



# **East Devon District Council**

## **Broadclyst Neighbourhood Plan Decision Statement**

### **1. Summary**

Following an independent examination, East Devon District Council now confirms that the Broadclyst Neighbourhood Development Plan will proceed to a Neighbourhood Planning Referendum.

### **2. Background**

On 20 July 2017, East Devon District Council designated the area comprising the parish of Broadclyst as a Neighbourhood Area for the purpose of preparing a Neighbourhood Plan in accordance with Part Two of the Town and Country Planning (England), Neighbourhood Planning (General) Regulations 2012.

Following the submission of the Broadclyst Neighbourhood Plan to the Council, the plan was publicised and representations were invited. The publicity period ended on 8 September 2022.

East Devon District Council appointed an independent examiner, Andrew Ashcroft, to review whether the Plan should proceed to referendum.

The examiner's report concludes that subject to making the modifications recommended by the examiner, the Plan meets the basic conditions set out in the legislation and should proceed to a Neighbourhood Planning referendum.

## 3. Decision and Reasons

### 3.1 Modifications

The District Council has made the modifications shown overleaf to the Submission Version of the Neighbourhood Plan, incorporating the examiner's modifications in full, to secure that the draft plan is clear, accurate, and meets the basic conditions set out in legislation.

### 3.2 Referendum

The District Council has considered whether to extend the area in which the referendum is to take place. Like the examiner, the District Council has decided that there is no reason to extend the Neighbourhood Plan area for the purpose of holding the referendum.

The examiner has concluded that with the below modifications made, the Plan meets the basic conditions and other relevant legal requirements. The Council concurs with this view. Therefore, to meet the requirements of the Localism Act 2011, a referendum which poses the question, 'Do you want East Devon District Council to use the Neighbourhood Plan for Broadclyst to help it decide planning applications in the neighbourhood area?' will be held in the parish of Broadclyst.

The referendum will take place at the earliest opportunity after the local elections in May. The details will be available on the [Electoral Services pages](#) of the East Devon District Council website.

### 3.3 Referendum Version of the Plan

This Decision Statement and a Referendum Version of the Broadclyst Neighbourhood Plan, incorporating the changes set out in this Decision Statement, will be available to view on the [Neighbourhood Planning pages](#) of the District Council website ([www.eastdevon.gov.uk](http://www.eastdevon.gov.uk)).

Hard copies will also be available to view at:

- a) East Devon District Council Offices, Blackdown House, Border Road, Heathpark Industrial Estate, Honiton, EX14 1EJ **BY APPOINTMENT ONLY** between the hours of 8.30am to 5.00pm Monday to Friday, **by calling 01404 515616.**

- b) Clyst Vale Library, Clyst Vale Community College, Station Road, Broadclyst, EX5 3AJ, Tel. 01392 464010
- c) Pinhoe Library, Main Road/Lower Harrington Lane, Pinhoe, EX4 8HW, Tel. 01392 466007
- d) For details of other local venues, please contact Broadclyst Parish Council on 01392 360269

Paper copies can also be provided by post if necessary. To request a hard copy please contact Angela King, Neighbourhood Planning Officer by calling 01395 571740 or emailing: [AKing@eastdevon.gov.uk](mailto:AKing@eastdevon.gov.uk).

In accordance with the Government's Neighbourhood Planning Guidance (updated September 2020), the effect of this Decision Statement is to give the Broadclyst Neighbourhood Plan (Referendum Version) significant weight in decision-making so far as the plan is material to the planning application.

East Devon District Council is working with Broadclyst Neighbourhood Plan Steering Group regarding the accessibility of the plan document. (Note: This may require some changes in formatting and layout, together with addition of descriptive text ('alt text') for images, but will not otherwise amend any part of the plan.)

## 4. Modifications Made

The following modifications were agreed to be made to the Submission Version of the Broadclyst Neighbourhood Plan by East Devon District Council, further to the [findings of the independent examination](#) and consideration of the plan and examiners report at [EDDC Cabinet on 29 March 2023](#), for reasons of clarity unless stated otherwise.

