

30th November, 2012

Chardstock Parish Council
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For the attention of Claire Rodway
Planning Policy East Devon District Council
The Knowle
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Dear Claire

VILLAGE DEVELOPMENT PLAN DOCUMENT (VDPD)

Our submission contains the elements shown below:

- Section 1 Summary of Findings
- Section 2 Public Consultation and Analysis
- Section 3 Preferred sites
- Section 4 Site Assessment Checklist
- Section 5 Housing for the Elderly
- Section 6 Local Employment
- Section 7 The Built Up Area Boundary (BUAB)
- Section 8 Community Infrastructure Priorities
- Appendix A Comments from parishioners (79 responses)
- Appendix B Lists of people attending the public exhibition (139 attendees)
- Appendix C Example of Housing Questionnaire
- Appendix D Summary of each Housing Questionnaire (245 completed forms)
- Appendix E Map identifying sites assessed
- Appendix F Extracts from "A History of the Parish of Chardstock and All Saints"
- Appendix G Blackdown Hills AONB "Design Guide for Houses"


Chairman

30/11/2012


Parish Secretary

30.11.2012

SECTION 1 - SUMMARY OF FINDINGS

- 1.1 The overall impression that shone through in the answers to questionnaires and in discussions at the housing exhibition is that Chardstock people hold strong views on what they believe should happen to the village in which *they* (not developers and politicians) live.
- 1.2 The response rate for people attending the exhibition, completing the questionnaire and submitting general comments was exceptionally high and shows how much individual members of this community are alive to and care about the issues raised by this consultation.
- 1.3 The chief concerns expressed regarding housing were that the number of new houses should be carefully controlled. Most importantly any new buildings should be smaller properties of one or two bedrooms specifically directed towards younger, local people. There was no support for the building of larger houses of four or more bedrooms, nor for second homes or holiday lets.
- 1.4 The popularly held view is that policy and decision makers are more concerned about simply increasing the number of new houses without much thought being given to whether the number, type and locations are right for Chardstock or meet the local community's housing needs.
- 1.5 The consultation process identified a possible need for housing specifically designed to meet the needs of the elderly and for measures to help increase local employment opportunities in the parish.
- 1.6 There were also serious concerns about the related issues of the state of the roads in the parish, car parking problems in the village and the complete lack of public transport. The lane from Tytherleigh, which is the main access to Chardstock village, came in for particular criticism.
- 1.7 After considering the results of this consultation exercise and the Parish Plan published in February 2011, the preferred way forward for Chardstock is summarised below:
 - 1.7.1 Development sites E305 Cooks Field and E307 Sopers will provide 10 new houses by mid-2013.
 - 1.7.2 Site E317 Rear of Old School and the Old School Building should be developed as a single unit; the buildings being converted to flats with car parking and a small open space to the rear. Estimated yield 5 to 10 flats. Time scale within 3 years.
 - 1.7.3 Site E121 The Glebe Land is not considered appropriate or necessary for development. Chardstock can completely achieve its development obligation without compromising the Conservation Area in this way.
 - 1.7.4 Further work is needed to assess whether some form of housing specifically designed to meet the needs of the elderly is required in Chardstock village. An evidence-based report should be completed within the next 12 to 18 months.

- 1.7.5 Further work is needed to assess whether some development of business premises (or in the case of knowledge-workers, some easement to planning restrictions) may be needed to help increase local employment opportunities. An alternative could be the re-use of redundant commercial or farm buildings. An evidence-based report should be completed within the next 12 to 18 months.
- 1.7.6 The consultation has highlighted a range of important infrastructure issues, including road quality and condition, parking and public transport. These matters (and others like them) must be properly thought through as each planning application is considered. They will form the basis of Chardstock Parish's position on the use of any Community Infrastructure Levy, in which case we expect an acceptable outcome to be reached by constructive discussion with the appropriate planning and technical authorities.

The Parish Council remains committed to the production of a Neighbourhood Plan.

SECTION 2 PUBLIC CONSULTATION AND ANALYSIS

- 2.1 A public exhibition was held on Saturday 10th and Sunday 11th November, 2012 at the Community Hall. The A1 Plans supplied by EDDC showing constraints and possible alternative sites were displayed.
- 2.2 The exhibition was advertised through the parish newsletter, the parish notice boards, the parish website and the parish e-mail data base.
- 2.3 Parish Councillors were available throughout the exhibition to answer questions. All parishioners were invited to submit comments about housing in the Parish. 77 people chose to do so and a further 2 commented separately by e-mail - a total of 79 responses equating to 12% of the adult electorate of the parish. These comments and e-mails are attached as Appendix A. Lists of people attending were kept for the two days and are attached as Appendix B.

Attendance at the exhibition was as follows:

Visitors to exhibition	Village	Outside	Total
Saturday 10th November	057	18	075
Sunday 11th November	053	11	064
Total	110	29	139

139 visitors equates to 21% of the adult electorate of the parish

- 2.4 Parishioners were also invited to complete a questionnaire about housing, an example of which is attached as Appendix C.

