property of the trustees of the church and would have to be sold as profitably as possible. But only some types of buyer would be able to use such a building, especially if Listed.

An excellent use would be as a Youth Hostel. Many hostels around the country are in buildings of historic character, such as former castles, manor houses, mills. Upkeep could be entrusted to the Youth Hostel Association (YHA). The name "Mrs. Ethelston's School" could be retained—it would have the attraction of curiosity. The location is close to the East Devon Way; the hostel should be well used by ramblers along this, the South West Coast Path, and the many other paths of the region. Surprisingly, there is no Youth Hostel at or near Lyme Regis (the nearest are at Beer to the west, Litton Cheney to the east, and Crowcombe Heathfield near Taunton to the north). The association with young people would be continued; it would be a way of making them welcome in the community. The regional manager of YHA has expressed enthusiasm.

Another good use would be for affordable apartments. Other suggestions have been made, such as a craft centre, day nursery, or a light industry.



## Village square

A creative suggestion was made that, when the new school is placed near to the village hall, they and perhaps additional smaller buildings might be used to define a space which could serve as a small village square.

Among possible other components mentioned were a caretaker's house, a few affordable houses, a parish room (for meetings and storage of records), and a café or teashop; this last might include a room designed to be attractive to young people. Features such as these would bring a continual presence of people (thus greater security at night). Even if there are no added elements, there will still be a space between hall and school, which could be something more attractive than a car park. A square could be pleasingly designed, with perhaps a brick pavement, a central feature such as a bench, and some trees.

The site is not at the centre of the village: it is, visually, on an edge. But it is overlooked from the central crossroads and within a walk of a hundred yards from it.

Questionnaire respondents were in favour (92 yes, 36 no, 18 no opinion) when asked "If the school is relocated to the rear of the village hall, should it be so sited and designed as to form a village square which could accommodate small events such as parades or perhaps an open air market?"

But of added elements, only affordable homes (89-43) and a youth meeting place (74-51) were favoured; others were not (café or tea room 64-69, parish office 55-70, fast food takeaway 9-122). Some respondents suggested that these components be incorporated into the village hall. There would probably not be enough space for affordable homes. That left the youth meeting place as the only agreed component, though it is hard to see what this could be other than a café or an internet café.

When the scheme was discussed with East Devon planning officers, they liked it and made the further suggestion that the paving of which the square is made should be extended out onto the adjacent length of the main road. This would give that road the feel, even though it does not have the status, of a pedestrian area and would have a strongly calming effect on traffic.

Another suggestion is that the added car park could be made of grass grid (blocks of concrete or recycled plastic with holes through which grass can grow) and thus appear like a lawn.

The parish council decided that the inclusion of a village square should be left for consideration at a later stage in the planning of the school.



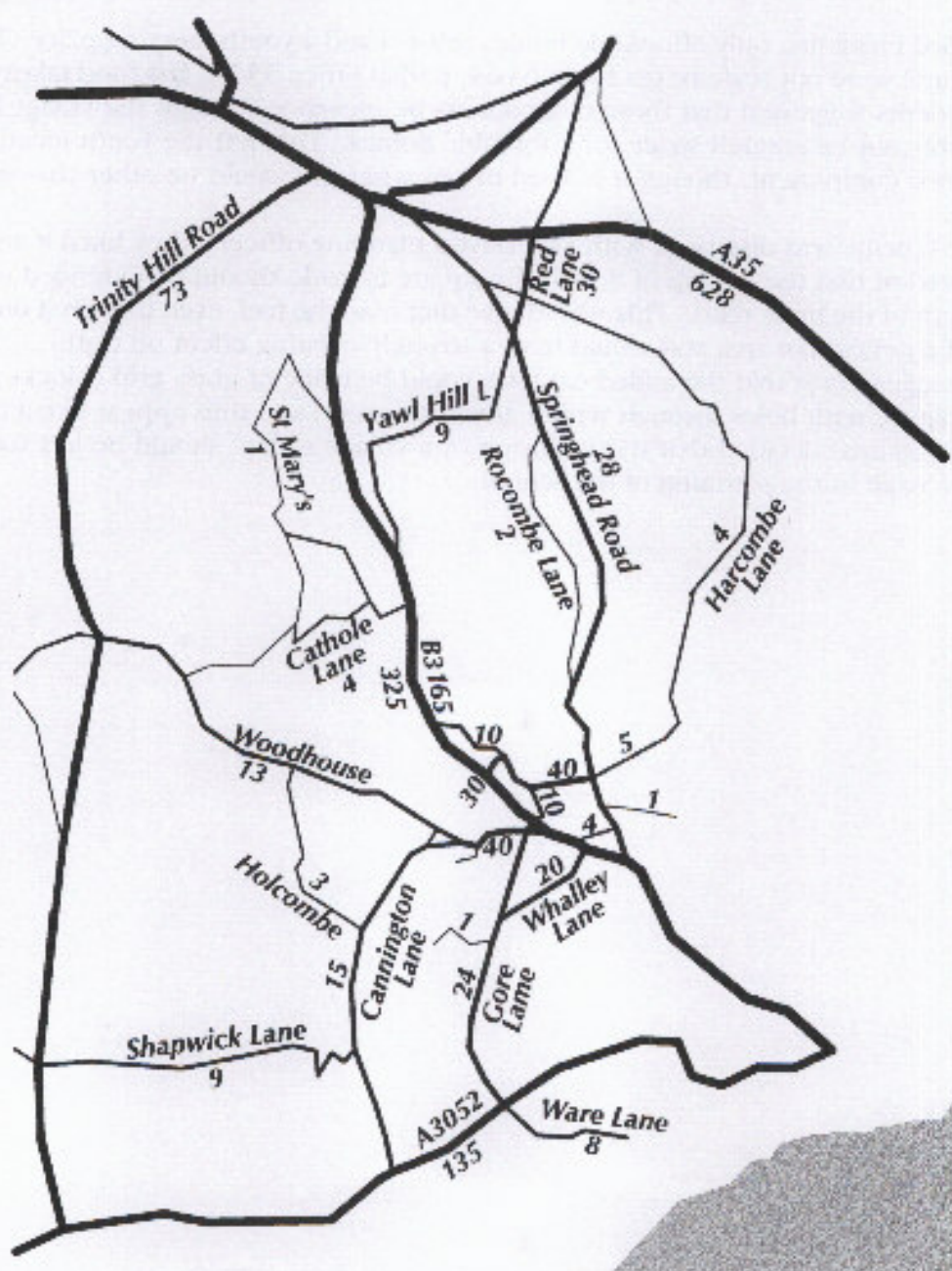
## Roads and footways

"Traffic" is what springs to most people's minds as Uplyme's leading practical problem.

To give a national context: From 1971 to 2002, Britain's population rose by 5%, but the number of vehicles on the roads increased from just under 12 million to just under 26.5 million; total miles travelled per year increased from 313 billion to 624 billion. In 2004 vehicles on the roads reached 32.26 million. No wonder Uplyme has a traffic problem.

The road through the middle of the village, which once carried little but farm carts, now carries around 300 vehicles an hour. They include heavy lorries, and tourist cars and coaches from all over Britain and beyond. Most are going through for Lyme Regis, but at certain times many park by the village shop, where there is no room to park, and the street becomes log-jammed. Many drivers go through at high speed, as if unaware that they are in a village, though it is noticeable that local drivers tend to be the fastest.

Accidents are sometimes narrowly avoided, though there have been only three fatal ones in forty years, so far. The noise of traffic is magnified by the street's topography, with a high stone wall opposite to the shop. In short, the street is intimidating for those many who wish to walk along or across it.



Skeleton map of roads in Uplyme parish, showing them with thicknesses logarithmically proportional to their amounts of traffic. The figures represent vehicles per hour in daytime; they are averages of actual counts made by a member of the Parish Plan team.





### **Traffic solutions at and near the village centre**

A traffic-calming pinch point, with priority yield signs, has been installed just west of the Talbot Arms. This slows some drivers, though others speed up in hope of getting to it before someone comes from the opposite direction. There is another such pinch point by the junction with Tapper's Knapp.

The parish council has in the past requested pedestrian crossings at the village hall, and at the central crossroads. These were turned down by the county council. That there is no pedestrian crossing at either of these points is incredible. At one, several columns of school children cross every day for activities in the hall, and the whole walking population crosses to events in the hall and field; at the central crossroads, old people cross from their houses to the shop.

Other measures that have been mentioned are speed bumps; traffic lights; a signal showing drivers their speed; conversion of the lower end of Gore Lane into a one-way street or a cul-de-sac; a one-way system around the small triangle of streets. Almost anything that would help to tame the traffic might be welcome, but there are objections to some of these. Asked about a 20-mile-per-hour zone, respondents approved it by 101 in favour (the largest for any answer in the questionnaire), 46 against, and 1 with no opinion.