Note:

- i. **Bold text** in modified policy wording highlights changes for the purposes of this decision notice only.
- ii. Abbreviation CVRP refers to the Clyst Valley Regional Park.

## Modifications to Policies

### 1. Policy CF1: Community Sports Hub

- Part 1 - replaced 'include the following' with 'include all of the following';
- Rephrased, simplified, grouped and renumbered the criteria in Part 2 of the policy, to read;
  1. The 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;
  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 trees (one tree per every 7 parking spaces) to provide shade and enhance the appearance of buildings, sports pitch, and onsite net biodiversity gain.
  4. The planting and materials used should integrate with sustainable urban drainage components;
  5. 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);
  6. 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;
  7. 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;
  8. The delivery of the landscaping provisions (as indicated 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
  9. Where it is practicable to do so, the scheme should utilise the roofs of the new buildings for the generation of on-site renewable energy.
- Deleted part 3 of the policy relating to a reserve site and instead included reference to this within the Policy Justification as follows, "The development of the overall package is not without a series of challenges. They will be carefully managed by the Parish Council. If proposals for the site identified in Policy CF1 do not materialise within three years of the granting of planning

permission for the proposal the Parish Council will work with the relevant organisations to identify and promote a suitable reserve site. The Parish Council will make a judgement about the need or otherwise for the neighbourhood plan to be reviewed at that time to take account of these circumstances.”

## **2. Policy CF2: New and Enhanced Sport, Recreation and Community Facilities**

Made the second half of the policy a series of criteria directly linked to the first part of the policy, and rephrased and tightened the wording throughout, to read as follows:

“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:

- 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.”

## **3. Policy D1: High Quality Design**

Replaced the opening elements of the policy from:

‘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 Appraisal and East Devon Heritage Strategy.

To achieve high quality design new development proposals in the Parish should be designed to:’

To read:

‘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 Appraisal and the East Devon Heritage Strategy.

As appropriate to their scale, nature and location development proposals should be designed to:’

In addition, replaced ‘encouraged’ with ‘supported’ at criteria 4 (boundary treatments) and shortened the wording of criteria 7 (of climate resilient planting) to remove the

explanatory text, 'to maximise removing carbon dioxide from the air, storing carbon in the plants and soil, and releasing oxygen into the atmosphere'.

#### 4. Policy DH1: Historic Character

Replaced, 'will be expected to preserve or enhance the positive attributes of significant heritage assets' with 'should conserve or enhance the significance of the heritage asset concerned' for clarity and to better reflect national legislation and policy guidance.

#### 5. Policy DH2: Development of Existing Buildings in and adjacent to the Conservation Area

Restructured the first part of the policy to make the intention clearer, from:

'Proposals for the conversion and or extension of existing buildings within or adjacent to the Broadclyst Village Conservation Area (Figure 7) are required to ensure that design of the following:

- Boundary treatments (appropriate materials, height and scale)
- Signage
- Overhead lines
- Infill development at appropriate scale and density
- Green spaces
- Parking
- Palette of materials

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.'

To read:

**'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 Area (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:**

- Boundary treatments (appropriate materials, height and scale)
- Signage
- Overhead lines
- Infill development at appropriate scale and density
- Green spaces
- Parking
- Palette of materials'

Also, modified the second part of the policy to ensure the appropriate balance is struck between ensuring energy efficiency and safeguarding the overall integrity of the heritage asset, from:

‘Inclusion of appropriately scaled and sensitively selected energy efficiency measures in historic buildings will be supported.’

To read:

**‘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.**’

## 6. Policy DH3: Historic Restoration

Delete the reference to four specific properties from within the second part of the policy and instead include this the supporting text to the policy as follows, given that there are no known no specific, costed proposals:

‘This policy encourages and supports restoration of historical features within the Parish, especially those that the community have identified as having local significance. They are Carrow mill on the River Clyst near Clyst Honiton, the medieval remains of the undercroft of the manor house in the Broadclyst Village churchyard wall, the Stocks in the Broadclyst Village churchyard, and Westwood Bus Stop.’

