



19, New Buildings
Broadclyst
Exeter
EX5 3EX
www.broadclyst.org

Broadclyst Parish Council Planning and Environment Committee Meeting

Public Notice of meeting: Press and Public were welcome to attend. Members of public are reminded that their attendance at this meeting is a matter of public record. NB: There are no matters of a confidential and contractual nature for discussion under Part B (exclusion of press and public).

There was a Planning and Environment Committee meeting of Broadclyst Parish Council which was held on **Monday 27th January 2025 at 19:00hrs** at Broadclyst Pavilions, Holly Close, Broadclyst, EX5 3JB, for the purpose of transacting the following business:

MINUTES INDEX

P25/001 OPEN MEETING; ATTENDANCE RECORD	47
P25/002 DISCLOSABLE PECUNIARY INTERESTS.....	47
P25/003 MINUTES	47
P25/004 PUBLIC SESSION.....	47
P25/005 PLANNING - APPLICATIONS FOR CONSIDERATION.....	47
P25/006 CARBON LITERACY TRAINING.....	50
P25/007 CLOSE OF MEETING	50

AGENDA

P25/001 OPEN MEETING; ATTENDANCE RECORD

- i. The Chair opened the meeting at 19:00hrs
- ii. **Present:** Members present were Cllr Fernley, Gent, Gordon (arrived 19:10hrs), Massey, Rhodes and Cllr Taylor
- iii. **Apologies:** Apologies received from Cllr Pepper.

P25/002 DISCLOSABLE PECUNIARY INTERESTS

Cllr Gent reiterated his Dpi for the agenda item 24/2372/MRES

P25/003 MINUTES

The Committee received the draft minutes of the Planning and Environment Committee meeting on 12th November 2024.

It was proposed by Cllr Gent to resolve to approve the draft Minutes as a correct record. This was seconded by Cllr Taylor and unanimously agreed. **RESOLVED**

P25/004 PUBLIC SESSION

There were no questions raised by members of the public.

P25/005 PLANNING - APPLICATIONS FOR CONSIDERATION

To receive, consider and agree the Council's comments to East Devon District Council (the Local Planning Authority) in respect of the planning applications detailed below:

- a) [24/2399/MRES](#)
[Reserved matters application \(access, appearance, landscaping, layout and scale\) for the construction of 350 dwellings including affordable housing and associated site infrastructure. Subsequent application to Outline permission 17/1019/MOUT which was accompanied by an Environmental Statement. The proposal seeks the discharge of conditions 6, 7, 9, 12, 13, 20, 23, 24, 25, 36 and 37 of the Outline planning permission.](#)

Council Comment:

The Committee would like to provide the following feedback.

Road Safety and Street Scene

1. Pedestrian Crossing Design:

1. It is unclear how pedestrian crossing points will be designed. Current plans fail to provide obvious priority to pedestrians and cyclists over vehicles, as required by Highway Code changes.
2. Specifically, the pedestrian crossings in phases 3 and 4 are not aligned at right angles to the road, which could increase confusion and reduce pedestrian safety.

2. Dark and Gloomy Street Scene:

1. The proposed development lacks sufficient soft landscaping and green spaces to enhance the street scene. This creates a dark and gloomy environment, dominated by vehicles and hard surfaces, particularly in areas such as phase 4 plots 10–14 and plots 95–96, 163–167. More greenery and soft landscaping are needed to improve the visual quality and liveability of the area.

3. Parking Design:

1. Many properties rely on tandem parking spaces and/or garages to meet the minimum parking requirements. Past experiences in Tithebarn suggest tandem parking often results in one vehicle being parked on the driveway and the other on adjacent roads, creating congestion.

2. Concerns remain about whether garages are adequately sized to accommodate current and future car sizes and whether they will realistically be used for parking.
4. **Visitor Parking:**
 1. Aside from the visitor parking spaces adjacent to the allotments, there are only two designated visitor parking spaces across both phases. Given parking issues in other developments such as Minerva, this is insufficient. Additional visitor parking should be integrated into the design.
5. **Cycle Path Segregation:**
 1. Unlike other sections of the spine road, phase 4 lacks segregation between the road and the combined foot/cycle path. Adding a grass verge would help deconflict road and cycle users while maintaining the character of the spine road.
6. **Traffic Calming:**
 1. While the plans include traffic calming features such as block paving, there is concern that Devon County Council may replace this with friction surfaces, which are of lower quality and prone to degradation. Retaining block paving is crucial for durability and safety.

