

Annex 2 Broadclyst Neighbourhood Plan Post Examination Policy Wording

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 incorporating Examiner’s Proposed Modifications
	COMMUNITY FACILITIES & SERVICES	<p><u>Aims:</u></p> <ul style="list-style-type: none"> • To provide a new Community Sports Hub. • To maintain and improve existing community facilities. • To provide additional community spaces for Sports, Leisure and Recreation. <p><u>Objectives:</u></p> <p><i>To protect and enhance existing community spaces, core current facilities and assets.</i></p> <p><i>To provide a new Community Sports Hub.</i></p> <p><i>To provide a new all-weather floodlit pitch.</i></p> <p><i>To assist disabled people to access sports locally.</i></p> <p><i>To increase the range of outdoor and indoor sports for the community.</i></p>
Policy CF1	Community Sports Hub	<p>Land identified in Figures 16 and 17 is allocated for a Community Sports Hub development to include all of 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*)

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		<p>Proposals should meet the following site-specific requirements:</p> <ol style="list-style-type: none"> 1. Provision of an Artificial Grass Pitch Hockey Plus surface or an equivalent surface that provides at least the same range of sporting activities; 2. Any external lighting required should minimise light pollution and with floodlighting times not extending beyond 22:00 and beyond the duration of training and pitch use only; 3. The provision of a car park to allow for movement, turning and designated parking for coaches, minibuses, bicycles, cars and the availability of electric charging points. The car park provided should include trees²⁰ (one tree per every 7 parking spaces) to provide shade and enhance the appearance of buildings, sports pitch²¹ and onsite net biodiversity gain. The planting and materials used should integrate with sustainable urban drainage components; 4. The community building should include changing rooms, toilets, kitchen, social/ café space, storage space and rooms for meetings, fitness /training area and offices (to include Parish Council office); 5. The provision of pedestrian and cycle access to the site which should include safe crossing with lights on the B3181 and an extension of the existing pavement from the bus stop and Dog village. 6. Land for the provision of a public path to the Broadclyst Community Farm (labelled Heathfield Farm in Fig 16) should be safeguarded for future access; 7. The delivery of the landscaping provisions (as shown in Figures 17 and 18) should include the southern hedge boundary and part of the copse to be enhanced and protected, and a 2m new planted area along the school boundary except where access is required; and 8. Where it is practicable to do so, the scheme should utilise roofs of the new buildings for the generation of on-site renewable energy. <p>*Prefeasibility studies will inform the minimum size requirements listed.</p>
CF2	New and Enhanced Sport,	Proposals for new, or enhanced or extended existing, indoor, or outdoor sport, recreation and/ or community facilities, will be supported where they meet the following criteria:

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	Recreation and Community Facilities	<ul style="list-style-type: none"> • the proposal and any associated ancillary facilities such as changing rooms should be of an appropriate scale and design for community use; • the proposal is designed to minimise its environmental impacts, including, where necessary and appropriate, controlled hours of working; • the provision of sufficient and safe parking provision on the development site to accord with Policy T3 of this Plan; and • the access arrangements enable and encourage active travel for pedestrians and cyclists and safe vehicular access.
	DESIGN & CLIMATE CHANGE	<p><u>Aims</u></p> <ul style="list-style-type: none"> • To secure high quality development which addresses the challenges of climate change. • To successfully integrate the built and natural environment. • To protect historic structures, landscapes and buildings which determine the heritage character of settlements and landscapes within the Parish. <p><u>Objectives</u></p> <p><i>To protect our heritage assets and historic landscapes in the Parish.</i></p> <p><i>To protect the historic character of Broadclyst Village and the Conservation Area.</i></p> <p><i>To encourage regeneration of historical / heritage sites so that key features are saved.</i></p> <p><i>To provide design guidance for Broadclyst Village and the small rural settlements to protect autonomy and identity.</i></p> <p><i>To ensure that design of development addresses the challenges of climate emergency.</i></p> <p><i>To support development of Passivhaus Houses and energy efficient new builds.</i></p> <p><i>To provide design frameworks to Influence planning and design of new developments.</i></p> <p><i>To protect and enhance the rural character landscape of the Parish.</i></p> <p><i>To provide guidelines on the development of energy efficient buildings.</i></p> <p><i>To support refurbishment and extension of existing buildings to be more energy efficient.</i></p> <p><i>To provide design guidance on sustainable drainage.</i></p> <p><i>To support development of surface water management for existing buildings.</i></p>

