

## Annex 1 Policy Schedule Clyst Honiton Neighbourhood Plan – Submission Version Policy Extract

(Dated January 2024)

This is not intended as a substitute for the full set of documentation as submitted by Clyst Honiton Parish Council which is available at: [Neighbourhood Plans being produced in East Devon - Clyst Honiton - East Devon](#)

### Plan vision:

“Clyst Honiton is a happy and healthy community which is inspired by positive change for those living and working in the Plan Area.

The wellbeing of our rural and village communities is enhanced by spaces which provide a strong community and business focus which harness community spirit.

Clyst Honiton aspires to be an attractive, friendly, safe place, encouraging a diverse community to set down their roots and value their river and rural landscape.”

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
	<b>Community Facilities</b>	<p><b>Aims:</b> To protect, enhance and develop new community facilities, and services.</p> <p><b>Objectives:</b> To support the retention and/or enhancement of Clyst Honiton Village’s existing community facilities. To support provision of new or re-development of existing community facilities. To support the development of a new community building.</p>
<b>Policy C1</b>	<b>Community Facilities &amp; Services</b>	<p>The Neighbourhood Plan identifies the following community facilities which make an important contribution to creating a cohesive and inclusive local community:</p> <ol style="list-style-type: none"> <li>1. St Michaels and All Angels Church.</li> <li>2. The Duke of York Public House.</li> <li>3. The Exeter Inn Public House.</li> <li>4. The Parish Field.</li> </ol> <p>Proposals for the redevelopment of these existing facilities will be supported where they are replaced by equivalent or better community provision.</p> <p>The loss of all or part of community facility including, but not limited to those identified above, will not be supported unless:</p> <ul style="list-style-type: none"> <li>• the proposal involves an alternative community facility that would provide equal or greater benefits to the local community, and is no less accessible to the community and where possible, offer greater levels of accessibility; or</li> <li>• it can be demonstrated that the community facility is no longer viable (in the case of public houses, they should provide marketing information and viability studies that evidence that the current use or an alternative use of similar value to the community is not viable).</li> </ul>
<b>Policy C2</b>	<b>New Community Building</b>	<p>To support the provision of a new community facility comprising a community building in or near the village where it can be accessed by Clyst Honiton residents through active travel and, where appropriate, with additional provision of an outdoor community space and parking.</p> <p>A residential development scheme will be supported as part of the delivery of the community building where;</p> <ol style="list-style-type: none"> <li>a) this is needed to make the development of the community building viable</li> </ol>

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		<p>b) the residential development addresses identified local housing need.</p> <p>Such a scheme must be supported by the community through,</p> <ol style="list-style-type: none"> <li>1) A Neighbourhood Development Order, or</li> <li>2) Submission of a community engagement statement detailing the pre-application engagement activity with the community and wider stakeholders.</li> </ol>
Policy C3	Additional New Community Facilities and Services	<p>Proposals to bring forward new community facilities at the River Clyst Park (Policy NE3) will be supported.</p> <p>In addition, proposals for other new community facilities in the Neighbourhood Plan Area will be supported where:</p> <ul style="list-style-type: none"> <li>• they are of a scale and design that would be in keeping with the character of their location;</li> <li>• there would be no significant adverse impact on the amenity of surrounding residential properties;</li> <li>• they are designed to minimize their environmental impacts, including where necessary and appropriate, controlled hours of working;</li> <li>• where there is proven need for development to extend the existing leisure and or recreation experience for the community;</li> <li>• they include where appropriate the provision of sufficient and safe parking provision within the development site; and</li> <li>• the access arrangements enable and encourage active travel for pedestrians and cyclists and safe vehicular access.</li> </ul>
	Design	<p><b>Aims:</b></p> <p>To support zero carbon energy use, and the production of renewable energy.</p> <p>To encourage energy efficient and sustainable development.</p> <p>For development to include designs and structures that provide effective flood management and minimize flood risk.</p> <p>To support the development of residential and businesses of high-quality design.</p> <p>To improve access to high-speed communication services.</p> <p><b>Objectives:</b></p> <p>To support Passivhaus dwellings and the construction of other energy efficient low carbon buildings.</p> <p>To support provision of renewable energy generation on new and existing buildings.</p> <p>To support community led renewable energy schemes in the Plan Area.</p> <p>For new build to include provision of electric charging points.</p> <p>To support new flood management schemes.</p> <p>To support flood defence schemes especially those that produce renewable energy.</p> <p>For all development to include sustainable drainage measures to minimize surface water run-off.</p> <p>To provide design guidance on sustainable drainage.</p> <p>For new and existing developments in the village to adhere to the Clyst Honiton Character Area high quality design specifications and Design Codes.</p> <p>For adequate storage areas to be designed in new builds for recycling and active travel vehicles.</p> <p>For new developments outside the village to protect and enhance the rural landscape setting and outlook.</p> <p>To retain and enhance the semi-rural, non-urban character of the Clyst Honiton village.</p> <p>To provide guidance and support for development of outdoor residential storage to support recycling and sustainable travel options</p> <p>To provide all residents and businesses in the Plan Area with high-speed communication services.</p>
Policy DS1	Development of high-quality design	<p>Proposals in the Plan Area should have regard to the Clyst Honiton Village Character Assessment (2015) and the Clyst Honiton Design Code (2020).</p> <p>New development across the NP Area will be designed to:</p>

