

Annex 1 Policy Schedule Broadclyst Neighbourhood Plan – Submission (Regulation 16) Version (Re-Submitted June 2022)

Plan Vision:

“...for the parish to continue to develop and thrive, meeting the changing and diverse needs of our rapidly growing community and its responsibility to tackle national and global issues including climate change, whilst preserving and enhancing our distinctive character and landscape.”

Plan Aims, Objectives and Policies:

Policy	Topic	Policy Wording
Policy CF1	Community Sports Hub	<p>Land identified in Figures 16 and 17 is allocated for a Community Sports Hub development to include the following:</p> <ul style="list-style-type: none"> • An All-Weather Floodlit Pitch Field of Play (minimum size 110m x 65m*) • A Community Building (minimum size 200 sq metres*) • A Secure Storage Building (minimum size 18m x 3m*) • A Treed Car Park (minimum size 55m x 22m*) <p>Proposals should meet the following site-specific requirements:</p> <ol style="list-style-type: none"> 1. Provision of an Artificial Grass Pitch (AGP) Hockey Plus surface or an equivalent surface that provides at least the same range of sporting activities. (For sports see Fig 4 Surface A in the Consultation Statement Appendix 7) 2. That the highest standards of lighting required to minimise light pollution, and floodlighting times restricted to a maximum 10:00pm and for the duration of training and pitch use only. 3. A Car Park to include provision for movement, turning and designated parking for; coaches, minibuses, bicycles, cars and electric charging points (see Policy T3).

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		<ol style="list-style-type: none"> 4. Car Park to include provision of trees²⁰ (one tree per every 7 parking spaces) to provide shade and enhance the appearance of buildings, sports pitch²¹ and onsite net biodiversity gain. Planting and materials to integrate with sustainable urban drainage components. 5. Community building to include ancillary facilities: changing rooms, toilets, kitchen, social/ café space, storage space and rooms for meetings, fitness /training area and offices (to include Parish Council office) 6. Pedestrian and cycle access to include safe crossing with lights on the B3181 and an extension of the existing pavement from the bus stop and Dog village. 7. Land for the provision of a public path to the Broadclyst Community Farm (labelled Heathfield Farm in Fig 16) is to be safeguarded for future access. 8. To enable net biodiversity gain, the following landscaping provisions as seen in Fig 18, are to be delivered: <ul style="list-style-type: none"> • The southern hedge boundary and part of the copse are to be enhanced and protected, and • a 2m new planted area along the school boundary to be provided except where access is required. 9. To utilise roofs for the generation of on-site renewable energy (see Policy DC1). <p>If proposals for the site identified in Policy CF1 submitted within three years from the date of Plan adoption do not meet all the required planning criteria set out above, or if planning permission has been granted but development on the site has not commenced within three years of the date of Plan adoption, then a suitable reserve site able to meet the criteria set out in this policy can be developed for the use specified.</p> <p>*Prefeasibility studies will inform the minimum size requirements listed.</p>
CF2	New and Enhanced Sport, Recreation and	<p>Proposals for new, or enhanced or extended existing, indoor, or outdoor sport, recreation and/ or community facilities, will be supported where this meets a demonstrated community need.</p> <p>Development proposals are subject to:</p>

Policy	Topic	Policy Wording
	Community Facilities	<ul style="list-style-type: none"> • The proposal and all ancillary facilities such as changing rooms to be of an appropriate scale and design for community use. • Minimising ‘bad neighbour’ impacts, including, where necessary and appropriate, controlled hours of working to minimise noise levels and light impacts. • Sufficient and safe parking provision on site in line with T3. • Access arrangements which enable and encourage active travel for pedestrians and cyclists as well as provision of safe vehicular access, and • providing an overall gain of community space and /or community use and / or provision.
D1	High Quality Design	<p>New development including conversions and extensions are to be designed to achieve high quality design should have regard to the Broadclyst Parish Design Code 2021 (Appendix 14) as well as the guidelines and principles provided by EDDC Conservation Area Appraisal²³ and East Devon Heritage Strategy²⁴.</p> <p>To achieve high quality design new development proposals in the Parish should be designed to:</p> <ol style="list-style-type: none"> 1. Respect and or complement local character setting in relation to the height, scale, layout, orientation and spacing of buildings as in the Broadclyst Design Code and draw inspiration from the best and most locally distinctive buildings. 2. Minimise the significant impact on the visual amenity of the local and wider setting of the surrounding built and natural landscapes and in the varied streetscapes within the Parish. 3. Ensure proposals that seek to introduce innovative or non-traditional designs that can add to the local context and character will only be supported where a robust design rationale is presented and is in line with NPPF para 134. 4. Recognise and reinforce local character by utilising locally sourced materials as appropriate, in relation to buildings and boundary treatments. The appropriate use of local stone walls or hedgerows is encouraged. 5. Create well defined, attractive and secure streets and spaces benefiting from good levels of natural surveillance and designed for mitigating climate change.

