

Pixley & District Parish Plan

Parishes of Aylton, Little Marcle, Munsley & Pixley

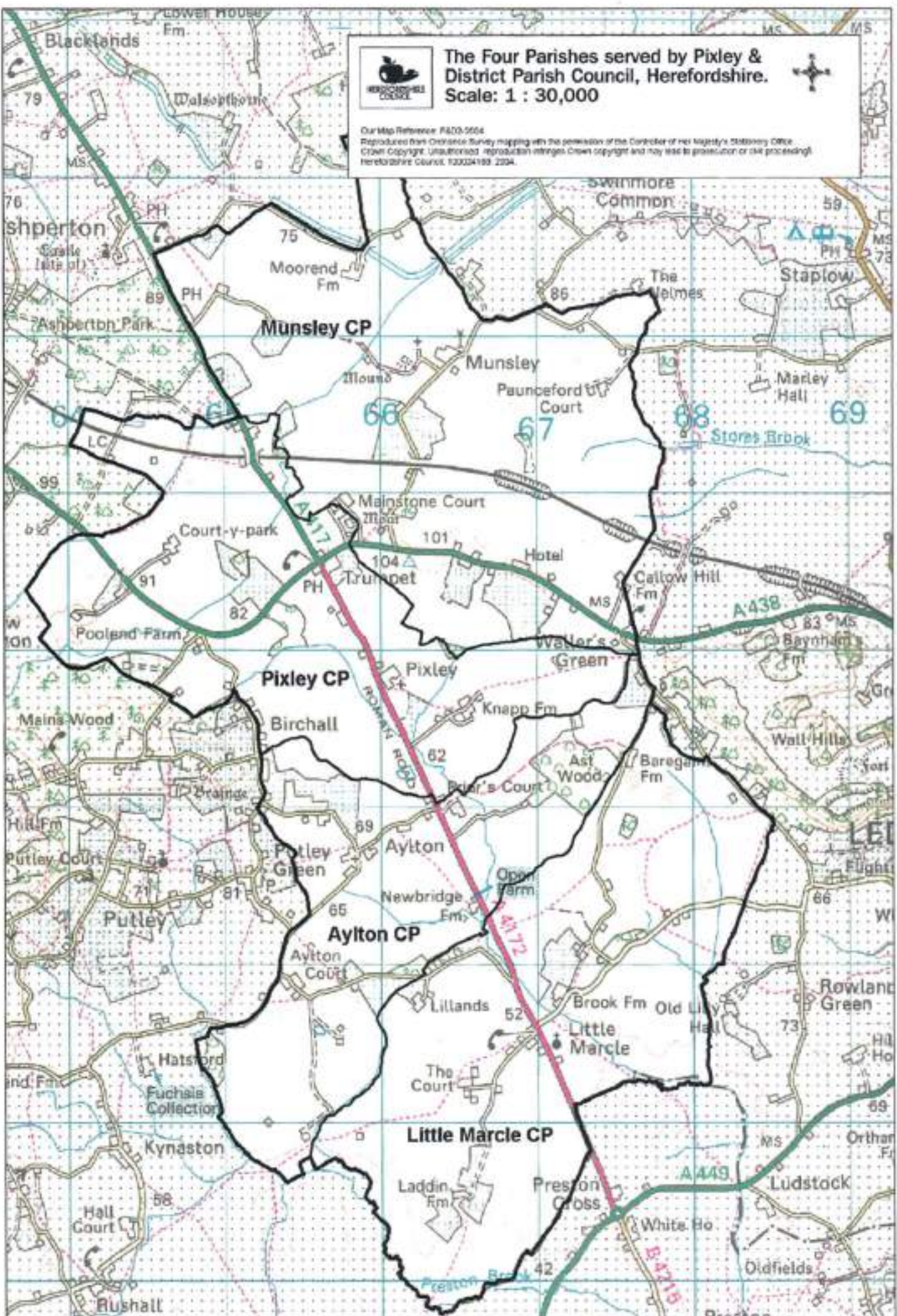




The Four Parishes served by Pixley & District Parish Council, Herefordshire.
Scale: 1 : 30,000



Our Map Reference: F420-5554
Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office.
Copyright © Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
Herefordshire Council: 130024193 2004.



Pixley & District Parish Plan

Parishes of Aylton, Little Marcle, Munsley & Pixley

Contents

	Page
Introduction	2
The History and Profile of our parishes	6
Development Requirements	8
Housing	10
Employment	12
Roads and Transport	13
Natural & Historic Heritage	18
Waste and Recycling	20
Community Facilities & Services	21
Crime	22
Young People	24
Annex 1 - Survey Results	26
Annex 2 - Policy Statements from the Unitary Development Plan	38

1. Introduction

What are Parish Plans?

Parish Plans are intended to set a framework for communities to plan their own futures and were announced in the Government's "Rural White Paper" in 2000. They should complement and help deliver local planning policies and frameworks, working within adopted planning policy. They should influence local housing and land management strategies, and also contribute to the way local services are managed and delivered.

Parish Plans in Herefordshire

In Herefordshire, Parish Plans are being supported both as a means of developing community-led action across the County and as a way of local communities influencing the development of the county's community strategy, known as the 'The Herefordshire Plan'.

How are they funded?

Parish Plans have been funded under the 'Vital Villages' programme of the Countryside Agency, the government's "statutory champion and watchdog" on rural affairs. Through the efforts of your Parish Council, a total grant of £5,000 was secured for the production of this plan.

How many are there?

At the time this plan went to press, well over a thousand Parish Plans had been adopted across the UK, of which 9 are in Herefordshire.

Do they have any legal power?

Yes. Through the presence of a county council officer in the early stages of the Parish Plan process and subsequently by advice provided during the drafting process, the Parish Plan has every chance of being adopted as an Interim Supplementary Planning Document (ISPD) by Herefordshire Council. This means that both Herefordshire and the Parish Councils must take the Parish Plan into consideration with regard to planning issues (see below).

What is an Interim Supplementary Planning Document (ISPD)?

ISPDs are designed to add further details to the information set out in the county-wide development plan. Herefordshire Council is currently preparing a Unitary Development Plan (UDP) for 2006. An ISPD must be consistent with and cross-reference to the relevant adopted or emerging planning policies. Although an ISPD does not have the same status as policies laid down in the UDP, Herefordshire Council must regard it as providing 'further planning guidance' in planning and other decisions, such as provision of services. This is predicated on the ISPD being derived from a parish plan that has been accepted by the Council as being consistent with their own policies and which has been prepared in wide consultation with the community and other interested parties such as local voluntary services. Once adopted, the ISPD will act as a helpful guide to developers and property owners making planning applications, particularly in relation to design and local distinctiveness.

What happens when parishioners have different views to those in the UDP?

Parish plans must accurately reflect the tension that may exist between local opinion and the policies laid down in county documents. However, when such opinions are at variance with the Council policies, they must be regarded as 'putting down markers' for consideration in future policy formulation, rather than having any expectation that they will be immediately accepted within the ISPD. Nevertheless Hereford Council is constantly refining its policies in the light of national guidelines and local opinion. Thus 'markers' put down now may be taken forward in public consultation at some point in the future.

What is the Steering Group – how does it relate to the Parish Council?

The Steering Group is composed of volunteers who have given their time and local knowledge to the process of creating the Parish Plan. Four members of the eight-strong Steering Group are also Parish Councillors, and have thus kept the Parish Council informed of the development of the plan. A number of other parishioners have also given their time and expertise to the process and their support has been much welcomed.

How did we produce our results?

A public meeting was held on 26 February 2003 to determine the main issues concerning the parishioners of Aylton, Little Marcle, Munsley and Pixley and to form a working group to develop the surveys on which the plan would be based. Invitations had been sent to every household. Sixty-two people attended and a Steering Group of 15 Parishioners (including 5 Parish Councillors) was voted in to lead the process.

The Steering Group sought the views of all adults (16+) and young people (under 16s) using questionnaires and of businesses by way of semi-structured interviews. The questionnaires were 'launched' at an event held on 24 October 2003, at which the Information Services Manager from Herefordshire County Records Office greatly added to the interest of the evening by kindly displaying old maps and documents relating to the area. The 70 parishioners who attended either collected their questionnaires in person or subsequently helped the Steering Group distribute the remainder by hand to all parishioners prepared to receive one.

The proportion of questionnaires returned was considered excellent, with an overall response rate for adults at 56% (218 out of 388) and for young people being even better at 60% (38 out of 63). Further details are contained in Annex 1.

Other Parish Plan-related activities

Other awareness raising activities included:

- Newsletters sent to all households. There have been four issues to date;
- Stalls with Parish Plan information at local events such as the Trumpet fete, Little Marcle church fund-raising and the Aylton cricket match;
- A coffee morning and presentation for elderly residents, organised in conjunction with Age Concern;
- The Parish Plan web-site being launched (www.pixleyplan.org.uk).

How is this Plan set out?

It has already been noted that one of the requirements of Parish Plans is that they must cross-reference to the UDP. Hence, some of our section headings are exactly the same as the latter document. However, for other topics (for example, the sections on Crime and Young People) no precise parallel exists in the UDP. Nevertheless, questionnaire responses have shown that these are important issues to our community and must have their own sections in the Parish Plan.

Where can I read the UDP?

We have noted that the UDP is an important 'foundation' document and we will refer to it throughout this Parish Plan. If you wish to read the UDP, copies of the draft are available from Herefordshire Council, and the Parish Clerk holds a copy. Alternatively, it can be viewed on-line at <http://www.herefordshire.gov.uk/udp>.

What is the Action Plan?

