

Clyst Honiton Neighbourhood Plan (2023- 2031)

Made Version
March 2025



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Foreword

In 2012, as Chairman of Clyst Honiton Parish Council I realised that the parish needed a sustainable and valid response to the overwhelming amount of development taking place and planned within the parish and the surrounding area. To me, the best vehicle to use was a Neighbourhood Plan (NP), which gave the community a voice that would have to be heard and acted upon. It also allowed residents to determine how to best maintain and develop the unique character of Clyst Honiton, without the future of the area being dominated by commercial interests.

This was a huge challenge for such a small community, and we are grateful for the support and encouragement we received from various sources including East Devon District Council, Locality Financial Grants Facilitator (Dave Chapman), technical support (AECOM)) and the landowners. The most significant financial support was from Locality, the national funding source for the preparation of Neighbourhood Plans. This enabled the parish to create a capable and talented team to develop the plan.

The fruits of this cohesive working in partnership have already started to be seen, not least the closure of the road through the village to the airport, making Clyst Honiton village a much quieter and safer place.

The timeline of the NP has been affected by Covid 19 lockdowns, starting a Neighbourhood Development Order (NDO), a new National Planning Policy Framework, the Climate Emergency Declaration, a changing government and local legislations. The Neighbourhood Plan has been twelve years in the making.

The other challenge for the NP has been its location in the “West End” of East Devon, where strategic development bringing forward residential, economic and infrastructure change has created a complex and evolving picture for the NP Area. The adjacent Exeter Airport has necessitated the Plan being in line with airport noise and safeguarding legislation. However, thanks to goodwill and patience on all sides we have been able to secure a clear and confident NP for future development decisions made within the NP Area.

During the creation of these Plans there have been changes in the membership of the Parish Council and the Steering Group, with each member contributing positively and effectively as they brought their own specific skills and passions to the table. The Neighbourhood Plan (NP) process has been professionally managed by Steering Group Lead, Janvrin Edbrooke, who took up the challenge and has stuck with it! As lead she has been recognised as a NP National Champion for her role.

I invite you, the reader, to explore for yourself the Clyst Honiton Neighbourhood Plan which is the result of dedication and plain hard work in response to community need. I commend this to you with my grateful thanks to all who have taken part.

Lynne Askew

About the Clyst Honiton Plan Area: Our Story

The Background to Neighbourhood Planning

1.1 Neighbourhood Plans

Neighbourhood Plans (NPs) were introduced under the Localism Act 2011 as part of a suite of new community rights. They are a tool to give more control over the type, location, size, space and design of development in a community area.

NPs sit within a planning framework as seen in Figure 1. These Plans come underneath the umbrella of national planning policy in the Government's National Planning Policy Framework 2023¹ and National Planning Practice Guidance (NPPG)². Other important planning documents which govern specific issues are the Minerals and Waste Plans³ produced at the county-wide level, and the Local Plan⁴. In Figure 1 an extra level is shown to show what documents are used in assessing planning applications.