## 7. Policy DC1: Energy Efficient New Buildings

Delete supporting explanatory text from within the policy wording and instead include this within the policy justification, as follows:

‘The second part of Policy DC1 provides support for Passivhaus construction. Where this takes place:

- 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.’

Also:

- In the first part of the policy to replaced ‘strongly supported’ with ‘supported’ and removed the cross-reference to Policy DC2 as this relates to text deleted by the proposed modification to that policy (see below) and;

- In the second part of the policy, replaced 'strongly' with 'particularly'.

## **8. Policy DC2: Increasing Energy Efficiency of Existing Buildings**

Replaced and reduced the policy wording from:

'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.

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:

### 1. Minimising energy requirements

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.

- 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.

### 2. Incorporating renewable energy generation.

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:

- 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.



Design considerations to reduce any adverse impacts on building aesthetics are to be incorporated such as:

- Analysing the proportions of the building and roof surface in order to identify the best location and sizing of panels.
- Concealing wiring and other necessary installations.
- Consideration of the use of other tile or slate colours for compatibility with the solar panel materials.
- Introduction of proportionate contrast and boldness. For example, the use of black solar panels with black mounting systems and frames instead of blue panels.
- Placing panels on the ground or on outbuildings including garages.'

To read:

**'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.

Proposals which would contribute to energy efficiency and integrate renewable and low carbon heat and electricity production will be **particularly** supported.'

Relocated the deleted text relating to the energy hierarchy above in full into the supporting text within the policy justification, with the addition of an introductory sentence to state that 'Development proposals should respond positively to the energy hierarchy as set out below:'.

And also relocated the deleted text relating to detailed design considerations from the final paragraph of the original policy wording into the Policy Justification, to read as follows:

'Where necessary proposals should be designed to reduce any potential impacts on the character of buildings. These measures could include analysing the proportions of the building and roof surface in order to identify the best location and sizing of panels: concealing wiring and other necessary installations; the use of other tile or slate colours for compatibility with the solar panel materials; the use of proportionate contrast and boldness (for example, the use of black solar panels with black mounting systems and frames instead of blue panels) and positioning solar panels at ground level or on outbuildings including garages.'

## **9. Policy DC3: Sustainable Drainage**

Modifications made to all four parts of the policy to ensure it can be applied proportionately and taking account of when planning permission is or isn't required

and the practicality and viability of any sustainable drainage measures as follows, from:

“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.

Use of DCC natural flood management and artificial drainage systems (SuDS) and water recycling features including those listed below are supported and encouraged.

- 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.

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:

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.

Proposals to retrofit, convert or extend existing properties will be required to comply with the above where appropriate.”

To read:

“**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.

SuDS measures should also be designed to enhance the local environment and **as appropriate to their scale and nature** provide additional benefits including:

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.

**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.**”

In addition, relocated the deleted text from the second part of the policy regarding possible SuDS measures into the Policy Justification.

## **10. Policy DC4: Residential Storage**

For simplicity, revised and reduced the policy wording from:

“New residential development is required to be designed to facilitate occupants to recycle and make greater use of low carbon and active travel.

The following dedicated storage facility structures are encouraged:

- Storage facility for waste and recycling, and
- a secure and dry external storage to accommodate bicycles and/ or mobility aids.

Storage facilities may be combined. Garages acceptable for parking and storage should have a minimum internal dimension of 3m x 6m per vehicle.

Where cycle storage is provided this must be for a minimum of 2 cycles per dwelling.

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.

Storage design to include features such as:

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.
5. The incorporation of green features such as a green roof, a planting structure and water storage/ harvesting.
6. Provision of charging point as specified in Policy T3.

To read:

“New residential development should be designed to facilitate occupants to recycle and make greater use of low carbon and active travel.

The use of the following dedicated storage facility structures will be supported:

- facilities for waste and recycling, and
- secure and dry external storage to accommodate bicycles and/ or mobility aids.

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.”

In addition, relocated the deleted detail stating that, ‘Storage facilities may be combined. Garages acceptable for parking and storage should have a minimum internal dimension of 3m x 6m per vehicle. Cycle storage should be provided for a minimum of two cycles per dwelling.’ into the policy justification.

