

Annex 2 Clyst Honiton Neighbourhood Plan – Post Examination Policy Wording (shown as track changes)

(Dated January 2024)

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
	Community Facilities	<p>Aims: To protect, enhance and develop new community facilities, and services.</p> <p>Objectives: 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>
Policy C1	Community Facilities & Services	<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"> 1. St Michaels and All Angels Church. 2. The Duke of York Public House. 3. The Exeter Inn Public House. 4. The Parish Field. <p>Proposals which retain or enhance the above uses or their roles as valued community facilities will be supported.</p> <p>The loss of all or part of a community use including, but not limited to those identified above, will not be supported unless:</p> <ul style="list-style-type: none"> • the proposal is for or includes an alternative community use that would provide equivalent or greater community benefits to the local community, and is no less accessible to the community and where possible, offers greater levels of accessibility; or • it can be demonstrated that the community facility is no longer economically viable (in the case of public houses, they should provide appropriate and proportionate marketing information and viability studies that satisfactorily demonstrate that the current use or an alternative community use is not viable).
Policy C2	New Community Building	<p>The provision of a new 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 is supported in appropriate locations.</p> <p>Residential development on the site will be supported where this is essential to enable the delivery of the community building. The number of new homes provided must be proportionate to enable the delivery of the scheme, be at the discretion of the local planning authority and reflect and meet local housing needs.</p> <p>Schemes will be supported through:</p>

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

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<ol style="list-style-type: none"> 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) 3. Conserve or 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. 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) 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. 6. Link into and enhance the existing pedestrian and cycle network and facilitate future connectivity and sustainable transport options. (Design Code 7) 7. Minimise the visual impact of parking on the built landscape and rural landscape, and for parking areas to have maximum surface permeability. 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) 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. 10. Provide an acceptable environment and amenity with regard to the noise impact of the airport and to address all airport safeguarding requirements.
Policy DS2	Sustainable design and construction of buildings	<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"> • minimise energy demand through optimising site layout and building orientation; • maximise energy efficiency through taking a fabric first approach to construction and using high quality, thermally efficient building materials; • incorporate non fossil fuel-based heating systems; • minimising water usage; • incorporate on-site renewable or low carbon energy sources. <p>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	Communications Infrastructure	<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	Sustainable Drainage	<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 additional surface water run off within the site</p> <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"> 1. permeable paving for driveways and parking areas; 2. water harvesting and water storage features; 3. green roofs;

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<p>4. swales; 5. soakaways; 6. retention ponds *; 7. filter strips; and/or 8. detention basins.</p> <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"> • water treatment and the removal of pollutants; • infiltration and groundwater replenishment; • recreation and amenity space provision; and/or • biodiversity and habitat creation. <p>*The use of retention ponds or any other feature which might create standing water will be limited by airport safeguarding legislation</p>
Policy DS5	Flood Risk Management	<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. Priority will be given to natural flood management schemes which are preferred to engineered solutions.</p> <p>Flood management and/or flood defence proposals should avoid harm to biodiversity, mitigate any harmful impacts where this is a last resort and take every available opportunity for natural biodiversity enhancement and habitat creation. Any biodiversity enhancement and habitat creation must 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>
Policy DS6	Storage Spaces	<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"> 1. waste and recycling containers, and 2. secure and dry storage to accommodate bicycles, scooters and/or mobility aids. <p>Such storage facilities should be designed to ensure that there is:</p> <ul style="list-style-type: none"> • An acceptable visual impact on the public realm, • No obstruction to pedestrians and vehicular access and movement, • Space for the storage of a minimum of 2 bikes per dwelling, and • Sufficient space to accommodate containers provided by the district council for waste and recycling.
Policy DS7	Provision of charging points	<p>In addition to providing vehicle charging points in line with national policy, all new housing development proposals are required to provide appropriately located charging points for electric bicycles.</p> <p>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.</p>