Footpaths

1. **Proper Foundations:**
 - All footpaths within the phases must be built with proper foundations to ensure durability and accessibility over time. Previous developments have experienced issues with paths deteriorating due to insufficient groundwork.
2. **Missing Footpath Section:**
 - The entrance to properties 1–7 in phase 5 appears to lack a footpath, which could create safety and accessibility issues. This should be addressed.
3. **Hoggin Path Material:**
 - Several areas of the development include hoggin paths, but the material has not been defined. Previous issues in Tithebarn with loose gravel paths have highlighted the need for self-binding gravel, which supports wheeled access for buggies and wheelchairs, unlike loose gravel. The material must be clearly specified and suitable for accessibility.

Allotments

1. **Trees Overshadowing Allotments:**
 - Concerns remain about the existing trees in the proposed allotment area. Their crowns and root zones are likely to overshadow plots and cause long-term maintenance problems. This layout must be reviewed to ensure that all allotment plots are fully usable and sustainable.
2. **Root Protection Zones:**
 - Proper consideration of root protection zones is needed to avoid conflicts between tree roots and the allotment space, which could make some plots unviable.

Public Open Space (POS)

- The public open spaces within the development lack clarity regarding their usability and accessibility. No details have been provided about how these spaces will be equipped, maintained, or enhanced to benefit the community.
- There is no bin schedule or provision for litter/dog bins near public open spaces (e.g., the eastern square or ridge centre). Clear provision is essential to ensure cleanliness and usability.

If the application is approved, we strongly request the following conditions:

1. **Improved Pedestrian Safety:**
 - Ensure pedestrian crossings are clearly prioritized over vehicles and comply with recent Highway Code changes.
2. **Additional Visitor Parking:**

- Include more visitor parking spaces throughout the development to prevent congestion and parking on streets.
- 3. **Soft Landscaping:**
 - Increase the amount of soft landscaping, particularly in areas dominated by parked vehicles, to reduce the visual impact of the street scene.
- 4. **Accessible Paths:**
 - Specify self-binding gravel for hoggan paths and ensure all footpaths have proper foundations to maintain accessibility and durability.
- 5. **Public Transport Accessibility:**
 - Include a recessed bus stop near the eastern square with appropriate sheltering and design.

- b) [24/2372/MRES | Reserved matters application \(access, appearance, landscaping, layout and scale\) for the construction of a Sports Pavilion, Sports Pitches, Car Park and associated landscaping. Subsequent application to outline permission 17/1019/MOUT which was accompanied by an Environmental Statement. | Land North Of Old Tithebarn Lane Clyst Honiton](#)

Council Comment:

The Committee would like to provide the following feedback.

1. While we welcome the addition of a veranda/decking to provide additional seating, the Social space is still small to facilitate multi-use by teams crossing over at peak times.
2. The accessible toilet is adjacent to the main entrance which is accessible by the front steps - in the wrong place.
3. Missed opportunity to utilise underneath space for additional storage for maintenance equipment i.e. ride-on mowers and football pitch equipment.
4. The changing rooms are too small.
5. The proposed pavilions could be extended further back and better utilise the back area to increase storage, changing rooms and social area.
6. Concerns were raised about overspill parking and the impact on the neighbouring properties.
7. Floodlights to be provided but shielded to minimise the impact on residents.
8. Additional bike storage for local 'home' teams.
9. A steel frame building with a mezzanine floor would facilitate flexibility to extend the pavilions.
10. Roof colour is not in keeping with neighbouring properties – It needs to be grey to blend in with what's already built and with solar panels.
11. 2 EV points rather than 1.
12. Any street furniture to be made from recycled plastics, not wood. Longevity and low maintenance.
13. Service contracts in place for bins before installation.