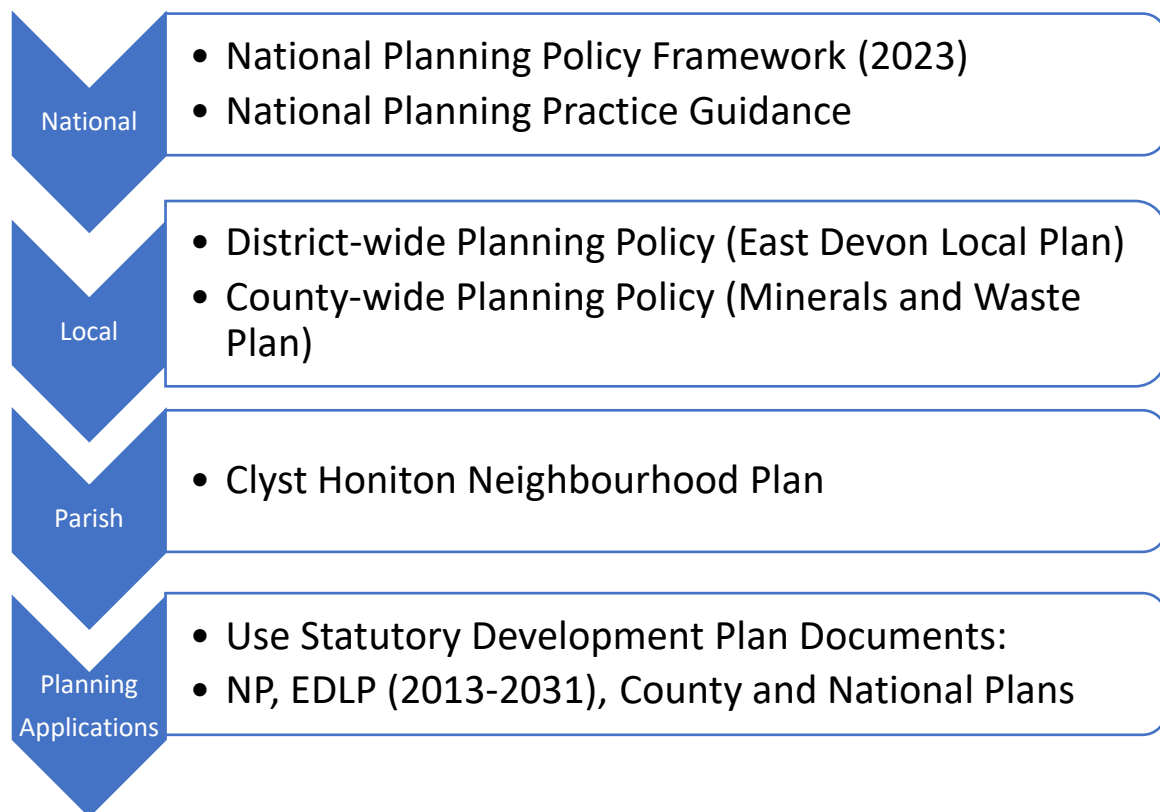


Figure 1: Planning Framework

¹ NPPF (2023) <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

² NPPG <https://www.gov.uk/government/collections/planning-practice-guidance>

³ DCC (2017) <https://www.devon.gov.uk/planning/planning-policies/minerals-and-waste-policy>

⁴ EDLP (2013-2031 (2016) <https://eastdevon.gov.uk/planning/planning-policy/local-plan-2013-2031/>

This Neighbourhood Plan is written in general conformity with the existing Local Plan. However, it should be noted that EDDC have a new Emerging Local Plan⁵. This will cover the period from 2020 to 2042. It is envisaged that a draft Local Plan could be submitted by June 2025 and adopted by December 2026. A table⁶ provides details of the Clyst Honiton Neighbourhood Plan policies compared with the Issues and Options Document. This document was prepared and submitted in the EDDC Issues and Options consultation which closed in March 2021. Formal consultation took place on the Regulation 18 version of the Local Plan from 7 November 2022 to 15 January 2023⁷. It is to be noted that policies were incomplete, and that this consultation was not looking beyond principles. However, the draft Local Plan includes a proposal to locate a new settlement to the east of Exeter, in an area covering the southern parts of Clyst Honiton parish (Zone B). This area was put forward as the “preferred option” in the delivery of a new settlement. The Regulation 18 draft also includes policies related to Exeter Airport. The emerging Local Plan process is progressing as much as it can, while awaiting NPPF and Government announcements.

1.2 What power will the Clyst Honiton Parish Neighbourhood Plan have?

The Clyst Honiton Neighbourhood Plan once ‘Made’, will become part of a statutory development plan used to determine planning applications, as seen in Fig 1. East Devon District Council (EDDC) is the local planning authority for this area and has a legal obligation to use the Clyst Honiton NP when making decisions on planning applications in the Plan Area; it is a powerful tool with statutory weight. Policies in a Neighbourhood Plan (NP) may attract greater weight in the decision-making process if it is more up to date than the existing local plan. In some cases, the Neighbourhood Plan policies may appear to be seeking similar outcomes as policies at National and Local level, but they are in fact adding a local dimension or greater detail.

1.3 A Neighbourhood Plan.

The Clyst Honiton NP (see Fig 2) has three main content areas: it allocates one site, it contains policies, and has community actions and/or projects. Through site allocation and policies, it can protect, preserve, meet identified local development needs and take the parish forward in line with how local people feel it should evolve. Identifying gaps in current provision provides a diverse range of community actions and projects, which will enhance the Plan Area in relation to what it contains and offers its residents.