The Parish Plan has identified parishioners' long-term aspirations and objectives, which are recorded in this document. However, the detailed actions required to meet these aspirations are set out in a separate Action Plan which will be both displayed on the Parish Plan website and printed from time to time in hardcopy.

Actions in the Action Plan are categorized into those to be taken by the parishioners themselves, or by 'assisting' bodies such as Herefordshire Council or by lobbying. Hence:

- **Self-Help Actions** - those the community can deliver itself;
- **Assisted Actions** - those that need assistance from service providers or outside agencies;
- **Lobbying Actions** - issues that involve changing the policies of service providers or outside agencies.

As implied, the Action Plan is dynamic, in that it must record the successes (and failures) in meeting the concerns of parishioners. It must also be able to include new sources of concern, so that it can remain a relevant tool for change.

What are the timescales?

Wherever the self-help elements of the action plan are met with enthusiasm by parishioners, the benefits should become apparent reasonably quickly. Naturally those issues requiring assistance will take longer, whereas there can be no guarantee of success for lobbying, and here results may be measured over years.

Are further grants available?

A new programme of funding is due to be announced. This may contain details of grants for assisting in delivering some of the initiatives in the Action Plan, but no information is available at present. Moreover, Ledbury Council for Voluntary Action (through the Herefordshire Partnership) have been very helpful in introducing other parishes to funding for individual community projects. The Parish Clerk has attended a course on how to access these and has the necessary reference documentation and application forms.

Where do we go from here?

The Parish Plan is intended to be a “living” document which not only reflects the aspirations of our community today, but is capable of adapting and evolving to reflect new situations and concerns. If parishioners wish, the work of the Steering Group will continue, and it is our intention to update the Action Plan at reasonably regular intervals. This may necessitate further public consultation, through meetings or through the work of the Parish Council.

Thanks ...

This Parish Plan represents a great deal of investment of time and resources not only by the Countryside Agency, Herefordshire Council, the Parish Council and Steering Group. Many additional helpers have generously given their assistance, not least the people of Aylton, Little Marcle, Munsley and Pixley, whose concern for the future of their parishes is evident in the high level of questionnaire responses, and the thought and care taken in their completion.

2. The History and Profile of our Parishes

Description

The four parishes form part of the plain between the Marcle Ridge (a Bronze Age ridge way) and the Ledbury Hills. The area is rich in history with traces of Celtic settlements and subsequently Roman and Anglo Saxon occupation, the latter visible even now in the networks of small lanes and public footpaths and field boundaries. The Anglo-Saxon parish boundaries, created to reflect local agricultural production being able to support a manor or court estate, are largely unchanged. Today's farm land holdings are traceable to late medieval times when the original parish estates were split up as farming became a commercial enterprise.

Today there is a spread of businesses in the district, but agriculture continues to predominate. The area is bisected by the A417/2 Roman Road, linking Gloucester to Leominster. The four parishes have no discernible centre, although the Trumpet public house and crossroads are well-known landmarks.

Amenities and Landscape

The four parishes are served by a farm shop and café (Little Verzons), a garage at the Trumpet, together with a hotel and restaurant (The Verzons) and two pubs (The Trumpet and The Hopton Arms). The Little Marcle Post Office was closed some years ago, although post-boxes remain dotted around the area. Three public telephone kiosks continue to operate but, even here, two are to be made cashless. There are also several businesses operating from the district. In common with much of the county, the area is prized for its landscape quality and has historical interest in the shape of its listed buildings, four parish churches and the Conservation Area at Aylton. Part of the district is within the Woolhope Dome, a special project of English Nature.

Demographics

The parishes of Aylton, Little Marcle, Munsley and Pixley cover an area of 1,885 hectares in total, divided by two major roads - the A438 (Hereford to Ledbury) and the A417/2 (Leominster to Gloucester). The area comprises small hamlets, scattered housing, farms (arable, soft-fruit, orchards and hops) and a number of small businesses. The four parishes are of similar size; no single one predominates.

Between 1951 and 1981 there was a steady decline in the total population from 625 to 432, but over the last 20 years the trend has reversed. The pattern varies between the four parishes, with the population of Munsley declining throughout the period 1951-2001 whilst Aylton has grown by 30% over the same period.

According to the 2001 Census, there were then 494 residents in 192 households with the following characteristics:

- The age-profile was not particularly elderly, with only 19% in the 60+ age group compared to 25% for Herefordshire;
- 77% of homes were owner occupied (41% owned outright), whilst 23% are rented;
- Only 8% of households did not have a car or van and 61% had two or more;
- The proportion of self-employed was relatively high, 23% of those aged 16-74 compared to 14% for the County;
- Agriculture, hunting and fishing were still key sectors for employment, accounting for 17% of employees;

- 22% of people worked mainly at or from home, compared to 15% for Herefordshire;
- Residents tended to be more highly qualified than in the County generally, with only 23% of those aged 16-74 having no qualifications compared with 29% for Herefordshire.

Our survey indicates a mix of long-term residents and newcomers to the area: 28% have lived in the area for more than 25 years, whilst 12% have lived here for less than 2 years.

3. Development Requirements

Background

In an average year, the Parish Council is asked to comment on approximately 25 planning applications. Many of these are extensions or conversions to existing properties which are not strongly contested. Occasionally an application is received for more controversial development, usually involving either building in open countryside, converting existing buildings to a more intensive use or engaging in 'intrusive' field sports.

Parishioners' views

Development in general. Questionnaire responses show that parishioners are not against new development. Particular support was shown for:

- Small business development (66% support from the large number who gave an opinion);
- Shops (57%);
- Tourist attractions (53%);
- Small industrial workshops (51%);
- Other developments received 44% of support, but from a much smaller number expressing an opinion.

Tourist Accommodation. Over recent years, there has been increasing local concern, raised through the Parish Council, about the reasonably consistent demand from landowners for the building of individual (and sometimes more) log cabins. Similarly, at least once per year there is an application for the creation of temporary (i.e., holiday) caravan pitches.

Design. Views are emphatic on the style of building. More than 90% of respondents feel that it is either fairly or very important that new development should match the style of existing buildings, compared with those who do not mind or who have no opinion. An even greater percentage believes that new builds should be 'environmentally friendly'.

Flooding. Many residents are not affected by flooding. However, for 33% flooding 'is a problem' and for 13% the situation is regarded as serious, mainly because their properties have suffered flood-damage in recent years. Indeed, a supply of council-provided sandbags for parish use are held at two of the properties most at risk. Additionally, many parishioners commented about the problems caused by flooding during heavy rain on both major and minor roads, most notably on the A417(2) from Preston Cross through to Ashperton, on the A438 at Poolend and Little Verzons and the lanes around Aylton.

UDP Guidance

None of the aspirations above appear to conflict with the UDP, indeed the Council's objectives of sustainable communities and high standards of design sit particularly well with the views of parishioners.

Aspirations and objectives

Tourist Accommodation:

- That the Parish Council does not support any proposal that does not meet the criteria laid down in Policy RST1 of the UDP (See Annex 2).

Design:

- That the Parish Council does not support any proposal that does not meet the criteria for laid down for design in Policy DR1 of the UDP (See Annex 2);
- That, when considering planning applications and if appropriate, the Parish Council comments on relevant aspects of sustainable residential design in Policy H13 of the UDP (See Annex 2);
- That guidance on what design criteria is acceptable in the four parishes' area is always up-to-date.

Flooding:

- To continue to lobby for protection for those homes most at risk;
- To alleviate flooding on major and minor roads.

4. Housing

Background

There are currently approximately 200 dwellings in the four parishes. These range from Tudor cottages, through traditional farm houses erected in the 18th and 19th centuries to 20th century local authority houses and 'modern' homes. Building styles are either black-and-white, stone, brick, timber or a combination of any of these from different periods.

Housing is scattered evenly throughout the parish area. One or two clusters can be found at crossroads and around the larger farms, particularly where barns have been converted in recent years. Nowhere in the four parishes is there an official 'planning envelope'. Only Aylton has a designated conservation area.

New builds have been relatively rare since 1945. Planning laws have generally allowed new homes only to be constructed where existing agricultural/industrial/commercial buildings can be converted, where existing properties can be replaced or where an agricultural need can be established.

Anecdotal evidence suggests that there is a strong demand for affordable housing in the area. One employer reports that many staff have in excess of a two-hour 'commute' each day. Similarly other staff share rented accommodation (in Ledbury) to be nearer their place of work.

Parishioners' views

Attitudes in general. Attitudes towards controlling development seem to be changing. The assumption that no one wants any further building in the parish area can be challenged. Only 31% of responses to questionnaires expressed a preference for no more building. Moreover, this drops to a mere 19% after those who prefer no more building, but can accept some under certain circumstances, are taken out.

Locations for new housing. Although the most popular option is the continued conversion of redundant farm buildings (supported by 76% of those who expressed an opinion), almost exactly the same level of merit is attached to constructing new homes within or alongside existing built-up settlements within the four parishes. Erecting new builds in farmyards where other buildings already exist came third (48%), whilst opinions on new homes in the countryside attracted only 35% support, and this with the caveat that they needed to be sympathetically built. With regard to Herefordshire Council's policy for re-use of rural buildings, see Natural & Historic Heritage section.

Affordable housing. For those happy to see more accommodation made available in the parish, the most important concern is to provide affordable homes for people to buy or rent (50% of those who expressed an opinion). This, and a desire to see homes restricted to local occupancy (31%) - taken to mean their own relations, as children frequently have to move away on starting families - outstrip all other concerns by far.