In other parts of the country there has been experimentation with traffic calming by road design, rather than instructions and markings, to influence drivers toward calmer driving. Uplyme might be a place to apply these principles.

### **An alternating-direction system at the village centre**

There could be an alternating-direction system from the Talbot Arms crossroads to just beyond the post office shop, controlled either by traffic lights or by priority signs. This short and vital section of street, the functional centre of the village, is too narrow for its present purpose of carrying heavy two-way traffic plus pedestrians. The traffic is too fast, dense, and noisy; pedestrians have to walk along the edge, sometimes cowering against the side in terror.





If, however, the street were only one-lane, there would be plenty of room for a footway.

It has been pointed out that vehicles coming from the Axminster direction, and having to queue while waiting their turn to pass through this stretch, would be waiting on or before the crossroads. This would briefly prevent other traffic emerging from Gore Lane. (Church Street being one-way, no traffic can come out of it.) We feel that this problem would be slight and manageable.

Questionnaire respondents broadly approved such a scheme (68 yes, 62 no, 16 no opinion). The Parish Council further suggested that the system could be extended all the way to Cook's Mead in one direction, and Crogg Lane in the other, that is, for the length of Barnes Meadow, thus affecting also the "Broadway Narrows" (see below).

### Alternative routes

The heavy traffic through the middle of the village includes many large lorries. There is nominally a restriction on the B3165 road against vehicles heavier than 7.5 tons. In practice it is not enforced if the vehicles are going through to Lyme Regis, as most are.

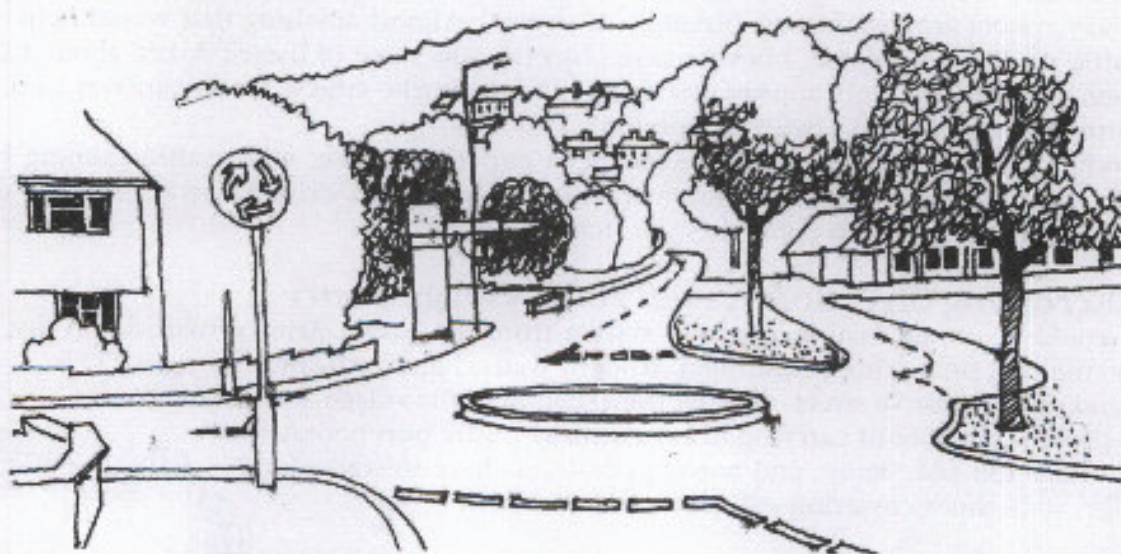
Signs on the A35 might be used to divert light vehicles by way of the Trinity Hill Road and the A3052. There is a blind corner on the Trinity Hill Road for the small amount of traffic emerging into it from the road from Musbury. A mirror should be installed at this corner.

Heavy traffic should be diverted (as is agreed by the Devon and Dorset Highway Departments) by way of the A358 through Musbury and then the A3052.

### The Cook's Mead roundabout

A mini-roundabout was made in 2002 at the junction of Cook's Mead with the main road. This was done against the advice of the parish council, and is notorious as "an accident waiting to happen": almost none of the vehicles racing down the road pause or even slow for it, so that a car coming out of the side road and exercising its right of priority will be hit.

The mini-roundabout should be replaced by a full roundabout. It should be made unmistakable,



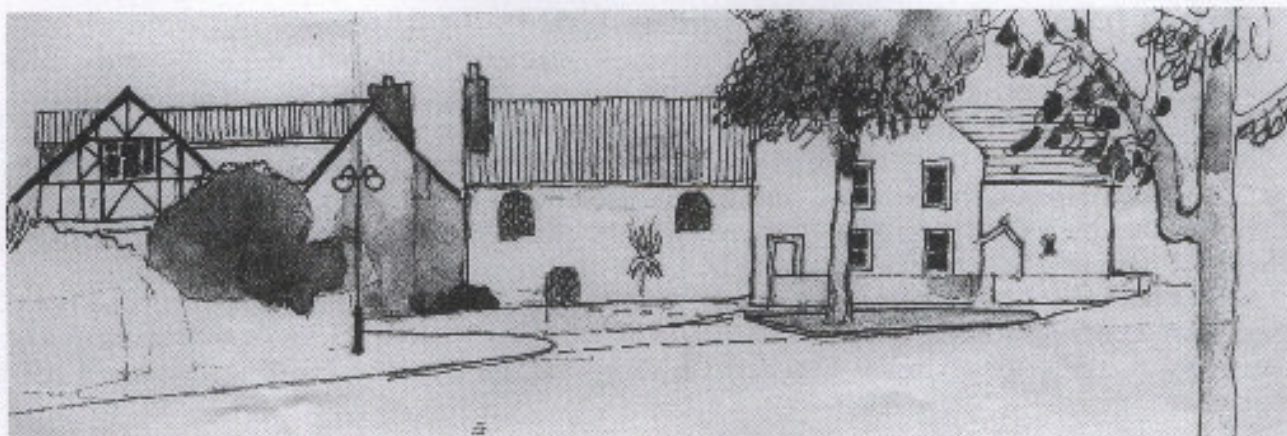
by having for example a circular wall, raised pavement, or flowerbed, with perhaps a central tree, fountain, sundial, or even a statue.

Besides slowing the traffic and removing the danger, this feature would announce to drivers that they are entering a village. The announcement should be reinforced by an "Entering Uplyme" sign (more prominent than the one recently installed some distance back up the road).

The exit for cars from the hall and school should be shifted along the road so that it comes out on the fourth side of the roundabout. This would relieve the problem of school traffic. Parents' cars, instead of jamming Pound Lane in a stop-and-go queue, would wait their orderly turns like other traffic at the roundabout.

Respondents to the questionnaire strongly approved this concept (84 yes, 42 no, 17 no opinion).





### **Tapper's Knapp**

This lane rises very steeply to meet the main B3165 road. Drivers coming up to this point cannot easily wait, or see around the corner to the left—a part of the main road from which, because of the pinch point in it, cars may be emerging on the near side. And there is usually at least one car parked at this corner, beside the Toll Gate group of cottages. As the lane rises to this point, it splays out to a great width (actually forty yards along the white line!), but this does not help the drivers because it is on their right.

The top of the lane could be narrowed by taking a roughly triangular piece out of it on the east side, next to the cottages. This piece, with a kerb around it on the side toward the larger road, could contain a proper parking space, and a tree. The result would be to steer traffic to a safer point for emerging from the lane. Pedestrians would also have a safer passage, with more footway and less roadway to cross.



Questionnaire respondents approved this by a relatively low majority (67 yes, 39 no, 37 no opinion).

### **The Broadway narrows**

Next to the junction with Crogg Lane, there is in the main road a narrow place between stone walls, with no footway. Some pedestrians feel this to be dangerous. (Others, and even cyclists, do not.)

There is a proposal to make this short stretch of road wide enough for a footway by moving back the stone garden wall of the adjacent house (called, ironically, Broadway). Another possibility is to leave the wall, but place a footway behind it, taking a piece of the garden. Since the ground in the garden is lower, there would have to be steps down and up, or the piece of path would have to run on a bridge.

Removal of the wall would be done over the objection of those who consider constrictions like this the opposite of dangerous. Drivers from either direction cannot see past the narrows as they approach, so they slow down. And (as pointed out elsewhere) stone walls rimming streets are a component in the village's character that should be fostered, not destroyed.



### Footpath from village centre to village hall

A footpath route could be created from nearly the centre of the village to the hall and the new school. There is at present a footway only on the eastern side of the main road, and it is discontinuous (because of the front wall of a garden that reaches to the road).