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		<p>6. Ensure where external lighting is proposed, adverse amenity and environmental impacts are to be avoided and the power is to be sourced from renewable energy. In the rural areas of the Parish ensure light pollution does not harm the prevalence of dark skies at night.</p> <p>7. Create attractive climate resilient planted frontages and gardens and where possible, integrate green and natural features such as trees, hedgerows and grass verges into the proposal to maximise removing carbon dioxide from the air, storing carbon in the plants and soil, and releasing oxygen into the atmosphere.</p> <p>8. Ensure road safety is not compromised, in particular taking into account access points, crossing points and blind corners.</p> <p>9. Link into and enhance the existing pedestrian and cycle network and facilitate future connectivity and sustainable transport options where practical.</p> <p>10. Ensure appropriate and safe site access in the following priority order: pedestrians, cyclists and vehicles. To ensure this priority is also provided in low traffic neighbourhoods (see Policy T4).</p> <p>11. New signage requiring consent and providing route identification should maximise clarity, legibility and amenity.</p>
DH1	Historic Character	<p>All new development:</p> <ul style="list-style-type: none"> • Affecting the Broadclyst Conservation Area and / or • Affecting a heritage asset or its heritage landscape setting (Appendix 14) <p>will be expected to preserve or enhance the positive attributes of significant heritage assets.</p> <p>To be supported new development should provide a detailed design and layout proposals for the site to reduce impacts on the historic environment to include features such as the:</p> <ol style="list-style-type: none"> 1. Conservation and enhancement of designated and non-designated heritage assets and their settings; 2. Maintaining the historic pattern of development by building in context to the historical area and /or asset;

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		<p>3. Complementing the human scale, height and massing of the existing historic development in the immediate streetscape and in the wider setting;</p> <p>4. Reinforcing local identity either by use of the traditional materials found in the Conservation Area and in other historical structures, or by using contemporary building materials that improve the energy efficiency or renewable energy generation capacity of the building which are sympathetic to the existing architectural style.</p>
DH2	Development of Existing Buildings in and adjacent to the Conservation Area	<p>Proposals for the conversion and or extension of existing buildings within or adjacent to the Broadclyst Village Conservation Area²⁶ (Figure 7) are required to ensure that design of the following:</p> <ul style="list-style-type: none"> • Boundary treatments (appropriate materials, height and scale) • Signage • Overhead lines • Infill development at appropriate scale and density • Green spaces • Parking • Palette of materials <p>will enhance the fabric and setting of heritage assets drawn from the Broadclyst Conservation Area appraisal and will support heritage led regeneration to safeguard this Area for the future.</p> <p>Inclusion of appropriately scaled and sensitively selected energy efficiency measures in historic buildings will be supported.</p>
DH3	Historic Restoration	<p>Proposals for part and/ or full restoration and /or enhancements to the fabric and setting of heritage assets (archaeological or historic assets below or above ground) will be supported, where the proposal:</p> <ul style="list-style-type: none"> • Provides an assessment of the character of the asset, its context and significance. • Shows how the development fits in with these specific heritage characteristics, and • offers a specific and measurable improvement to the historical integrity of the structure and or its' setting.

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		<p>Appropriate part or whole restoration of the following will be supported:</p> <ol style="list-style-type: none"> 1. Carrow mill on the River Clyst near Clyst Honiton. (OS: SX986939) 2. The medieval remains of the undercroft of the manor house in the Broadclyst Village churchyard wall. 3. Stocks in the Broadclyst Village churchyard. 4. Westwood Bus Stop.
DC1	Energy efficient new buildings	<p>All new development that ensures a “fabric first”* approach to reducing carbon emissions in accordance with the energy hierarchy provided in Policy DC2 will be strongly supported.</p> <p>Residential dwellings with recognised high energy efficient standards such as certified PassivHaus and / or a comparable standard will be strongly supported.</p> <ul style="list-style-type: none"> • In these instances submission of the full PassivHaus or a similar standard in terms of space heating requirements, ventilation and air changes is required to demonstrate that the specific standard can be achieved. • Prior to commencement a ‘pre-construction compliance check’ completed by a PassivHaus or equivalent certifier will be required and secured by condition. • Upon completion a Quality Approved PassivHaus or equivalent certification for each dwelling will be required. <p><i>*fabric first’ means ‘maximising the performance of the components and materials that make up the building fabric before considering the use of mechanical or electrical building services systems. Consideration should also be given to modern methods of construction’.</i></p>
DC2	Increasing energy efficiency of	<p>To adapt to and mitigate climate change, the refurbishment and extension of existing residential properties and commercial buildings is to be designed to maximise its contribution to the energy efficiency of buildings and use of renewable energy sources.</p>

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	existing buildings	<p>Proposals are supported which contribute to energy efficiency and integrate renewable and low carbon heat and electricity production in accordance with the following energy hierarchy:</p> <p><u>1. Minimising energy requirements</u></p> <p>Implementation of the following highly energy-efficient designs to increase the building's resilience to climate change is supported unless causing unacceptable loss of aesthetic or conservation value.</p> <ul style="list-style-type: none"> • The use of high quality, thermally efficient building materials. • Designing buildings for efficient use of water, water management and cooling. • The use of high quality ventilation, such as high levels of airtightness, triple glazing, internal and external shading, mechanical ventilation heat recovery (MVHR) and passive cooling measures to allow the building to adapt to climate change, notably hotter summers, without increased energy demand for cooling, and to adapt to greater fluctuations in the weather. • Improved insulation of the property as a whole such that energy use for space heating per unit of volume is reduced. <p><u>2. Incorporating renewable energy generation.</u></p> <p>One or more of the following innovative approaches which demonstrate sustainable use of resources and produce renewable energy will be encouraged until such time as it can be required by legislation:</p> <ul style="list-style-type: none"> • Incorporation of on-site energy generation from renewable sources such as photo-voltaic and/or solar heating panels, solar shingles and PV slates. • Installation of ground-source and/or air-source heating. • Linking to local renewable energy district heating schemes as specified in DC5; • On site batteries. • Other low or zero carbon systems. <p>Design considerations to reduce any adverse impacts on building aesthetics are to be incorporated such as:</p>