Completed forms

Submitted prior to exhibition	Nos. 1 - 97	097
Handed in or completed Saturday 10th November	Nos. 98 - 145	048
Handed in or completed Sunday 11th November	Nos. 146 - 190	045
Submitted after exhibition	Nos. 191 - 245	054
Total		245

245 responses equates to 36% of the adult electorate of the parish.

The completed forms have been retained and are available for inspection should the need arise.

A summary of each response is attached as Appendix D.

ANALYSIS OF QUESTIONNAIRE - RESPONSES TO INDIVIDUAL QUESTIONS

Question 1 In the next 15 years how many more houses will we need?

None	<10	10-20	>20	Blank	Total
58	80	70	19	18	245

Excluding the 18 blank forms, the total number of completed forms was 227. This produced percentages per category as shown below:

None	<10	10-20	>20	Total
25.6%	35.2%	30.8%	8.4%	227/100.0%

Thus:

One quarter (25.6%) of the parish wants no new housing of any kind.

Three fifths (60.8%) wants less than 10 new houses.

Nine out of ten (91.6%) wants less than 20 new houses.

And only one person in twelve (8.4%) wants more than 20 new houses.

Question 2 What kind of houses are needed?

People who answered None for Q1 generally left Q2 blank. This accounts for the high number of blanks recorded at 48.

The option "flats" refers to the conversion of the Old School Site, rather than the construction of new purpose built flats.

The approval ratings shown below are to a maximum of 100

Small 1/2 beds	Medium 3 beds	Larger 4 or more	Flats (school)
79.0	59.0	13.3	42.0

Question 3 What are the Parish's housing priorities?

People who answered None for Q1 generally left Q3 blank. This accounts for the high number of blanks recorded at 39

The approval ratings shown below are to a maximum of 100

Subsidised rental 53.6	Shared ownership 61.7	Local people 91.5
Young People 80.5	Sheltered elderly 57.0	Second homes/holiday lets 3.6

Question 4 Subsidised rental housing, shared ownership scheme and sheltered housing for the elderly

The questionnaire asked "Do you know anyone within the Parish who would like to take up any of the following options" i.e. subsidised rental housing, shared ownership scheme and sheltered housing for the elderly. All positive responses are recorded below.

A cross check has been made to avoid double counting. Where two (or more) questionnaires are recorded for a single entry, it indicates that they came from the same household.

Subsidised rental housing

Form 72	2 persons	
77	2 persons	
79/80	1 person	
87	10 couples	See note
121	4 persons	
122	2 persons	
160/179	5 persons/ A few	
161/183	1 person	
202/203	2 persons	
235	2 persons	
236	30 persons	See note

Note: Questionnaires 87 and 236 may require clarification, as they appear high.

Shared ownership scheme

Form 21	2 persons	
40	2 persons	
72	2 persons	
79/80	1 person	
158	4 persons	
159	1 person	
161	1 person	
169	1 person	
180	4 persons	
183	1 person	
184	6 persons	
189	1 person	
235	4 persons	
236	10 persons	See Note

Note: Questionnaire 236 may require clarification, as the number appears high.

Sheltered housing

Form 18	2 persons.	
32	future potential 5 persons	
36	1 person	
55	2 persons	
58	10 persons	Submitted anonymously
86	6 persons	
87	Several	
100	Possibly 1 but there have been others in the past	
117	2 persons	
122	Several	
130/132	6 persons	
158	1 person	
184	4 persons	
235/236/237	4 persons	

When considered in conjunction with Q3, the above shows that there appears to be an equal (and significant) need for Shared Ownership Schemes and Housing for the Elderly and a lesser need for Subsidised Rental Housing.

Question 5 The three locations identified as potential sites for development

For this question there was a 98% completion rate.

A significant number of people used the comment section on the front of the questionnaire to qualify their entry, so the results shown below should be considered in conjunction with those comments. The main concerns were that the three potential development sites are located some distance from the main village amenities of shop/Post Office and Community Hall. They are also grouped closely together in an area already suffering parking problems.

Conversion of Old School buildings to flats

Yes	190	79.2%
No	50	20.8%

The open area to the rear of the Old School

Yes	146	61.1%
No	93	38.9%

The Glebe Land opposite the churchyard

Yes	71	29.5%
No	170	70.5%

Question 6 Are there any other sites in the Parish suitable for housing development?

This question produced 22 responses, equivalent to just 9% of the total number of questionnaires completed. Each response is detailed below. 10 sites were suggested of which only one received more than 3 nominations. The highest, the field adjacent to 1A Green Lane, received 9 nominations.

The fact that so many people were unable to suggest sites for development indicates that there are no obvious places for further housing in Chardstock.

A cross check has been made to avoid double counting. Where two questionnaires are recorded for a single entry, it indicates that they came from the same household.