A path could be made on the western side of the road, between it and the tennis court. It would run partly behind an existing hedge, and would reach the village hall car park by a bridge over a ditch. At the other end, it could go only as far as the river bridge, unless this could be widened. There are perhaps other routes that could be found farther west.

Such a path should bring more people walking instead of driving to the village hall, and bring even more children walking to school than now do so along Church Street. It would also allow the highway authority to install a pedestrian crossing, since such a crossing must lead to a footway.



### The disused railway

The track bed of an old branch railway line snakes through the hills from Axminster to Lyme Regis along a remarkably cunning and beautiful course. One and a half miles of it lie in Uplyme parish, including the spectacular Cannington Viaduct, whose ten arches reach a maximum height of 93 feet. The railway was known as the Bluebell Line (because of the bluebell woods it passed through in the Trill valley); all its steam trains were popularly called Lyme Billy.

The railway, opened in 1903; was closed in 1965, to the dismay of local people. An effort to revive it was made in 1969; another started in 2002 and included suggestions such as a tramway, and a group continues to seek the reopening of a section of the line. The difficulties are great: for instance some houses in Uplyme now stand on the railbed.

A more feasible alternative might be a greenway. If it included a bicycle trail, this would be not only a superbly scenic but a relatively gentle route that would attract tourists and encourage more people to travel between Lyme and Axminster healthily. It would join the company of famous "trails from rails" in Britain, the U.S.A., and other countries. It might be called the Bluebell Trail or Lyme Billy's Way.

Respondents to the questionnaire raised this suggestion; and a private approach has been made to Sustrans, the charity "that works on practical projects to encourage people to walk, cycle and use public transport". Countless people must have looked down into the overgrown cuttings from the bridge near Hook Farm or that near the Dorset boundary and wondered "Why don't they make a path out of this?" It's about time.



## Technical analysis

### Uplyme—the development of the settlement

The visual character of Uplyme is formed by its buildings and spaces from its early beginnings to the present day.

As may be seen from the "Age of Buildings" map, the main identifying periods are:

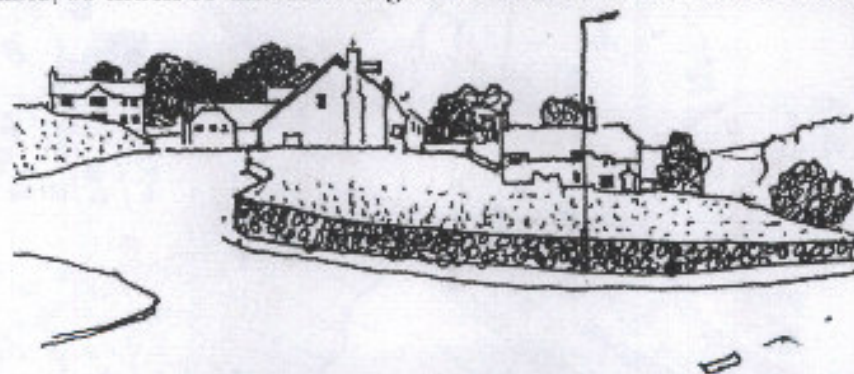
- 1500 to 1920
- 1929 to 1947
- 1947 to 1970s
- 1970s to 1990s
- 1990s to present

The early period produced the street pattern common to most villages throughout the country, i.e. workers' cottages and some detached houses, more or less defining a recognisable pattern of streets.

The former lasted until the period between the wars when ribbon development took place along existing roads and lanes. After World War 2 the 1947 Planning Act put paid to this form of development, at least along new lengths of road. Planning permission was only granted for small "infill" properties until later on in the '70s and '80s when small estates were added to the village. Finally, the two main additions to the village were on Barnes Meadow and The Devon Hotel sites.

### Built Form—existing

As may be seen from the age of buildings plan of the village, by far the greatest part of Uplyme was constructed after World War I. It is suburban in character born of a national reaction against monotonous rows of industrial housing which was to be found in larger towns. Although this problem did not occur in rural Devon the older farm workers cottages were regarded as pokey and small so that new houses were constructed in their own space with gardens on all sides. The detached house was regarded as most desirable; then came the semi-detached with the terrace as distinctly down-market. Nevertheless, in Uplyme as in other villages the old street patterns with houses in short rows can still be seen. In recent years, the small cottage came to be seen as cosy, genteel and desirable, so much so that new larger versions have been built, as at Barnes Meadow,



in an attempt to produce instant village character—a sort of speeded up version of natural development. Although architecturally dishonest, and not particularly well designed, the total effect is not so disastrous as true suburban style building.

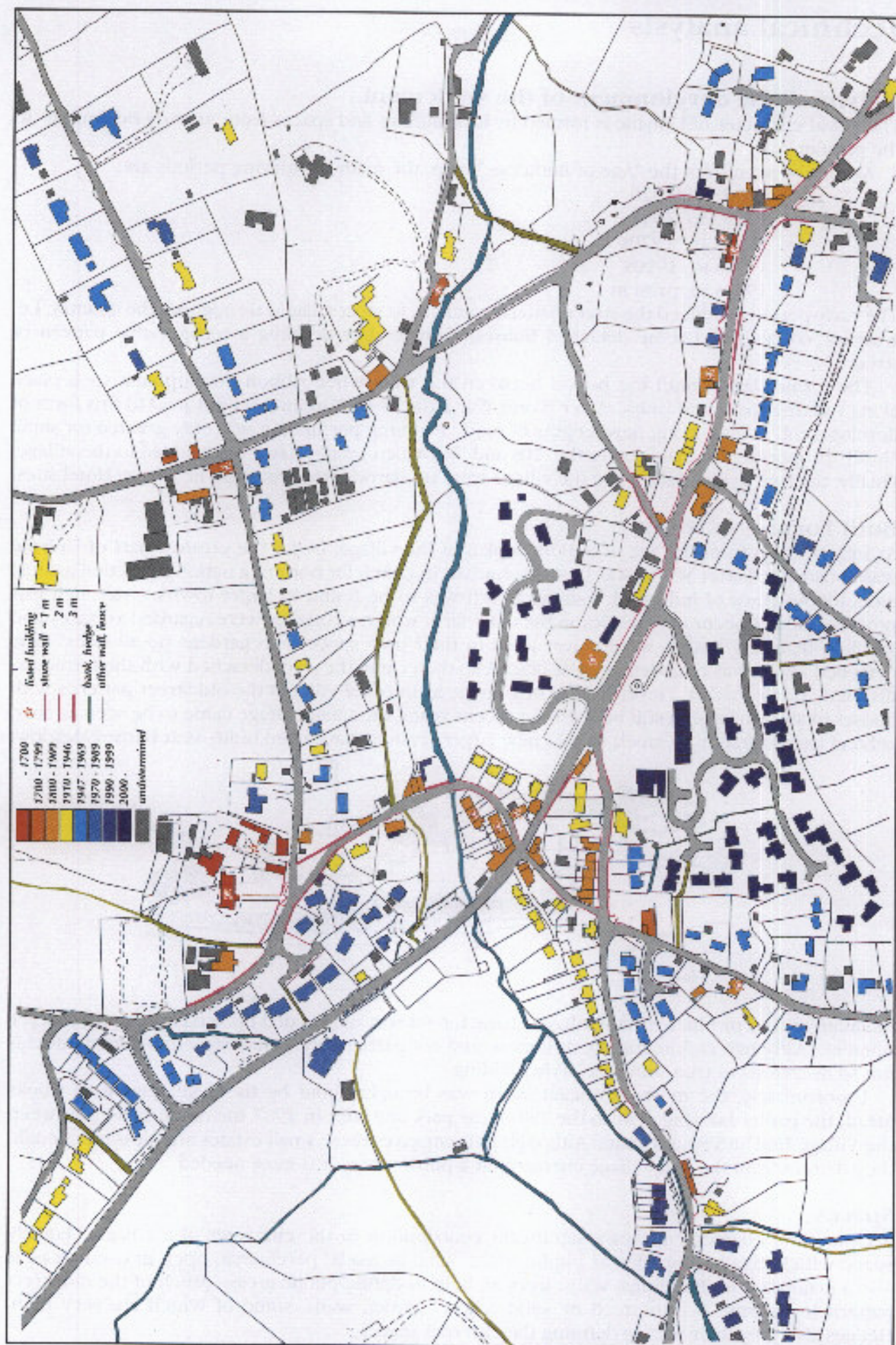
Unfortunately, the most significant harm was brought about by the development of Cooks Mead, the earlier housing next to the Talbot car park and later in 1987 the development between the Village Hall and Pound Lane. Although in themselves these small estates are pleasant enough, they detract from the true village character at a point where it is most needed.