⁵ <https://eastdevon.gov.uk/planning/planning-policy/emerging-local-plan/>

⁶ Table of Clyst Honiton policies and EDDC Issues and Options <https://www.clysthoniton.org.uk/> (supporting documents)

⁷ <https://eastdevon.gov.uk/planning/planning-policy/emerging-local-plan/draft-local-plan-consultation/>



Figure 2: The Neighbourhood Plan Cake

1.4 Neighbourhood Plan Area Designation

The designated area for a Neighbourhood Plan is usually taken as the whole of a Parish, but as the Clyst Honiton designation predated this criterion, a different process took a considerable length of time due to the complex issues related to EDDC strategic developments in the Parish, the functions and operations of Exeter Airport and Cranbrook strategic infrastructures.

Three NP Area options were considered:

- **Plan A** incorporated the entire parish boundary.
- **Plan B** excluded the airport and related land surrounding the airport which had already been earmarked for future development, including Skypark. Land for the proposed expansion area for Cranbrook town, and the Intermodal Freight Terminal (IMFT) (Hayes Farm) was also excluded.
- **Plan C** was finally proposed and agreed by EDDC on April 2nd, 2014, after the Parish Council reasoned the need for a green space (flood plain) situated between the River Clyst and the boundary to Hayes Farm.

The Neighbourhood Plan Area was finally approved by EDDC cabinet on April 2nd, 2014, and is seen in detail in Figure 3. Figure 3B provides the Parish boundary and the Neighbourhood Plan Area boundary to show the difference between the two.

The term 'Plan Area' was agreed to be used throughout the document because the designated area is in variance with the Parish boundary.