Field adjacent to 1A Green Lane opposite Westcombes	Total
Entries 34 72/73 74 103 106 128 201 220 235	9
Tytherleigh Lane/Storrige Lane Entries 81 158/180 190	3
Hook (Knackers Yard) Entries 97 146 182	3
Chubbs Yard Entry 41	1
Derelict chicken farm Claysteps/Claypits Entry 78	1
Tytherleigh, Broom Lane Entry 98	1
Ivy Green Farm Entry 130	1
Land above Woodcock Way Entry 145	1
Road to Kit Bridge/Turners Garden Entry 147/172	1
Near new school and shop Entry 232	1
Total	22

Question 7 Should land be set aside for small business units

Perhaps because people were asked to give a definite Yes or No answer, the response was high at 215 or 88%. Of the 215 people who did complete the question, 67 (or 31%), suggested 12 different sites or location as shown below:

Yes	108	50.2%
No	107	49.8%

Suggested locations	Total	
Hook (Knackers Yard)	18	See note below
Rear of old school	16	
Tytherleigh on main A358	8	
Chubbs Yard	5	
Glebe Land	4	
In the village (not specified)	4	
Field adjacent to 1A Green Lane opposite Westcombes	3	
Convert disused farm buildings	3	
Ivy Green Farm	2	
Early's Garage	2	
Off Storrige Lane	1	
Hook Cross	1	
Total	67	

Note: This entry refers only to the two acres occupied by the disused buildings of the Knackers Yard and not to the adjacent five acres of woodland.

SECTION 3 PREFERRED SITES

- 3.1 The map supplied by EDDC and attached as Appendix E showed five sites as having been submitted for SHLAA assessment, to which the Parish Council wishes to add an additional one. These are listed below;

E305	Cooks Field
E307	Sopers
Additional	The old St. Andrew's School buildings
E317	Rear of the old St. Andrew's School
E121	Glebe Land opposite St Andrew's Churchyard
E201	Land to the north-east of Woodcock Way

- 3.2 Our preferred course of action, based on the results of the public exhibition, the comments submitted and the results of the housing survey are shown below.

3.3 E305 Cooks Field and E307 Sopers

- 3.3.1 By being grouped, they have become a single combined development. Construction work has started and both sites are being worked together. The housing should be ready for occupation during the summer of 2013. The two sites were combined at the request of the developers, Jameson Homes, so that they could maximise their profit across the total development. In order to achieve this objective, a single Section 106 Agreement dated 6th July, 2012 was agreed with EDDC and covers both sites.

- 3.3.2 The SHLAA system registered and assessed the sites separately, with the result that there is now the illogical situation whereby E307 Sopers is "allowable" and will count against the target figure set for Chardstock, because it is for 6 dwellings. E305 Cooks Field, at 4 dwellings, is considered "below threshold" and hence will be treated as a "windfall". It is the strongly held view of the Parish Council that the two sites be treated as a single development of 10 dwellings and that they are all "allowable" against the number of new homes assigned to Chardstock.

3.4 Additional The old St. Andrew's School Site.

Conversion of the old school buildings to flats and not submitted for a SHLAA assessment.

- 3.4.1 The old school closed in 2009 and has stood empty for the last three years. At the time of the sale EDDC expressed the view in writing that the school was suitable for conversion to flats and a surveyor's estimate gave an opinion that up to 10 flats could be accommodated.

- 3.4.2 Conversion to housing is considered to be the only practical alternative use for this historically important and listed building.

- 3.4.3 The housing questionnaire completed as part of the exhibition showed considerable support for the conversion to flats with 79.2% of respondents in favour and 20.8% against. However, many respondents either in completing the questionnaire or from their general comments, raised important issues, which need to be addressed:

- 3.4.3a 10 flats were considered too many for the site.

3.4.3b The area around the old school already has on-road parking problems, not helped by two flats being created at the south-west corner of the school site, apparently without the need for planning permission. These two flats together with Nos 1 to 3 Five Bells and Rose Cottage front the stretch of road from The Parade to the George Public House. The six dwellings have a requirement for 12 parking spaces to fulfil the needs of the people living in them. Any visitors coming by car are additional. The cars cannot be accommodated along the road, so some are parked against the wall adjacent to the War Memorial. The roadway at Five Bells and Rose Cottage has no pavement on either side and at Rose Cottage there is a "blind" bend for westbound traffic. It all adds up to an unsafe situation with road safety being compromised. It is the view of a number of respondents that the hard standing area at the back of the school should be used for car parking and that it should have sufficient capacity to cope with the needs of all the flats (including the two recently brought into use) plus their visitors.

People coming by car to attend the many services at St. Andrew's Church have to park on the road, as there is no alternative. They cannot use The Parade because this is a private road with parking restricted to residents of the road.

3.4.3c Flats are not normally found in villages such as Chardstock. They lack any outdoor space and there is nowhere for children to play - the play area in Chardstock is some 600 yards away at the extreme other end of the village. A number of parishioners considered that the small, grassed play area of the old school should be redesignated as an open space for residents use.

3.4.4 The housing questionnaire showed approval ratings (out of a maximum of 100) of 79.0 for dwellings of 1 or 2 bedrooms, 59.0 for 3 bedrooms and 13.3 for 4 bedrooms or more. When asked about the Parish's housing priorities approval ratings were 91.5 for local people and 80.5 for young people.