### Spaces

Architectural character makes a significant contribution to the character of a village. Equally space which may be regarded as public space, such as roads, pavements, open grassed areas, is also a major factor. Buildings, walls, trees all help to define public areas. Much of the old street pattern in Uplyme is reinforced by solid "chert" garden walls, some of which are very high. Hedges also play their part in defining the external spaces.

The suburban character of much of Uplyme is partly due to a type of buildings which may be found throughout the whole country. It is also brought about by the width of the roads and the





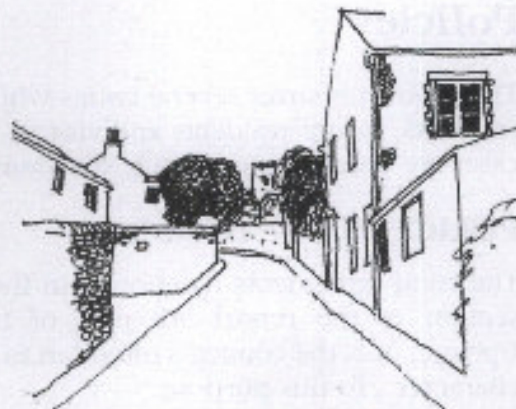
Ages of buildings in Uplyme village.  
 (Positional data copyright Ordnance Survey; adaptation by Guy Ottewell.)



design of junctions. Most new housing has been designed around the requirements of traffic engineers. The harm done to the concept of a traditional village is not often done by the quality of the architecture, nor is it done by the numbers of dwellings permitted. More often, as at the Barnes Meadow and Devon Hotel developments, it is brought about by the wide estate roads and their junction with a newly widened Lyme Road. Cook's Mead and Ethelston's Close are other examples.

Uplyme also has some areas which are neither suburban nor traditional village, for example, Venlake where suburban style dwellings front onto a narrow lane. Whalley Lane is suburban in character due to its repetition of semi-detached houses and the huge distance between the two rows.

South-eastward along Lyme Road, some new dwellings have been sensitively designed close to the road and mixed with older properties. By contrast, a row of truly suburban national style dwellings were constructed on the south side close to Tapper's Knapp—probably in the '70s.



Stone walls bordering Church Street.



What then is the character of Uplyme? What direction should be given to future development? It seems that true village character is often the enemy of both traffic engineers and developers, though both are inspired by entirely legitimate aims. The traffic engineer's aim is to keep motor vehicles moving with safety to all road users. Conflict arises between through traffic and the desires of residents, so that on one hand Lyme Road is widened to six metres, as at Barnes Meadow, which has the effect of speeding traffic up, and this is followed up by two narrowing "gateways" to slow traffic down.

### Listed Buildings

There are 35 "Listed" buildings in Uplyme, as follows:

- |   |                                     |
|---|-------------------------------------|
| Cannington Viaduct                            | Barn NE of Court Hall               |
| Church of St Peter & St Paul                  | Cart Sheds at Court Hall            |
| Wadleigh House and Tor Cottage, Church Street | Stables at Court Hall               |
| Sunnybanks & Horseshoe Cottage, Church Street | Farm Building SE of Court Hall      |
| Restharrow, Gore Lane                         | Cattle Shed at Court Hall           |
| Hillside Farmhouse, Harcombe                  | Old Mill, Rhode Lane                |
| Cheesecombe Cottage, Harcombe                 | Upper Cottage, Rocombe Bottom       |
| Chapel Cottage, Harcombe                      | Lane End Farmhouse, Springhead Road |
| The Haven, Harcombe                           | Southcote, Springhead (Rocombe)     |
| Lower Holcombe Farmhouse                      | Carswell Farmhouse                  |
| Reeds, Holcombe                               | Ware Farmhouse                      |
| Former Devon Hotel                            | Underhill Dairy Farm, Ware          |
| Elton, Lyme Road                              | Woodhouse                           |
| Mona House, Lyme Road                         | Newcastle, Woodhouse Lane           |
| Allerford, Tapper's Knapp                     | Crossways, Yawl                     |
| Brookside, Mill Lane                          | Yawl House                          |
| Honeysuckle Cottage                           | Cathole Farmhouse                   |
| Court Hall Farmhouse, Pound Lane              |                                     |



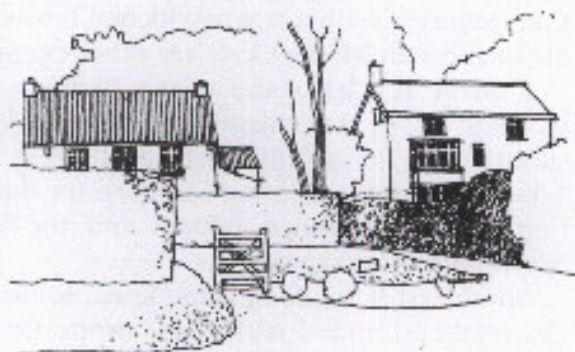
## Policies

These policies cover several issues which are regarded as important for the parish of Uplyme, its residents, future residents and visitors. Essentially, the policies are broad in nature and in most cases are unrelated to specific locations. They therefore apply generally throughout the parish.

### POLICY NO. 1 Hamlets

The rural settlements mentioned in the introductory section of the report are part of the history of Uplyme. It is the council's intention to preserve their character. To this purpose:

1. Refurbishment and extension of existing property may be permitted provided that it reinforces the identity of the hamlet in terms of location and design. The extension of existing properties may be permitted subject to Guidance Note 02 in the Parish Design Statement.
2. Road widening is unlikely to be permitted on lanes except to facilitate access for agricultural vehicles.
3. Gardens in rural areas should not be sub-divided.



### POLICY NO. 2 Employment

Employment in Uplyme has traditionally been in connection with the farming community but this is no longer the situation. Since pre-war days some 17 farms have ceased to be working farms. The farm buildings have been sold separately and the fields have been bought by larger farmers. Only a few can now be properly regarded as working farms.

A small office employing a few people in what used to be the New Inn has now ceased to exist together with small shops, including a local butchers'. By far the biggest trend in service industries lies in the increasing use of e-mail and Internet technology has enabled many individuals to function happily at home thus reducing the need to travel, in accordance with government guidance. Tax consultants, graphic artists, journalists, etc. may now have the advantage of living in beautiful surroundings with good schools.

In recent years other forms of employment have been established. Builders and one-man builders have continued to thrive particularly in recent years when more affluent home owners have required considerable extensions and one-off dwellings. It must be stated that the larger housing developments have been constructed using outside contractors.

At least one small joinery enterprise is in operation, together with a locksmith, and until recently, "Thursday Cottage" jams and preserves were made in Uplyme and sold over the whole country. A fudge making factory was set up in recent years and continues to prosper. Various other current employers are quarry, caravan sites, and horticultural nurseries.

In the interest of maintaining a viable employment base it would seem desirable in principle to encourage business and light industrial services in Uplyme.





The Parish Council will, in principle, regard favourably applications for business/light industry uses particularly in unused buildings, although each application will be judged individually. This would be subject to normal development restrictions on compatibility with adjoining owners, suitable access, scale of enterprise and design and compliance with Local Plan policy.

Any application for change of use will therefore be carefully examined in the following aspects:

1. Traffic generation—size of vehicle and frequency of use
2. Existing infrastructure, i.e. access, drainage and other services
3. Noise generation
4. Working hours
5. Lighting (external)

### **POLICY NO. 3 Education**

The Parish Plan supports the proposal to relocate the school on the site adjacent to the Village Hall in order to provide a standard of education in accordance with the requirements laid down by the LEA, and to include seven classrooms, a hall, gymnasium, and playing fields compatible with a one-form intake of 30 pupils each year.

Dual use of the school facilities will be encouraged to enhance the effectiveness of the various clubs and organisations as required (see "Social Networks").

Moreover, the proximity of the school and the Village Hall may give rise to the forming of similar further education classes so that the village community will be reinforced. The Plan supports initiatives of this kind.

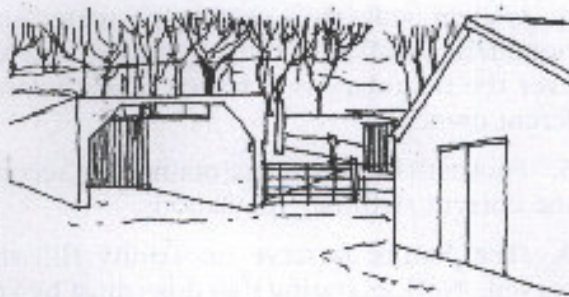
Considerable interest in Adult Further Education was expressed in the Questionnaire findings.