UDP guidance

The UDP is only partially sympathetic to parishioners' views. It supports the re-use of rural buildings, but regards development in 'countryside outside settlements' (a designation that currently applies to the entire land-area of the four parishes) as the third 'tier' after providing housing first, in Hereford and the market towns and second, in the main villages and smaller settlements. Hence the latest UDP continues to impose strict conditions on housing in countryside outside settlements but, in the case of affordable housing, some exceptions may be granted if a need exists and other strict conditions can be met.

Aspirations and objectives

Redundant farm buildings and agricultural/forestry developments:

- That the Parish Council will support any proposal that meets Policy H7 and H8 of the UDP (See Annex 2) in respect of redundant farm buildings and agricultural/forestry developments.

Affordable homes:

- Support applications that meet 'rural exception housing' criteria in line with Policy H10 of the UDP (See Annex 2);
- Lobby for recognition that Policy H10 does not fully meet the needs of farming families (particularly accommodation for elderly and for newly married members to be close to their working ties);
- Commission a local housing needs survey through Herefordshire Council's Housing section, if necessary.

5. Employment

Background

Of the 42 businesses identified in the four parishes, approximately 50% are directly involved in agriculture and nearly 20% in providing tourist accommodation. Ten businesses are rural enterprises employing 1-5 people, one is a light industrial enterprise employing about 20 staff and at least two more are internet-based businesses operating essentially from home.

Given the importance of agriculture, it seems obvious that the four parishes will continue to be affected in one way or another by the major changes to farming now taking place. For example, the trend of converting obsolete farm buildings to residential use is likely to persist.

Parishioners' views

Responses indicate that, while a proportion of businesses (for example, tourism) will remain unaffected, those involved in agriculture recognize the results of change by supporting new business initiatives of all types. Farmers in particular will continue to look for diversification opportunities.

The clear majority (66% of those who expressed an opinion) support small business development. Opinion is split on the most appropriate type; a fairly mean average of respondents favouring shops (57%), tourist developments (53%), and small industrial units (51%).

Three main points emerged from the questionnaires and conversations with local businesses:

- Alternative use of farm buildings is acceptable for both light industrial and housing;
- The lack of affordable housing will limit the parishes' business prospects. To benefit from higher levels of employment, rather than giving local work to commuters, affordable housing becomes a business as well as a social necessity;
- It is generally predicted that more people (possibly moving into the area) will wish to work from home, and thus will need access to modern IT links.

UDP guidance

Although the UDP has a preference for siting employment development in the larger centres, it specifically encourages the re-use of building for farm diversification in rural areas. Employment generation is even permitted in open countryside subject to conditions on the scale, the type of activity and its location. Restrictions on affordable housing have been covered in the section on Housing.

Aspirations and objectives

Employment in the open countryside:

- That the Parish Council will support any proposal that meets Policy E11 of the UDP (See Annex 2) in respect of employment in the open countryside.

Sufficient housing for local employees:

- Continue to make the case that lack of sufficient housing for local employees is acting as a break on local business prospects.

Modern communication links:

- Seek to ensure that business prospects in the four parish area is not disadvantaged through poor communications links of any type.

6. Roads and Transport

The road network, and its traffic, have been shown to be the local issues which most concern – and vex – local people. They have thus been addressed at some length in this Plan.

There are no “B” or “C”-rated roads in these parishes, so the subject divides clearly into “major roads” and “lanes”.

Major roads – background

Geographically, the major roads form a simple cruciform-shape within the four parishes, with the Trumpet crossroads at its centre. Its southern arm (A4172) runs for 2½ miles to the county border just north of the Preston Cross roundabout. The other arms are each of about 1¼ miles in length before crossing parish boundaries (A438 running east/west and A417 running to the north).

The north/south axis (A417/A4172) is an old Roman road. It is narrow but essentially straight, with gentle undulations which hamper overtaking here and there. The central stretch of the southern arm, between Little Marcle and Pixley Church, is the straightest and best place for vehicles to overtake.

The only speed restrictions (other than the national limit of 60mph, which is unadvertised and largely ignored) are those of 50mph for a few hundred yards in each direction from the Trumpet crossroads.

The Parish Council has requested further restrictions, but has been told by Herefordshire Council that standard national criteria have not been met in this area. There are however some significant local factors, which the national criteria have been unable to take into account, as follows:

- Traffic travelling north from Gloucester via the A4172 faces a restriction of 50mph all the way to Newent, and thereafter narrow roads prevent most overtaking to Preston Cross. Traffic coming south is equally short of overtaking opportunities and is further restricted now by the 40mph and 30mph restrictions through Ashperton. Hence, the A4172 between Trumpet and Preston Cross is the only place in some 20-30 miles where fast and/or impatient drivers can “put their foot down”. Any local person can confirm that they do precisely that – frequently – sometimes dangerously and with scant regard for local traffic emerging from the lanes;
- The Ledbury bypass appears not to attract all the north/south heavy traffic that it should. Many lorry drivers seem to prefer the more direct A4172 route to/from Gloucester, and those that do travel via Ledbury sometimes avoid the northern part of the by-pass in favour of the more western route via the A4172. The result is much heavy traffic, with often a succession of lorries, using the A4172;
- This is a farming area and, more often than not, there are slow farming vehicles sharing road-space with the lorries, tourists’ coaches and speeding cars. The mud sometimes deposited is another hazard;
- This potent mix can be exacerbated by any pot-hole or road defect, by the puddles which appear after any heavy or prolonged rain due to the condition of ditches and drains, and by visitors to this tourist area slowing or stopping to find their way.

Parishioners' views – major roads

The statistics and many supplementary comments from questionnaire responses strongly endorse the fact that road safety – in particular excessive speed – is the Number One issue for parishioners. Invited to comment on the following major road issues, a majority expressed dissatisfaction with every case:

Issue	Major Problem or a Problem
Traffic Speed	80%
Safety of Junctions	68%
Condition of Roads	55%
Condition of Ditches/Verges	55%
Roadside Litter	66%

Most noticeably, the topic of traffic speed attracted a large number of comments and suggestions (377 in all), demonstrating how keenly this issue alone is felt. Top of the list for suggested remedial action are more speed limits, more road markings and the greater use of speed cameras (see following table).

Excluding those with no opinion, 78% thought that the parishes contained major danger spots and provided 186 specific comments on where and what these are. These locally regarded 'black spots' are examined in more detail in the "Black Spots Box" at the end of this section.

When asked what measures are needed to improve matters, those expressing an opinion suggested:

Improvement	Percentage Support
More speed limits	53%
Extra road markings	44%
Speed cameras/automatic speed warning signs	36%
Cycle lanes	21%

Only 11% saw no need for action. The conclusion must be that there is a very clear and loud demand here for speed-restricting measures, whatever they may be. If nothing is achieved on this front, then the Parish Plan concept (whatever else it might achieve) will lack credibility locally.

Lanes - background

There is a predictable network of D-class and un-rated lanes throughout the four parishes. All are quiet, rural lanes used by local traffic, although a few are surprisingly busy at peak times. The general comments made by respondents is taken to apply to all of them.

Parishioners' views – lanes

Local people commented adversely as follows on about a 2:1 basis:

Issue	Major Problem or a Problem
Traffic Speed	79%
Safety of Junctions	63%
Condition of Roads	77%
Condition of Ditches	71%
Condition of Verges	63%
Roadside Litter	66%

Because so many are affected by them, the condition and safety of our lanes attracted a large number of suggestions and comments (517). However, only 6 major danger spots were identified, suggesting that concerns are more vexatious than life-threatening.

Support for the following suggested improvements was:

Issue	Major Problem or a Problem
Better maintenance of drains and ditches	138 responses
Hedges/verges cut more often	133 responses
Quiet lanes initiative	101 responses
Speed limits	85 responses
Other	56 responses

Pedestrians & cyclists - background and parishioners' views

Pedestrians. There are virtually no pavements, yet pedestrians do use these major roads – some local people, including farm-workers, and occasionally rambblers. It is, to say the least, a dangerous occupation! The verges are usually too rough/overgrown for easy walking, so pedestrians tend to use the road, stepping onto the verge (wherever there is one) when a vehicle approaches. With the possibility of overtaking vehicles coming up at speed from behind, the potential for accidents is obvious. Of particular concern are:

- The A417 north of the Trumpet, which lacks verges;
- The roadside by Newbridge Farm Park, where there is a 200-yard gap between public footpaths;
- The Trumpet Crossroads, where provision for pedestrians is not ideal, especially for children waiting for or leaving school buses;
- Various blind bends on the lanes.

Cyclists. For cyclists, neither the major roads nor the lanes are totally safe, due to traffic speed and the need to swerve to avoid potholes and puddles. In particular, the young people used their questionnaires to express concern; 65% use their cycles and traffic speed was their main worry. Safer cycling conditions would undoubtedly ease their fears (and perhaps get more of them cycling).

UDP guidance – all roads

The UDP does little to meet the very specific concerns raised by roads and transport in the four parishes, addressing instead strategic issues such as encouraging alternatives to motor vehicles and integrated transport modes. It is more helpful on pedestrianisation and cycling. The Local Transport Plan contains a road freight strategy designed to encourage HGVs onto the strategic highway network, which does not include the A417, A4172 or A438.

Aspirations and objectives

Lobby for the following:

- Strengthened by the clear questionnaire evidence, lobby Herefordshire Council for whatever it takes to slow down the traffic on the A4172 and other major roads, with particular reference to each of the identified black spots. Top priority should be the Little Marcle crossroads and church;
- Press for better maintenance of drains, ditches and verges on both major and minor roads;
- Consult authorities for stronger direction of HGVs towards the Ledbury by pass;
- Press for improved provision for schoolchildren crossing at the Trumpet lights;
- Pursue the “Quiet Lanes” initiative to see if it might apply here.