3.4.5 Based on the comments and findings of the housing questionnaire. it is the opinion of the Parish Council that the conversion of the old school to flats should proceed, that the number of flats should be less than 10 (5 or 6 would seem more appropriate), that they should be predominately of 1 or 2 bedrooms, that they should be made available to younger, local people, that adequate off road parking should be provided for all the flats on the site (both existing and new) and that an open space area should be provided for residents use.

3.5 E317 Rear of old school.

3.5.1 See section 2.4 option 3 above. In effect the preference is for the old school to be developed as a single site, with the housing in the old school buildings and the facilities, such as car parking and open space, being on the land to the rear.

3.6 E121 Glebe Land opposite St Andrew's Churchyard

3.6.1 The housing questionnaire showed that 70.5% of respondents were against the development of the Glebe Land for housing and only 29.5% were in favour.

3.6.2 There were a number of comments about how the Glebe Land might be used including open community space, heritage orchard, parking for the church, allotments and even as an extension of the church graveyard once the existing one is full. It was also noted that there are many mature trees *in situ* and that the provision of a road access could be difficult. The overall impression is that parishioners would like to see the land put to some sort of community, perhaps multi-purpose, use.

- 3.6.3 The comment was also made that people visiting the church graveyard did not want to look down over a modern housing development.
- 3.6.4 Other matters such as the historical importance of the site are detailed in the Site Assessment Checklist.
- 3.6.5 Based on the results of the public consultation exercise, the Parish Council would not support development on the Glebe Land. Instead the Council will be seeking other ways in which the land can be used.

3.7 E201 Land to the north-east of Woodcock Way

- 3.7.1 This site is shown on the EDDC plan as “developable” following a previous SHLAA assessment. It does not appear to have been submitted to SHLAA 2012, so we assume that it is no longer under active consideration. For this reason it was not included in our housing survey.

SECTION 4 SITE ASSESSMENT CHECKLIST

- 4.1 Checklists have not been completed for sites E305 Cooks Field and E307 Sopers as planning permission has already been granted and construction work has commenced.
- 4.2 Nor has one been completed for E201 Land to the north-east of Woodcock Way as this is not considered to be an active site.
- 4.3. A single checklist has been completed for both the old St. Andrew's School Buildings and site E317 Rear of the old St. Andrew's School

4.4 The final checklist refers to E121 Glebe Land opposite St Andrew's Churchyard

4.5 **Self Assessment Checklist for the old St. Andrew's School Buildings and site E317 Rear of the old St. Andrew's School**

1 *To ensure everyone has the opportunity to live in a decent home*

Not relevant

2 *To ensure all residents have access to community services*

The centre point of the site is approximately 540 yards from the village shop/Post Office, approximately 600 yards from the Community Hall, approximately 150 yards to the village pub and directly opposite St. Andrew's Church.

For the first 150 yards the route is quite steep with no resting places available. After that the road is level to the village shop or Community Hall.

There are no footpaths anywhere in the centre of the village and, due to the lack of off-street parking, cars are regularly parked on the roadway between The Parade and The George Public House, outside Court Lodge, alongside the wall either side of the War Memorial and in front of Strongs Cottage. Road vehicle numbers have increased dramatically in the last fifty years as the village has trebled in size, while vehicles sizes, especially lorries, have increased considerably. So have road speeds. The net result is that conditions for pedestrians are very poor. In order to improve road safety, the Parish Council will seek agreement for the centre of the village to be designated a 20 mph zone.

Chardstock village has **NO** bus services. The nearest are at Tytherleigh and involve a walk of over a mile along narrow, unlit country lanes. If a resident of the village does not have access to a car, the only practical alternatives are to stay in the village or hire a taxi.

3 *To provide for education and skills*

The centre point of the site is approximately 640 yards from St. Andrew's Primary School and approximately 450 yards to the picking up point at the bottom of Green Lane for the school buses to Axminster Community College and Colyton Grammar School.

St. Andrew's is a modern faith school built in 2009 at a cost in the region of £3.5m. It is an important part of the community and should be supported through the planning process by the provision of housing specifically targeted at younger families.

Apart from the primary school, there are no other parish based educational or training facilities.

For the first 150 yards the route is quite steep with no resting places available. After that the road is level to the village shop or Community Hall.

There are no footpaths anywhere in the centre of the village and, due to the lack of off-street parking, cars are regularly parked on the roadway between The Parade and The George Public House, outside Court Lodge, alongside the wall either side of the War Memorial and in front of Strongs Cottage. Road vehicle numbers have increased dramatically in the last fifty years as the village has trebled in size, while vehicles sizes, especially lorries, have increased considerably. So have road speeds. The net result is that conditions for pedestrians are very poor. In order to improve road safety, the Parish Council will seek agreement for the centre of the village to be designated a 20 mph zone.

4 To improve the population's health

There are no healthcare facilities within Chardstock Parish. The Community Hospitals at Chard (5 miles) and Axminster (4 miles) offer limited medical facilities, but for most people medical treatment involves a referral to one of the regional hospitals located at Yeovil, Taunton or Exeter; all of which are more than 20 miles away. Without access to a car (or the hire of a taxi), it is extremely difficult, if not impractical, to reach these hospitals.