### **POLICY NO. 4 Environmental Issues**

The predominant land use in the parish is agricultural and, with the exception of a tiny area to the north of the parish, all are classified as "Areas of Outstanding Natural Beauty".

The protection of these areas is of paramount importance and should be brought about as follows:

1. No industrial development or commercial development shall be permitted in these areas other than that connected to minor change in respect of Policy No. 2 (unused farm buildings, etc.)
2. The Parish would encourage land owners not to fell trees except as necessary to protect the public or property in case of emergency.
3. The planting of cypress *Leylandii* trees shall be discouraged, but the planting of indigenous and some foreign trees, e.g. *Eucalyptus*, will be encouraged.





4. Ancient hedgerows shall be protected and new field boundaries shall be formed by a ditch and hedge whenever the boundary is between lands belonging to different owners.

5. Footpaths shall be maintained in accordance with the current statutory regulations.

6. The Nature Reserve on Trinity Hill shall be preserved. Notices stating that dogs must be kept on leads should be promoted.

## **POLICY NO. 5 Tourism**

The Plan supports, as do the majority of respondents to the questionnaire, the promotion of tourism in the parish. The beauty of the countryside is an asset which should be shared especially with walkers, cyclists, and equestrians, by the following means:

1. Long and short distance footpaths, e.g. Lyme footpath, should be clearly way-marked, maintained, and publicised. Ramblers and meanderers should be welcome.

2. Local overnight accommodation should be encouraged in the parish.

3. The development of additional tourist accommodation should be particularly encouraged in the light of the successful bid by Britain to host the Olympic Games in 2012. It is envisaged that Weymouth and Lyme Regis will become centres for many seafaring activities thus generating a need for more accommodation along the Jurassic coast.

## **POLICY NO. 6 Traffic**

### **1. MAIN THROUGH ROUTES**

Light traffic should be encouraged to use Trinity Hill while HGVs (Heavy Goods Vehicle) should be directed through Musbury.

The promotion of Uplyme village as a real village should be instrumental in slowing traffic in built-up areas and this in turn would tend to discourage through traffic and particularly HGVs; see Guidance Note 03 in the Parish Design Statement and also the Proposals.

The Plan supports the slowing of traffic and improving of pedestrian safety by "natural means" rather than artificial chicanes such as "traffic gateways" which appear as yet another restriction aimed at the motorist. The thinking is that a calmer environment will change the mindset of the motorist logically, willingly and responsibly. This constitutes a "courtesy zone." See Guidance Note 03 and also Proposals.

### **2. LANES**

Most of the traffic routes in the parish are single track lanes. These have become increasingly busy in recent years and especially in summer. The use of lanes as "rat runs" at peak times should be discouraged.

However, the Plan supports the retention of the





country lanes as such and would resist any proposals to treat them as motor highways. The Plan would resist any attempt to widen lanes or provide larger radii.

Passing places are necessary but the introduction of more passing places is to be discouraged in general.

### 3. SIGNPOSTS

Traditional cast-iron signposts (fingerposts) at rural junctions should be maintained or reinforced; they are a key part of the identity of a rural area as identified in a report by the Government and English Heritage.

### 4. PUBLIC TRANSPORT

Though the present bus service is working well, improvements to the system should be investigated with a view to improving connections and locations of stops.

### 5. SPECIFIC PROPOSALS

A number of specific proposals for the centre of the village are illustrated in the Parish Design Statement.

## POLICY NO. 7 Housing

In general the Parish Plan resists the construction of further housing on new sites outside the existing Parish Development Boundary. The exception to this general policy would be in order to provide affordable/starter homes. These shall be located only within close proximity to the existing Built-up Area Boundary of the village, close to public transport and facilities.

A number of second homes have been bought within the village. The Plan is not in favour of this practice. The Parish is in favour of the payment of full Council Tax on second homes.

The construction of buildings/dwellings on "infill" sites will be permitted in accordance with the Local Plan policies and Supplementary Planning Guidance for such locations. The possible long term development of low density areas in the village core will receive consideration, subject to special design character and layout, in order to create a village feel. Densities could be substantially increased and preference will be given to starter homes.

## POLICY NO. 8 Postcodes

The majority of the Devon parish of Uplyme has a Dorset postcode—DT7—the same as for Lyme Regis and other adjoining parts of Dorset. This postcode also erroneously may imply to some that Uplyme parish itself is in Dorset. As well as being used for the delivery of the post, postcodes are also used by other authorities (this includes the police and ambulance services) and companies, who use postcodes to fix rates for household insurance and motor vehicles. Thus Uplyme has the same insurance rates as Dorset, which can be some 20% higher than those of Devon. It is therefore considered that every effort should be made to change this anomaly and have all the parish of Uplyme included in a Devonshire postcode.

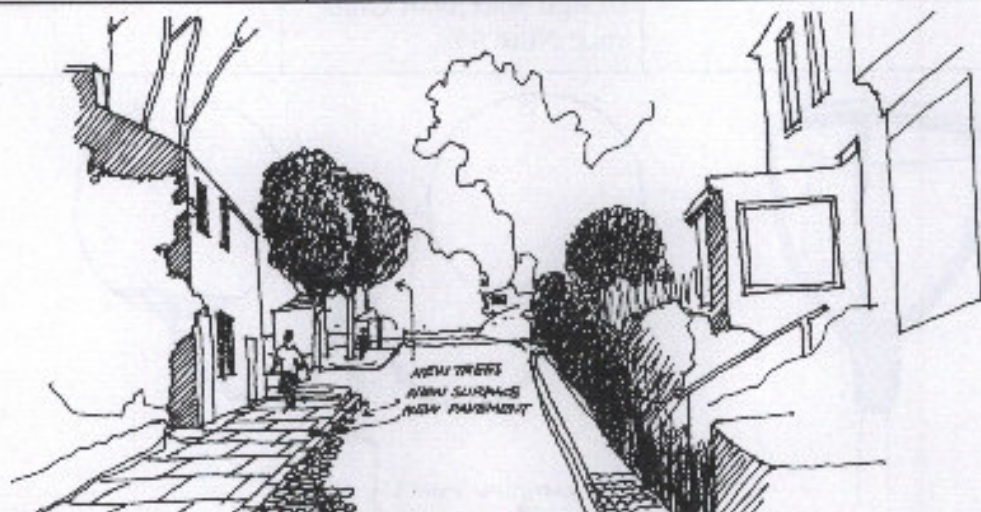








PROPOSAL 3—ROAD NARROWING FROM CROGG LANE TO COOKS MEAD ROUNDABOUT			
Aim	Action	Facilitator	Timescale
To provide safer, pedestrian friendly improvements designed to be compatible with the old village character. To provide improved parking for the village store and post office, e.g. by creating a lay-by.	To negotiate with the Highways Authority to produce an acceptable design.	Uplyme Parish Council/Highways Authority	Subject to Highways funding

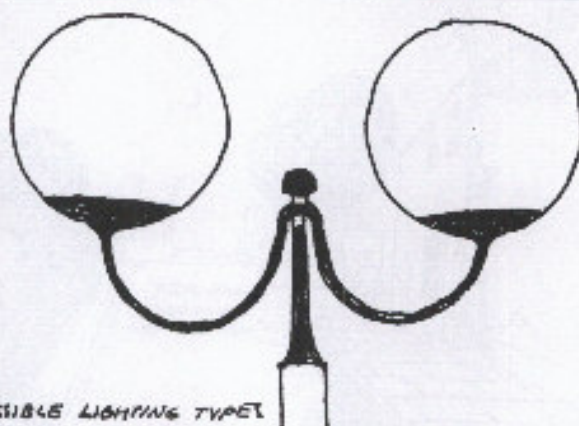
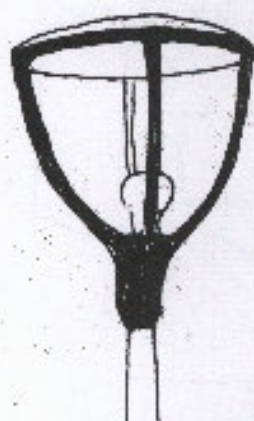


PROPOSAL 4—SAFETY MEASURES FOR FOOTWAYS			
Aim	Action	Facilitator	Timescale
To provide a safe, pleasant environment with pedestrians as a priority especially with the relocation of the school in mind—see Parish Design Statement Guidance Note 03.	To negotiate with the Highways Authority to provide footways and crossing in appropriate positions.	Uplyme Parish Council/Highways Authority	Prior to opening of the new school