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		<ol style="list-style-type: none"> 1. Analysing the proportions of the building and roof surface in order to identify the best location and sizing of panels. 2. Concealing wiring and other necessary installations. 3. Consideration of the use of other tile or slate colours for compatibility with the solar panel materials. 4. Introduction of proportionate contrast and boldness. For example, the use of black solar panels with black mounting systems and frames instead of blue panels. 5. Placing panels on the ground or on outbuildings including garages.
DC3	Sustainable Drainage	<p>All new residential and commercial developments are required to demonstrate a net reduction in surface water runoff to minimise the impact of development upon the drainage regime of the Parish's rivers, reduce incidents of localised flooding, and to maximise water storage and controlled release.</p> <p>Use of DCC⁴¹ natural flood management and artificial drainage systems (SuDS) and water recycling features including those listed below are supported and encouraged.</p> <ul style="list-style-type: none"> • Permeable paving, driveways and parking areas. • Water harvesting and water storage features. • Green roofs. • Swales (natural or man-made ditches usually grass covered with sloping sides.) • Soakaways. • Retention ponds. • Filter strips; and/or detention basins. • Minimise amount of green space lost to hard surfacing. <p>SuDS measures should not only deliver effective water attenuation, but should also be designed to enhance the local environment and seek to provide additional benefits including:</p> <ol style="list-style-type: none"> 1. Water treatment and the removal of pollutants. 2. Infiltration and groundwater replenishment.

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		<p>3. Recreation and amenity space provision, and 4. biodiversity and habitat creation.</p> <p>Proposals to retrofit, convert or extend existing properties will be required to comply with the above where appropriate.</p> <p>[41 DCC :- https://www.devon.gov.uk/floodriskmanagement/planning-and-development/suds-guidance/, the CIRIA SuDS Manual (C753)]</p>
DC4	Residential Storage	<p>New residential development is required to be designed to facilitate occupants to recycle and make greater use of low carbon and active travel.</p> <p>The following dedicated storage facility structures are encouraged:</p> <ul style="list-style-type: none"> • Storage facility for waste and recycling, and • a secure and dry external storage to accommodate bicycles and/or mobility aids. <p>Storage facilities may be combined. Garages acceptable for parking and storage should have a minimum internal dimension of 3m x 6m per vehicle⁴⁵.</p> <p>Where cycle storage is provided this must be for a minimum of 2 cycles per dwelling.</p> <p>The storage must be considered as part of the initial design process for all new developments and should be designed in a manner that minimises their visual impact on the public realm and obstruction of pedestrian and vehicular access routes.</p> <p>Storage design to include features such as:</p> <ol style="list-style-type: none"> 1. Storage spaces which are readily accessible at ground level. 2. Spaces which are fit for purpose and enable easy retrieval and manoeuvring. 3. The use of a materials/ palette complementary to the setting. 4. Storage construction as part of the property boundary.

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		<p>5. The incorporation of green features such as a green roof, a planting structure and water storage/ harvesting.</p> <p>6. Provision of charging point as specified in Policy T3.</p>
DC5	District Heating Schemes	<p>Across the neighbourhood plan area, including but not limited to the LDO District Heating Area (Figure 27) proposals for new development being served by heating schemes that meets the specification of a heating provision that produces less than 150kg of CO2 per kWh of heat will be supported. This specification could be provided by a Local District Heating Scheme and /or by alternative low- carbon schemes.</p> <p>Proposals from industry and businesses utilising large buildings to connect their excess energy generated by their facilities to district heating networks will also be strongly supported. Such energy recovery is supported by the DCC Waste Plan⁵¹.</p> <p>New district heating scheme proposals would have to ensure that they do not have an unacceptable impact on: the local character and setting; amenities of local residents and natural environment and its biodiversity.</p>
DC6	Community led renewable energy production	<p>To increase the community's use and production of renewable and low carbon energy, development proposals for renewable energy schemes from 1 and / or 2 below will be supported:</p> <p>1. <u>Led and supported by communities</u>: where the proposed development has community involvement at the heart of the project's development process. Examples include:</p> <ul style="list-style-type: none"> • Proposals which are conceived in partnership between a community organisation and a developer (commercial or non-profit), or another party. • Proposals which are supported or promoted by a community at the planning or preplanning stage. <p>2. <u>Meets the needs of and demonstrably supported by local communities</u>:</p> <p>Examples of such public or community benefits include:</p>

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		<ul style="list-style-type: none"> • Community ownership and control over renewable energy assets (and their energy and financial outputs). • The generation of surplus which can be spent by the local community. • Cheaper and more secure local energy supply (which could be achieved through measures such as deployment of smart energy management technologies, energy storage and through community controlled energy supply). • Benefits to the local environment which are identified and desired by the local community. <p>Proposals for the following renewable energy systems will be supported if the scale meets the needs of and is demonstrably supported by the local communities:</p> <ul style="list-style-type: none"> • Micro hydroelectricity. • Solar farm (up to 5 hectares and where the community directly benefit). • Ground Source and Air Source Heating. <p>To increase use and production of renewable and low carbon energy generation, development proposals for community led renewable energy production will be supported subject to the following criteria:</p> <ol style="list-style-type: none"> 1. The siting and scale of the proposed development is appropriate to its setting and position in the wider landscape. 2. The proposed development does not create an unacceptable impact on the amenities of local residents (including noise, light, vibration, views and vistas, shadow flicker, water pollution, emissions) and the road network. 3. Appropriate planting and landscaping in keeping with local landscape character is provided to mitigate landscape and visual impact, screening of the development and important wildlife habitats. 4. To be specifically designed, where appropriate, to enhance water quality and aquatic life including invertebrates.