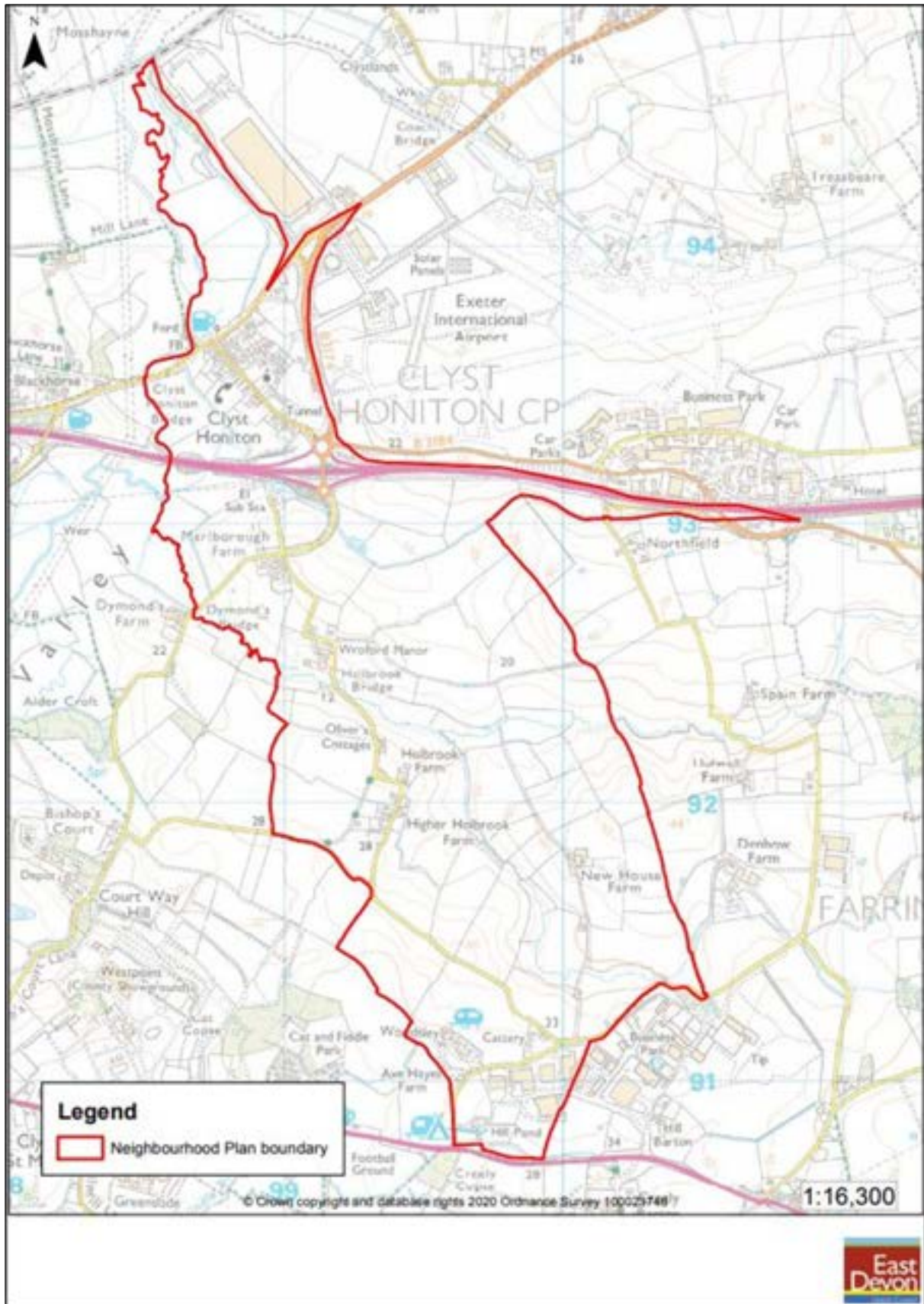


Figure 3: Clyst Honiton Designated Neighbourhood Plan Area

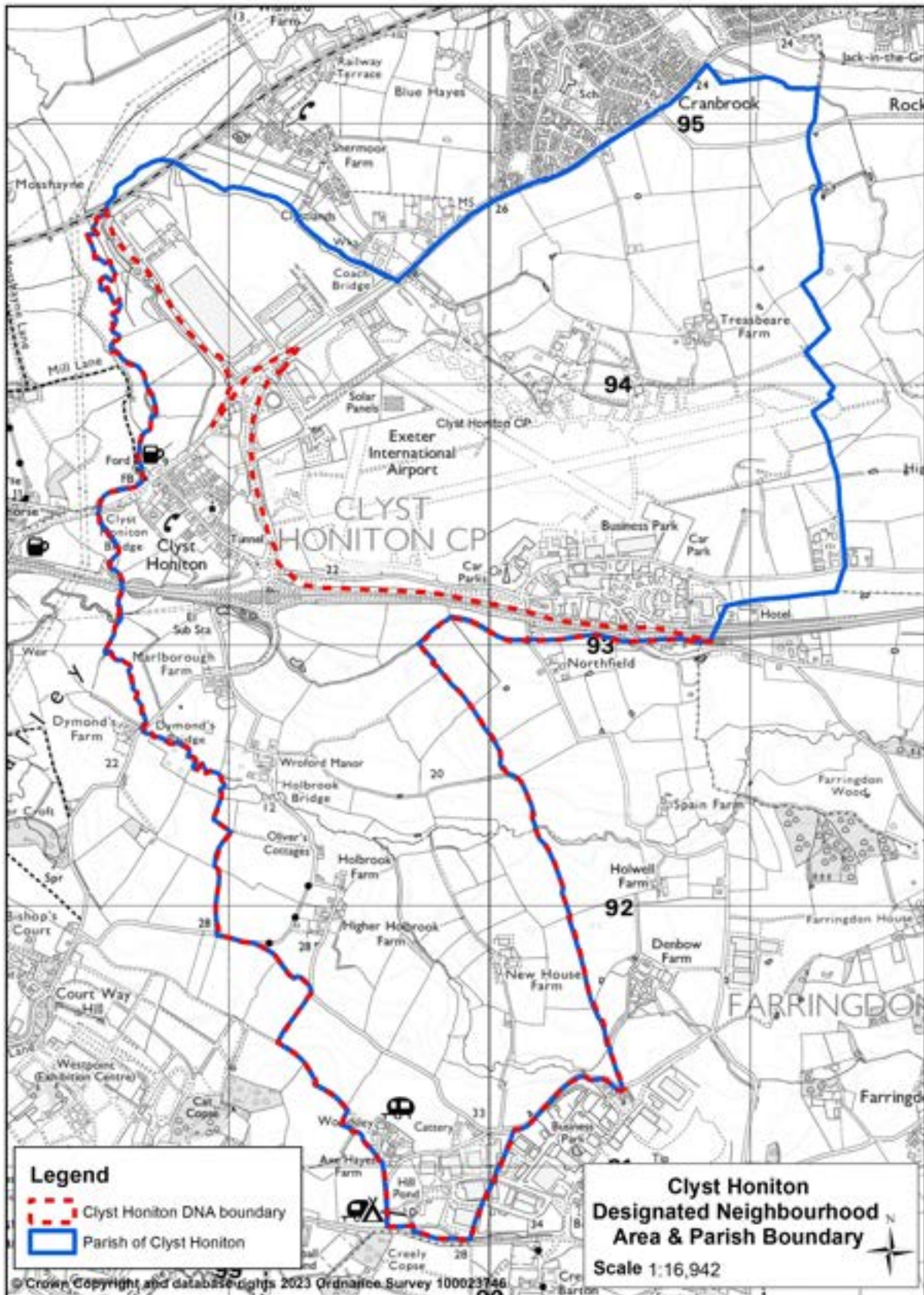


Figure 3B: Parish Boundary and Designated Neighbourhood Plan Area Boundary

1.5 The Community's Plan

Unlike National and District Planning frameworks, a Neighbourhood Plan is a “community-led” plan which puts the community in the driving seat when it comes to having a say over what, how and where development should take place. This NP is the Clyst Honiton parishioners’ ‘*Community Plan*’ for the Plan Area. It represents the community’s vision and priorities for how they would like to see the local area change in the coming years and in doing so it sets out the local planning policies which will be considered as and when any proposals for development and projects come forward in the parish. A NP is evidenced-based being created, chosen, approved by local people and is the channel to deliver the community’s vision. It will be valid until 2031 and will be in general conformity with the EDDC’s Local Plan 2013- 2031, or until this Plan is superseded. As the Plan focuses on land use and development it cannot deal with every important issue which the community identified, however some of these have been written into the Plan as community actions and or projects.

1.6 Our Evidence Base

To inform the content of the Plan, we have developed an evidence base so that our policies and projects are underpinned by clear reasoning and justification. A team of hard-working volunteers on the Steering Group collated and analysed data on existing provision and identified gaps within the Plan Area. This material and the survey data (Appendix 3) helped to inform the Plan’s Vision, Aims, Objectives and its policies.

This work was informed by numerous consultations (Appendix 3) which provided feedback on what the community like about the Plan Area, what they want to protect, what is important to them going forward, and what they feel is missing, including a much-needed community building.

A Call for Sites was undertaken, and two years were spent engaging with landowners to see what they could offer the community and how the identified community needs could be met. This is what makes a NP different from other Development Plans, it is a bottom-up process, led and informed by the local community.

1.7 Sustainable Development