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		<p><i>To provide guidance and support for development of effective outdoor residential storage to support sustainable travel options.</i></p> <p><i>To ensure development does not have an adverse impact on the natural environment or mitigation is provided if impact is unavoidable.</i></p> <p><i>To support provision of renewable energy generation on new and existing buildings.</i></p> <p><i>To support community led renewable energy production.</i></p> <p><i>To support district heating schemes which meet set technical conditions.</i></p>
D1	High Quality Design	<p>Development proposals should be designed to achieve high quality design which responds positively to the Broadclyst Parish Design Code 2021 (as set out at Appendix 14) and the guidelines and principles set out in the Conservation Area Appraisal²³ and the East Devon Heritage Strategy²⁴.</p> <p>As appropriate to their scale, nature and location 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 supported. 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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		<ol style="list-style-type: none"> 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. 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. 8. Ensure road safety is not compromised, in particular taking into account access points, crossing points and blind corners. 9. Link into and enhance the existing pedestrian and cycle network and facilitate future connectivity and sustainable transport options where practical. 10. Ensure appropriate and safe site access in the following priority order: pedestrians, cyclists and vehicles. 11. New signage requiring consent and providing route identification should maximise clarity, legibility and amenity.
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>should conserve or enhance the significance of the heritage asset concerned.</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; 3. Complementing the human scale, height and massing of the existing historic development in the immediate streetscape and in the wider setting;

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		<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>As appropriate to their scale and nature, proposals for the conversion and or extension of existing buildings within or adjacent to the Broadclyst Village Conservation Area²⁶ (Figure 7) should ensure that the design of the following features will enhance the fabric and setting of heritage assets as documented in the Broadclyst Conservation Area appraisal and will support heritage-led regeneration:</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>The incorporation of appropriately-scaled and sensitively-selected energy efficiency measures in historic buildings will be supported where any harm to the asset concerned does not unacceptably detract from the overall integrity of the asset concerned.</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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DC1	Energy efficient new buildings	<p>All new development that ensures a “fabric first” * approach to reducing carbon emissions will be supported.</p> <p>Residential dwellings with recognised high energy efficient standards such as certified PassivHaus and / or a comparable standard will be particularly supported.</p> <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 existing buildings	<p>Insofar as planning permission is required, proposals for the refurbishment and extension of existing residential properties and commercial buildings should be designed to maximise their contribution to the energy efficiency of buildings and use of renewable energy sources.</p> <p>Proposals which would contribute to energy efficiency and integrate renewable and low carbon heat and electricity production will be particularly supported.</p>
DC3	Sustainable Drainage	<p>As appropriate to their scale, nature and location new residential and commercial developments should 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>SuDS measures should also be designed to enhance the local environment and as appropriate to their scale and nature provide additional benefits including:</p> <ol style="list-style-type: none"> 1. Water treatment and the removal of pollutants. 2. Infiltration and groundwater replenishment. 3. Recreation and amenity space provision, and 4. Biodiversity and habitat creation.

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		<p>Insofar as planning permission is required, proposals to retrofit, convert or extend existing properties should comply with the approach in this policy where it is both practicable and commercially-viable to do so.</p>
DC4	Residential Storage	<p>New residential development should be designed to facilitate occupants to recycle and make greater use of low carbon and active travel.</p> <p>The use of the following dedicated storage facility structures will be supported:</p> <ul style="list-style-type: none"> • facilities for waste and recycling, and • secure and dry external storage to accommodate bicycles and/ or mobility aids. <p>The storage structures should be considered as part of the initial design process and be incorporated in a manner that would minimise their visual impact on the public realm and any potential obstruction of pedestrian and vehicular access routes.</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 that demonstrate that they will produce less than 150kg of CO2 per kWh from heating systems will be supported.</p> <p>Development proposals for such schemes should be designed to ensure that they do not have an unacceptable impact on the character and setting of the immediate locality; the amenities of local residents and; the character of the natural environment and its biodiversity.</p>
DC6	Community led renewable energy production	<p>Development proposals for renewable energy schemes which are promoted in partnership between a community organisation and a developer (commercial or non-profit) will be supported where they meet the following criteria:</p>