Chardstock has an extensive, well maintained network of footpaths, one of which runs alongside this site.

Chard Street and Kitbridge Lane in Chardstock are temporarily part of National Cycle Network Route 33 linking Weston-Super-Mare to Seaton, otherwise known as The Stop Line Way. The route currently stops at Tatworth from the north and Weycroft from the south with a temporary routeing between the two via Chardstock. Once a new "Stop Line" routeing is introduced north of Weycroft, Chardstock will be removed from the network.

Few parishioners cycle due to the hilly nature of the terrain in Chardstock and the obvious personal safety risks of cycling along narrow, often single track, poorly maintained country lanes.

The nearest recreation space for children is approximately 640 yards at the other end of the village and involves a difficult walk along unpaved roads (see answers to questions 3 and 4 above), which is why the Parish Council is suggesting that an open space area be incorporated into the development (see section 3.4 and 3.5 above)

5 To reduce crime and fear of crime

Not relevant.

6 To reduce noise levels and minimise exposure of people to noise and other types of pollution

Due to the lack of alternatives, Chardstock has a high level of car ownership per household. This development will increase both the number of cars and the traffic flows in the village. In turn this will lead to increased pollution through exhaust gases. Many houses in the village front directly onto the road, so they will suffer from increases in noise levels caused by the additional traffic.

The site is directly opposite St. Andrew's Church where the bells chime each quarter hour and on the hour.

7 To maintain and improve cultural, social and leisure provision

In response to this question, we cannot do better than quote directly from one of the responses received to the housing questionnaire:

"When [we] moved to Chardstock six years ago we chose the village because it was of a size to sustain a vibrant community. We moved from a village about twice the size of Chardstock and had found that as that village grew the heart and soul were squeezed out and neighbours became unknown to each other. Services got worse and there were more people trying to use what meagre facilities did exist. It is hugely disappointing that EDDC has not listened to local people in Chardstock who made it very clear that they did not want more housing in the village let alone the last open space in the centre of the village to be turned into a housing estate."

In order to maintain the culture and sense of community of the village, the Parish Council strongly believes that new housing should be limited in number and that it should be targeted towards the greatest need i.e, smaller, affordable homes for younger, local people and housing specifically designed to meet the needs of the elderly.

The Parish Council is suggesting that an open space area be incorporated into the development (see section 3.4 and 3.5 above).

Refurbishment of the Community Hall is one of the priority items of the Community Infrastructure List (see section 8).

8 To maintain and enhance built and historic assets

The old St. Andrew's School buildings are Grade 2 Listed and are one of the most historically important buildings in Chardstock. Conversion from a school to housing will need to be undertaken with great care and sensitivity to preserve the external appearance of the site.

The old school buildings form part of an unusual and historically most important Victorian village grouping of Vicarage, Church, Five Bells, Rose Cottage and St. Andrew's House. This grouping features in the East Devon Conservation Area Appraisal. Under the heading Historic Building Character this grouping is described as "A key building group of importance which make a significant contribution to townscape" and under the heading Important Features they are described as an "Important building group of similar date, character and frontage detail".

9 To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon

The old school buildings at the front of the site are Grade 2 Listed and have stood empty for the last three years. The middle part is now a tarmac area on which previously stood the buildings of St. Andrew's College. They were demolished approximately 100 years ago. The SHLAA Assessment records that this part of the site is of special archaeological importance and that excavations will be required to map and research the old college buildings. The rear part of the site is a small area of grassed land, which has not been previously developed and is partially outside the Built Up Area Boundary.

The site is within the Chardstock Conservation Area and the Blackdown Hills Area of Outstanding Natural Beauty.

The site is in a prominent position on the side of the Kit valley. It can be seen from public footpaths, the main road through the village and other vantage points. Also it is sited directly opposite St. Andrew's Church. The school buildings, together with the church, dominate the western part of the village

10 To maintain the local amenity, quality and character of the local environment

The small open space at the rear of the site is the last piece of land within the Built Up Area Boundary which could be used as an open space for community use.

11 To conserve and enhance the biodiversity of East Devon

Not relevant.

12 To promote and encourage non-car based modes of transport and reduce journey lengths

The site totally fails this test. Chardstock village has **NO** bus services. The nearest are at Tytherleigh and involve a walk of over a mile along narrow, unlit country lanes. If a resident of the village does not have access to a car, the only practical alternatives are to stay in the village or hire a taxi.

13 To maintain and enhance the environment in terms of air, soil and water quality

The site is adjacent to, but not on, agricultural land

It is adjacent to the main road through the village.

The old school was connected to a foul water disposal system.

The site, particularly at the front, is subject to high levels of run-off water as it flows down the side of the valley to the River Kit.

14 To contribute towards a reduction in local emissions of greenhouse gases

The development will increase the local emissions of greenhouse gases due to the increase in the number of cars in the village.

15 To ensure that there is no increase in the risk of flooding

The site is not in an area known to flood, but it can be affected by high levels of run-off water.