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EC1	Regeneration of Beare Farm	<p>Site EC1 in Figure 34 shows the area of Beare Farmhouse and outbuildings to be regenerated to provide flexible commercial space for either one or a combination of the followings uses:</p> <ul style="list-style-type: none"> • Offices (Use Class B1 (a) and E (g) (i)) • Food and/ or drink production (Use Class E(g)(ii), • Small light industrial workshops (Use Class E(g)(iii). <p>Proposals for Class B2 and B8 uses will not be supported.</p> <p>Development and conversion of Beare Farm buildings will be permitted subject to the following site specific requirements:</p> <ol style="list-style-type: none"> 1. Conversion of listed house and outbuildings to be developed in line with policy DH3, and new development to be in line with policy DH1. 2. Sufficient parking provision within the site to ensure: <ul style="list-style-type: none"> • there is no detrimental impact to the effective functioning of businesses on site, • that sustainable modes of active travel are provided for, and • safe access on /off the B3181 and onto the pavement that leads to the Beare bus stop. 3. To ensure development does not compromise the ability of the wider agricultural landholding surrounding the site to be farmed in line with Killerton Estate objectives or their future equivalent.
EC2	Regeneration of Crannaford Site	<p>Figure 35 shows the area of Crannaford to be regenerated through refurbishment and selective development to provide flexible commercial space for the following uses:</p> <ul style="list-style-type: none"> • Use Class E(g i) OR • Use Class E (a) and E (b) <p>Redevelopment and any new development will be subject to the following site specific requirements:</p>

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		<ol style="list-style-type: none"> 1. Proposals are not significantly harmful to the amenity of any existing onsite neighbouring businesses and homes. 2. Sufficient parking is provided on site to ensure there is no detrimental impact on the effective functioning of the businesses on the site. 3. Details of how the development will impact on the road and railway infrastructure (railway crossing and barriers) to be included in the Transport Assessment. 4. Flood assessment and mitigation to be included in the Access and Design Statement.
EC3	Regeneration of Winter Gardens Site	<p>Figures 36A and B show the area of Winter Gardens to be regenerated to provide flexible commercial space for the following uses:</p> <ul style="list-style-type: none"> • Offices (Use Class B1 (a)) • Light industrial uses (Use Class E(g)(iii)) <p>Proposals for Class B2, B8, Class F1 and F2 uses are not supported.</p> <p>Redevelopment will be subject to the following site specific requirements:</p> <ol style="list-style-type: none"> 1. The redevelopment does not have an adverse impact on the character of the immediate area. 2. Sufficient parking is provided on site to ensure there is no detrimental impact on the effective functioning of businesses on the site. 3. Proposals would not significantly harm the amenity of neighbouring businesses and residents. 4. The volume of traffic generated by proposals can be accommodated on the local highway network without detriment to road safety. 5. Adequate infrastructure is provided for safe vehicular movement onto and off the local road as well as within the site. 6. Landscaping is provided to enhance the setting and screening of the site.

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EW1	Development of Work Hubs	<p>Development proposals for work hubs across the Parish which enable the start-up and growth of micro-sized enterprises through the provision of small, 'hot desk', incubator offices and work hubs will be supported.</p> <p>Development proposals for work hubs will be supported from:</p> <ol style="list-style-type: none"> 1. Conversions of existing buildings. 2. New builds. 3. Farm diversification proposals that would deliver an additional income stream for the established ongoing agricultural business and would not be a significant shift away from farming as the mainstay of the operation. <p>Proposals will be supported where the developments are:</p> <ul style="list-style-type: none"> • in proximity to centres of population, • in proximity to sustainable travel options and • of a scale proportionate to the size and scope of the location. <p>Development proposals within the wider rural area will need to demonstrate that such development does not significantly impact on the landscape and heritage character and that design features ensure that the sites do not adversely impact the immediate neighbours and the wider setting.</p> <p>Development would not be allowed in the CVRP, unless it conforms with Local Plan policy relating to development in the designated area.</p>
ET1	Development of Tourism	<p>Proposals for the development of tourism related businesses* relating to any of, or a combination of the following will be welcomed and supported:</p> <ul style="list-style-type: none"> • Woodland. • Flora and fauna habitats.

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		<ul style="list-style-type: none"> • Rural crafts (including the Parishes traditional rural crafts.). • Climate change. • Heritage (natural and built landscapes). <p>provided that:</p> <ol style="list-style-type: none"> 1. The scale and development is proportionate to existing activities in the Parish. 2. Development proposals should not significantly impact on the landscape and heritage character and are mitigated as appropriate by landscaping and visual screening. 3. Design features ensure that the sites do not adversely impact the immediate neighbours and the wider setting. 4. Development respects the area’s heritage and historic character. 5. Design ensures that traffic, access and highway matters are satisfactorily addressed. <p>Development proposals will not be allowed in the CVRP, unless it conforms with Local Plan Policy relating to development in the designated area.</p> <p><i>(*a business that offers sustainable recreation and or educational space for visitors to the area)</i></p>
ET2	Holiday Accommodation	<p>Provision of holiday accommodation will be supported from:</p> <ol style="list-style-type: none"> 1. Conversion of existing buildings and 2. New builds <p>Proposals for Class C1 will not be supported.</p> <p>Proposals will be supported where the developments are:</p> <ul style="list-style-type: none"> • in proximity of existing buildings and or settlements, • of a scale that is proportionate to existing buildings in the immediate locality,