- c) [24/2708/FUL | Removal of calf shed to be replaced by new larger agricultural building | Francis Court Farm Budlake Exeter EX5 3LW](#)

Council Comment: The Council supports this application.

- d) [24/2664/MFUL | Construction of a Battery Energy Storage System \(BESS\) and associated infrastructure | Land North Of Saundercroft Road Broadclyst](#)

Council Comment:

The Planning Committee discussed the following application:

24/2664MFUL Construction of a Battery Energy Storage System (BESS) and associated infrastructure Land North Of Saundercroft Road Broadclyst. A copy of the full comment can be found in Appendix A to these Minutes.

[24/2255/LBC | Alterations to allow annexe and main house to become one residential unit. Create new internal door opening between main house kitchen and annexe; 1no. new window opening on rear east elevation of annex and block up 1no. external door of annex and render. | Symes Cottage Town End Broadclyst EX5 3HS](#)

Council Comment: The Council supports this application.

P25/006 CARBON LITERACY TRAINING

To confirm Councillors' and other interested parties' attendance to arrange a suitable date for the training to take place.

The Planning Committee referred this item to the full council meeting on 3rd February 2025.

P25/007 CLOSE OF MEETING

The meeting closed at 20:40hrs.

Signed:

Print:

Date:

ALL DOCUMENTS ARE AVAILABLE IN LARGE PRINT BY REQUEST

Appendix A

24/2664MFUL Construction of a Battery Energy Storage System (BESS) and associated infrastructure Land North Of Saundercroft Road Broadclyst

Whilst national, local, and indeed Neighbourhood planning policy has broad support for decarbonised energy, the Committee raised the following and voted that it was **NOT IN SUPPORT** of this application in its current form due to the following concerns:

1. **LGV Movements:** The restrictions on LGV movement timings (no LGV traffic will pass through the village before 9.30am and after 3pm Mon-Fri, before 9am and after 1pm on a Saturday) and the presence of banksmen to minimising disruptions and potential safety hazards in Dog Village.
2. **Construction Route:**
 - 2.1. **Local knowledge:** Councillors noted that the proposed construction traffic route is unsuitable. The designated construction route follows the length of Station Road, a rural lane for much of its length with a 7.5-tonne (except for access) weight limit. Construction traffic would pass through Broadclyst Station, in which the bridge over the London Waterloo-Exeter line has a long history of congestion caused by the resident haulage firms. This is a narrow bridge with obstructed views on the approaches and is a pinch point for all vehicles over the size of a domestic car. The bridge tailbacks already cause significant traffic misery, and it is felt unlikely that this route can support the volume of lorries required during construction without unacceptable significant impact on residents, commuters and other road users. This option is unviable.
 - 2.2. **Policy compliance: Non-compliance with Broadclyst Neighbourhood Plan (BNP) Policy T4: Active Travel Infrastructure.** Policy T4 seeks to “enhance and extend existing networks and create new footpaths, cycle paths, multi paths and low traffic neighbourhoods.” Station Road is a vital corridor for pedestrian and cycle movement, especially in the vicinity of Clyst Vale Community College, where:
 - 2.2.1. There are no pavements, forcing students and other pedestrians to walk in the carriageway.
 - 2.2.2. The road is already heavily used by students walking and cycling to school, a fact supported by the NP’s aim to increase safe, active travel infrastructure across the parish.

The addition of heavy construction vehicles along this route directly contradicts the policy's aim of improving safety and active travel infrastructure and would result in increased conflict between vehicles and vulnerable road users.

2.3. Policy compliance: Conflict with BNP Policy T1: New Pedestrian and Cycle Routes

The Neighbourhood Plan supports new and safe connections for pedestrians and cyclists, particularly linking Broadclyst Station to Dog Village, and improving movement across the parish. Use of Station Road as a construction access route runs counter to this aspiration, introducing a high risk to safety along a corridor the community seeks to enhance for sustainable movement.

2.4. Safety Risk – Inadequate Infrastructure

Station Road:

- Is largely a narrow rural lane with a 7.5-tonne weight limit (except for access).
- Features a pinch point at the railway bridge near Broadclyst Station, which already suffers from significant congestion and is unsuitable for regular LGV traffic.
- Has restricted visibility, increasing collision risk, especially with two-way LGV traffic and during school hours.