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		<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. The proposed development safeguards and where practicable enhances water quality and aquatic life.
	ECONOMY & EMPLOYMENT	<p><u>Aims</u></p> <ul style="list-style-type: none"> • To expand and diversify economic development and activity within the Parish. • To regenerate brownfield sites within the Parish. <p><u>Objectives</u></p> <p><i>To provide new businesses in suitable locations to provide local employment opportunities.</i></p> <p><i>To support development of new buildings to provide diversification of existing farm businesses.</i></p> <p><i>To develop new micro-sized businesses throughout the Parish.</i></p> <p><i>To develop shared working space in the Parish.</i></p> <p><i>To develop start-up business which supports local opportunities or meets local needs.</i></p> <p><i>To expand development of tourism-based businesses.</i></p> <p><i>To support food and drink production businesses which link to the Parish farming heritage.</i></p>
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 E(g)(i)) • Food and/ or drink production (Use Class E(g)(ii), • Small light industrial workshops (Use Class E(g)(iii).

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		<p>Proposals for Class B2 and B8 uses will not be supported.</p> <p>Development and conversion of Beare Farm buildings will be supported subject to the following site specific requirements:</p> <ol style="list-style-type: none"> 1. The conversion of the listed house and outbuildings should be developed in accordance with the provision of Policy DH3, and new development should be in accordance with the provisions of Policy DH1. 2. An appropriate level of parking for the uses proposed is provided on the site; 3. Sustainable modes of transport are provided for to and from the site where practicable; 4. A safe vehicular access is provided onto the B3181 which safeguards the pedestrian access to the Beare bus stop.
EC2	Regeneration of Crannaforde Site	Policy deleted
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 E(g)(i)) • Light industrial uses (Use Class E(g)(iii)) <p>Development proposals should satisfy the following criteria:</p> <ol style="list-style-type: none"> 1. the redevelopment does not have an unacceptable impact on the character of the immediate area; 2. the proposal would not unacceptably harm the amenity of neighbouring businesses and residents;

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		<ol style="list-style-type: none"> 3. the volume of traffic generated by proposals can be satisfactorily accommodated on the local highway network; 4. sufficient parking is provided within the site; 5. safe vehicular access can be provided; and 6. appropriate landscaping is provided along the boundaries of the site. <p>Proposals for Class B2, B8, F1 and F2 uses are not supported.</p>
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 should not unacceptably impact on the landscape and heritage character of the neighbourhood area. In addition, their detailed design should ensure that they do not unacceptably impact on neighbouring residential properties.</p>

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		<p>Development proposals for work hubs in the CVRP will not be supported other than where they positively contribute towards achieving the objectives of the Park.</p>
ET1	Development of Tourism	<p>Development proposals for sustainable tourism will be supported subject to the following criteria:</p> <ul style="list-style-type: none"> • the scale of the development reflects the rural nature of the Parish; • the proposed development should respect the landscape and heritage character of the immediate locality and where necessary incorporate appropriate landscaping and visual screening; • the proposed development does not have an unacceptable impact on the amenities of residential properties in the immediate locality; and • the proposal can be safely accommodated in the local highway network and provide appropriate levels of car parking. <p>Development proposals for tourism in the CVRP will not be supported other than where they positively contribute towards achieving the objectives of the Park.</p>
ET2	Holiday Accommodation	<p>Development proposals for holiday accommodation will be supported which are:</p> <ul style="list-style-type: none"> • in close proximity of existing buildings and or settlements; • of a scale and height that is proportionate to existing buildings in the immediate locality; • for holiday purpose only; • are able to demonstrate that such development proposals should not unacceptably 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 for holiday accommodation in the CVRP will not be supported other than where they positively contribute towards achieving the objectives of the Park.</p>