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		<ul style="list-style-type: none"> • up to a maximum of 2 storeys, • for holiday purpose only and not be used for residential purposes or second home ownership, • are able to demonstrate that such development proposals should not significantly impact on the landscape and heritage character, • are designed to ensure that the sites do not adversely impact the immediate neighbours and the wider setting, and • designed to ensure that traffic, access and highway matters are satisfactorily addressed. <p>Development proposals will not be allowed in the CVRP, unless it conforms with Local Plan Policy relating to development in the designated area.</p>
ET3	Camping Sites	<p>Development proposals for:</p> <ul style="list-style-type: none"> • Camping sites offering a range of styles, types and qualities of camping to include Tents, Yurts, Shepherd Huts, Pods & Lodges and Tree houses. <p>will be supported especially those with good access to local services and facilities.</p> <p>Development will be subject to the following:</p> <ul style="list-style-type: none"> • Sites should be small scale and be well screened and landscaped. • Sites should have appropriate and safe access onto pedestrian and cycle routes and the road network. • Ancillary site facilities (retail and recreational) must be of a scale appropriate to the size of the site. • Appropriate levels of parking must be provided prioritising sustainable transport modes e.g. installation of bicycle parking and /or bike hire provision. • Sites should not significantly impact on the landscape and heritage character. • Sites are designed to ensure that immediate neighbours and the wider setting are not adversely impacted.

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		Development proposals will not be allowed in the CVRP, unless it conforms with Local Plan Policy relating to development in the designated area.
H1	Blackhorse Gardens Site	<p>Land at Blackhorse Gardens identified in Figure 46 is allocated for a small scale development to include the following:</p> <ul style="list-style-type: none"> • 2 live-work units (maximum of one and a half storeys) • 2 houses (maximum 2 storeys) <p>The live-work units will be required to adhere to the following definition in full in Policy H7.</p> <p>Proposals should meet the following site-specific requirements:</p> <ol style="list-style-type: none"> 1. Mitigation features for residential dwellings falling within the Airport Noise Contour 57 – 60 dB are to be met in full. 2. Dwellings to reflect the distinctive style of buildings in the Blackhorse settlement as specified in the Broadclyst Parish Design Code (Appendix 14). 3. A Transport Statement to provide details to ensure access has taken into consideration the following: <ul style="list-style-type: none"> • Blackhorse Lane as part of the commuter and leisure cycle network for cycling and walking and the Clyst Valley Regional Park (EDLP Strategy 10). • Provision of safe vehicular, pedestrian and cycle access from the London Road. • Inclusion that this site could provide a 5m width section for the Clyst Valley Trail route from London Road to Blackhorse Lane.
H2	Broadclyst Station: Site between Shercroft Close and	<p>Land at Broadclyst Station identified in Figure 47 is allocated for 24 residential dwellings to include the following:</p> <ul style="list-style-type: none"> • 12 affordable houses (providing the affordable housing breakdown in Policy H4.). • 5 self-build plots.

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	Cotterell Road.	<ul style="list-style-type: none"> • 7 open market houses. • Children’s play provision (local equipped area of play (LEAP)). • Provision of land for a 5m pedestrian and cycle lane for the Cranbrook to Exeter Cycle route. • Landscaping to include a new hedgerow with trees along the Station Road boundary of the site. <p>Proposals should meet the following site-specific requirements:</p> <ol style="list-style-type: none"> 1) Provision of active travel access to houses, play area and onto the Exeter Cranbrook – Exeter cycle path.* 2) A comprehensive scheme for some of the residential development to follow the existing linear development pattern to be included.* 3) Detailed assessment of flood risk and ecological constraints and opportunities, having appropriate regard to the proximity of the site to the Clyst Valley Regional Park (CVRP). 4) Appropriate access is provided to the new habitat, boardwalk trail and picnic area to be provided adjacent to the site as part of the proposals for CVRP. <p>Provision of a LEAP and land for the Cranbrook to Exeter cycle route are to be taken into consideration in site viability.</p> <p>*The provision of 1 and 2 above are to be designed in alignment with the Bluehayes (Cranbrook western expansion zone)</p>
H3	Broadclyst Village: Heathfield site	<p>Land on the edge of Broadclyst Village identified in Figure 48 is allocated for a small scale development of no more than 16 Houses.</p> <p>Proposals should meet the following site-specific requirements:</p> <ol style="list-style-type: none"> 1. To provide the affordable housing breakdown in Policy H4. 2. Provision of a safe vehicular access from Whimple road.

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		<ol style="list-style-type: none"> 3. Provision of a separate access for pedestrians to be located away from the site's vehicular access and the existing junction of Whimple Road and Woodland Road. 4. As hedgerow removal will be required to facilitate pedestrian access, loss of existing boundary vegetation is to be replaced as part of a landscaping / planting scheme. 5. The site design and layout should also take account of the TPOs (Appendix 24)⁸⁵ across the site. 6. Land for the provision of a public footpath to the allotments is to be safeguarded for future access. 7. For site design and layout to ensure that development will not harm the asset and setting of the Grade II Listed Heath Gardens located 90m to the northeast of the site.
H4	Social and Affordable Housing	<p>Proposals for new dwellings on allocated sites in the Neighbourhood Plan will be required to provide 50% affordable housing for those with a local connection with the following breakdown:</p> <ul style="list-style-type: none"> • 25% as affordable tenures to include: <ul style="list-style-type: none"> 12.5% First Homes 12.5% affordable schemes including the required NPPF shared ownership • 25% to be as social rental houses in perpetuity. <p>In this policy, local connection in relation to the social and affordable housing is set out in priority order below:</p> <ol style="list-style-type: none"> 1. <u>Local connection in relation to the Parish (set out in priority order):</u> <ol style="list-style-type: none"> a) persons who have been permanently resident therein for a continuous period of three years out of the five years immediately prior to the affordable dwelling being offered to them; b) being formerly permanently resident therein for a continuous period of five years at some time in the past;