This road is structurally and operationally unsuitable for sustained construction traffic, and its use would exacerbate safety issues for existing users including schoolchildren, residents, cyclists, and public service vehicles.

2.5. Policy compliance: Potential Contravention of BNP Infrastructure Objectives

The Neighbourhood Plan highlights that the parish’s rural infrastructure is already under strain due to strategic developments (p. 22). Policy T3 further calls for improvements to

parking and travel infrastructure that reduce carbon impact and improve usability. Using Station Road for heavy construction traffic would not only undermine infrastructure integrity (risking damage to roads and verges), but also discourage low-carbon travel by creating an intimidating and unsafe environment for non-motorised users.

3. **Construction hours**

The proposed construction hours of 7:00 AM to 8:00 PM on weekdays are excessive. This schedule poses significant disruption to nearby residents, particularly during early mornings and evenings. A more appropriate timeframe would be 8:00 AM to 6:00 PM on weekdays.

4. **Highway Damage:** We appreciate the proactive measures proposed by the applicant in 2.6.1 and 2.6.2; however, there is no set time period for inspections or remedial repairs to be effected.

5. **Environmental Concerns**

5.1. **Flood Risk:** The proposed development could increase surface water runoff and exacerbate flooding in nearby areas.

5.2. **Fire safety:** Concerns were raised around emergency access in the event of an incident.

6. **Community Fund.** There has been a hint during pre-app about a community benefit fund but nothing more concrete. (We appreciate this sits outside Planning Policy; nonetheless, it is an important element for the community).

For the above reasons, the Committee is NOT IN SUPPORT of the application at this stage.

The Committee requests the following mitigations and actions applied before it can support the application:

1. **Construction Traffic Management**

1.1. That the access route avoid using routes with a 7.5-tonne weight limit or roads with structural vulnerabilities such as small bridges.

1.2. That the applicant works with the parish council and occupants of the housing along the construction route to mitigate the impact of construction traffic and damage to buildings / highways surfaces along the construction route.

1.3. That there be a condition to restrict LGV movements during these timings: (no LGV traffic will pass through the village before 9.30am and after 3pm Mon-Fri, before 9am and after 1pm on a Saturday)

1.4. Control vehicle movement with banksman to demonstrate a commitment to minimising disruptions and potential safety hazards in Dog Village and avoid LGVs meeting in the narrow country lanes.

1.5. That should more than one BESS development be under construction at the same time, that the developers liaise and work with each other and the parish council to ensure mitigation arrangements for LGV access are not compromised.

1.6. That a formal 'holding area' be identified in line with 2.4.2 and 2.4.3 in the Construction Traffic Management plan.

1.7. That the applicant enters an undertaking to survey the road surface at 3-month intervals, rectifying defects within the ensuing 2 month period, and provides a bond of appropriate value that the parish council can access to arrange repairs should the condition not be met that will ensure any damage to the road is promptly made good.

2. **Construction Times**

2.1. Restrict construction hours to **8:00 AM–6:00 PM on weekdays only**, with no activity on weekends or public holidays.

3. **Road and Verge Protection**

3.1. Repair any damage caused to roads, verges, or infrastructure by construction vehicles immediately at the developer's expense.

- 3.2. Access off Crannaford Lane onto Saundercroft Road will be problematic, with sharp corners, unsuitable for HGV's.
- 3.3. Can the new access road already approved for the BESS site at Saundercroft Farm (23/0962/MFUL) be utilised?
- 4. **Environmental mitigations**
 - 4.1. Minimise noise impacts during construction and operation by adhering to strict noise pollution controls.
 - 4.2. Prevent excessive light pollution by limiting security lighting and ensuring it does not spill into residential areas.
 - 4.3. That the applicant works with the Environmental Agency to mitigate the flood risk. Broadclyst Neighbourhood plan states the runoff from developments should be less and not more. (NP Policy DC3: Sustainable Drainage.)
 - 4.4. That the applicant works with the Local Fire Service to confirm emergency plans in case of a fire at this site, including 24/7 access to the site