16 To ensure that energy consumption is as efficient as possible

Like most of Chardstock, there is no gas supply to this site.

17 To promote wise use of waste resources whilst reducing waste production and disposal

Not relevant

18 To maintain sustainable growth of employment for East Devon, to match levels of jobs with the economically active workforce

The site totally fails this test.

Within the Built Up Area Boundary there is a small yard (called Chubbs Yard) of three small businesses, two of which are family owned and run. The third employs two persons. There are also family run businesses at the George Public House and the village shop. Other than this, the nearest places of employment are Chard (5 miles), Axminster (4 miles) or Chard Junction (4 miles).

The results of the Housing Survey showed that further work is needed to assess whether some development of business premises (or in the case of knowledge-workers, some easement to planning restrictions) may be needed to help increase local employment opportunities. A number of respondents suggested the re-use of redundant commercial or farm buildings.

19 *To maintain and enhance the vitality and viability of the Towns of East Devon*
Not relevant.

20 *To encourage and accommodate both indigenous and inward investment*
Not relevant.

Other observations

The housing questionnaire completed as part of the exhibition held by the Parish Council in November 2012 showed considerable support for the conversion of the old school buildings to flats with 79.2% of respondents in favour and 20.8% against.

Attached additional information

- a) Chapters 11 and 12 of the book "A History of the Parish of Chardstock and All Saints" are attached as Appendix F as they detail the historical and cultural importance of the old St. Andrew's School.
- b) The Parish Council fully supports the Blackdown Hills AONB "Design Guide for Houses" published in March, 2012. This Design Guide (enclosed as Appendix G) should be consulted for all conversions and new build in the Parish.

4.6 Self Assessment checklist for site E121 Glebe Land opposite St Andrew's Churchyard

1 *To ensure everyone has the opportunity to live in a decent home*
Not relevant.

2 *To ensure all residents have access to community services*

The centre point of the site is approximately 600 yards from the village shop/Post Office, approximately 650 yards from the Community Hall, approximately 200 yards to the village pub and directly opposite St. Andrew's Churchyard

For the first 200 yards the route is steep with no resting places available. After that the road is level to the village shop or Community Hall.

There are no footpaths anywhere in the centre of the village and, due to the lack of off-street parking, cars are regularly parked on the roadway between The Parade and The George Public House, outside Court Lodge, alongside the wall either side of the War Memorial and in front of Strongs Cottage. Road vehicle numbers have increased dramatically in the last fifty years as the village has trebled in size, while vehicles sizes, especially lorries, have increased considerably. So have road speeds. The net result is that conditions for pedestrians are very poor. In order to improve road safety, the Parish Council will seek agreement for the centre of the village to be designated a 20 mph zone.

Chardstock village has **NO** bus services. The nearest are at Tytherleigh and involve a walk of over a mile along narrow, unlit country lanes. If a resident of the village does not have access to a car, the only practical alternatives are to stay in the village or hire a taxi.

3 *To provide for education and skills*

The centre point of the site is approximately 700 yards from St. Andrew's Primary School and approximately 500 yards to the picking up point at the bottom of Green Lane for the school buses to Axminster Community College and Colyton Grammar School.

St. Andrew's is a modern faith school built in 2009 at a cost in the region of £3.5m. It is an important part of the community and should be supported through the planning process by the provision of housing specifically targeted at younger families.

Apart from the primary school, there are no other parish based educational or training facilities.

For the first 200 yards the route is steep with no resting places available. After that the road is level to the village shop or Community Hall.

There are no footpaths anywhere in the centre of the village and, due to the lack of off-street parking, cars are regularly parked on the roadway between The Parade and The George Public House, outside Court Lodge, alongside the wall either side of the War Memorial and in front of Strongs Cottage. Road vehicle numbers have increased dramatically in the last fifty years as the village has trebled in size, while vehicles sizes, especially lorries, have increased considerably. So have road speeds. The net result is that conditions for pedestrians are very poor. In order to improve road safety, the Parish Council will seek agreement for the centre of the village to be designated a 20 mph zone.

4 To improve the population's health

There are no healthcare facilities within Chardstock Parish. The Community Hospitals at Chard (5 miles) and Axminster (4 miles) offer limited medical facilities, but for most people medical treatment involves a referral to one of the regional hospitals located at Yeovil, Taunton or Exeter; all of which are more than 20 miles away. Without access to a car (or the hire of a taxi), it is extremely difficult, if not impractical, to reach these hospitals.

Chardstock has an extensive, well maintained network of footpaths, one of which runs very close to this site.

Chard Street and Kitbridge Lane in Chardstock are temporarily part of National Cycle Network Route 33 linking Weston-Super-Mare to Seaton, otherwise known as The Stop Line Way. The route currently stops at Tatworth from the north and Weycroft from the south with a temporary routeing between the two via Chardstock. Once a new "Stop Line" routeing is introduced north of Weycroft, Chardstock will be removed from the network.

Few parishioners cycle due to the hilly nature of the terrain in Chardstock and the obvious personal safety risks of cycling along narrow, often single track, poorly maintained country lanes.