Policy	Topic	Policy Wording
		<p>c) having his or her place of permanent work (normally regarded as 16 hours or more a week and not including seasonal employment) therein for a continuous period of at least twelve (12) months immediately prior to being offered the affordable dwelling.</p> <p>2. <u>Local connection then extends to those who live within the Broadclyst Parish grouping:</u></p> <p>Persons who can demonstrate a close family connection to the Broadclyst parish grouping (EDLP 16.29) Clyst Honiton, Clyst Hydon, Clyst St Lawrence, Rockbeare and Poltimore) in that the person's mother, father, son, daughter or sibling has been permanently resident therein for a continuous period of five years immediately prior to the affordable dwelling being offered to them.</p> <p>3. <u>Finally, local connection extends to those connected to the District:</u></p> <p>Persons who can demonstrate a close family connection to the District in that the person's mother, father, son, daughter or sibling has been permanently resident therein for a continuous period of five years immediately prior to the affordable dwelling being offered to them.</p>
H5	New Housing in Broadclyst Parish	<p>New housing development within the Parish which are in line with relevant EDLP policies must meet the following:</p> <p>An up-to-date Housing Needs Assessment is to be submitted with each development proposal for up to or around 15. The housing provision (including housing details on: number, size, tenure, affordability and open market housing) needs to provide the demonstrated need identified in the submitted up-to-date Housing Needs Assessment.</p> <p>Development proposals will not be allowed in the CVRP, unless it conforms with Local Plan Policy relating to development in the designated area.</p>

Policy	Topic	Policy Wording
H6	Self-build	<p>Development and occupation of the self-build /custom build has to be in line with the Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) or the latest version.</p> <p>A. The Broadclyst NP supports development of such single self-build/custom dwellings where the development is within or immediately adjacent to Broadclyst Village Built up Area Boundary (BUAB).</p> <p>B. The Broadclyst NP supports development of infill plots defined as: plots in urban, village or settlement settings that take up a gap in the street scene rather than expanding beyond the village and settlement itself, in which the new dwelling is in scale with surrounding properties and/ or settlement.</p> <p>Up to three infill plots will be supported that are within or well related to the established settlements of:</p> <ul style="list-style-type: none"> Broadclyst Station Blackhorse Tithebarn Westclyst <p>C. The Broadclyst NP supports development of self-build/custom dwellings where the development is within a Community Led Development and /or Community Land Trust Schemes.</p> <p>Development proposals will not be allowed in the CVRP, unless it conforms with Local Plan Policy relating to development in the designated area.</p>
H7	Development of live-work units.	<p>Proposals for the development of live-work units will be supported:</p> <ul style="list-style-type: none"> • On brownfied sites, • In infill plots (as defined in policy H6), • For re-use of suitable rural and agricultural buildings, and • The site allocated in Policy H1.

Policy	Topic	Policy Wording
		<p>Proposals for live-work units will only be supported where the live-work units adhere to the following definition in full: <i>To be a live work unit there needs to be provision of a room with an external door (on either floor) that is designated as an office / workspace for those residing therein and is to be in addition to:</i></p> <ul style="list-style-type: none"> • <i>the specified number of bedrooms and bathrooms,</i> • <i>other living rooms including utility room and,</i> • <i>in addition to a garage if included.</i> <p>Development proposals will not be allowed in the CVRP, unless it conforms with Local Plan Policy relating to development in the designated area.</p>
T1	New Pedestrian and Cycle routes	<p>Development proposals which include or contribute towards the provision of a safe and direct access for pedestrians and cyclists between Broadclyst Village and Broadclyst Station will be supported.</p> <p>This should facilitate the following:</p> <ol style="list-style-type: none"> 1. Residents of Broadclyst Station travelling northwards to/from locations such as: <ul style="list-style-type: none"> Clyst Vale Community College. Broadclyst Primary school. Killerton House. Ashclyst Forest. 2. Residents of Broadclyst Village travelling southwards to/from locations such as: <ul style="list-style-type: none"> Cranbrook Town Centre. Cranbrook Train station. Blue Hayes Primary School. Cranbrook Education Campus.

Policy	Topic	Policy Wording
		<p>There is also support for parts of the existing vehicular road to be adapted for safer pedestrian and cycle use.</p> <p>The provision of a new bridge in Policy T2 needs to be considered alongside proposals associated with this policy to determine the best location and routing of this shared path.</p>
T2	Pedestrian and cycle bridge over the Waterloo Railway Line	<p>Development proposals which include or contribute towards the provision of a bridge over the Waterloo - Exeter Railway line (Figure 54) for cyclists and pedestrians to enable people to safely access Broadclyst Station, Cranbrook, Cranbrook railway station from the north and centre of the Parish.</p> <p>Proposals for the development of a bridge to take into consideration the following:</p> <ul style="list-style-type: none"> • The route to and from the bridge must connect into Cranbrook Western expansion cycle and pedestrian infrastructure. • The bridge must be within easy walking distance to Cranbrook Railway Station. • The bridge and associated infrastructure must provide safe access for residents, such infrastructure is to be designed to mitigate impact on residential properties. • provision, location and design of bridge to take into consideration flood risk.
T3	Parking Provision	<p><u>All Parking Provision is to:</u></p> <ul style="list-style-type: none"> • be in accordance with EDLP parking standards, • minimise the visual impact of parking upon the setting, • provide parking areas that have maximum surface permeability, • ensure parking spaces are prioritised for sustainable modes of transport in the following order: bikes, E-bikes, and other legal electric vehicles, • provide a charging point/s, and • provide covered facilities for cycles and E-bikes.