Be prepared to help with the following:

- To assist the Council and other agencies with volunteers in any authorized initiative to monitor/reduce traffic speed.

Organize ourselves to:

- Encourage local people to report all new/temporary problems directly and promptly to Herefordshire Council;
- Collect some of the roadside litter.

BLACK SPOTS BOX

Local people identified the following 'black spots' where they feel most unsafe on major roads in our parishes (* indicates the three which attracted most adverse comment)

* (A) *Little Marcle Church*. Parking is restricted; visibility is poor; traffic from both directions travels at speed. Churchgoers and visitors face danger when parking and when on foot

* (B) *Little Marcle crossroads*. The minor roads are staggered and to reach one from the other is not straightforward, due to speed of traffic on the main road; the crossroads-signs are often totally ignored and there have been instances of fast overtaking precisely where the crossroads are; visibility is poor especially when turning right from Ledbury. A serious accident took place here on 23 February 2005



(J) *The Verzons*. There is a particularly dangerous stretch by the hotel and fruit farm. The bends are significant and can confuse speeding drivers, several of whom have entered verges and gardens in recent years. Both the hotel and fruit farm generate slow or slowing traffic which faster traffic will see late.

(C) *Turning to Putley/Aylton just north of Little Marcle*. The angle of the lane makes it particularly awkward to enter from or leave to the north.

(D) *Entrance to Newbridge Farm Park*. This local enterprise has grown rapidly and is now a major tourist attraction; it had 30,000 visitors in 2004 and this is expected to increase in future years. Visitors include many parties of school-children and others who come by coach or mini-bus. The entrance is situated at the straightest – and therefore potentially fastest – stretch of road. A recent incident involved a car spinning off the road into the Newbridge car park, which was, thankfully, empty.

* (E) *Turning to Putley/Aylton/Aylton Church*. This lane is at right-angles to the A4172 but is equally dangerous to leave, due to the problems of judging the deceptively restricted vision to the left and the excessive speed of traffic coming from both directions.

(F) *The undulating stretch of road between the junction at E (above) and the Trumpet*. The road has subtle dips, rises and gentle bends which can lure the unwary into dangerous overtaking manoeuvres. More than one fatal collision has occurred here.

(G) *Entrance to Pixley Court Farm, including the entrance to Pixley Church*. This is a big, busy farm and visibility in both directions is restricted. Recent improvements to the farm entrance have helped, but only slowing of the traffic and prevention of overtaking can really make it safe.

(H) *Ashperton Railway Bridge*. The sideways kink in the road direction makes it impossible for two large vehicles to pass without one giving way. The road conditions here are often imperfect, due sometimes to disputes and doubt about which authority is responsible for what.

(I) *The junction at Poolend*. Much local traffic exits here on to the busy and fast A438. Visibility in both directions is limited. The recent opening of a large fruit-processing plant has exacerbated the problem.

(K) *Falcon Lane junction*. Again, this creates slow traffic to mix with speeding traffic. The problem is made worse by large and heavy lorries entering and leaving the lane.

7. Natural & Historic Heritage

Background

The four parishes are situated in the heart of "Big Apple" country, and are still served by orchards producing apples for cider and pears for perry. Unfortunately the number of 'traditional' orchards containing the wide variety of apples long associated with Herefordshire -- invariably a feature of every farm 100 years ago -- has fallen markedly over the past 50 years. Hop growing has similarly declined to be replaced by crops such as potatoes, soft fruit and rape. The number of cattle herds is noticeably lower since the foot-and-mouth epidemic in 2001, but sheep numbers appear to have more or less stayed the same. There are several producers (some organic) of soft fruit, top fruit and vegetables. As noted before in the Plan, changes to agriculture mean that traditional farm buildings are being converted to other uses.

The landscape is therefore very much one of mixed farming, with orchards, both old and new, continuing to give the landscape its general character. However, competitive pressures from overseas markets have resulted in fruit growers in particular needing to cultivate crops within plastic polytunnels, leading to concerns about the visual impact on the landscape and the effect on drainage and soil quality.

The area is attractive to wildlife and supports some endangered species such as Great Crested Newts and Long-eared Bats. Buzzards abound and Red Kites have been seen. There are significant areas of woodland (e.g. Ast Wood) and numerous watercourses, reservoirs and ponds.

Parishioners' views - landscape

There seems to be almost complete unanimity about the need to protect landscape features, many of which have existed for hundreds of years.

A greater conflict of views was evident on other issues, particularly farming practices. This is hardly surprising, given the mix of people associated with farming and those who have retired here or work in local towns and cities.

Landscape value. An overwhelming majority of respondents, both adult and young people, said that the landscape was very important to them, and should be protected. Hence the preservation of woodlands, traditional orchards, hedgerows, watercourses and bodies of water, meadowland and traditional farm buildings were all either very or fairly important to over 90% of respondents. Only marginally less value was placed on the preservation of footpaths and bridleways, but even here the equivalent figure was 87%.

Farming practices. Whilst people were positive about the countryside and wanted to protect wildlife, there were a number of negative comments about farming practices and their effects on wildlife, people's health and quality of life. In all, 29% of respondents felt their quality of life to be adversely affected by farming practices. The most frequently cited examples were:

Issue	Major Problem or a Problem
Spraying pesticides (fruit, potatoes)	52
Polytunnels	20
Smell/health hazard from waste/fertilizers	18
Noise	4

On specific issues, there is clearly a strong body of opinion against the perceived proliferation of polytunnels, although some comment was positive. Some respondents were specifically concerned about the adverse effects of pesticide spraying on health (allergies, eczema, asthma), on organic vegetable gardening and on wildlife.

There were, however, also comments from people who acknowledged that changes in farming practices are due to economic pressures and that farming is a constantly changing industry. For example, “crops come and go according to economic pressures – only the time span varies according to species. Hops and orchards are a function of economics, not the landscape.”

The Parish Council’s view on polytunnels is to give the Herefordshire Code of Practice a chance to work before lobbying for more formal controls.

When questioned about GM crops, 64% were against or strongly against their cultivation, whilst 22% had no opinion and 13% were generally in favour.

Despite these concerns, most people regarded the existing natural and historic heritage of the area as of great value

Listed buildings and heritage – background and parishioners’ views

Background

The four parishes contain 60 listed buildings, an impressively high number for a rural area with essentially scattered housing. The breakdown of listed buildings by parish is: Pixley – 19, Little Marcle – 17, Aylton – 15 and Munsley – nine.

Aylton contains a small conservation area, centred on the parish church.

Views

In respect of listed building status, a majority of two to one felt that the current restrictions were ‘about right’.

UDP guidance

The UDP contains specific policies to prevent settlement that will harm landscape value in rural areas and others to enhance and protect individual trees, tree groups, woodlands and hedgerows. There are also specific policies to protect listed buildings.

Codes of practice tend to cover spraying, the application of manures and wastes and the erection of polytunnels.

Aspirations and objectives

Landscape value

- To encourage all initiatives that support or enhance existing landscape value and to resist those likely to have an adverse impact;
- To preserve, where possible, footpaths and bridleways.

Farming Practices

- To make more information available on how people can report inconsiderate farming practices;
- That the Parish Council should support the Herefordshire Code of Practice on Polytunnels, until such time when it appears ineffective.

Listed buildings and heritage

- That the council should continue to support planning applications concerning listed and rural buildings in line with existing UDP policies.

8. Waste and Recycling

Background

Mixed household waste is collected in black bags once a week 'from the doorstep' by Herefordshire Council's contractor. There are no particular issues with this service.

Apart from the limited recycling containers at The Hopton Arms, there are no recycling facilities in the four parishes. Parishioners must go to Ledbury, where there are several 'bring-to' sites, including the Household Waste Disposal Centre run by the Council's waste contractor. This site is open on one full- and two half-days a week.

Parishioners' views

The main materials recycled are, predictably, glass, paper and cardboard. Many people, however, also recycle green/garden waste and a significant number recycle textiles and cans. Only 12% of respondents said that they never recycle at all. Given the opportunity, the material that most people said they would like to recycle is plastic.

Not surprisingly, the majority of respondents (73%) said that a doorstep collection would encourage them to recycle more materials, although more facilities within the four parishes would also help.

Suggestions for improving recycling facilities included longer opening hours at the Household Waste Disposal Centre in Ledbury and the provision of special bins or bags for recycling specific materials.

Fly-tipping is seen as a problem for 58% of respondents, especially for residents of Aylton and Little Marcle. Tougher controls on accepting trade waste and certain household materials at the Household Waste site in Ledbury may mean that rural fly-tipping will increase.

UDP guidance

The UDP strongly encourages recycling.

Aspirations and objectives

Greater availability of 'bring-to' sites

- To encourage all suitable local business in the four parish area wishing to operate small-scale bring-to sites;
- To lobby for longer opening hours of the Household Waste Disposal Centre in Ledbury.

Doorstep collection

- To lobby Herefordshire Council for the introduction of a doorstep recycling collection service.

9. Community Facilities & Services

Background

Community facilities and services are relatively thin on the ground, even for a rural area. This may well account for 92% of households owning a car or van.

The only hall within the four parishes is Munsley WI Hall, which is privately owned. Other community facilities have steadily reduced over the years: there has been no state-supported school in recent times and the Little Marcle Post Office closed within the last decade. At the time of going to press, two of the three public telephone kiosks are to be re-engineered to become cashless, indicating that community facilities are likely to continue to be 'rationalized' in the light of demographic, social and market forces.

Amidst this picture, however, some private businesses open to the public appear to prosper: these are a licensed hotel, two pubs, a number of B&B establishments, a garden centre and tea-rooms, a farm-park and a repair garage.