The nearest recreation space for children is approximately 700 yards at the other end of the village and involves a difficult walk along unpaved roads.

5 To reduce crime and fear of crime

Not relevant

6 To reduce noise levels and minimise exposure of people to noise and other types of pollution

Due to the lack of alternatives, Chardstock has a high level of car ownership per household. This development will increase both the number of cars and the traffic flows in the village. In turn this will lead to increased pollution through exhaust gases. Many houses in the village front directly onto the road, so they will suffer from increases in noise levels caused by the additional traffic.

The site is directly opposite St. Andrew's Churchyard where the bells chime each quarter hour and on the hour.

7 To maintain and improve cultural, social and leisure provision

In response to this question, we cannot do better than quote directly from one of the responses received to the housing questionnaire:

"When [we] moved to Chardstock six years ago we chose the village because it was of a size to sustain a vibrant community. We moved from a village about twice the size of Chardstock and had found that as that village grew the heart and soul were squeezed out and neighbours became unknown to each other. Services got worse and there were more people trying to use what meagre facilities did exist. It is hugely disappointing that EDDC has not listened to local people in Chardstock who made it very clear that they did not want more housing in the village let alone the last open space in the centre of the village to be turned into a housing estate."

In order to maintain the culture of the village, the Parish Council strongly believes that new housing should be limited in number and that it should be targeted towards the greatest need i.e, smaller, affordable homes for younger, local people and housing

specifically designed to meet the needs of the elderly.

Refurbishment of the Community Hall is one of the priority items of the Community Infrastructure List (see section 8).

8 *To maintain and enhance built and historic assets*

A housing development on the Glebe Land would be most inappropriate as the site is immediately adjacent to the very important Victorian village grouping of the old St. Andrew's School, The Old Vicarage, St. Andrew's Church, Five Bells, Rose Cottage and St. Andrew's House. This grouping features in the East Devon Conservation Area Appraisal. Under the heading Historic Building Character this grouping is described as "A key building group of importance which make a significant contribution to townscape" and under the heading Important Features they are described as an "Important building group of similar date, character and frontage detail".

The Victorian stone wall at the road edge of the Glebe Land forms part of the grouping referred to in the Conservation Area Appraisal.

9 *To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon*

The Glebe Land a virgin greenfield site with many mature trees. It is recorded in the Chardstock Conservation Area Appraisal as having both main tree group and individual trees.

The site is outside the Built Up Area Boundary, but is within both the Chardstock Conservation Area and the Blackdown Hills Area of Outstanding Natural Beauty.

The site is in a prominent position on the side of the Kit valley. It can be seen from public footpaths, the main road through the village and other vantage points. Also it is sited directly opposite St. Andrew's Churchyard at a slightly lower level, so that anyone visiting the churchyard would have an unrestricted view across the Glebe Land.

10 *To maintain the local amenity, quality and character of the local environment*

The Glebe Land is one of a small number of natural spaces in Chardstock which provide a barrier between housing within the Built Up Area Boundary and the open farmland beyond. Also it blends well with the historically significant Victorian group of buildings detailed in question 8 above.

Any development of the Glebe Land would seriously compromise the unspoilt Victorian streetscene from the George Public House to Hooper's Farm. This is one of the most important parts of the Conservation area.

Development of the site would involve the loss of a number of mature trees and a significant Victorian chert stone wall.

11 *To conserve and enhance the biodiversity of East Devon*

To the best of our knowledge a biodiversity survey has not been made of the Glebe Land. However, it is a virgin greenfield site which might contain mammals, reptiles or fauna of note.

12 To promote and encourage non-car based modes of transport and reduce journey lengths

The site totally fails this test. Chardstock village has **NO** bus services. The nearest are at Tytherleigh and involve a walk of over a mile along narrow, unlit country lanes. If a resident of the village does not have access to a car, the only practical alternatives are to stay in the village or hire a taxi.

13 To maintain and enhance the environment in terms of air, soil and water quality

The Glebe Land is a small unspoilt area of woodland on which a small number of rare breed goats are kept.

It is adjacent to the main road through the village.

There is a small foul water drainage system from the old school buildings, by gravity to a pumping station just below Hoopers Farm. The foul water is then pumped back up through the village to another pumping station about half a mile away at the back of Westcombes. Only South West Water could advise on whether a connection can be made to this system and whether it has sufficient capacity to cope with any additional load.

The site, particularly at the front, is subject to high levels of run-off water as it flows down the side of the valley to the River Kit.

14 To contribute towards a reduction in local emissions of greenhouse gases

Any housing development will increase the local emissions of greenhouse gases due to the increase in the number of cars in the village.

15 To ensure that there is no increase in the risk of flooding

The site is not in an area known to flood, but it can be affected by high levels of run-off water.

16 To ensure that energy consumption is as efficient as possible

Like most of Chardstock, there is no gas supply.

17 To promote wise use of waste resources whilst reducing waste production and disposal

Not relevant.

18 To maintain sustainable growth of employment for East Devon, to match levels of jobs with the economically active workforce

The site totally fails this test.