**PROPOSAL 5—STREET LIGHTING**

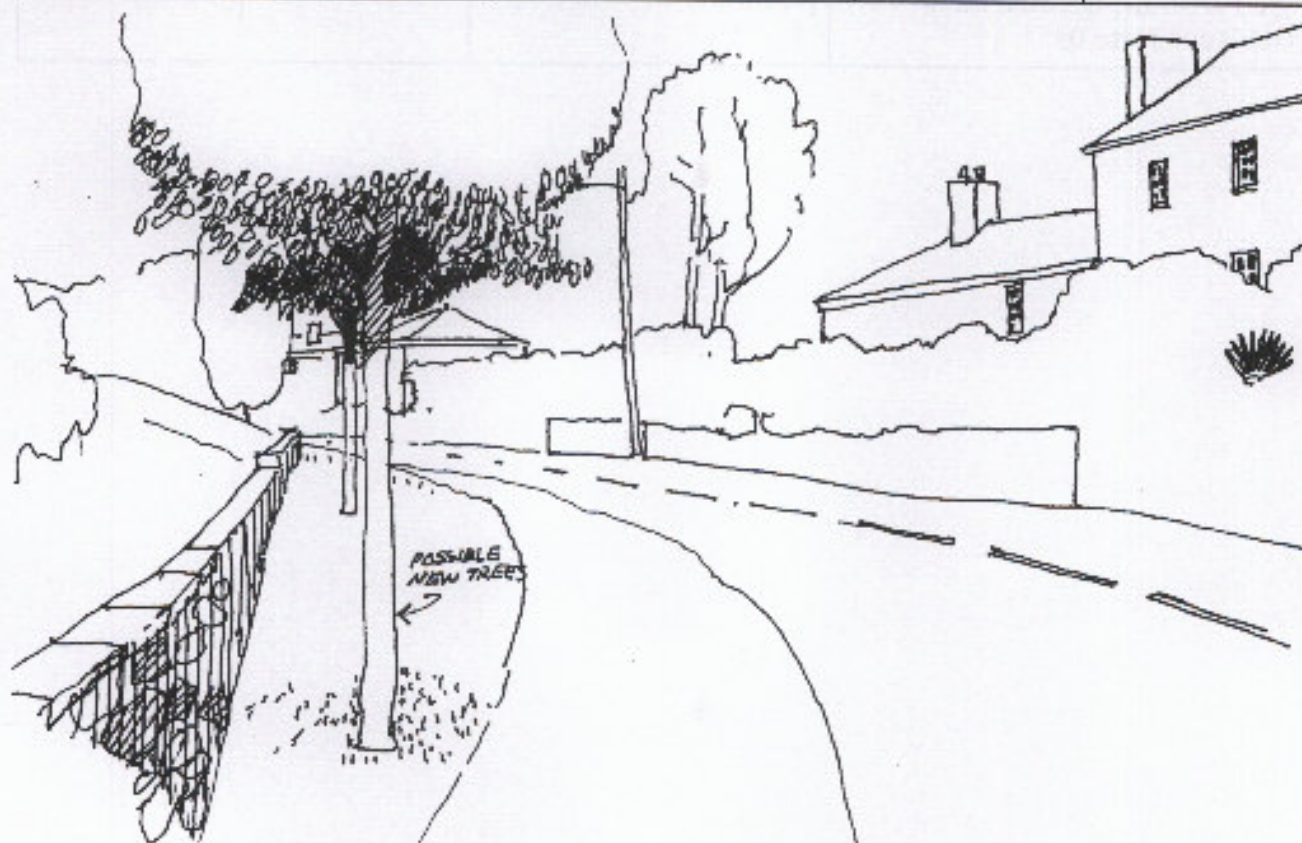
Aim	Action	Facilitator	Timescale
To provide a more pedestrian friendly environment within the village core and so reinforce its character.	To remove high level lighting columns from Cooks Mead to Venlake and replace with suitable pedestrian scene lighting standard, e.g. down-lighting —see Parish Design Statement Guidance Note 04.	Uplyme Parish Council/Highways Authority	In conjunction with new pavements



POSSIBLE LIGHTING TYPES

**PROPOSAL 6—TREE PLANTING**

Aim	Action	Facilitator	Timescale
To improve visual appearance of the village as seen from the highway and to make good use of left-over verges.	To plant suitable trees in the grassed areas of highway as shown on the plan.	Uplyme Parish Council/EDDC /Amenity Group	Continuous





<b>PROPOSAL 7—TAPPERS KNAPP/LYME ROAD JUNCTION</b>			
<b>Aim</b>	<b>Action</b>	<b>Facilitator</b>	<b>Timescale</b>
<p>To improve the visual appearance of the junction and create a more village-like character.</p> <p>To provide a safer junction for both vehicles and pedestrians.</p> <p>To provide proper parking spaces for residents.</p>	To create an island, suitably paved and planted, to separate parking areas from road.	Uplyme Parish Council/Highways Authority	Subject to funding

<b>PROPOSAL 8—SIGNPOSTS (FINGERPOSTS) AT ROAD JUNCTIONS</b>			
<b>Aim</b>	<b>Action</b>	<b>Facilitator</b>	<b>Timescale</b>
To reinforce and support the local Heritage Initiative in the Parish.	To replace direction signs with cast-iron fingerposts at rural junctions.	DCC Highways Dept.	Subject to funding under local Heritage Initiative







# Uplyme Parish Design Statement



*The old centre and western exit from Uplyme*

Our parish—our future

August 2005







## **1. The use of the Parish Design Statement**

The purpose of this Supplementary Planning Guidance is to ensure that planning proposals are appropriate to the nature and character of Uplyme Parish. The Design Statement will be reviewed from time to time, to take account of changes in Government Planning policy updates. The Parish Council, through its Planning Sub-committee, will be available to discuss any planning proposals from developers and residents prior to official submission.

The Parish Design Statement will be used by the Uplyme Parish Council when making recommendations to the East Devon District Council; and by EDCC in considering such recommendations. It sets out the principles to be kept in mind for ensuring that development fits both into the parish character, and the East Devon Area of Outstanding Natural Beauty, within which Uplyme is located. It has therefore been adopted as Supplementary Planning Guidance for new planning applications. Applications must also comply with the requirements for listed buildings, where applicable, as well as the Building Regulations. This Guidance should be taken into account before submission of planning applications and its use should help in avoiding inappropriate applications and new designs clashing with the local parish style of architecture.

This Design Statement must therefore be taken into consideration by all those wishing to submit planning applications within the parish, whether residents or developers.

It specifically refers to the Parish, as it will be taken into account in any planning applications within the whole Parish. It relates not only to building construction, but also landscape features which complement the rural nature of the Parish, such as hedges, trees and wildlife conservation.

## **2. Consultations to achieve Supplementary Planning Guidance**

The Parish Design Statement has been endorsed by the people of Uplyme through a process of exhibitions, questionnaires and consultation. It has also taken into consideration the Uplyme Appraisal 1989, and its Final Report, much of which is still relevant. Following an initial questionnaire to all households, exhibitions and consultations were held in June 2004 ('Your Village Our Village') and as part of a Village Character Workshop and Open Forum in November 2004. A questionnaire was sent to all households in the Parish in January 2005, and the replies that were returned have been taken into account in preparing this document, as well as the accompanying Parish Plan. The draft Parish Design Statement has been submitted and adopted by the Uplyme Parish Council and the East Devon District Council.

## **3. Planning context**

Planning policy in East Devon is influenced by several tiers of Government. Firstly, Central Government produces guidance and legislates. This influences Regional Planning Guidance which in turn influences the Structure Plan produced by Devon County Council which sets the strategic policy framework for Devon. Detail is then added by the District Council, who produced the 'East Devon Local Plan 1995 to 2011', the policies of which are supported by the Parish Council.

This Local Plan describes Uplyme as follows:

"Uplyme is situated immediately to the north west of Lyme Regis and is within the East Devon Area of Outstanding Natural Beauty. The [B3165] linking Lyme Regis north to the A35 passes through the village. The steep surrounding hills and attractive legacy of trees characterise this village. The national importance of the surrounding landscape is recognised by its AONB status. The District Council is conscious of the fact that there is virtually no physical break between Uplyme and the resort town of Lyme Regis to the south east. It is considered necessary that a limit be defined for the future extent of Uplyme in order to avoid it becoming a continual extending suburb of Lyme Regis. The physical character of Uplyme derives in part from several areas of low density development. In defining a boundary as a limit to development any new building which takes place will be on infill sites. The District Council will seek appropriate density schemes, retention of the existing tree cover, and new planting where this may be considered necessary. Land alongside the River Lym within the settlement boundary is identified as of Local Amenity Importance."

## **4. Planning and the Parish Council.**

The village has an active, dedicated Parish Council, whose planning tasks are to use their local knowledge to submit recommendations to the East Devon District Council, as the local Planning Authority. Historically, the Planning Authority generally agrees with Uplyme Parish Council's recommendations.