A local bus service from Ledbury runs on Tuesdays and Saturdays, picking up at Aylton at 10.00am, continuing on to Poolend at Pixley, the Trumpet and Little Marcle. The return journey leaves Ledbury at 12.30pm. A frequent daily bus service operates along the A438 between Ledbury and Hereford.

Parishioners' views

Local bus services. In keeping with the high ownership of cars, only 15% of the community had used a local bus service in the last 6 months. Eighteen percent of those stating an opinion commented that the routes were good, although 10 parishioners asked for a better service along the A4172 to Little Marcle. However, 68% felt that the provision of bus shelters was poor and a further 52% thought the frequency of the service inadequate. Finally, a full 90% of those giving an opinion thought that children living in rural areas should travel free on the buses.

Parking in Ledbury. There was a split response to the question of parking in Ledbury; 52% of those who expressed an opinion regarded it as adequate, 48% disagreed.

Use of local halls. Munsley WI Hall is used a few times a year or more by 25%, once a year by 23% and never by 52%. Equivalent figures for Putley Village Hall are 10%, 30% and 60%.

Condition of the halls. The condition of both Munsley and Putley halls are regarded as reasonable or good by 35% and 18% respectively.

Need for a new hall. When asked whether a new hall is needed, 33% of those with an opinion gave it high priority, 39% felt it desirable, but not essential, whilst 6% saw no real need. A majority felt that they would use the halls more if more events were laid on.

Services not currently available. Of those expressing an opinion at the time of the questionnaire, between a third and a half variously requested access to mains gas, broadband communications (now in place, with the Trumpet exchange being upgraded in July 2005), a local news letter and mains sewerage. This is taken as suggesting a reasonable level of satisfaction with existing 'connected' services.

Access to local facilities. Similarly, a reasonable satisfaction rate exists in respect of access to local

services. However, an important minority (between 15-18% of parishioners) cited difficulty, at least occasionally, in getting to facilities such as the doctor, pharmacy, post office or shop.

Aspirations and objectives

- That the Parish Council continue to scrutinize carefully all proposals advocating further reductions in local community facilities and services;
- That the Parish Council support appropriate private initiatives to improve services (for example, positioning recycling facilities on private business properties, any proposal to re-establish a community shop/post office, refurbish the WI Hall, etc);
- That volunteers should be sought through the Action Plan process to manage truly low-cost local initiatives, such as a possible newsletter, more activity in the Hall, etc.

10. Crime

Background

Local police stations are in Ledbury (4 miles distant) and Hereford (12 miles). Access to the police can therefore sometimes be regarded as distant and untimely. Apart from traffic police, the constabulary is rarely seen in any of the four parishes on traditional 'routine patrol'.

Housing in the four parishes can be found in clusters at crossroads and around the larger farms, but many of the properties stand alone with no close neighbours. Consequently there are the normal concerns about isolation and the fear of crime which is enhanced when the nearest help may be some distance away. Furthermore there are many isolated barns, lock-ups and garages which often become a target for vandals and thieves.

On the positive side, the Parish Council has recently received a number of extremely informative briefings from the Police on developments in community policing within Herefordshire, from which a number of local initiatives may evolve.

Parishioners' views

In keeping with the perception of distance from local police stations, 64% of all respondents thought that police coverage in the four parishes area was poor.

Statistically, crime appears to be a major area of concern, with 39% of parishioners being very concerned and 46% fairly concerned. These concerns seem particularly to reflect the sense of isolation that many of the residents feel.

Most significant is the high proportion of respondents who had been a victim of crime in the last two years.

Crime	Percentage Affected
Burglary or attempted burglary	27%
Careless or dangerous driving	17%
Trespass	12%

Anti-social behaviour is also of concern to the community: 59% being either very concerned or fairly concerned. This seems to belie the assumption that this problem is confined to urban areas.

When asked what could be done to reduce crime, suggestions were:

Measure	Percentage Agreeing
Greater police presence	73%
Parish constables scheme	49%
Neighbourhood watch scheme	46%

Aspirations and objectives

- That, where appropriate, the Parish Council (and the Parish Plan Action Plan) act as a conduit for ensuring that relevant community initiatives suggested by the police that involve local people are put into action on the ground;
- That the Parish Council continues to maintain a close relationship with the police and continue to raise local concerns whenever these are appropriate.

11. Young People

Background

Seeking opinions. A separate youth questionnaire was sent out at the same time as the adult questionnaire. Its aim was to form a picture of the opinions of young people in the parish aged between five and sixteen years old. A total of sixty-three youth questionnaires were given out and thirty-eight were returned, which was a very pleasing result.

Schools. Two primary schools serve the parish – Ashperton and Little Marcle – and the majority of children move on to The John Masefield High School in Ledbury, which has a sixth form department. Alternatively parents may choose to send their children to either the Roman Catholic St Mary's High School in Lugwardine or the Church of England Bishops School in Hereford. There are also several independent schools in Malvern and Hereford.

Sports and travel. There are no playgrounds or sports facilities within parish – young people have to travel to Ledbury, Hereford and other nearby towns to take part in sporting activities. Limited public transport, particularly in the evenings and at weekends, with expensive fares means that young people are often reliant on their parents for lifts to any sporting, social and extra curricular activities.

Local clubs and activities. The following local activities are arranged for young people:

Mother and Toddler Group (Munsley WI hall)

Sunday School (Munsley WI hall)

Canon Frome Cricket Club (Canon Frome)

Putley Guides (The Lady Emily Community Centre, Tarrington)

Nature Club (The Lady Emily Community Centre, Tarrington)

Hopscotch Play Group (The Lady Emily Community Centre, Tarrington)

Ledbury Youth Club

Skate Park in Ledbury

It is notable that three of the eight activities for young people take place in Tarrington (Putley Guides also having moved there) because of the improved facilities in the new Lady Emily Community Centre. This suggests there is a case for improving the two local halls at Putley and Munsley.

Young peoples' views

Survey results indicate that 68% of young people take part in sports activities in their spare time, 29% belong to local clubs and 24% are involved in church activities. Whilst cycling and walking are reasonably popular for visiting friends (cited by 45% and 29% respectively), only 11% use a bicycle to get to local towns for leisure activities. No-one appears to walk, which is not surprising given the distances involved. Ledbury and Hereford are the towns most frequently visited, with their facilities deemed important by the greatest number of young people as being: swimming pool (84%), shops (74%), cinema (61%) and sports facilities (58%).

The issues that cause concern for the most young people are: traffic & speeding cars (65%), being bored (54%), litter (49%) and lack of friends locally (49%). About a third of youngsters are concerned about lack of public transport, drug abuse and the future of the countryside and 16% are worried about being bullied.

Young people are surprisingly positive about life in the four parishes. A few (six) even believed that there was no room for improvement.

When asked what they liked best, their comments can be summarized as follows:

- Liked environment, beautiful countryside and friendly neighbours (20 comments);
- Enjoyed the peace and quiet (19);
- Felt there is plenty of space to play (18);
- Appreciated the healthy environment and fresh air (4).

Fewer comments were made about what they liked least:

- No friends to play with locally (13);
- Poor public transport (8);
- Boring/lack of things to do (8);
- No local facilities or parks (6);
- Speeding cars make it unsafe for biking (3).

Aspirations and objectives

- Lobby to decrease the rural isolation of young people;
- Take appropriate self-help measures to engage young people with understanding and improving the environment;
- Support any initiative that increases the safety of young people on major roads and lanes.

ANNEX 1 – SURVEY RESULTS

RESULTS OF ADULT SURVEY

NB: responses were from individuals, thus all figures are for % of population.

HIGHWAYS

Table 1: Rating of issues on major roads

	Traffic speed	Safety of junctions	Condition of roads	Condition of ditches	Condition of verges	Roadside litter
Major problem	44%	25%	17%	16%	15%	17%
Problem	36%	43%	39%	42%	38%	49%
No problem	18%	29%	43%	36%	43%	32%
No opinion	2%	3%	2%	6%	3%	2%
Total responses	211	207	206	211	208	207

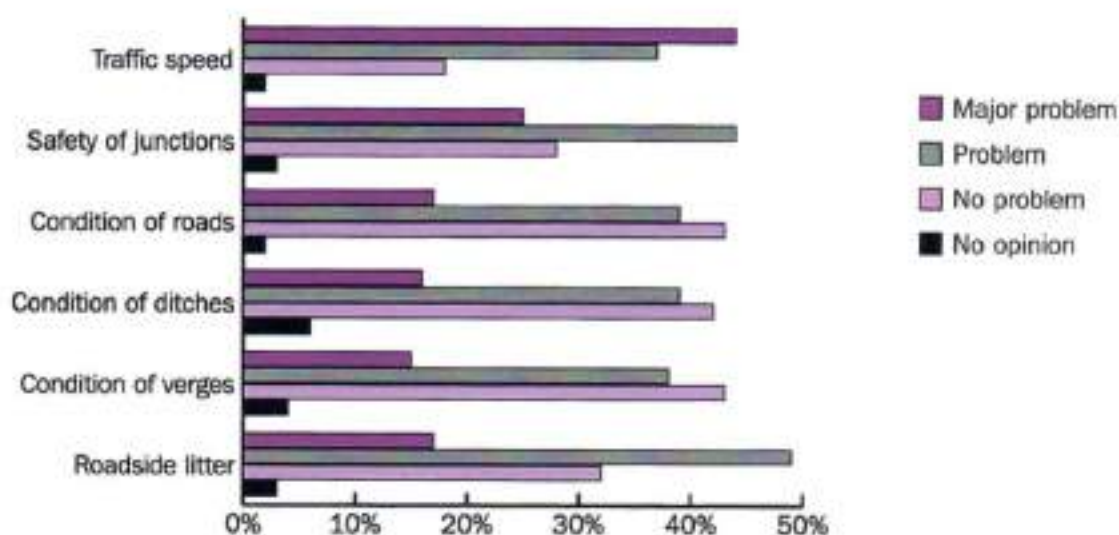


Table 2: Support for actions to deal with traffic speed on major roads

207 responses	
More speed limits	53%
Road markings	44%
Speed cameras	36%
Cycle lanes	21%
Other	23%
No action	11%