## **11. Policy DC5: District Heating Systems**

Replaced the first part of the policy, “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 CO<sub>2</sub> 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.” with, “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 CO<sub>2</sub> per kWh from heating systems will be supported.”

Deleted the second part of the policy, “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 Plan.” as it lies beyond the scope of land use planning policy. Instead relocated this text in full to the supporting text.

Replace the third part of the policy, “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.” with, “**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 **residents and the character of** the natural environment and its biodiversity.”

## 12. Policy DC6: Community Led Renewable Energy Production

Reduced and revised policy wording to remove detail regarding references to particular types of development on the basis of insufficient evidence, and in order to make the policy more generally applicable to development proposals that may come forward.

The wording is revised from:

'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

1. Led and supported by communities: where the proposed development has community involvement at the heart of the project's development process. Examples include:
  - 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.
  
2. Meets the needs of and demonstrably supported by local communities:  
Examples of such public or community benefits include:
  - 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.

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:

- Micro hydroelectricity.
- Solar farm (up to 5 hectares and where the community directly benefit).
- Ground Source and Air Source Heating.

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:

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.

To read:

‘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:

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 to protect important wildlife habitats.
4. The proposed development safeguards and where practicable enhances water quality and aquatic life.’

### **13. Policy EC1: Regeneration of Beare Farm**

Modified the third part of the policy from:

‘Development and conversion of Beare Farm buildings will be permitted subject to the following site specific requirements:

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:
  - 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.'

To read:

'Development and conversion of Beare Farm buildings will be **supported** subject to the following site specific requirements:

1. **The** conversion of **the** listed house and outbuildings **should** be developed **in accordance with the provision of** Policy DH3, and **any** 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.'

In addition to relocate the original 3<sup>rd</sup> criterion of the policy regarding farming in line with Killerton Estate objectives into the policy justification as it falls outside the scope of land use planning policy.

#### **14. Policy EC2: Regeneration of Crannaford Site**

Deleted this employment allocation policy on the basis of rail safety concerns related to the uses proposed. This was due to insufficient evidence and the approach taken in the policy to leave this to the prospective developer to address via a transport assessment which the Examiner found 'not to be sufficiently robust or to bring the clarity required for effective implementation'.

#### **15. Policy EC3: Regeneration of Winter Gardens Site**

Minor amendments made to more logically order and succinctly phrase the various policy criteria, from:

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.'

To read:

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;
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.'

## 16. Policy EW1: Development of Work Hubs

Revised the fourth and final parts of the policy, as follows, from:

'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.

Development would not be allowed in the CVRP, unless it conforms with Local Plan policy relating to development in the designated area.'

To read:

'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.**

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.**

## 17. Policy ET1: Development of Tourism

To reduce the restrictive and potentially exclusive nature of the policy, relocated and added to wording relating to particular types of proposals (tourism businesses relating to woodland; flora and fauna habitats, rural / traditional crafts, climate



change and/or heritage) from within the policy itself and into the policy justification, to read as follows:

'The Parish Council considers that tourism sits well with the Plan's wider approach to sustainability, and that the tourism provision in the parish could usefully be extended to include a climate change focus. This would enable the development of tourism to be in keeping with the Parish landscape and heritage settings. The Parish Council would particularly support tourism proposals relating to woodland, flora and fauna habitats, rural crafts (including traditional rural crafts.), climate change and heritage (natural and built landscapes). For clarity sustainable tourism proposals are those which contribute to the conservation and enhancement of the natural environment whilst providing for the needs of users and bringing benefits to the local economy and avoid unacceptable impacts on the local environment.'

Restructured the opening sentence from, 'Proposals for the development of tourism related businesses \* relating to any of, or a combination of the following will be welcomed and supported:' to read, 'Development proposals for sustainable tourism will be supported subject to the following criteria:'

Also, reduced the number and length of the policy criteria from:

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.

Development proposals will not be allowed in the CVRP, unless it conforms with Local Plan Policy.'