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		<ol style="list-style-type: none"> <li>1. Recognise and reinforce local character in relation to the height, scale, layout, orientation and spacing of buildings, and draw inspiration from the best and most locally distinct buildings. Proposals that seek to introduce designs which deviate from the character of the local context will only be supported where a robust design rationale is presented, and it is demonstrated that the development would be of exceptional design quality. (Design Code 1-4)</li> <li>2. Utilise materials that recognise and respond positively to the local character. The use of locally sourced materials is encouraged to recognise and reinforce local character in relation to property boundary treatments. The use of local stone, castellated walls and native planted hedgerows/hedge banks is encouraged. (Design Code 5)</li> <li>3. Conserve and enhance designated and non-designated heritage assets and their setting. Proposals that affect the significance of heritage assets or their setting will be determined in line with national policy set out in the NPPF (2023).</li> <li>4. Create well-defined, attractive and secure streets and spaces benefiting from good levels of natural surveillance. To design out crime through environmental design principles to provide safety and climate change resilience. (Design Code 2-4)</li> <li>5. Retain mature or important trees of good arboricultural and/or amenity value, and where possible, integrate other existing green and natural features such as trees, hedgerows, wildflower verges and green corridors into the proposal. To use native and or climate resilient planting of green corridors and hedgerows.</li> <li>6. Link into and enhance the existing pedestrian and cycle network and facilitate future connectivity and sustainable transport options. (Design Code 7)</li> <li>7. Minimise the visual impact of parking on the built landscape and rural landscape, and for parking areas to have maximum surface permeability.</li> <li>8. Create attractive climate resilient planted frontages and gardens to maximise removing carbon dioxide from the air, storing carbon in the plants and soil, and releasing oxygen into the atmosphere. (Design code 2 and 4)</li> <li>9. Take into account the location in relation to the flood zone and to be sensitive to any increase in fluvial flood risk posed by the effects of climate change.</li> <li>10. Provide where appropriate an acceptable environment and amenity with regard to the noise impact of the airport and to address all airport safeguarding requirements.</li> </ol>
Policy DS2	<b>Sustainable design and construction of buildings</b>	<p>Any new development and conversion/extension schemes will be required to meet a high level of sustainable design and construction (see supporting text), be designed to maximise energy efficiency and be compatible with a net-zero carbon future. This means that as appropriate to their scale, nature and location proposals should:</p> <ul style="list-style-type: none"> <li>• minimise energy demand through optimising site layout and building orientation;</li> <li>• maximise energy efficiency through taking a fabric first approach to construction and using high quality, thermally efficient building materials;</li> <li>• incorporate non fossil fuel-based heating systems;</li> <li>• minimising water usage;</li> <li>• incorporate on-site renewable or low carbon energy sources.</li> </ul> <p>Where appropriate, any new development and conversion/extension schemes will be required to meet high level design and construction to mitigate for air and noise pollution that arise from the proximity to Exeter Airport and/or the nearby road network.</p>
Policy DS3	<b>Communications Infrastructure</b>	<p>All new residential, community, educational and business premises will be required to make provision for the latest high-speed telecommunication networks including broadband.</p> <p>Physical structures relating to communications infrastructure, such as masts, should be designed and positioned to minimise their visual impact on the village and local landscape. Overly prominent, visually intrusive telecommunications proposals will not be supported.</p>
Policy DS4	<b>Sustainable Drainage</b>	<p>To avoid adverse impacts of development upon the drainage regime of the River Clyst, reduce incidents of localised sewage levels and release, mitigate flood risk and pollution and to maximise water storage, all development involving new build, extensions or additions, will be required to accommodate surface water run off within the site</p>