## 5. Planning Guidance Notes

### Guidance Note 01. Landscape Setting Guidelines

#### Visual character

The visual character of the East Devon countryside, the five valleys of Uplyme, its streams, coastal strip, trees and woodlands must be upheld. The Parish has considerable tree cover and hedging to the north and along the lanes leading into the hamlets, but wishes to encourage further tree planting particularly in the centre and south end of the village.

#### Tree planting

Tree planting should use trees native to Devon's countryside, rather than urban trees such as *Leylandii*. Where a planning application is approved, existing trees and hedges should be preserved, wherever possible. When this is not possible, replacement planting should take place in an appropriate position on the site.

Any development must take into account Uplyme's position within the East Devon AONB and new property development should be finished externally to blend in with the existing predominantly harmonious colours of the Parish.

In particular, the Harcombe Valley, as one of the most beautiful valleys in the AONB, should be protected from any exploitation.

Wildlife areas in gardens and wildlife corridors should be encouraged throughout the parish.

#### Development along the River Lym

Development along the river Lym must comply with Area of Local Amenity Importance policies, where structures, other than those for which a proven community need exists, should not normally be allowed. Its natural wildlife should be encouraged.

### Guidance Note 02. Buildings and Spaces Guidelines

#### Building styles

Uplyme has developed in several building styles in the past, not always harmoniously with other local buildings. The existing character of different areas of the village should be recognised and designs should seek to promote the best of such local styles as well as improvement in the standards of design and construction for future buildings within the





existing character. This character comprises many elements, such as the height and scale of the development generally, roof pitch angles, the materials used, colours used, details used, in particular window heads, window sills, entrances, eaves, gutters, etc.

Although the 'styles' of building in Uplyme vary considerably, the original buildings in chert, slate, clay and roman tiles provide the most consistent character throughout the Parish. In order not to encourage disparity, preferred designs for new buildings and extensions to older buildings shall comply with these guidelines. An exception to this is in the case of extensions to existing modern houses and bungalows where the more general guidelines for extensions shall apply.

### Height, scale and character of buildings

Village scale and character can be achieved in modern designs as well as in traditional styles by the use of traditional materials and construction used in a modern way. The Parish Design Guidelines seek to promote this approach rather than the current trend towards pastiche (i.e. merely copying past styles).

Height of buildings should not normally be more than two stories and buildings should have a vertical emphasis, which may be achieved through the proportioning and positioning of windows and entrances.

### Walls

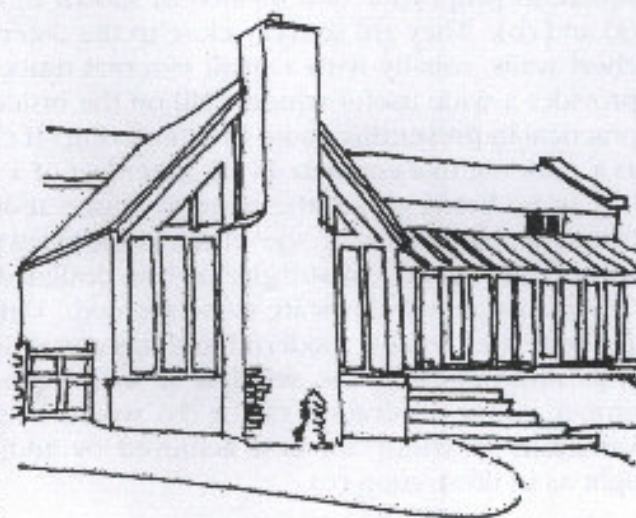
Walls may be faced in solid natural chert or a mixture of chert and rendering; pre-cast chert panels will not be acceptable. This will help to preserve the homogeneity of the Parish. Rendering throughout the Parish is often painted white or cream; other colours are acceptable in pastel tones; strong colours are to be avoided.

### Lintels

Lintels may be of pre-stressed concrete, but oak is a good alternative on the outer section where it is to be exposed; oak may be obtained locally. Brick soldier arches will also be acceptable.

### Roofs

Just as there is no single particular style through the Parish, there also exists a considerable variety in roof design. However, in order to preserve homogeneity, the predominant styles of low pitch ( $35^{\circ}$  to  $45^{\circ}$ ) with little or no eaves overhang are preferred wherever possible. Natural slate is preferred but low cost good quality artificial slates are much cheaper and readily available. Low pitched heavy interlocking concrete slates should be avoided. Roofing generally





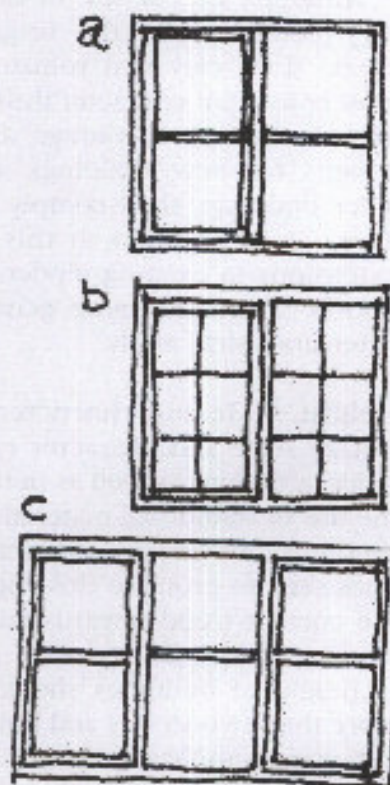
should be mellow in colour, with slate or thatch where appropriate.

### Chimneys

Stainless steel flues should be avoided wherever possible. If essential, every effort should be made to encase the chimney in appropriate cladding to match materials used for the main part of the building.

### Windows

Windows should be appropriate in scale, size and design to the building whether this is a new or existing building, taking account of window proportions, and divided or clear lights. In the older parts of Uplyme, windows are mostly square in proportion and divided as shown in illustrations (a) and (b). They are set very close to the outer face of the chert walls, usually with a small external timber sill. This provides a wide useful window sill on the inside but is less practical in preventing damp from entering. If chert is used as a cladding to a concrete block outer leaf of a cavity wall, it may be better to set the window frame about 100 mm from the outer face of the chert. UPVC windows are acceptable, but fake plastic glazing bars designed to emulate Georgian style windows are to be avoided. Unless proposals are related to new modern buildings a practical solution is as illustrated. If the window is to be constructed in timber either illustration (a) or (b) would be acceptable. Variations in width are best achieved by adding another light as in illustration (c).



### Doors and porches

Front entrances are the single most important element of detail design. They allow house owners to express individuality or designers to show their skill. The primary factor is one of proportion. Unless it forms an integral part of the dwelling, the porch should act as a foil to provide interest to what otherwise might be a dull façade. Porches are the icing on the cake. They should complement the main structure and not compete with it. They should be roofed in the same material as the main roof or glazed, or clad in suitable sheet material such as copper or lead.



### Dormers and roof lights

Dormers and roof lights should normally be roofed with the same materials as the original house; pitched to the same degree, and at right angles to the main roof, although in the case of a very small dormer the use of large scale slates or tiles is impracticable and these may be clad in sheet metal. The proportions of dormers and roof lights should be vertical or square. Horizontal dormers are to be avoided. The ridge line of dormers should be below that of the existing dwelling. Velux type roof lights are acceptable on rear elevations. Solar panels should be fitted as unobtrusively as possible.



### Construction method statements

Construction method statements must be produced where necessary or as required by the planning authority to



demonstrate the proposed sequence of works, methods of construction, access routes for building materials, disposal of surplus materials, etc. These will be needed particularly in areas of landslips, springs or other unstable land areas. Notwithstanding any such submissions, responsibility for actual construction and land stability will remain with any successful applicant, and any such "method statement" is not part of the planned approval.

### Future layouts

Future layouts such as the proposed new school, the treatment of the current Mrs. Ethelston's Primary School, and matters affecting the focus or heart of the village should involve a pre-planning or pre-application stage.

### New groups of housing

New groups of housing should be designed to promote a harmonious character, blending in with their existing neighbours.

### Distinctive features

Distinctive features of buildings and their details should use local building material, such as "chert" stone (a hard brown local flint) sympathetic to the existing village features and the landscape.

### Boundary walls

Garden walls are a feature of Uplyme especially in the older roads and lanes where they play an important role in the village environment. Mostly they are constructed in random "chert" stone. Sometimes as high as three metres, they are almost as significant as the buildings themselves. They usually follow the contours of the roads and lanes to produce interesting shapes and pleasing small scale streetscape.

Generally this distinctive local characteristic should be protected from demolition. Householders and developers' builders are encouraged to follow this principle and build new garden walls in this local tradition.