To read:

- '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.**

Development proposals **for tourism** in the CVRP **will not be supported other than where they positively contribute towards achieving the objectives of the Park.**'

## **18. Policy ET2: Holiday Accommodation**

Revised to make the policy wording simpler, less prescriptive and more reflective of the supporting evidence, from:

'Provision of holiday accommodation will be supported from:

1. Conversion of existing buildings and
2. New builds

Proposals for Class C1 will not be supported.

Proposals will be supported where the developments are:

- in proximity of existing buildings and or settlements,
- of a scale that is proportionate to existing buildings in the immediate locality,
- 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.

Development proposals will not be allowed in the CVRP, unless it conforms with Local Plan Policy relating to development in the designated area.'

To read:

**'Development proposals** for holiday accommodation will be supported **which are:**

- 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.

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.**

## 19. Policy ET3: Camping Sites

Various revisions made to the criteria part of the policy wording to bring greater clarity and control, from:

‘Development will be subject to the following:

- 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.

Development proposals will not be allowed in the CVRP, unless it conforms with Local Plan Policy relating to development in the designated area.’

To read:

‘Development **proposals should respond positively to the following criteria:**

- **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.**

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.**'

## **20. Policy H1: Blackhorse Gardens Site**

- Replaced criteria 1 from 'Mitigation features for residential dwellings falling within the Airport Noise Contour 57-60 dB are to be met in full' to more simply state, 'Development proposals should incorporate mitigation features for aircraft related noise'.
- Replaced criteria 3 which prescribed specific elements for a Transport Statement to take into account to more simply require. 'The provision of safe vehicular, pedestrian and cycle access.'
- Removal of the definition of live work units from within the policy wording into the policy justification.

## **21. Policy H2: Broadclyst Station: Site between Shercroft Close and Cotterell Road**

- Deleted reference in the policy to aspects of design being undertaken in alignment with that for the Cranbrook Bluehayes expansion area and added a criteria to ensure appropriate access is required to read, 'The provision of an appropriate access into the site.'
- Deleted reference to viability in the policy ('Provision of a LEAP and land for the Cranbrook to Exeter cycle route are to be taken into consideration in site viability.') and instead included the following within the policy justification:
 

'The development of the site has been tested for viability purposes. The requirements in the policy for the site to make provision for a LEAP and land for the Cranbrook to Exeter cycle route have been taken into consideration in the balance. In these circumstances the traditional expectation for a contribution towards the delivery of community facilities will not apply to the development of the site.'
- Revised criteria 2 from, 'A comprehensive scheme for some of the residential development to follow the existing linear development pattern to be included.', to, '**The development of a comprehensive master plan including the provision of an element of residential development to follow the existing linear development pattern along Station Road.**'
- Minor revision in criteria 3 to replace 'Detailed assessment of' with 'taking account of an assessment'.

## **22. Policy H3: Broadclyst Village: Heathfield site**

- Modified Criteria 4 from, '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', to: 'Any unavoidable loss of existing boundary vegetation should be replaced on the site as part of a landscaping / planting scheme.'
- Modified Criteria 7 from, '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.', to: 'The design and layout of the site should ensure that development will not cause unacceptable harm to Heath Gardens and its setting.'
- Added a new criteria to read, '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.'

## **23. Policy H4: Social and Affordable Housing**

- Deleted from within the policy of the wording setting out the details of the cascade system for allocation of affordable homes to those with a local connection and moved this in full into the supporting text.
- Revised the opening sentence of the policy from, 'Proposals for new dwellings on allocated sites in the Neighbourhood Plan will be required to' to, 'Proposals for the development of allocated sites H1 (Blackhorse), H2 (Broadclyst Station) and H3 (Broadclyst) in this Plan should'.

## **24. Policy H5: New Housing in Broadclyst Parish**

To ensure the policy takes a proportionate and appropriately flexible approach to replace the policy wording from:

The proposed modification is to replace the policy wording from:

'New housing development within the Parish which are in line with relevant EDLP policies must meet the following:

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.

Development proposals will not be allowed in the CVRP, unless it conforms with Local Plan Policy relating to development in the designated area.'

To read:

**'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.**

**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.**

**Development proposals for housing in the CVRP will not be supported other than where they positively contribute towards achieving the objectives of the Park.'**

## **25. Policy H6: Self – build**

Reduced and revised policy wording following similar approach to modifications elsewhere from:

'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.