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		<p>All development to maximise use of natural flood management and artificial SuDS and water recycling features as appropriate, with reference to the latest guidance from DCC25 including those listed below:</p> <ol style="list-style-type: none"> <li>1. permeable paving for driveways and parking areas;</li> <li>2. water harvesting and water storage features;</li> <li>3. green roofs;</li> <li>4. swales;</li> <li>5. soakaways;</li> <li>6. retention ponds *;</li> <li>7. filter strips; and/or</li> <li>8. detention basins.</li> </ol> <p>All development proposals should seek to minimise the amount of green space lost to hard surfacing.</p> <p>Appropriate to the scale and nature of proposals, SuDS measures should also be designed to enhance the local river environment and seek to provide additional benefits including:</p> <ul style="list-style-type: none"> <li>• water treatment and the removal of pollutants;</li> <li>• infiltration and groundwater replenishment;</li> <li>• recreation and amenity space provision; and/or</li> <li>• biodiversity and habitat creation.</li> </ul> <p>*The use of retention ponds will be limited by airport safeguarding legislation</p>
<b>Policy DS5</b>	<b>Flood Risk Management</b>	<p>Proposals for new flood risk management schemes that will help to improve river water quality and management and reduce flooding in the Plan Area will be supported.</p> <p>Flood management and/or flood defence proposals should seek opportunities for natural biodiversity enhancement and habitat creation and mitigate against damage to the river environment. Any biodiversity enhancement and habitat creation to be made acceptable from an airport safeguarding perspective.</p> <p>The combination of a river flow regulation structure on the River Clyst with a micro – hydro renewable energy scheme, is supported if it is acceptable regarding impacts to habitats, biodiversity, geomorphological processes, water quality and flood risk by the specialist bodies (Environment Agency and Flood Risk Authority).</p>
<b>Policy DS6</b>	<b>Storage Spaces</b>	<p>All new development shall be designed to facilitate occupants to recycle and use modes of low carbon active travel by providing the following dedicated storage spaces readily accessible at ground level for:</p> <ol style="list-style-type: none"> <li>1. waste and recycling containers, and</li> <li>2. secure and dry storage to accommodate bicycles, scooters and/or mobility aids.</li> </ol> <p>Design of such storage facilities are to ensure that there is:</p> <ul style="list-style-type: none"> <li>• Minimal visual impact on the public realm,</li> <li>• Minimum obstruction to pedestrians and vehicular access and,</li> <li>• Minimum space for the storage of 2 bikes per dwelling.</li> <li>• Minimum space to accommodate containers provided by the district council for waste and recycling.</li> </ul>
<b>Policy DS7</b>	<b>Provision of charging points</b>	<p>In addition to providing vehicle charging points in line with the NPPF (2023), all new housing development proposals are required to provide appropriately located charging points for electric bicycles.</p>