Capping with stone, flat or dog toothed, or cement and sand, is acceptable, but not paving slabs.

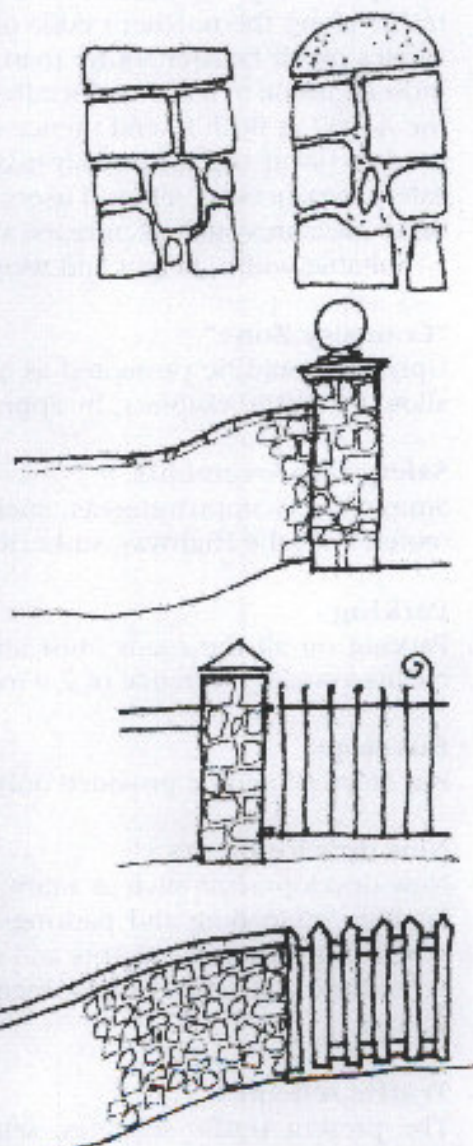
### Gates

Gates are clearly a matter of individual taste. A few points are worth noting. Wrought iron gates provide the maximum contrast between the gate and the wall. Iron can be curved and formed into shapes which sit well against solid rough chert walls. Greater privacy can be achieved by wooden gates made up of vertical slats (avoid horizontal timber as it not only looks wrong but is far less practical); as a general rule keep it simple. Restraint is cool!

Gateposts need careful consideration.

### Hedges

Hedges also contribute to the significant village environ-





ment and trees can be trained to make an effective hedge. Such trees and hedges should comply with Guidance Note 01 above.

### **House extensions including garages**

The main factors in addition to those given elsewhere in these guidelines are:

- Proposals should be in keeping with the size, character and materials of the existing house and not over dominant
- Should fit into the general streetscape respecting the character of nearby buildings and the spaces between them.
- Window proportions should match the original building and also match the depth of window reveals.
- Two storey rear extensions tend to overlook neighbouring properties and, if so, are not encouraged. Side extension should be either set back at least 600mm or joined invisibly. The latter is usually only possible in rendered properties.
- Should not significantly affect levels of daylight entering the principal rooms of adjacent dwellings or affect privacy of adjoining neighbours.

## **Guidance Note 03. Highways and Traffic Guidelines**

### **Local roads and lanes**

The local roads and lanes network is rural in character, with a maximum speed limit currently of 60 mph, 40 mph on the A35, and 30 and 40 mph zones on the B3165. The A35 carries very heavy traffic along the northern edge of the Parish, and its improvement is long overdue. Trinity Hill carries much heavier traffic than its width should allow. Heavy Lorries, bound for Lyme Regis, must continue to use the officially approved diversion, i.e. the A35 to the A358 to Musbury, joining the A3057 at Boshill, and thence to Lyme Regis. Other roads in the Parish are often single track, used by local traffic, holiday-makers or agricultural vehicles, sometimes all at the same time! Safety measures for all road users should be encouraged, including appropriate speed limits, visibility measures such as mirrors, suitable traffic calming and other such safety improvements.

Suitable width, height and weight restrictions for vehicles should be introduced as necessary

### **"Courtesy Zone"**

Uplyme should be promoted as a 'Courtesy Zone' for all road users. New development should allow for traffic visibility, by appropriately designed splays at entrances.

### **Safety improvements**

Simple safety improvements, such as Tapper's Knapp junction with Lyme Road, should be promoted with the Highway Authority, both to improve safety, and utilise proper parking.

### **Parking**

Parking on all the roads must allow access for emergency vehicles at all times; this currently means a width clearance of 2.9 metres.

### **Bus stops**

Bus stops should be provided only in safe areas.

### **New developments**

New developments such as a new school must allow for safely positioned bus stops, areas for safe loading, off-loading and parking for school buses. Additional parking should be provided for school staff, parents, visitors and other workers coming into the area of the village hall, any new school and associated development. A pedestrian crossing may be necessary in the vicinity of the school.

### **Traffic schemes**

The present traffic schemes, whether the village gateways, parking for the Post Office, the absence of continuous footways, the sudden road narrowing by power poles and stone walls, and blind entrances for traffic onto the B3165 at Whalley Lane and Gore Lane, needs improvement for the safety of all road users.



### **Footpaths and bridleways**

Uplyme has one of the most comprehensive networks of footpaths and bridleways in Devon, which must be maintained and improved where possible. It does lack cycle ways, and a great opportunity for such a cycleway was missed when the Axminster-Lyme Regis railway was closed.

### **Guidance Note 04. Environmental Guidelines**

The beauty of the countryside can be seriously affected by items incidental to traffic. These include items such as street furniture and street signs (speed limits, direction indicators, traffic calming devices, etc.), lamp posts, telegraph poles, power cable poles, post boxes, telephone kiosks, litter bins, bus shelters, bollards, etc. (there are 22 authorities that can erect signs without any approval by the Parish Council, the villagers or anybody else!). Street clutter should be minimised, by co-ordinating street furniture wherever possible, by joint use of poles, rather than dedicated ones. Although some of these developments are permitted without planning applications, the Parish should be part of the consultation process for future installations of street furniture, etc.

### **Cabling**

New electric and telephone cabling should be underground, and, as time goes by, efforts should be made to place the present overhead cabling underground.

### **Tetra masts**

Communication masts and other communication devices, power lines and the like should all be unobtrusive and not allowed to dominate the skyline of this AONB area.

### **TV aerials and satellite dishes**

Television aerials and satellite dishes should be as unobtrusive as possible.

### **Security and driveway lighting**

Security and driveway lighting should not be used indiscriminately and must avoid light spillage and trespass, and such lighting should be turned off when not actually in use. Security lighting should be angled so as not to light up areas beyond the boundaries of the property, in particular to stop drivers being dazzled. Lighting installations should be environmentally sustainable, and energy use minimised.

### **Street lighting**

Uplyme is basically a 'dark village'. Street lighting on the B3175 (Lyme Road, which is no longer an "A" road) from Yawl southwards, should be replaced, when the current lighting is due for renewal, by a low level downward directed lighting more appropriate for a "B" road and less obtrusive and polluting than the present type.

### **Conclusion**

The co-operation of all developers and residents in following these guidelines is welcomed.





## Uplyme Parish Plan Group consultation process

- Claire Rodway invited to Parish Council meeting to talk about Parish Plans
- Parish Plan Group formed
- Initial short questionnaire asking for more volunteers
- Second small questionnaire primarily asking parishioners what sort of village they wanted
- Open meeting and presentation of early ideas to obtain feedback
- Exhibition at village hall—all surrounding parishes invited plus Hugo Swire MP, EDDC, DCC
- Exhibitions provided at two fetes and Horticultural Show
- Informal communication with local people out walking, at village shop, at meetings, social events, private parties, etc.
- Articles in the Parish News on progress
- Visit to Mrs. Ethelston's school
- Exhibition and coffee morning at The Old Black Dog
- Main Questionnaire issued to every household in the parish
- Meeting with Devon County Surveyor and Education Authority
- Meetings with EDDC and Rural Development Agency on Policies, Proposals, Design Statement, and village plans, etc.
- Informal meetings with Uplyme Parish Council
- Formal approval by Uplyme Parish Council—10th August 2005

## Acknowledgements

The Parish Plan and Design Statement for Uplyme Parish were written originally by the Parish Plan Group. The final documents after modifications were formally adopted by Uplyme Parish Council on 10th August 2005.

The Parish Plan Group team thanks the parishioners of Uplyme who completed questionnaires, attended meetings and exhibitions and provided the Group with information and comments and ideas.

The Parish Council and the local planning team for EDDC are also thanked for their advice and help in compiling the Parish Plan and Design Statement.

The Countryside Agency, now DEFRA/SWAN, and Uplyme Parish Council are thanked for providing funding to develop and print the Parish Plan and Design Statement.