- 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).
- 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.

Up to three infill plots will be supported that are within or well related to the established settlements of:

Broadclyst Station

Blackhorse

Tithebarn

Westclyst

- 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.

Development proposals will not be allowed in the CVRP, unless it conforms with Local Plan Policy relating to development in the designated area.'

To read:

**'Development proposals for single self-build/custom dwellings within or immediately adjacent to the built-up area boundaries in Broadclyst Parish will be supported.**

**Proposals for self-build/custom dwellings will be supported that are within or immediately adjacent to the established communities of Blackhorse, Tithebarn, and Westclyst.**

**Proposals for self-build/custom dwellings promoted through a community-led mechanism or through a Community Land Trust Scheme will be supported.**

Development proposals **for housing** in the CVRP **will not be supported other than where they positively contribute towards achieving the objectives of the Park.'**

## **26. Policy H7: Development of live-work units**

- Added a clause to ensure the environment is appropriately safeguarded stating, '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';
- Amended the clause related to development in the CVRP as modified elsewhere to, 'Development proposals for live-work units in the CVRP will not be supported other than where they positively contribute towards achieving the objectives of the Park.'
- Relocated the definition of live-work units from within the policy wording to the policy justification.

## **27. Policy T1: New pedestrian and cycle route**

In order to avoid unintended implications of the support lent to other schemes to achieve the policy goal, but to retain the policy intent, reduced the wording of the policy from:

'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.

This should facilitate the following:

1. Residents of Broadclyst Station travelling northwards to/from locations such as:
  - Clyst Vale Community College.
  - Broadclyst Primary school.
  - Killerton House.
  - Ashclyst Forest.
  
2. Residents of Broadclyst Village travelling southwards to/from locations such as:
  - Cranbrook Town Centre.
  - Cranbrook Train station.
  - Blue Hayes Primary School.
  - Cranbrook Education Campus.

There is also support for parts of the existing vehicular road to be adapted for safer pedestrian and cycle use.

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.'

To read:

'Development proposals to provide safe and direct access for pedestrians and cyclists between Broadclyst Village and Broadclyst Station will be supported.'

And, included the specific details above of routes/approaches that would be supported within the supporting Policy Justification, in the absence of any certainty regarding their deliverability, to read:

'Ideally any such proposals should assist both residents of Broadclyst Station travelling northwards to/from locations such as Clyst Vale Community College, Broadclyst Primary school, Killerton House, Ashclyst Forest and also residents of Broadclyst Village travelling southwards to/from locations such as Cranbrook Town Centre, Cranbrook Train station, primary schools in Cranbrook and Cranbrook Education Campus.'

## **28. Policy T2: Pedestrian and Cycle Bridge over the Waterloo Railway line**

Similar to Policy T1, revised the policy to focus specifically on supporting and set requirements for proposals for the desired bridge crossing, including a requirement to ensure good accessibility north of the railway line. Removed the link to supporting other proposals that may contribute to this, to avoid potential unintended consequences and in view of the absence of any costed proposals for a bridge scheme. In doing so, revised the policy wording from:



‘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.

Proposals for the development of a bridge to take into consideration the following:

- 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.’

To read:

‘Development proposals **for** the provision of a bridge over the Waterloo - Exeter Railway line for cyclists and pedestrians **will be supported**.

**Development proposals should respond positively to the following matters:**

- 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.**’

## **29. Policy T3: Parking Provision**

Modifications made to all parts of the policy in order to maintain and further its intent, but increase clarity and simplicity of the wording, from:

‘All Parking Provision is to:

- 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.

### Residential Parking

All new residential developments in which parking is provided must provide appropriately located charging points for electric or low emission vehicles.

### Non-Residential Parking

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:

- 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.

### Parking and energy generation

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.

Parking provision which generates energy within the parking area for any of the following will be supported:

- The charging of vehicles.
- Illuminating the provision.
- Heating adjacent buildings.'

To read:

**'Development proposals should provide on-site car parking in accordance with parking standards in the Development Plan and which:**

- 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.