Within the Built Up Area Boundary there is a small yard (called Chubbs Yard) of three small businesses, two of which are family owned and run. The third employs two persons. There are also family run businesses at the George Public House and the village shop. Other than this, the nearest places of employment are Chard (5 miles), Axminster (4 miles) or Chard Junction (4 miles).

The results of the Housing Survey showed that further work is needed to assess whether some development of business premises (or in the case of knowledge-workers, some easement to planning restrictions) may be needed to help increase local employment opportunities. A number of respondents suggested the re-use of redundant commercial or farm buildings.

- 19 ***To maintain and enhance the vitality and viability of the Towns of East Devon***
Not relevant.
- 20 ***To encourage and accommodate both indigenous and inward investment***
Not relevant.

Other observations

The housing questionnaire completed as part of the exhibition held by the Parish Council in November 2012 showed considerable opposition to the development of the Glebe Land with 29.5% of respondents in favour and 70.9% against.

Attached additional information

- a) Chapters 11 and 12 of the book "A History of the Parish of Chardstock and All Saints" are attached as Appendix F as they detail the historical and cultural importance of the area around St. Andrew's Church and the old school site.
- b) The Parish Council fully supports the Blackdown Hills AONB "Design Guide for Houses" published in March, 2012. This Design Guide (enclosed as Appendix G) should be consulted for all conversions and new build in the Parish.

SECTION 5 HOUSING FOR THE ELDERLY

- 5.1 The housing questionnaire produced a greater apparent need for housing for the elderly than had previously been identified. The approval rating was 57.0, compared with subsidised rental housing at 53.6 and shared ownership schemes at 61.7.
- 5.2 There are many clear advantages for local people in the later years of their life being able to stay in the Parish and move into smaller accommodation more suited to their needs. By doing so, larger sized dwellings would be released for occupation by a greater number of persons.
- 5.3 Unfortunately, the two sites put forward for SHLAA Assessment (E317 Old School and E121 Glebe Land) are both located on a fairly steep part of the road from the village to the River Kit and are both too far from the village shop/Post Office and the Community Hall.
- 5.4 The Parish Council considers the matter sufficiently important for an investigation to be made into the practicality of providing housing in the parish specifically designed to meet the needs of the elderly.
- 5.5 An evidence-based report should be completed within the next 12 to 18 months.

SECTION 6 LOCAL EMPLOYMENT (INCLUDING BUSINESS UNITS)

- 6.1 From the 245 completed forms 215 (88%) responded to the question concerning the provision of business premises as a way of increasing employment in the Parish.
- 6.2 The results were 108 (50.2%) of respondents in favour and 107 (49.8%) against
- 6.3 The comments section of the questionnaire showed that the greatest single issues concerning parishioners are increasing levels of traffic and the associated problem of parking.
- 6.4 To qualify the above, a number of respondents, both for and against, made specific reference to problems caused by lorries and for any business units to have good road access.
- 6.5 The New EDDC Local Plan Proposed Submission dated November 2012 recognises the need for employment opportunities to be provided close to new housing.
- 6.6 The overall level of interest in employment indicates a need to give more thought to encouraging business and employment within the parish. There is no current evidence that business is shunning Chardstock parish for lack of development sites, although its weak infrastructure does impose constraints on the kind of business this parish is able to attract and sustain.
- 6.7 Improved Broadband is necessary to encourage and assist local service and knowledge businesses
- 6.8 The Parish Council considers that further work is needed to assess whether some development of business premises (or in the case of knowledge-workers, some easement to planning restrictions) may be needed to help increase local employment opportunities. An alternative could be the re-use of redundant commercial or farm buildings.
- 6.9 The assessment would also take into account the housing developments at Axminster and Chard and the amount of new business land being planned for these towns.
- 6.10 An evidence-based report should be completed within the next 12 to 18 months.

SECTION 7 THE BUILT UP AREA BOUNDARY (BUAB)

- 7.1 The housing needs for Chardstock for the foreseeable future can be met by developments within the BUAB, so no extension is needed, nor proposed.
- 7.2 Should there be a need for housing in the parish specifically designed to meet the needs of the elderly (see section 5), there may be a requirement to alter the BUAB at a later date.

SECTION 8 COMMUNITY INFRASTRUCTURE PRIORITIES

Note: The suggestions listed below are not in any order of priority

8.1 Strategic Infrastructure

Improve broadband

Measures to reduce road speeds through Tytherleigh A358

Creation of a recognised passing place between Culverfield and Honey Hill Turning

Improve road repairs

Public transport links to Chard and Axminster

8.2 Parish infrastructure priorities

Refurbishment of the Community Hall

Measures to reduce parking problems in the vicinity of St. Andrew's Church, The Old School and Five Bells.

Creation of a public open space at the western end of the village.

Drainage improvements Westcombes/rear of Larkhill/Eggmoor Lane

Restoration of ditches and unblocking/enlarging of drainage pipes

Measures to reduce flooding at the river crossing at Kit Bridge and Mill House

20 mph speed limit throughout village

Additional grit bins

Additional dog bins