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		All new employment, commercial, leisure and retail development, in which cycle/scooter parking is provided, are required to include secure covered cycle parking with charging points.
Policy DS8	Provision and use of renewable energy	<p>New development proposals will be expected to utilise available opportunities to incorporate on-site renewable energy technology subject to overall energy demand being first minimised in line with Policy DS2 of this plan.</p> <p>For existing buildings (residential and commercial) where planning permission is required there is support for proposals that include:</p> <ol style="list-style-type: none"> <li>1. The retrofitting of heritage assets through measures that result in the overall reduction in overall energy demand and through the incorporation of on-site renewable or low carbon energy technologies, providing the proposal does not harm the significance of the asset and stakeholder engagement takes place with relevant organisations.</li> <li>2. Refurbishment and extensions that result in an overall reduction in the energy demand of a building, through the incorporation of measures set out in Policy DS2 and through the installation of on-site renewable energy or low carbon technology.</li> </ol>
Policy DS9	Community led renewable energy production	<p>Development proposals for renewable energy schemes which are community led or are promoted in partnership with a community organisation and a developer (commercial or non-profit) will be supported.</p> <p>Development proposals for such schemes should be designed to ensure the following:</p> <ol style="list-style-type: none"> <li>1. To be in keeping with the scale, form and character and or countryside setting;</li> <li>2. To ensure that the following : including noise, vibration, views and vistas, shadow flicker, water pollution, emissions, do not have an unacceptable impact on the amenities of local residents and the road network;</li> <li>3. That there is not an unacceptable impact on local biodiversity;</li> <li>4. Where appropriate, provide natural screening perimeters and new wildlife habitats;</li> <li>5. That there is no impact on airport safety and operations.</li> <li>6. Where appropriate, for livestock farming to continue on the land.</li> </ol> <p>As technology evolves the renewable energy developments that are no longer in use are to be removed and the site reinstated.</p>
	Economy: Business and Jobs	<p><b>Aims:</b>  To provide new businesses and employment within the Plan Area. In order to expand local employment opportunities.  To support new rural businesses in Zone B.  To support the regeneration of existing buildings and/or existing business sites.</p> <p><b>Objectives:</b>  To support economic development in the Plan Area.  To support a rural economy in the provision of: holiday accommodation, office space and live-work units.  To support regeneration of three economic sites within the village.  To support regeneration of existing buildings and agricultural buildings in Zone B.</p>
Policy E1	Supporting a rural economy	<p>Proposals for holiday accommodation and businesses classes (E(c) and E(g)(i) in Zone B (Fig 6), excluding Hill Barton Business Park, will be supported where they:</p> <ol style="list-style-type: none"> <li>1. Are proposed on previously developed land or through the conversion of existing redundant buildings.</li> <li>2. Are in keeping with the existing scale and form.</li> <li>3. Are physically located adjacent to or well related to an existing buildings/ dwellings.</li> </ol>

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		<p>4. Are consistent with the existing countryside landscape setting; and</p> <p>5. Do not result in adverse impacts to residential amenity, biodiversity or highway safety.</p> <p>Where proposals involve the conversion of existing buildings, this should not entail disproportionate extensions.</p>
Policy E2	Rural economy: live-work units	<p>Developments of live-work units in Zone B (Fig 6) excluding Hill Barton Business Park, will be supported when:</p> <ol style="list-style-type: none"> <li>1. A live-work unit conforms to the following requirement: The residential element can only be occupied in conjunction with the operation of the dedicated working space.</li> <li>2. Proposals involve the change of use of an existing building and/or on a brownfield site.</li> <li>3. Proposals for demolition and/or conversion of existing buildings should not entail substantial building beyond the existing footprint, or disproportionate extensions.</li> </ol> <p>Proposals are to meet the following site-specific requirements:</p> <ul style="list-style-type: none"> <li>• To be in keeping with the existing scale, form and their countryside setting.</li> <li>• To be physically located adjacent to, or well related to, existing dwellings, or clusters of dwellings such as Holbrook.</li> <li>• To be of high-quality design to enhance the existing landscape setting, and</li> <li>• Will not result in adverse impacts to residential amenity or highway safety.</li> </ul> <p>Proposals for live-work units on greenfield sites are not supported in Zone B.</p>
Policy E3	Opportunities for new and/or improved business development in Zone A (Fig 6)	<p>Development proposals for new businesses and new and/or improved business development will be supported at the following locations:</p> <p><b>A. Clyst Honiton village locations</b></p> <ol style="list-style-type: none"> <li>1. Home Farm Business Park (Site 1 in Figure 26):</li> <li>2. Exeter Inn Car Par (Site 2 in Figure 26):</li> <li>3. Old School Business Park (Site 3 in Figure 26):</li> </ol> <p>Proposals should:</p> <ol style="list-style-type: none"> <li>a) be in keeping with the scale and form of their setting;</li> <li>b) where applicable, be designed to be in conformity with the existing village character as identified in the Clyst Honiton Village Character Assessment;</li> <li>c) ensure that residential amenity is not adversely impacted;</li> <li>d) provide adequate off-street parking to avoid businesses using on-street parking;</li> <li>e) be designed so that the village road remains a cul-de-sac;</li> <li>f) be designed so that the level and flow of traffic generated does not adversely impact on the safety and operation of the village road and/ or the highway network;</li> <li>g) incorporate mitigation features where necessary to address aircraft related noise and flood risk.</li> <li>h) provide a detailed assessment of flood risk and incorporation of mitigation measures having appropriate regard to flood zones.</li> <li>i) Development proposals for Old School Business Park should seek to retain and reuse the original school building and incorporate this structure's design features into the wider scheme.</li> </ol> <p><b>B. Non village locations</b></p> <p>Development proposals for new businesses and new and/or improved business development will, in principle, be supported adjacent to the village where:</p> <ol style="list-style-type: none"> <li>i. the proposal is consistent with Strategy 7 in the Local Plan (or its future equivalent);</li> <li>ii. the proposal does not impact the cul-de-sac status of the village road;</li> </ol>