Policy	Topic	Policy Wording incorporating Examiner's Proposed Modifications
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 proposals should respond positively to the following criteria:</p> <ul style="list-style-type: none"> • Sites should demonstrate the way in which their scale and layout can be satisfactorily accommodated in the local landscape and how any landscaping and screening measures would mitigate any identified impact on the character of the landscape. • Sites should have appropriate and safe access onto pedestrian and cycle routes and the road network. • Ancillary site facilities (retail and recreational) should be of a scale appropriate to the size of the site. • Appropriate levels of parking should be provided prioritising sustainable transport modes e.g. installation of bicycle parking and /or bike hire provision. • The detailed design of proposals should ensure that they do not unacceptably impact on neighbouring residential properties. <p>Development proposals for camping sites in the CVRP will not be supported other than where they positively contribute towards achieving the objectives of the Park.</p>
	HOUSING	<p><u>Aims</u></p> <ul style="list-style-type: none"> • To provide housing to meet local needs. • To increase accessibility and affordability of housing for local people. • To increase provision of self-build and live-work units. • To support housing that provides an identified community infrastructure need. • To ensure new houses are in line with the NP design policies.

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		<p><u>Objectives</u></p> <p><i>To ensure there is a supply of affordable houses in perpetuity for local people.</i></p> <p><i>To support schemes and developments which provide a specific housing mix.</i></p> <p><i>To provide guidelines for houses to be built on sites not allocated in the BNP.</i></p> <p><i>To provide new residential and mixed development sites in the Parish.</i></p> <p><i>To provide a local connection housing criterion.</i></p> <p><i>To provide houses to meet local housing needs.</i></p> <p><i>To develop the provision of self-build properties in the Parish.</i></p> <p><i>To develop the provision of live-work units in the Parish.</i></p> <p><i>To provide identified community infrastructure need.</i></p> <p>To ensure houses are designed to address the design policies in the Broadclyst NP.</p>
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>Proposals should meet the following site-specific requirements:</p> <ol style="list-style-type: none"> 1. Development proposals should incorporate mitigation features for aircraft related noise. 2. Dwellings to reflect the distinctive style of buildings in the Blackhorse settlement as specified in the Broadclyst Parish Design Code (Appendix 14). 3. The provision of safe vehicular, pedestrian and cycle access.
H2	Broadclyst Station: Site between	<p>Land at Broadclyst Station identified in Figure 47 is allocated for 24 residential dwellings to include the following:</p>

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	Shercroft Close and Cotterell Road.	<ul style="list-style-type: none"> • 12 affordable houses (providing the affordable housing breakdown in Policy H4.). • 5 self-build plots. • 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) The development of a comprehensive masterplan including the provision of an element of residential development to follow the existing linear development pattern along Station Road. 3) Taking account of an 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. 5) The provision of an appropriate access into the site.
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. 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. Any unavoidable loss of existing boundary vegetation should be replaced on the site as part of a landscaping / planting scheme.

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		<ol style="list-style-type: none"> 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. The design and layout of the site should ensure that development will not cause unacceptable harm to Heath Gardens and its setting. 8. The design, layout, and levels of the scheme should not cause unacceptable harm to the amenity of the existing homes on the northern side of Sanders Close.
H4	Social and Affordable Housing	<p>Proposals for the development of allocated sites H1 (Blackhorse), H2 (Broadclyst Station) and H3 (Broadclyst) in this Plan should 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.
H5	New Housing in Broadclyst Parish	<p>Exception site mixed affordable and open market housing schemes outside the built-up area boundaries in Broadclyst Parish will be assessed against the provisions of Policy Strategy 35 of the East Devon Local Plan.</p> <p>Development proposals should include a proportionate and up-to-date housing needs assessment and demonstrate the way in which the proposed housing meets local needs in terms of number of dwellings, and their size and tenure.</p> <p>Development proposals for housing in the CVRP will not be supported other than where they positively contribute towards achieving the objectives of the Park.</p>
H6	Self-build	<p>Development proposals for single self-build/custom dwellings within or immediately adjacent to the built-up area boundaries in Broadclyst Parish will be supported.</p>