The National Planning Policy Framework (NPPF (2023)) and National Planning Practice Guidance (NPPG) set out the Government’s planning framework with which all plans and proposals for development should comply. The NPPF (2023) includes, at its heart, a “presumption in favour of sustainable development”.

Achieving “sustainable development” is set out in NPPF (2023) (Para 8) as three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): The three objectives are provided in Figure 4.



Figure 4: NPPF (2023) The three sustainable development objectives

Paragraph 29 of the NPPF (2023) also advises that Neighbourhood Plans should reflect Local Plan sustainable development policies and plan positively to support them,

“Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies”.

1.8 Sustainability Assessment

The Plan is subject to testing to help determine the Plan's positive or negative impact on the social, environmental, and economic character of the parish. A Sustainability Appraisal has rated the negative and positive impacts which could arise because of the Plan's policies and/or proposals. (Appendix 4) The sustainability appraisal has been completed at Reg 16 and will be amended, if necessary, after Examination when final versions of all the policies

are available. The Basic Conditions Statement also provides further evidence of sustainability.

1.9 Basic Conditions Statement

The Basic Conditions Statement (BCS) (Appendix 5) demonstrates how this plan contributes to the five basic conditions that are relevant to a Neighbourhood Plan. These are:

- having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the Neighbourhood Plan,
- the 'making' of the Neighbourhood Plan contributes to the achievement of sustainable development,
- the 'making' of the Neighbourhood Plan is in general conformity with the strategic policies contained in the Development Plan for the area of the authority (or any part of that area),
- the 'making' of the Neighbourhood Plan does not breach, and is otherwise compatible with new legislation,
- prescribed conditions are met in relation to the Neighbourhood Plan and prescribed matters have been complied with in connection with the proposal for the Neighbourhood Plan.

The BCS provides tables which clearly provide details of how each policy in the NP both links with and is in general conformity with the EDLP (2013-2031) and is appropriate having regard to national policy (NPPF 2023) and guidance.

1.10 The Structure of The Plan

The Plan is divided into three Sections.