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		<ul style="list-style-type: none"> <li>iii. a safe highway access is in place and the local highway network is capable of accommodating the forecast increase in traffic, established by a Traffic Assessment;</li> <li>iv. criteria c, d, f, g and h (above) where appropriate, is met; and</li> <li>v. the development is either: <ul style="list-style-type: none"> <li>o being brought forward in line with the emerging Neighbourhood Development Order or</li> <li>o the proposal is on previously developed land and the proposal would not prejudice the delivery of a future community-meeting space (including the community-meeting space being sought via the emerging Neighbourhood Development Order).</li> </ul> </li> </ul>
	<b>Housing</b>	<p><b>Aims:</b>  To provide new housing in Clyst Honiton village.  To support the provision of affordable houses to meet the local affordable housing need.  To enable a more balanced housing stock to enable local people to stay in the parish throughout their lifetime.  To support appropriate development outside of the village (Zone B) which supports the rural economy and local needs.</p> <p><b>Objectives:</b>  To allocate one site for up to 9 houses in Clyst Honiton Village.  To support development of self-build/custom build houses.  To support a 10% self-build and/or custom-build houses on developments bringing forward 30 or more dwellings.  To support the provision of the local affordable housing need on-site in Policy SA1  To provide 1 and 2-bed properties for those elderly villagers wishing to downsize and/or for the those needing their first home.  To support development of work-live units in Zone B.  To support self-build and custom-build houses in Zone B.</p>
<b>Policy SA1</b>	<b>Slate and Tile Site, York Terrace</b>	<p>Land fronting onto York Terrace identified in Figure 39 is allocated for a small development of up to nine dwellings with support for the provision of on-site local affordable housing.</p> <p>Proposals to meet the following site-specific requirements:</p> <ol style="list-style-type: none"> <li>1. Housing to be 1 and 2 bed properties.</li> <li>2. Development proposals should incorporate measures that mitigate noise impacts from the road and Exeter Airport to ensure a high level of amenity for residents.</li> <li>3. A detailed assessment of flood risk and incorporation of mitigation measures having appropriate regard to the proximity of the River Clyst.</li> <li>4. To be designed to acknowledge the site's key gateway location (Design Code 4). Innovative proposals that deviate from the scale and design of the North Clyst Honiton Character Area will be supported.</li> <li>5. The provision of "off street location" parking.</li> <li>6. The provision of safe vehicular, pedestrian and cycle access.</li> </ol>
<b>Policy H1</b>	<b>Self – Build and Custom Build Houses.</b>	<p>Development of self and custom-build dwellings will be supported in the following locations:</p> <ol style="list-style-type: none"> <li>1. On single plots where the dwelling is a conversion of an existing building, and</li> <li>2. On single plots in which the new build is in scale with surrounding properties and is located within the plot and/or adjoining an existing dwelling.</li> </ol> <p>Provision of 10% self-build and custom build dwellings will be required on all residential schemes of 30 houses or more as follows, unless superseded by Local or National requirements:  Such provision could be provided through: Serviced plots for self-build and custom build, either on an individual basis or for a duly constituted self-build group (to include a community group)</p>