Note: Respondents could tick more than one option, so percentages should not be added

Table 3: Rating of issues on minor roads

	Traffic speed	Safety of junctions	Condition of roads	Condition of ditches	Condition of verges	Roadside litter
Major problem	36%	20%	32%	28%	20%	17%
Problem	43%	43%	45%	43%	43%	49%
No problem	20%	34%	20%	23%	31%	32%
No opinion	1%	3%	2%	7%	5%	2%
Total responses	207	203	207	214	210	207

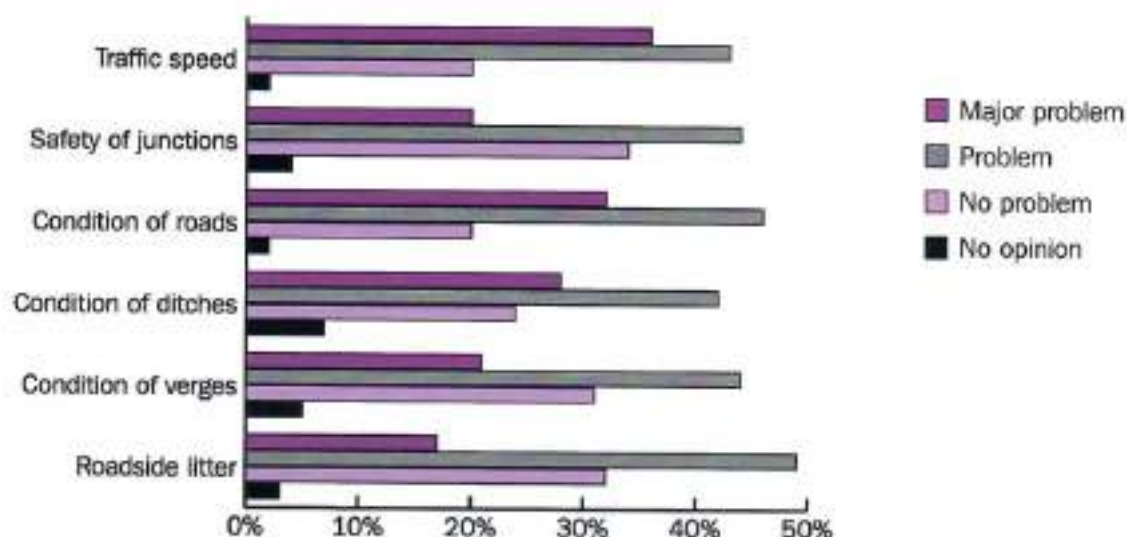


Table 4: Support for actions to make minor roads safer

215 responses	
Better maintenance of ditches/drainage	67%
Hedges/verges cut more often	63%
Quiet lanes initiative	48%
Speed limits	40%
Road markings (eg hatchings)	15%
Other	13%
No action	2%

Note: Respondents could tick more than one option, so percentages should not be added

DANGER SPOTS – 120 RESPONSES

68% think there are major danger spots in the area
(19% do not think that there are any & 13% have no opinion)

Sections of the A4172 from Trumpet to Preston Cross were most frequently mentioned, particularly:

Little Marcle Crossroads (42 responses)

Turning to Aylton (22 responses)

48% support the use of quiet tarmac to reduce road noise (16% would not support it & 36% have no opinion)

TRANSPORT

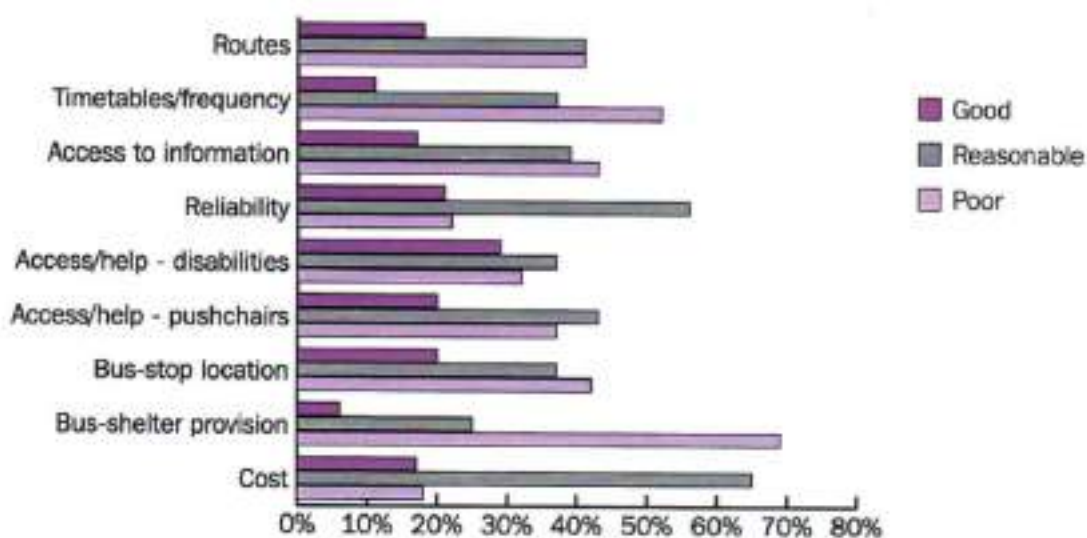
Main means of transport for 80% is self-driven car and a further 8% use a car driven by someone else.

Table 5: Difficulty getting to facilities/activities

	Doctor	Pharmacy	Hospital	Post Office	Shop (for food etc)	Pre-school/ school attendance	After-school activities	Social activities	Other
Often	4%	4%	2%	5%	2%	1%	3%	3%	4%
Occasionally	14%	14%	13%	12%	12%	4%	12%	12%	2%
Never	72%	70%	72%	73%	75%	40%	68%	68%	49%
Not applicable	10%	12%	13%	10%	11%	56%	17%	17%	45%
Total responses	208	206	203	204	203	189	188	195	51

Table 6: Rating for local bus-services for those stating an opinion

	Routes	Timetables/ frequency	Access to info.	Reliability	Access/ help - disabilities	Access/ help - pushchairs	Bus-stop location	Bus-shelter provision	Cost
Good	18%	11%	18%	21%	29%	20%	21%	6%	17%
Reasonable	41%	37%	39%	56%	37%	43%	37%	25%	65%
Poor	41%	52%	44%	23%	32%	37%	42%	68%	18%
Total responses	83	82	80	62	38	35	73	79	60



Should the following be encouraged in this area?

	Yes	No	No opinion	Total responses
Shops	57%	27%	16%	176
Tourist developments/ attractions	53%	33%	14%	180
Small business development	66%	22%	12%	190
Small industrial workshops/units	51%	39%	11%	176
Other	44%	26%	30%	27

Opinion of implementation of planning system in this area by:

	Hfds Council	Pixley & District PC
Very satisfied	5%	12%
Fairly satisfied	34%	38%
Fairly dissatisfied	15%	6%
Very dissatisfied	17%	4%
No opinion	29%	40%
Total responses	203	202

Views on protection for listed buildings provided by the planning system

Too restrictive	23%
Not restrictive enough	7%
About right	50%
No opinion	20%
Total responses	214

Importance of any building development matching style of existing buildings

Very important	64%
Fairly important	28%
Not important	6%
No opinion	1%
Total responses	216

Importance of any building development being 'environmentally friendly'

Very important	54%
Fairly important	39%
Not important	4%
No opinion	3%
Total responses	205

ENVIRONMENT

Flooding problems with surface water or storm drainage

Major problem	12%
Problem	33%
No problem	50%
No opinion	4%
Total responses	209

Specific sites include:

- A4172 between Trumpet and Preston Cross & Trumpet to Ashperton
- Hereford Road - Verzons, Mainstone Court, Munsley junction
- Poolend Lane, Pixley
- Lanes in Aylton

Materials recycled	Currently	Additional
None	12%	13%
Paper & cardboard	59%	35%
Textiles	31%	21%
Cans	32%	41%
Glass	74%	22%
Plastic	11%	72%
Green/garden waste	51%	14%
Other	7%	8%
Total responses	216	182

Note: Respondents could tick more than one option, so percentages should not be added

What would encourage recycling?