Section 1: The Introduction covers Neighbourhood Plan information and legislation and then tells the story of the Clyst Honiton Neighbourhood Plan Area. This is followed by the Vision for the Plan Area, and the themed Aims and Objectives which respond to the key issues raised from extensive research and community consultation. Within each policy area a range of community actions and projects are provided, which have been identified through local consultation and in the development of the Plan's Aims and Objectives.

Section 2: Is the Policy Section and sets out the planning policies under key headings. The layout of each Policy Chapter provides an introduction to why we need the policy followed by:

- The Intent of the Policy
- The Policy.
- Justification for the policy. Key supporting evidence for the policies and relationship to other planning policies national and district wide. Further justification is provided in the Basic Conditions Statement.

It is important to note that the policies are presented under Chapter headings, but, when development proposals are being assessed, the whole Plan (i.e., all the policies) should be considered.

Section 3: The final section concludes with how the plan will be implemented, monitored, and reviewed by the Parish Council.

1.11 Accessibility and Equality

The Clyst Honiton Neighbourhood Plan process started in 2014 with accessibility requirements coming into place in September 2018. Therefore, some of the NP reference documents include both accessible and non-accessible material (those predating the regulations). The submission documents are in line with the Clyst Honiton Accessibility Statement.⁸ It is to be noted that the NP appendices and reference documents are produced in a variety of formats and by a variety of organisations. Documents produced and owned by third party organisations are covered under their own accessibility legislation if produced post-September 2018. Combined PDF files containing a mix of third party and Parish Council files although covered under their own accessibility legislation when combined into a PDF file may result in failing the single document accessibility checker.

The Parish Council and the NP Steering Group have a duty to work within an equalities and diversity policy⁹ framework and throughout the plan making process the issue of equality has been considered and adhered to.

1.12 Pre submission of the Plan

The Clyst Honiton Neighbourhood Plan went out to Reg 14 consultation, with the following supporting documents:

- Draft Strategic Environmental Assessment (SEA)
- Draft Habitats Regulation Assessment (HRA)

The draft SEA concluded that the current version of the CHNP is likely to lead to significant positive effects in relation to the 'Population and Community', 'Health and Wellbeing' and 'Transportation', 'Climate Change', 'Landscape and Historic Environment' SEA themes. It will also initiate a number of beneficial approaches regarding the 'Environmental Quality' and, 'Biodiversity' SEA themes.

The HRA concluded that, combined with the overarching East Devon Local Plan, the Clyst Honiton Neighbourhood Plan contains sufficient policy framework to ensure no adverse effects to the integrity of international designated site will occur in isolation or in combination with other projects and plans.

⁸ Clyst Honiton NP Accessibility Statement: <https://www.clysthoniton.org.uk/>

⁹ Clyst Honiton Equalities and Diversity Policy <https://www.clysthoniton.org.uk/>

1.14 Post Regulation 14

After Reg 14, responses to the Clyst Honiton NP from the community, statutory authorities and a Plan Health Check undertaken by Intelligent Plans and examinations (IPe) (Appendix 15) were processed by the Steering Group which resulted in extensive changes to the draft and the appendices. It was also agreed that the NP would be submitted ahead of the Clyst Honiton Neighbourhood Development Order, which requires further technical work.

The following policies were deleted from the NP: CF3, SA1, SA3, and the following were amalgamated: E3 and E4, AC1 and AC2, AC4 and AC5. Such changes necessitated content adjustments as well as the relabelling of policies. These changes are detailed in full in Appendix 3 and 21.

Deletion of Policy SA3 specifically resulted in:

- the reduction of dwellings coming forward in the NP from 65 to 9 and,
- the NP and NDO documents becoming discrete “stand-alone” documents.

1.15 Submission of the Plan

The Clyst Honiton NP was submitted to East Devon District Council (EDDC) on January 31st, 2024, with the following supporting documents:

- Map of the Clyst Honiton Neighbourhood Plan Area
- Consultation Statement (Appendix 3)
- The Basic Condition Statement (Appendix 5)
- Strategic Environmental Assessment (SEA) (Appendix 1)
- Habitat Regulation Assessment (HRA) (Appendix 2)

The Plan Area and its History

2.1 Location

Clyst Honiton parish is located in the “West End” of East Devon and is close to the east of Exeter. The village of Clyst Honiton is a historic, modest settlement beside the river Clyst, located along the old carriage route from London to Exeter. Within the Parish, farming was the main source of occupation, and travellers along the London Road provided additional influences and employment. So Clyst Honiton village and the Plan Area as seen in Figure 5 cannot be described as a small community ‘off the beaten track’.