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		<p>Proposals for self-build/custom dwellings will be supported that are within or immediately adjacent to the established communities of Blackhorse, Tithebarn, and Westclyst.</p> <p>Proposals for self-build/custom dwellings promoted through a community-led mechanism or through a Community Land Trust Scheme will be supported.</p> <p>Development proposals for housing in the CVRP will not be supported other than where they positively contribute towards achieving the objectives of the Park.</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 brownfield 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. <p>Development proposals within the wider rural area should not unacceptably impact on the landscape and heritage character of the parish. In addition, their detailed design should ensure that they do not unacceptably impact on the amenities of neighbouring residential properties.</p> <p>Development proposals for housing in the CVRP will not be supported other than where they positively contribute towards achieving the objectives of the Park.</p>
	INFRASTRUCTURE & ACCESS	<p><u>Aims</u></p> <ul style="list-style-type: none"> • To enhance the movement of people and traffic in and across the Parish. • To increase infrastructure and provision of and for sustainable modes of travel. <p><u>Objectives</u></p> <p><i>To support the development of a bridge over the Waterloo Line for cyclists and pedestrians.</i></p> <p><i>To support the provision of a pedestrian and cyclist route from Broadclyst Station to Dog village.</i></p>

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		<p><i>To support developments which combine car park provision with sustainable energy generation.</i></p> <p><i>To ensure parking facilities provide charging facilities for e-bikes, scooters and electric vehicles.</i></p> <p><i>To develop a Parish wide infrastructure for e-bike hire and car sharing schemes.</i></p> <p><i>To ensure provision of electric charging facilities for all new builds.</i></p> <p><i>To enhance and extend existing networks and create new footpaths, cycle paths, multi paths and low traffic neighbourhoods.</i></p> <p><i>To provide cycle/footpaths to the Killerton Estate centres and a cycle network to link the centres together.</i></p> <p><i>To support and expand a sustainable electric transport network across the Parish, to include associated businesses, parking and recharging facilities.</i></p> <p><i>To provide signage to facilitate access to active travel.</i></p>
T1	New Pedestrian and Cycle routes	<p>Development proposals to provide safe and direct access for pedestrians and cyclists between Broadclyst Village and Broadclyst Station will be supported.</p>
T2	Pedestrian and cycle bridge over the Waterloo Railway Line	<p>Development proposals for the provision of a bridge over the Waterloo - Exeter Railway line for cyclists and pedestrians will be supported.</p> <p>Development proposals should respond positively to the following matters:</p> <ul style="list-style-type: none"> • the route to and from the bridge should connect where practicable into the Cranbrook Bluehayes Expansion Area cycle and pedestrian infrastructure; • the bridge should be within easy walking distance to Cranbrook Railway Station; • the overall proposal should deliver safe pedestrian and cycle access routes to the bridge from Broadclyst Village; • the bridge and associated infrastructure must provide safe access; • the bridge and associated infrastructure should be designed to mitigate impact on adjacent residential properties; and • the location and design of the bridge should not unacceptably increase the risk of flooding.

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T3	Parking Provision	<p>Development proposals should provide on-site car parking in accordance with parking standards in the development Plan and which:</p> <ul style="list-style-type: none"> • 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; • provide charging points; and • provide covered facilities for cycles and E-bikes. <p>Non-residential developments, including public car parks, Park and Change and Park and Ride facilities should deliver car parking arrangements which address the following matters:</p> <ul style="list-style-type: none"> • the accessibility of the location. • a mix of rapid, fast and trickle electric charge appropriate to the type of development. • the provision of electric charging points at a minimum of 20% of the public parking spaces except where demonstrably unviable to do so in which case the highest percentage of provision which is viable should be applied. • the provision of a minimum of 50% of the staff designated parking spaces with charging points except where demonstrably unviable to do so in which case the highest percentage of provision which is viable should be applied. <p>Development proposals which included parking provision which utilises roofs / covered areas or ground mounted solar systems to generate renewable energy will be supported where they do not have an unacceptable impact on the visual amenity of the immediate locality.</p> <p>Parking provision which generates energy within the parking area for the charging of vehicles, lighting, or heating of adjacent buildings within the parking area will be supported.</p>
T4	Active travel infrastructure (for	Proposals which would extend and / or improve routes for active travel across the parish as shown on Figure 55 will be supported.