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:**

- 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.**

**Development proposals which include 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.**

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.'**

### **30. Policy T4: Active travel infrastructure (for commuting and leisure)**

Policy wording reduced and simplified to remove aspects that are generalised and/or not directly related to land use planning policy, including regarding low traffic neighbourhoods, from:

'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).

Development proposals that adversely impact these routes will not normally be supported unless acceptable alternatives can be provided.

#### Footpaths

- Protection and extension of all existing Rights of Way.
- Supported extensions to existing and for new permissive paths.

#### Cyclepaths and on road cycle routes

- 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.

### Bridleways

- Protection of all existing bridleways.
- Support for extensions to existing and provision of new bridleways.

### Multi use trails

Support will be given to proposals for the following multi- trail routes across the Parish which provide safe access:

- 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 Crannaford to Ashclyst.

### Low traffic neighbourhoods

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.'

To read:

'Proposals which would extend and / or improve routes for active travel across the parish as shown on Figure 55 will be supported.

Development proposals which would have an unacceptable impact on the routes shown in Figure 55 will not be supported unless acceptable routes are provided.'

And, relocated the deleted policy wording above relating to multi-use trails in full into the supporting Policy Justification.

## **31. Policy T5: Low Carbon Travel Provision**

Minor modifications made to the first part of the policy for grammar and clarity from, '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.’, to read: ‘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.’

Also, deleted the second part of the policy relating to low carbon travel and relocated it with the supporting Policy Justification, to read: ‘Policy T5 sets out a broader context for low carbon travel. These include the provision low carbon methods of travel rental and or pool vehicle enterprises and associated operational infrastructure and the delivery of secure locations for combined parking and charging of low carbon travel options.’

### **32. Policy NE1: Protecting Woodland**

Policy clauses all retained but reordered so that part C becomes the new part A, part A becomes part B and part B becomes part C, and as a consequence removed, ‘where conditions in A and B are met’ from the new Part A.

### **33. Policy NE2: Green Corridors**

- Revised the first part of the policy wording from:

‘Development proposals that would result in the damage, or deterioration of the green corridors across the Parish which provide:

- Breaks in built up areas,
- Areas for recreation,
- Areas of enhanced landscape,
- Routes for wildlife dispersal and migration

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 Plan.’

To read:

‘Development proposals should respond positively to the green corridors across the neighbourhood area. Where appropriate ecological and landscaping migration measures should be incorporated to safeguard the green corridor concerned’.

- Removed unnecessary explanatory text from within the policy wording itself which stated that the proposed green corridors, ‘have been demonstrated to be of significant value to the local community within an urban area are allocated’.

- Also, revised language/terminology in line with standard policy practice from 'permitted' to 'supported', 'significant' to 'unacceptable', and 'allocated' to 'designated'.

### **34. Policy NE3: Tree Replacement**

Replaced the submitted policy wording to ensure that the starting point is one of tree retention, and also that the policy can be applied in a proportionate way, to read:

**'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.'**

**'Where the loss of trees which have ecological or amenity value is unavoidable development proposals should incorporate a tree replacement scheme.'**

Also, relocated deleted policy wording regarding the details of the requirements of any tree replacement scheme from within the policy wording in full into the supporting text, to read:

'The second part of the policy comments about circumstances where the loss of trees is unavoidable. In these circumstances the required tree replacement scheme should be based on the three following principles:

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 TDAG 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:
  - 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:

- 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.'

The remaining wording regarding veteran and ancient trees is removed as a consequence of the modification and will continue to apply under national policy.

### **35. Policy NE4: The protection and enhancement of hedgerows**

Removed the first part of the policy on the basis it is a general statement and not a policy as such, and included it in a revised form in the Policy Justification to read, 'Existing hedgerows should be protected in the first instance, enhanced wherever possible and managed in a sensitive fashion.'

Also, modified the third part of the policy from:

'Where hedgerows are unavoidably adversely affected by development proposals, the impact is to be mitigated by the provision of additional appropriate planting on site.'

To read:

'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.'