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
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"> 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. 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. <p>Development proposals for such schemes should be designed to ensure that there is no impact on airport safety and operations.</p>
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>Such schemes should be designed to ensure the following:</p> <ol style="list-style-type: none"> 1. Respect the scale, form and character of their location and or countryside setting; 2. Ensure that noise, lighting, vibration, views and vistas, shadow flicker, water pollution and emissions do not cause unacceptable harm to the amenities of local residents and the road network; 3. Have an acceptable impact on local biodiversity ensuring any impacts are appropriately mitigated; 4. Where appropriate, provide natural screening perimeters and new wildlife habitats; 5. Ensure that there is no impact on airport safety and operations. 6. Where appropriate, for livestock farming to continue on the land. <p>As technology evolves the renewable energy developments that are no longer in use are to be removed and the site appropriately restored.</p>
	Economy: Business and Jobs	<p>Aims: 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>Objectives: 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 or small-scale 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"> 1. Are proposed on previously developed land or through the conversion of an existing redundant building; 2. The building and its proposed use(s) is in keeping with the existing scale and form of development in its setting; 3. The building is physically located adjacent to or is otherwise well related to an existing building and or dwelling.

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<p>5. Are compatible with the existing countryside and landscape setting; <u>Have suitable access and take every opportunity for encouraging active travel; and</u></p> <p>6. Do not result in adverse impacts to residential amenity, biodiversity or highway safety.</p> <p>Where proposals involve the conversion of existing buildings, disproportionate extensions will not be permitted.</p>
Policy E2	Rural economy: Live and Work Units	<p>Developments of live and work units in Zone B (Fig 6) excluding Hill Barton Business Park, will be supported when:</p> <ol style="list-style-type: none"> 1. The residential element of the live and work unit will only be occupied in conjunction with the operation of the dedicated working space; and 2. Proposals involve the change of use of an existing building and/or are located on a brownfield site. <p>Proposals for demolition and/or conversion of existing buildings should not entail substantial building beyond the existing footprint, or disproportionate extensions.</p> <p>Proposals are to meet the following site-specific requirements:</p> <ul style="list-style-type: none"> • Respect the scale and form of existing development and their countryside setting. • Be located adjacent to, or be well-related to, existing dwellings, or clusters of dwellings such as Holbrook. • Be of a high quality design which enhances the immediate setting, and • Will not result in adverse impacts to residential amenity or highway safety. <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 business and commercial uses and new and/or improved business development will usually be supported at the following locations:</p> <p>A. Clyst Honiton village locations</p> <ol style="list-style-type: none"> 1. Home Farm Business Park (Site 1 in Figure 26): 2. Exeter Inn Car Park (Site 2 in Figure 26): 3. Old School Business Park (Site 3 in Figure 26): <p>subject to:</p> <ol style="list-style-type: none"> a) Any new build development and/or the proposed use must be in keeping with the scale and form of their setting; b) where applicable, new buildings must be designed to respect the existing village character as identified in the Clyst Honiton Village Character Assessment and accord with the Design Code; c) residential amenity is not adversely affected; d) the provision of satisfactory off-street parking to avoid businesses using on-street parking; e) retention of the village road as a cul-de-sac; f) ensuring 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; g) demonstration of satisfactory noise conditions including taking the noise from the airport on the site into consideration and implementation of any mitigation measures; and h) The provision of an appropriate flood risk assessment and implementation of any mitigation measures; and i) There would be no adverse impact on airport safety and operations. <p>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.</p>

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<p>B. Edge of village locations Development proposals for new businesses and new and/or improved business development will, in principle, be supported on appropriate sites immediately adjacent to the village where:</p> <ol style="list-style-type: none"> i. the proposal is consistent with Strategy 7 in the Local Plan (or its future equivalent); ii. the proposal does not impact the cul-de-sac status of the village road; 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; and iv. criteria c, d, g, h and i (above) where appropriate, is met.
	Housing	<p>Aims: 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>Objectives: 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>
Policy SA1	Slate and Tile Site, York Terrace	<p>Land fronting onto York Terrace identified in Figure 39 is allocated for a small development of up to nine dwellings subject to the following requirements:.</p> <ol style="list-style-type: none"> 1. Housing to be smaller units of 1 and 2 bed properties. 2. Any scheme should meet local housing needs including through the onsite provision of affordable housing; 3. Appropriately detailed assessments should be submitted at the time of any planning application to satisfactorily address issues of contamination, flood risk and noise, particularly from Exeter Airport and the road which set out any mitigation measures and how these will be implemented; 3. The scheme is designed to a high quality that reflects the site's key gateway location and position within the village; 4. The provision of a satisfactory level of car parking. 5. The provision of safe vehicular, pedestrian and cycle access. 6. The scheme meets nationally prescribed space standards; 7. The site lies within the Zone of Influence for the Exe Estuary SPA and the East Devon Pebblebed Heaths SPA and SAC. All new residential development is required to accord with the requirements set out in the South-East Devon European Site Mitigation Strategy or any successor document.
Policy H1	Self – Build and Custom Build Houses.	<p>Development of self and custom-build dwellings will be supported:</p> <ol style="list-style-type: none"> 1. On single plots where the dwelling is a conversion of an existing building which would not need significant rebuilding for its new use, or 2. On single plots in which the new build is in scale with surrounding properties and is located within the plot of, or adjoins, an existing dwelling and 3. Where such development would not harm the distinctive landscape, amenity and environmental qualities within which the plot is located.