Policy	Topic	Policy Wording
		<p><u>Residential Parking</u> All new residential developments in which parking is provided must provide appropriately located charging points for electric or low emission vehicles.</p> <p><u>Non-Residential Parking</u> All new employment, commercial, leisure and retail developments, including public car parks, Park and Change and Park and Ride facilities are to provide adequate parking provision taking into consideration the following:</p> <ul style="list-style-type: none"> • Type of development. • The accessibility of the location. • Provide a mix of rapid, fast and trickle charge appropriate to the type of development. • Provide electric charging points at a minimum of 20% of the public parking spaces except where demonstrably unviable to do so. • Provide a minimum of 50% of the staff designated parking spaces with charging points except where demonstrably unviable to do so. <p><u>Parking and energy generation</u> Parking provision which utilises roofs / covered areas or ground mounted solar systems to generate renewable energy will be supported subject to impact of, and appropriate mitigation on the visual amenity.</p> <p>Parking provision which generates energy within the parking area for any of the following will be supported:</p> <ul style="list-style-type: none"> • The charging of vehicles. • Illuminating the provision. • Heating adjacent buildings.
T4	Active travel infrastructure (for	Support will be given to proposals which would extend and / or improve routes for active travel across the parish (Figure 55 includes indicative and aspirational alignments).

Policy	Topic	Policy Wording
	commuting and leisure)	<p>Development proposals that adversely impact these routes will not normally be supported unless acceptable alternatives can be provided.</p> <p><u>Footpaths</u></p> <ul style="list-style-type: none"> • Protection and extension of all existing Rights of Way. • Supported extensions to existing and for new permissive paths. <p><u>Cyclepaths and on road cycle routes</u></p> <ul style="list-style-type: none"> • Protection, enhancement and extension of all existing cycle paths. • Support for provision of new cycle paths and quiet road routes. • Support the delivery of a cycleway across Broadclyst village which links to the three cycle lanes currently ending at the village edge. <p><u>Bridleways</u></p> <ul style="list-style-type: none"> • Protection of all existing bridleways. • Support for extensions to existing and provision of new bridleways. <p><u>Multi use trails</u></p> <p>Support will be given to proposals for the following multi- trail routes across the Parish which provide safe access:</p> <ul style="list-style-type: none"> • Onto the Clyst Valley Trail throughout the Parish. • From Westclyst to Broadclyst Village. • From Blackhorse via Mosshayne to Westclyst and beyond. • Trails providing off road access to the Killerton Estate sites of Elbury Farm and Silverton Mill. • A Trail network which links the Killerton Estate sites of Elbury, Silverton Mill, Ashclyst and Killerton House. • A trail to provide a quiet route from Crannaforde to Ashclyst. <p><u>Low traffic neighbourhoods.</u></p>

Policy	Topic	Policy Wording
		Support will be given to the development of 'low traffic neighbourhoods' in existing settlements and in all new large scale (over 50) residential developments that provide a network of quiet streets with safe crossings across main roads for walking and cycling that any age or ability can use.
T5	Low Carbon Travel Provision.	<p>Development proposals which support and expand a low carbon transport network around and through the Parish that is appropriately located and has regard to impact as set out in D1 will be supported.</p> <p>These include provision of the following:</p> <ul style="list-style-type: none"> • Low carbon methods of travel rental and or pool enterprises and associated operational infrastructure. • Secure locations for combined parking and charging of low carbon travel options across the Parish.
NE1	Protecting Woodland	<p>A. Proposals that result in loss or damage to ancient woodland in the Parish including veteran trees will not be permitted except in exceptional circumstances in accordance with NPPF para 180b.</p> <p>B. In woodlands where veteran trees are not impacted, development proposals that would result in the loss, damage, or deterioration of such woodland will not be permitted unless an appropriate replacement planting (NE3), together with a method statement for the ongoing care and maintenance of that planting is agreed.</p> <p>C. Woodlands 1- 6 in Figure 60 are highly valued by the community. Proposals for development of woodlands 1, 2, 3 & 6 to create or enhance public access and use will be supported where conditions in A and B are met.</p> <ol style="list-style-type: none"> 1. Ashclyst Forest.. 2. Whitedown and Poundpit 3. Paradise Copse. 4. Rattlecot Wood. 5. Burrowton Copse. 6. Danes Wood.

Policy	Topic	Policy Wording
NE2	Green Corridors	<p>Development proposals that would result in the damage, or deterioration of the green corridors across the Parish which provide:</p> <ul style="list-style-type: none"> • Breaks in built up areas, • Areas for recreation, • Areas of enhanced landscape, • Routes for wildlife dispersal and migration <p>are to provide appropriate ecological and landscaping mitigation in the form of new or enhanced corridors, but are also to ensure a net gain is sought in line with the Government's 25 Year Environmental Plan¹¹⁸.</p> <p>The following woodland areas in Figures 59-62, have been demonstrated to be of significant value to the local community within an urban area are allocated as green corridors.</p> <ol style="list-style-type: none"> 1. Moonhill Copse (Westclyst). 2. Ash Copse (Westclyst). <p>Development proposals that would result in the loss, damage, or deterioration of these green corridors will not be permitted.</p> <p>Development proposals which enhance these green corridors will be supported where they create or enhance public access without significant damage to the green corridor.</p>
NE3	Tree Replacement	<p>A Tree Replacement Scheme is to be provided for development proposals that would result in the removal of one or more trees.</p> <p>The approach to proposals affecting ancient woodland and veteran trees should align with NPPF paragraph 180 (b). However, ancient woodland and veteran trees that have advanced senescence verified by EDDC Tree officer can be included in this policy.</p> <p>Aspects 1-3 listed below are to be provided as part of the Scheme:</p>