Policy	Topic	Policy Wording incorporating Examiner's Proposed Modifications
	commuting and leisure)	Development proposals which would have an unacceptable impact on the routes shown in Figure 55 will not be supported unless acceptable routes are provided.
T5	Low Carbon Travel Provision	Development proposals which support and expand a low carbon transport network around and through the Parish that are appropriately located and have regard to the contents of Policy D1 of this Plan will be supported.
	NATURAL ENVIRONMENT	<p><u>Aims</u></p> <ul style="list-style-type: none"> • To protect and enhance the natural environment and diverse habitats of the Parish. • To protect and enhance the landscape setting of the Parish. • To ensure development provides a net biodiversity gain <p><u>Objectives</u></p> <p><i>To protect existing habitat areas and protect and enhance biodiversity.</i></p> <p><i>To provide a tree replacement scheme to enhance tree cover in the Parish.</i></p> <p><i>To protect woodlands and significant trees.</i></p> <p><i>To improve natural flood management of rivers to reduce impact of flooding throughout the Parish.</i></p> <p><i>To provide support for the development of flood defence schemes.</i></p> <p><i>To protect and enhance hedgerows.</i></p> <p><i>To allocate an orchard as a local green community space.</i></p> <p><i>To protect, enhance and allocate local green spaces that have community access.</i></p> <p><i>To allocate and protect wildlife corridors and green corridors.</i></p>
NE1	Protecting Woodland	<p>A. 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.</p> <ol style="list-style-type: none"> 1. Ashclyst Forest. 2. Whitedown and Poundpit 3. Paradise Copse. 4. Rattlecot Wood.

Policy	Topic	Policy Wording incorporating Examiner's Proposed Modifications
		<p>5. Burrowton Copse. 6. Danes Wood.</p> <p>B. 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>C. 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>
NE2	Green Corridors	<p>Development proposals should respond positively to the green corridors across the neighbourhood area. Where appropriate ecological and landscaping mitigation measures should be incorporated to safeguard the green corridor concerned.</p> <p>The following woodland areas in Figures 59-62 are designated 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 supported.</p> <p>Development proposals which enhance these green corridors will be supported where they create or enhance public access without unacceptable damage to the green corridor.</p>
NE3	Tree Replacement	<p>Development proposals should be designed in a way which would safeguard trees which have ecological or amenity value or which contribute positively to local landscape character and incorporate them sensitively within their layouts.</p>

Policy	Topic	Policy Wording incorporating Examiner's Proposed Modifications
		Where the loss of trees which have ecological or amenity value is unavoidable development proposals should include a tree replacement scheme.
NE4	The Protection and Enhancement of hedgerows	<p>Proposals to create new hedgerows and hedgerows that link with valuable wildlife sites will be supported.</p> <p>Where the removal of all or part of a hedgerow is unavoidable, the development proposal concerned should provide a proportionate level of replacement planting with native trees and hedgerow appropriate to the site.</p>
NE5	Landscape and Biodiversity	<p>As appropriate to their scale, nature and location development proposals should 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</u> (p153) 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% 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.

Policy	Topic	Policy Wording incorporating Examiner's Proposed Modifications
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> <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 proposals affecting the designated local green spaces will only be supported in very special circumstances.</p>
NE7	Flood Management	<p>New development proposals where appropriate will be expected to demonstrate how Natural Flood Management (NFM) measures will be incorporated 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. <p>Proposals for engineered flood defence scheme along the Rivers Culm, Cranny and Clyst that will significantly improve natural flood and water management will be supported where they:</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 Policy D1.

Policy	Topic	Policy Wording incorporating Examiner's Proposed Modifications
		Flood defence schemes that also provide renewable energy through micro-hydro schemes will be supported where located appropriately to minimise 'bad neighbour' impacts as specified in Policy D1.