### **36. Policy NE5: Landscape and Biodiversity**

- Inserted the phrase 'as appropriate to their scale nature and location' in the opening part of the policy to allow it be applied in a proportionate way and wherever applicable.
- Removed 'unless exceeded by national policy' in the clause regarding biodiversity net gain on the basis any future changes to national policy requirements will apply by default.
- Removed the third paragraph of the policy as submitted that sought to define how it would apply in the more urban parts of the parish further to clarification provided during the examination. For reference the deleted clause read: '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.'

### 37. Policy NE6: Local Green Spaces

- To accord with national policy, revised the second paragraph from:  
‘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.’

To read:

“Development proposals affecting the designated local green spaces will only be supported in very special circumstances.’

And, removed the final paragraph which referenced potential locations in the future where further Local Green Spaces would be supported as this would need to be determined as part of the any future review of the Plan.

- Relocated the commentary about what might be considered to be acceptable locally to within the Policy Justification, to read:

‘Policy NE6 follows the matter-of-fact approach in the NPPF. If development proposals come forward on the local green spaces within the Plan period, they can be assessed on a case-by-case basis by the District Council. It will be able to make an informed judgement on the extent to which the proposal concerned demonstrates the ‘very special circumstances’ required by the policy. Appropriate proposals might include schemes which would enhance the accessibility, biodiversity, and community and/or educational value of these spaces’.

### 38. Policy NE7: Flood Management

Modified the opening sentence of the second part of the policy from:

‘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:’

To read:

‘**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**.’

Also, revised language/terminology in line with standard/good policy practice with the replacement of ‘are to be accommodated’ with ‘will be incorporated’; ‘are encouraged and supported’ with ‘will be supported’, and references to ‘D1’ with ‘Policy D1’.



## **Non-policy modifications**

### **1. Housing Policies: General**

To reflect the adoption of the Cranbrook Development Plan Document during the neighbourhood plan examination, to add the following wording at the end of paragraph 3 in the Policy Context:

‘The Cranbrook Plan Development Plan Document was adopted in October 2022. Policy CB8 of that Plan includes a built-up area boundary for Broadclyst Station. That built up area boundary is shown in Figure [43B].’

And, include the new figure to show the Broadclyst Station built up area boundary.

### **2. Appendix 1: Review of the Plan**

Updated text at page 5 of this appendix to making explicit reference to the emerging adopted Local Plan to read as follows:

‘The Parish Council will monitor changes in circumstances affecting the Plan in a very careful fashion. A key matter will be progress on the emerging Local Plan for East Devon. This plan will cover the period up to 2040. The Parish Council will consider the need or otherwise for any review or update of the neighbourhood plan once the emerging Local Plan has been adopted.’

Also, replaced statement that the Plan could be ‘overruled within the BPC policies and annual monitoring reports.’ with wording to clarify that the Plan ‘could be affected by the findings of the annual monitoring reports’.

Included the revised Appendix 1 in full as an additional chapter in the Plan itself.

### **3. Consequential Changes**

In line with [National Planning Guidance on Neighbourhood Planning](#) and recommendation by the Examiner, minor amendments made throughout the plan document text as required consequential to implementing the agreed modifications, including to policy and figure numbering.

### **4. Referencing and Corrections**

In line with [National Planning Guidance on Neighbourhood Planning](#) and recommendation by the Examiner, minor amendments made throughout the Plan document to ensure:

- i. Consistent referencing throughout the Plan to the NPPF and adopted Local Plan;
- ii. Correct version of the Local Plan West end to be used throughout the Plan;
- iii. Consistent referencing throughout the Plan to the latest planning Use Classes;
- iv. Use of the term 'communities' rather than 'settlements' throughout the Plan for places in the neighbourhood area which do not have a defined built-up area boundary in the Local Plan, to avoid any confusion with the meaning in policy terms of 'settlement'.
- v. Corrections to remedy editing and typographical errors throughout, including less/clear use of acronyms and abbreviations (ensuring all are in the list of abbreviations), and removal of text that relates to earlier versions of the plan, and ensure overall clarity of wording.

## **EAST DEVON DISTRICT COUNCIL**

**29 March 2023 (effective date of decision)**