Better facilities in Ledbury	25%
Facilities in this area	47%
Door-step collection	73%
Other	7%
Total responses	193

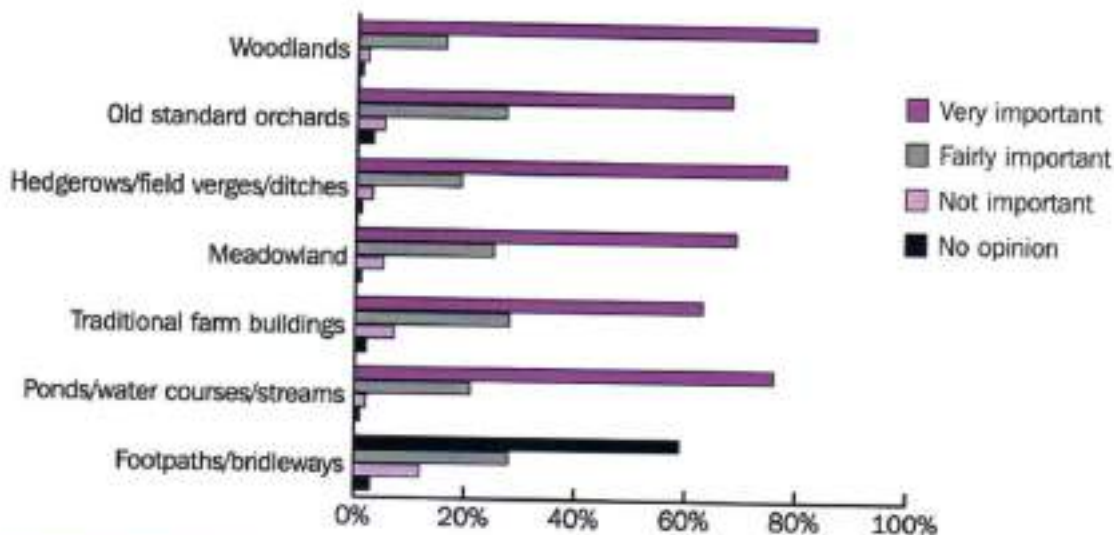
Note: Respondents could tick more than one option, so percentages should not be added

Fly-tipping in this area

Major problem	20%
Problem	38%
No problem	37%
No opinion	5%
Total responses	204

Importance of protecting landscape features in this area

	Woodlands	Old standard orchards	Hedgerows/ field verges/ ditches	Meadowland	Traditional farm buildings	Ponds/ water courses/ streams	Footpaths/ bridleways	Other
Very important	83%	68%	78%	69%	63%	77%	59%	77%
Fairly important	16%	26%	19%	26%	29%	21%	28%	15%
Not important	1%	4%	2%	4%	7%	1%	12%	0%
No opinion	0%	2%	1%	0%	1%	1%	2%	8%
Total responses	211	210	213	205	210	214	203	13



Whether adversely affected by farming practices

Yes	29%
No	69%
No opinion	3%
Total responses	214

Frequency of use for local bus services

Daily	2%
At least once a week	3%
At least once a month	3%
Within the last 6 months	7%
Within the last year	4%
Longer ago	7%
Never	73%
Don't know	1%
Total responses	213

Of those stating an opinion:

57% think that the school bus is adequate & efficient (70 responses)

90% think all children living in rural areas should travel free on school buses (141 responses)

48% are not satisfied with car-parking facilities in Ledbury (179 responses)

HOUSING & DEVELOPMENT

Types of additional accommodation required in this area

None	31%
Homes designed for people with disabilities	12%
Homes for single people (any age)	12%
Sheltered housing	11%
Homes for couples/small families	14%
Homes to buy on the open market	6%
Homes for larger families	5%
Affordable homes for people to buy or rent	50%
Homes restricted to local occupancy	31%
Other	5%
Total responses	203

Note: Respondents could tick more than one option, so percentages should not be added

If you think additional houses are required, where should they be built?

	Yes	No	No opinion	Total responses
In existing built-up areas	76%	11%	12%	157
In farmyards where other buildings exist	48%	36%	16%	135
In open countryside, if built sympathetically	35%	52%	13%	136
Conversion of redundant farm buildings	76%	14%	10%	163

Views about growing GM crops in or close to this area

Strongly support	3%
Support	10%
Against	22%
Strongly against	44%
No opinion	22%
Total responses	213

CRIME & ANTI-SOCIAL BEHAVIOUR

Views (for this area) about:	crime	anti-social behaviour
Very concerned	39%	15%
Fairly concerned	46%	44%
Not at all concerned	13%	35%
No opinion	3%	6%
Total responses	215	208

Views on police coverage for this area

Good	1%
Reasonable	24%
Poor	64%
No opinion	11%
Total responses	215

% of people who have been a victim of crime in this area in the last 2 years

Burglary or attempted burglary	27%
Petty theft	9%
Vandalism	5%
Trespass	12%
Careless or dangerous driving	17%
Theft of vehicle or items from a vehicle	9%
Physical assault	0%
Other	5%
Total responses	215

Note: Respondents could tick more than one option, so percentages should not be added

Views on what could be done to reduce crime in this area

Nothing	6%
Neighbourhood Watch Schemes	46%
Greater police presence	73%
Private security guard	6%
Special constables (Parish Constables Scheme)	49%
Other	7%
Total responses	194

Note: Respondents could tick more than one option, so percentages should not be added

SERVICES

How often people currently use:	Munsley WI Hall	Putley Village Hall
At least once a week	3%	0%
Once or twice a month	6%	0%
A few times a year	16%	10%
Once a year or less	23%	30%
Never	52%	60%
Total responses	214	192

Rating of facilities in:	Munsley WI Hall	Putley Village Hall
Good	9%	2%
Reasonable	26%	16%
Poor	12%	21%
No opinion	53%	61%
Total responses	211	198

Need for new hall in or close to this area, if existing hall(s) closed

Considerable need - high priority	33%
Desirable but not essential	39%
No need	6%
No opinion	21%
Total responses	209

What would encourage people to make more use of a local hall

More clubs/regular activities	54%
More local events	72%
Better facilities at hall	36%
Different location for hall	7%
Help with transport	6%
Help for disability	6%
Other	11%
Total responses	158

Note: Respondents could tick more than one option, so percentages should not be added

Support for more local facilities & activities for:

Children up to 16	70%
Young people 17-25	59%
People 26-60	38%
People over 60	33%
Total responses	126

Note: Respondents could tick more than one option, so percentages should not be added

Number of people who have difficulty with an activity due to disability

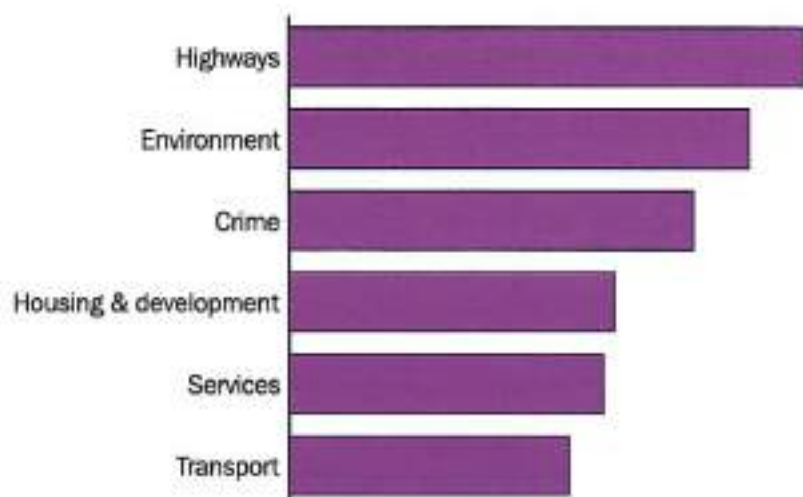
	Slightly difficult	Very difficult	Impossible
Shopping locally	3	1	0
Using local public transport	1	0	1
Using facilities or taking part in activities locally	3	1	0

Interest in facilities (at reasonable cost)

Local newsletter	40%
Mains gas	47%
Mains sewerage	38%
Broadband Internet access	41%
Total responses	218

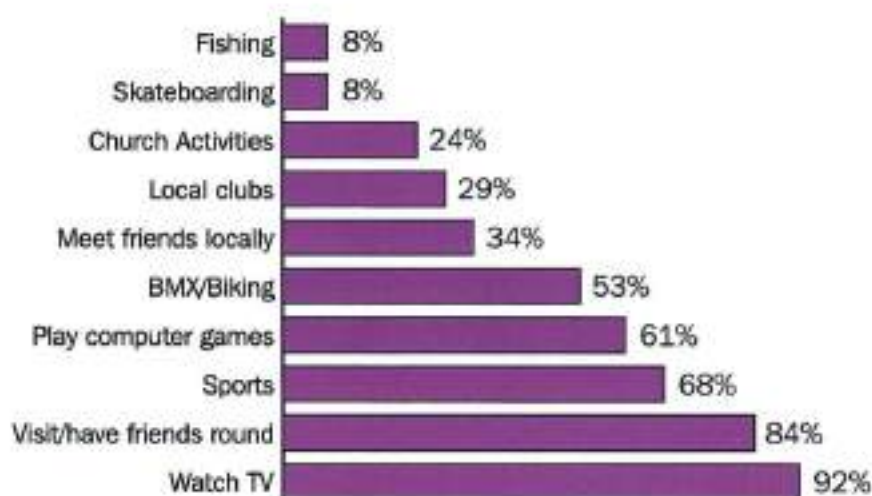
Note: Respondents could tick more than one option, so percentages should not be added

Overall importance of each section (comparative)



YOUNG PEOPLE'S SURVEY KEY FINDINGS

Spare Time Activities



Note: Respondents could tick more than one option, so percentages should not be added

Method of transport to towns for leisure activities

Bike	11%
Lift from friends	26%
Bus	18%
Walk	0%
Lift from parents or family	100%
Train	16%
Total responses	38

Note: Respondents could tick more than one option, so percentages should not be added

Method of transport to friends

Bike	45%
Lift from friends	21%
Bus	11%
Walk	29%
Lift from parents or family	89%
Total responses	38

Note: Respondents could tick more than one option, so percentages should not be added

Towns visited for leisure activities

Ledbury	97%
Hereford	82%
Ross on Wye	5%
Gloucester	34%
Malvern	32%
Worcester	42%
Total responses	38

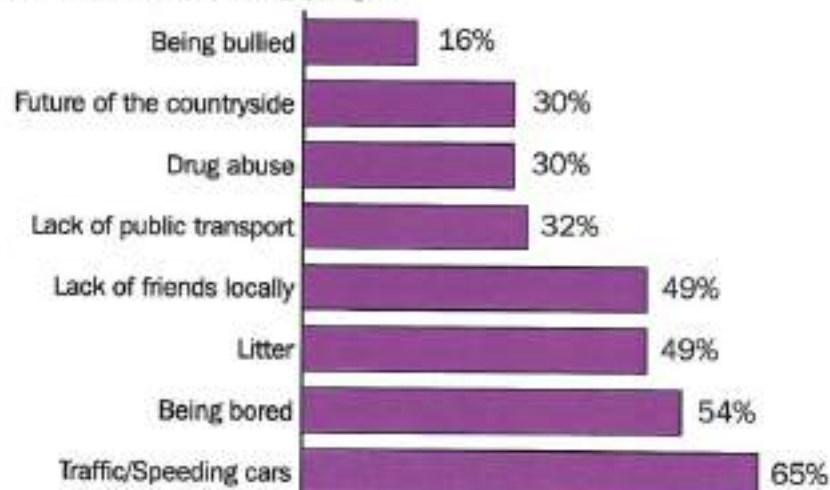
Note: Respondents could tick more than one option, so percentages should not be added

Which facilities are important in towns?