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<p>Provision of 10% self-build and custom build dwellings will be encouraged on all residential schemes of 30 houses or more, 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> <p>This policy will not apply to Hill Barton Business Park.</p>
	<p>Natural Environment</p>	<p>Aims: 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>Objectives: 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>
<p>Policy NE1</p>	<p>Landscape and biodiversity</p>	<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"> 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. 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. 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). 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. 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.

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<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> <p><i>Any measures must be made acceptable from an airport safeguarding perspective.</i></p>
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>Development requirements associated with maintaining the strategic road network are supported. Proposals which improve the management or enhance the wildlife and landscape corridor and the setting of the village are positively encouraged and welcomed.</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</p> <ol style="list-style-type: none"> 1. The churchyard, adjacent to St Michaels and All Angels Church. 2. The green spaces <ul style="list-style-type: none"> • adjacent to noticeboard and village seat on St Michaels Hill, and • beside the Southwest Water pumping Station. 3. The Parish Field off Village Road. 4. The green verges at the entrance to the village and on both sides of the B3174 in Clyst Honiton village. <p>Development proposals within the designated local green spaces will be consistent with national policy for Green Belts. Inappropriate forms of development within any area of LGS will not be permitted unless justified by very special circumstances.</p>
	Parking and Access	<p>Aims:</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>Objectives:</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>
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"> 1. The type and mix of the development.

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<ol style="list-style-type: none"> 2. Parking areas are to provide maximum surface permeability. 3. The accessibility of the location. 4. Projected staff and visitor numbers. 5. Off-road space for turning and dropping off by service and delivery vehicles. 6. Disabled parking provision. 7. A covered and secure area for bike storage. 8. A mix of rapid, fast or trickle electric charge points appropriate to the type of development. 9. Identification of likely peak visiting times and associated parking requirements during this period. 10. Conforms to designing out crime in order to provide safe parking whilst not undermining the security of the wider development. <p>Development proposals on existing commercial sites which enable the provision of the following are supported:</p> <ul style="list-style-type: none"> • further onsite parking spaces where these are justified by the operational needs of the commercial enterprise and cannot otherwise be met through measures to promote sustainable travel, and • charging facilities (see 8 above) <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"> a) the Village Character Area in which the parking is located, b) residential amenity, c) pedestrian and road safety, and d) flood risk (including local surface water flooding).
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"> 1. Safe pedestrian zones. 2. Street furniture and seating areas. 3. Cycle racking. 4. Infrastructure for planting to include trees. 5. Infrastructure to ensure safe vehicular access to and from Ship Lane. 6. Measures that facilitate walking and cycling infrastructure and connectivity.
Policy AC3	Active Travel Provision	<p>Development proposals which would provide new and/or enhanced routes for active travel, particularly on the routes below, will be supported.</p> <ol style="list-style-type: none"> 1. New Routes (Figures 43 and 55) 2. Clyst Park route No 3 3. Route No 7 4. Orange Meadow route No 9 <p>as well as those linking to:</p> <ol style="list-style-type: none"> 5. Sky Park Fitness Trail 6. Clyst Valley Trail 7. WW2 Fighter Pen 8. Clyst Valley Regional Park

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<p>Otherwise acceptable development proposals that contribute to the creation of new links to the following key destinations will be particularly welcome. These should be multi-use, wherever possible as these provide the most inclusive and accessible opportunities for everyone. Such routes should be designed to allow safe use by all users:</p> <ul style="list-style-type: none"> • National Cycle Network Route 2 and Route 34 (Exe Estuary Trail) • Killerton Trail and Ashclyst Forest • Crealy Theme Park and Resort <p>Development proposals must provide appropriate and safe access for all users and should link up with existing networks, wherever practicable.</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>