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		This policy will not apply to Hill Barton Business Park or the emerging Clyst Honiton Neighbourhood Development Order Site.
	<b>Natural Environment</b>	<p><b>Aims:</b>            To protect, develop and extend Local Green Spaces to promote increased activity levels and outdoor opportunities for residents.            To retain and enhance the semi-rural, non-urban character of the Clyst Honiton village.            To protect and enhance landscape character and biodiversity.</p> <p><b>Objectives:</b>            Safeguard a local space identified in NE3 for public amenity use.            To allocate 4 areas in Clyst Honiton Village as Local Green Spaces and to consider new areas.            To allocate a green landscaped corridor.            For the Parish Field to remain as a space to allow large numbers to gather for community events and field games.            To ensure that new development responds positively to Clyst Honiton's existing landscape setting.            To ensure that new developments protect and enhance local wildlife habitats.            To protect and increase the Plan Area's habitats and wildlife corridors.            To ensure a minimum 10% net gain in biodiversity is provided on development plots.            For new developments outside of the village to preserve and enhance the rural landscape setting and outlook.</p>
<b>Policy NE1</b>	<b>Landscape and biodiversity</b>	<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 are addressed:</p> <ol style="list-style-type: none"> <li>1. Retaining and integrating existing landscape features including hedgerows and banks, trees, watercourses and ponds, which contribute to the visual richness of the landscape and provide important habitat for wildlife. Where the loss of such features is unavoidable, replacement landscaping of at least equal habitat and visual amenity value should be provided.</li> <li>2. Requiring biodiversity gains of at least 10% on all development (unless exceeded by Local or National policy) and a requirement that developers use the current DEFRA biodiversity net gain metric to calculate the impact of their proposals. Biodiversity gain to extend where appropriate to a gain rather than a loss of woodland canopy.</li> <li>3. Using locally distinctive landscape and boundary treatments. Preference should be given to native plants species, and where this is not feasible, non-native species of demonstrable biodiversity and habitat value should be used. Use of Devon banks, treed boundaries are supported as the preferred boundary treatments to be in keeping with Zone B and/ or the Clyst Honiton Character Assessment and the Clyst Honiton Design Codes (Appendix 7B).</li> <li>4. Creating new habitats and enhancing wildlife connectivity. Existing wildlife corridors shall be retained and enhanced, and new wildlife corridors created. The introduction of artificial nesting and roosting sites, such as bird boxes, insect bricks and bat boxes, shall be provided in line with the latest best practice, including BS 42021:20221, and/or as specified in the latest legislation. Habitat creation is to provide permeability for wildlife at ground level within boundary features. New biodiversity enhancements and habitat creation are to be made acceptable to airport safety and operations where appropriate.</li> <li>5. Responding positively to the surrounding landscape setting, through sensitive design, siting and landscaping. In this regard development proposals located along the village edges, or within the surrounding rural countryside should carefully consider and respond positively to, the unique qualities and characteristics of their immediate landscape setting, as set out within the East Devon and Blackdown Hills 'Landscape Character Assessment' (2019) and the Clyst Lowland Farmlands Devon Landscape Character Area.</li> </ol> <p>All major development proposals* should provide details of a landscaping scheme that demonstrates how the scheme responds to the above considerations.</p> <p>* As defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015</p>



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Policy NE2	Green Landscaped Corridor	<p>The land denoted in Figure 47 is safeguarded as a green landscape corridor in order to maintain the landscape setting of Clyst Honiton village, maintain a wildlife corridor and mitigate traffic noise from the A30 carriageway.</p> <p>Other than development requirements associated with maintaining the strategic road network, only minor proposals associated with managing and improving the wildlife corridor will be supported.</p>
Policy NE3	River Clyst Park	<p>The land denoted in Figure 48, is safeguarded as a public amenity space.</p> <p>Proposals relating to the enhancement of the River Clyst Park will be supported, where they provide appropriate:</p> <ol style="list-style-type: none"> <li>1. Access infrastructures for those walking and using appropriate terrain mobility vehicles.</li> <li>2. Interpretation/ information boards.</li> <li>3. Litter bins.</li> <li>4. Cycle racking.</li> </ol> <p>Proposals will need to take into consideration the seasonal community use of this area and the water management role of the flood plain area. Development proposals for will not be supported in the Clyst Valley Regional Park, unless it conforms with Local Plan Policy relating to development in the designated area.</p>
Policy NE4	Local Green Spaces	<p>The following accessible community green spaces in Figure 50, have been demonstrated to be of particular importance to the local community. These sites which are all in Clyst Honiton village have been designated as Local Green Spaces (in accordance with paragraphs 100 and 101 of the NPPF (2021) in Appendix 17:</p> <ol style="list-style-type: none"> <li>1. The churchyard, adjacent to St Michaels and All Angels Church.</li> <li>2. The green spaces <ul style="list-style-type: none"> <li>• adjacent to noticeboard and village seat on St Michaels Hill, and</li> <li>• beside the Southwest Water pumping Station.</li> </ul> </li> <li>3. The Parish Field off Village Road.</li> <li>4. The green verges at the entrance to the village and on both sides of the B3174 in Clyst Honiton village.</li> </ol> <p>Inappropriate forms of development within any area of LGS will not be permitted unless justified by very special circumstances.</p>
	Parking and Access	<p><b>Aims:</b></p> <p>To improve parking provision for existing and new residents.  To improve the public realm of Clyst Honiton Village Road and its junctions.  To develop new footpaths, cycle paths and mobility networks for health, leisure and work purposes across the Plan Area.</p> <p><b>Objectives:</b></p> <p>To improve parking provision for existing and new residents in Clyst Honiton Village.  To support improvements to parking provision provided by the existing businesses in Clyst Honiton Village.  To provide specific parking guidelines for the design and development of new businesses in the NP Area.  To support the development of active travel charging facilities for all new residential and business developments.  To support the develop of infrastructures to change the layout, use and safety of the Village Road for residents.  To integrate old and new residential areas in the village with multi-user routes.  To support the development of new pedestrian paths/trails within the Plan area.  To support and extend the number of multi-user routes linking the NP Area to wider active travel routes.</p>