Shops	74%
Swimming pool	84%
Cinema	61%
Sports facilities	58%
Other	13%
Total responses	38

Note: Respondents could tick more than one option, so percentages should not be added

Issues that worry young people



Note: Respondents could tick more than one option, so percentages should not be added

ANNEX 2 – POLICY STATEMENTS FROM THE UNITARY DEVELOPMENT PLAN

These policy statements were correct at the time the Parish Plan went to press. However they can be amended at any point prior to adoption of the UDP. Please refer to www.herefordshire.gov.uk/udp/index.asp

RST1 Criteria for recreation, sport and tourism development

Proposals for the development of new recreation, sport and tourist facilities including change of use or improvement or extension to existing facilities will be permitted where the proposal:

1. is appropriate to the needs of the community which it serves, having particular regard to the nature of the use, mode of operation, scale and design;
2. would not harm the amenity of nearby residents;
3. respects environmental character and resources, including designated landscape, historic heritage, archaeology, biodiversity, and geological features and rights of way; and
4. is wherever possible accessible by a choice of modes of transport, with priority given to public transport, walking and cycling, and is designed to ensure access for all.

Proposals in the open countryside will only be permitted where the countryside is the primary resource for the proposal and the rural landscape and environment is sustained. In such instances new buildings will only be permitted where there are no suitable existing buildings capable of conversion, they are of a small scale and are ancillary to the primary proposal.

DR1 Design

Where relevant to the proposal, all development will be required to:

1. reflect and enhance promote or reinforce the distinctive character and appearance of the locality in terms of layout, density, means of access and enclosure, scale, mass, height, design and materials;
2. retain and where possible incorporate existing site features contributing to the quality of the local environment, including landscape, historic and natural elements such as wildlife habitats and species;
3. respect the context of the site, taking into account townscape and landscape character and topography, including the impact of the proposal on urban vistas, longer distance views and ridgelines;
4. include measures that address health and safety, the conservation of energy and water, and avoids nuisance and pollution; and
5. submit a design statement with the application for planning permission which sets out how proposals relate to issues of design quality, environmental conservation and sustainability.

Development which does not adequately address design principles or is of poor design, including schemes which are out of scale or character with their surroundings, will not be permitted.

Within major development proposals, the provision of public art will be expected as an integral part of the overall design to enhance identity and local distinctiveness.

H7 Housing in the countryside outside settlements

Proposals for housing development outside Hereford, the market towns, the main villages and smaller settlements will not be permitted unless:

1. the development is clearly necessary in connection with agriculture or forestry and cannot be located in a settlement and complies with policy H8; or
2. it is a necessary accompaniment to the growth of a rural enterprise, including tourism and farm diversification schemes and complies with policy H8;
or
3. it results from the re-use of a rural building in accordance with policies HBA12 and HBA13;
or
4. it is a replacement for, comparable in size and scale with and on the same site as an existing building with established residential use rights; or
5. it is an extension to an existing dwelling in accordance with policy H18; or
6. it is a site providing for the needs of Gypsies or other travellers in accordance with policy H12.

Development should be sited in a settlement wherever possible and be in accordance with the housing design and other policies of this Plan.

H8 Agricultural and forestry dwellings and dwellings associated with rural businesses

Proposals for agricultural dwellings and dwellings associated with other rural businesses arising under policy H7 will only be permitted where it can be demonstrated that a long term genuine need exists for the dwelling as an essential part of a financially viable business, and that such need cannot be met in existing accommodation. Such dwellings should:

1. make use wherever possible of existing buildings in preference to new development;
2. be carefully sited within the unit or in relation to other dwellings;
3. be of a scale and design which is appropriate to its surroundings; and
4. be of a size commensurate with the established functional requirement and not exceed the dwelling and plot size limits set in policy H6.

Where the evidence of a long-term need for a dwelling is inconclusive or where the enterprise has not been established, planning permission for temporary accommodation may be granted for a maximum period of three years. Temporary accommodation should be carefully sited within the unit or in relation to other dwellings. Applications for renewal of such temporary permissions will not be permitted.

Planning permission for a new dwelling permitted in accordance with this policy will be subject to an occupancy condition. Agricultural occupancy restrictions may also be applied to any existing unfettered dwellings within the farm unit under the applicant's control and which need at the time of the application to be used in connection with the farm. In the case of new enterprises, any associated agricultural dwelling will be subject to a condition that the dwelling shall not be occupied until other works necessary for the establishment of the enterprise have been completed. Dwellings permitted in association with non-agricultural businesses will be bound to the business by condition or planning obligation.

Applications for the removal of agricultural occupancy conditions will only be permitted if it can be demonstrated that the original condition was unreasonably imposed or that there is no longer a current or foreseeable need for an agricultural dwelling either on the holding or in the locality, and that there has been a genuine and unsuccessful attempt to market the property at a realistic price.

H10 Rural exception housing

Exceptionally, affordable housing may be permitted on land within or adjoining Kington (policy H2), the main villages (policy H4) or smaller settlements (policy H6) an established rural settlement which would not normally be released for development, provided that:

1. the scheme will contribute to meeting a proven genuine and quantifiable local need for affordable housing as ascertained from an up-to-date following a local affordable housing needs survey. In the case of a single affordable dwelling, clear evidence of a long-term local need will be required;
2. it is evident that local housing conditions could not otherwise satisfy the need;
3. the scheme respects both the character and size of the settlement concerned and the identified scale of need;
4. arrangements are made to ensure that the benefits of affordable housing, for single dwellings as well as larger schemes, will be enjoyed in perpetuity by subsequent occupants in local need as well as by the initial occupiers;
5. the site's location affords reasonable access to facilities and where possible public transport; and
6. proposals do not involve mixed developments consisting of open market housing to offset the lower return on affordable housing on the same site; and
7. in settlements other than Kington (policy H2), the main villages (policy H4) or smaller settlements (policy H6) the proposal is limited to the construction of a single affordable dwelling which does not exceed the dwelling and plot size limits set in policy H6 unless clear evidence is provided to indicate a need exists for a larger dwelling.

H13 Sustainable residential design

Proposals for residential development at all scales should maximise their contribution to sustainable residential design and high quality living environments. In particular proposals will be expected to:

1. take an integrated and comprehensive approach to design, layout and landscape which respects the townscape and landscape context of the site and the distinctive character and appearance of the locality;
2. provide for interesting and attractive environments through the imaginative layout of buildings, landscaping and open spaces, making full use of existing site features;
3. create environments which are safe and secure for all members of the community;
4. give priority to the needs of pedestrians above the movement and parking of vehicles in road and footpath design for movement and traffic management in ways that give priority to pedestrians, cyclists and, where appropriate, public transport, above the movement and parking of motor vehicles, in accordance with the transport user hierarchy including traffic management measures;
5. address where possible the energy efficiency of new housing, including energy conservation measures, sustainable energy generation, layout and orientation;
6. make provision for recycling and composting in the use of dwellings;
7. provide for the conservation of resources such as water and energy;
8. make provision for sustainable drainage measures for both surface and foul water;
9. include landscaping and open space proposals in accordance with other plan policies as an integral element of the scheme;
10. avoid building on open space with recreational and amenity value; and
11. provide for acceptable levels of residential amenity including privacy both within the scheme and in respect of nearby properties.

Design statements should address these issues in setting out the design principles adopted and the regard had to context.

E11 Employment in the smaller settlements and open countryside

Proposals for rural businesses in the countryside should be of a scale consistent with their rural location and clearly related to the employment needs of the local economy. They should be located within or adjoining existing smaller settlements as defined by policy H6, or within the identified established employment areas in the open countryside; and cause no adverse impact upon the local environment, the road network or amenity. New development will only be permitted where it can be demonstrated that there are no opportunities for the re-use or adaptation of existing buildings, and should be sited unobtrusively.

Within the open countryside, away from existing smaller settlements or the identified established employment areas, proposals for employment generating uses will be permitted where they are small scale and:

1. the development is required for the essential operation of agriculture, forestry or the winning of minerals; or

2. the proposal is for a farm diversification project or tourism where no other site exists in or adjoining a settlement in accordance with policy E12; or
3. the proposal provides for the re-use of a rural building in accordance with policies HBA12 and HBA13.

In the open countryside large scale development for employment uses will not be permitted. All proposals should be in accordance with policy E8.