Policy	Topic	Policy Wording
		<ol style="list-style-type: none"> 1. An obligation to replace trees according to the Devon 3/2/1/ formula: at least 3 new trees for loss of a large tree, 2 for a medium tree and 1 for a small tree utilising the TDAG¹¹⁹ tree size specification. 2. Planting: in those instances where the replacement trees will not be planted on the same site as the trees removed, the trees are to be planted for both biodiversity value and community benefits, such as: <ul style="list-style-type: none"> ○ For the regeneration and extension of orchards, in particular cider orchards lost post 1945. ○ For the creation and enhancement of green corridors. ○ For the creation of noise buffers. ○ For the creation and enhancement of shelter belts. ○ For the creation and enhancement of wildlife corridors. ○ In or for the creation and enhancement of community woodlands and orchards, ○ Along streets and in carparks to create and enhance streetscape, and ○ beside rivers to create and or enhance natural flood management. 3. To include details on: <ul style="list-style-type: none"> ○ The locally characteristic species of replacement tree to be planted with suitable species, generally of similar expected mature size to those to be removed, and ○ an ongoing care and maintenance regime which includes details of responsibility.
NE4	The Protection and Enhancement of hedgerows	<p>Existing hedgerows, as an integral part of the landscape character and biodiversity of the NP Area, should be protected in the first instance, enhanced wherever possible and appropriately managed.</p> <p>Proposals to create new hedgerows and hedgerows that link with valuable wildlife sites will be supported.</p> <p>Where hedgerows are unavoidably adversely affected by development proposals, the impact is to be mitigated by the provision of additional appropriate planting on site.</p>

Policy	Topic	Policy Wording
NE5	Landscape and Biodiversity	<p>Development proposals except for residential extension and alterations should seek to contribute to a high quality and biodiversity-rich natural environment by demonstrating how the following matters are to be addressed:</p> <ul style="list-style-type: none"> a) <u>Retaining and enhancing the existing 8 landscape characteristics (p153)</u> which contribute to the visual richness of the landscape and provide important habitats for wildlife. Where significant impacts on one or more of the characteristics is unavoidable, the creation of new planting/habitat creation of equal landscape and visual amenity value should be provided. b) <u>Using locally distinct landscaping and boundary treatments</u>. Preference should be given to native plants species, unless non-native species provide greater biodiversity and habitat net gain. c) <u>Responding positively to the surrounding landscape setting</u>, by being designed and having appropriate regard to the East Devon and Blackdown Hills Landscape Character Assessment (2019) and relevant Devon Landscape Character Area Assessments. d) <u>Requiring biodiversity gains of at least 10% (unless exceeded by national policy) on all development (exemptions: extensions and alterations)</u> and a requirement that developers use the Defra biodiversity net gain metric to calculate the impact of their proposals. Provision of wildlife travel corridors (e.g. bats, hedgehogs, badgers) enabling movement across roads and gardens are supported as a means of achieving a biodiversity gain. Biodiversity gain to extend to a gain rather than a loss of woodland canopy cover. e) Early on-site ecological surveys and evaluation at identified Unconfirmed Wildlife Sites to ensure an appropriate mitigation strategy where appropriate. <p>Development proposals in the Parish at Westclyst and Tithebarn are to enhance the urban landscape character areas by the creation and enhancement of biodiversity, green infrastructure, or habitat creation within these sites.</p>
NE6	Local Green Spaces	<p>The following accessible community green spaces in Figure 63 have been demonstrated to be of significance to the local community. These sites which are all in Broadclyst Village have been designated as Local Green Spaces (in accordance with paragraphs 100 and 101 of the NPPF (2021) in Appendix 26):</p>

Policy	Topic	Policy Wording
		<ol style="list-style-type: none"> 1. Oak Tree Close. 2. Recreation Ground. 3. Village Green. 4. Holly Close Triangle. 5. Chapel Orchard, Dog Village in Broadclyst Village. <p>Development within these local green spaces will be limited to appropriate proposals that would enhance the accessibility, biodiversity, and community and/or educational value of these spaces and be in line with managing Green Belt (NPPF para 147 151).</p> <p>Proposals for the designation of additional local green spaces in the wider Broadclyst Parish in accordance with paragraphs 99 and 100 of the NPPF in the following areas will be supported:</p> <ul style="list-style-type: none"> • Blackhorse. • Broadclyst Station. • Tithebarn. • Westclyst.
NE7	Flood Management	<p>New development proposals where appropriate will be expected to demonstrate how Natural Flood Management (NFM) measures are to be accommodated to ensure the efficient management of flood risk. These will include:</p> <ul style="list-style-type: none"> • Tree and hedgerow planting to slow the rate of water flow across a catchment. • River and floodplain naturalisation (reconnecting rivers to their floodplains). • Provision of woody debris dams. • Schemes which enhance and improve soil/land management. • Creation of water storage capacity within the floodplain. • Biodiversity enhancements that will help to deliver NFM measures.

Policy	Topic	Policy Wording
		<p>If a demonstrable need is identified in the future for engineered flood defence scheme along the three rivers (the Culm, Cranny and Clyst) that will significantly improve natural flood and water management, such schemes will be supported if proposals:</p> <ul style="list-style-type: none">• Provide natural biodiversity enhancement, river bank and aquatic habitat creation and water quality improvement.• Minimise impacts listed in D1. <p>Flood defence schemes that also provide renewable energy through micro-hydro schemes are encouraged and supported where located appropriately to minimise 'bad neighbour' impacts as specified in D1.</p>