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Policy AC1	Parking provision	<p>New non-residential development proposals shall deliver parking arrangements which address the following matters:</p> <ol style="list-style-type: none"> <li>1. The type and mix of the development.</li> <li>2. Parking areas are to provide maximum surface permeability.</li> <li>3. The accessibility of the location.</li> <li>4. Projected staff and visitor numbers.</li> <li>5. Off-road space for turning and dropping off by service and delivery vehicles.</li> <li>6. Disabled parking provision.</li> <li>7. A covered and secure area for bike storage.</li> <li>8. A mix of rapid, fast or trickle electric charge points appropriate to the type of development.</li> <li>9. Identification of likely peak visiting times and associated parking requirements during this period.</li> <li>10. Conforms to designing out crime in order to provide safe parking whilst not undermining the security of the wider development.</li> </ol> <p>Development proposals on existing commercial sites which enable the provision of the following are supported:</p> <ul style="list-style-type: none"> <li>• further onsite parking spaces, and</li> <li>• charging facilities (see 7 above)</li> </ul> <p>All residential development proposals to providing parking on surfaces with maximum surface permeability.</p> <p>Opportunities for new development to provide additional off-street parking improvements for Clyst Honiton village residents in locations close to or adjacent to housing will be encouraged and supported where they do not have an unacceptable impact on:</p> <ol style="list-style-type: none"> <li>a) the Village Character Area in which the parking is located,</li> <li>b) residential amenity,</li> <li>c) pedestrian and road safety, and</li> <li>d) flood risk (including local surface water flooding).</li> </ol>
Policy AC2	Public realm improvements to Clyst Honiton village road and its road junctions	<p>The following intervention measures along Clyst Honiton village road will be supported where they improve the public realm and/or road safety.</p> <ol style="list-style-type: none"> <li>1. Safe pedestrian zones.</li> <li>2. Street furniture and seating areas.</li> <li>3. Cycle racking.</li> <li>4. Infrastructure for planting to include trees.</li> <li>5. Infrastructure to ensure safe vehicular access to and from Ship Lane.</li> </ol>
Policy AC3	Active Travel Provision	<p>Development proposals which would provide new and/or would extend and/or improve existing routes for active travel will be supported,</p> <ol style="list-style-type: none"> <li>1. New Routes (Figures 49 and 55)</li> <li>2. Clyst Park route No 3</li> <li>3. NDO site route No 7</li> <li>4. Orange Meadow route No 9</li> </ol> <p>as well as those linking to:</p> <ol style="list-style-type: none"> <li>5. Sky Park Fitness Trail</li> <li>6. Clyst Valley Trail</li> <li>7. WW2 Fighter Pen</li> <li>8. Clyst Valley Regional Park</li> </ol>

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<p>Development proposals that contribute to the creation of new links for non-motorised users to the following network of cycle paths and key destinations in the wider region will be particularly welcome:</p> <ul style="list-style-type: none"> <li>• National Cycle Network Route 2 and Route 34 (Exe Estuary Trail)</li> <li>• Killerton Trail and Ashclyst Forest</li> <li>• Crealy Theme Park and Resort</li> </ul> <p>Development proposals should provide appropriate and safe access and should link up with existing networks.</p> <p>Development proposals should be designed to create natural surveillance of routes, and such routes should include sufficient lighting provided by renewable energy to make users feel safe and secure.</p> <p>Development proposals are to consider future opportunities to enhance connectivity to neighbouring sites and should be designed in a manner that facilitates future connections.</p> <p>Development proposals for the provision of cycle and E bike racking will be supported.</p> <p>The loss of existing routes will be resisted unless an appropriate replacement route is provided as part of the development.</p>