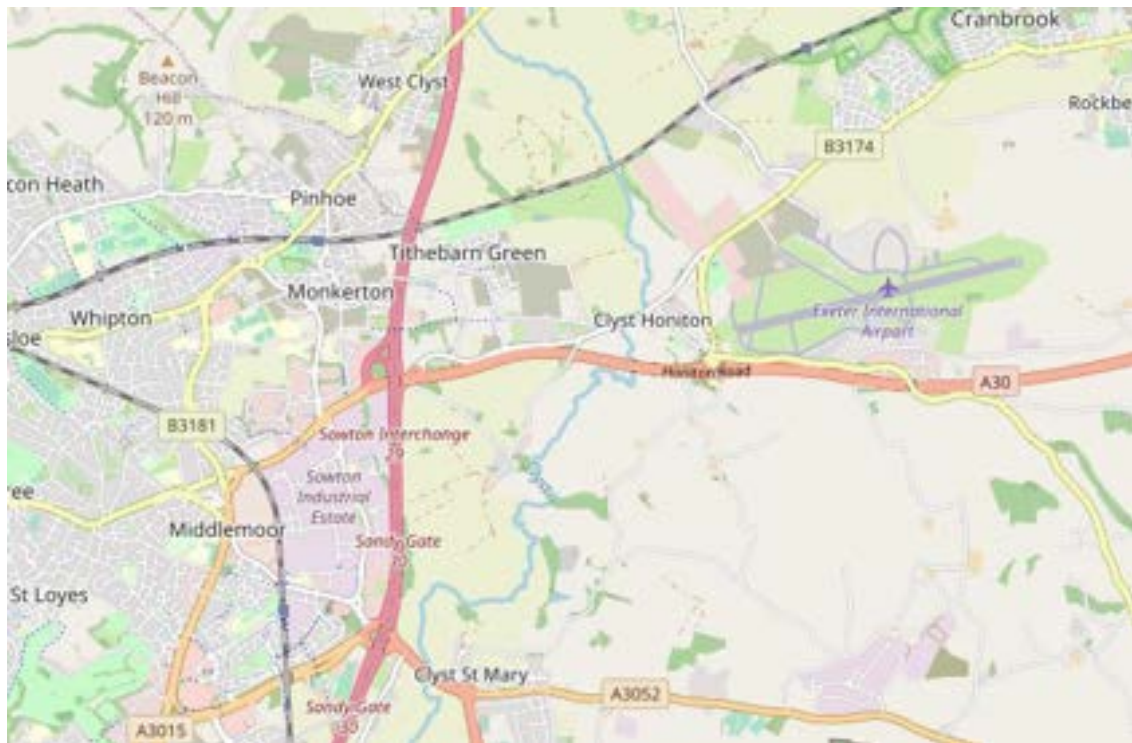


Figure 5: Clyst Honiton showing main routes, City of Exeter and Cranbrook Town (Open Street Maps)

2.2 Land and landscape

Most parish land is, or has been at one time or another, owned and influenced by the Church Commissioners. Historically, the land was predominantly used for farming and even today six farms are still operational within the Neighbourhood Plan Area. Food production is therefore an important economic element of this community. The rural landscape, having changed little in character includes the hamlet of Holbrook with just six homes. What has changed is the completion of the A30 dual carriageway in 1999 which effectively divided the Parish Plan area into two distinct zones as shown in Figure6.

Zone A: includes the village and the flood plain with the River Clyst forming part of the parish boundary. As can be seen in Figure 3, the Parish is larger and includes the airport, airport business Parks and land north of the new A30.

Zone B: lies south-east of the A30 and matches the Parish boundary. The whole of this area is covered in the Neighbourhood Plan. As seen in Figure 7, this is predominantly farmland with a sandy to heavier soil going south. The lie of the land is of gentle rolling with the more level areas being fields varying in size from small paddocks to approximately 20 plus acres. A stream runs through the valley to join the River Clyst. Predominantly dairy farms in the past, only one remains today. In addition to mixed cereal and arable crops with some permanent grassland, most, farms included apple or cider orchards. All of these orchards have gone.

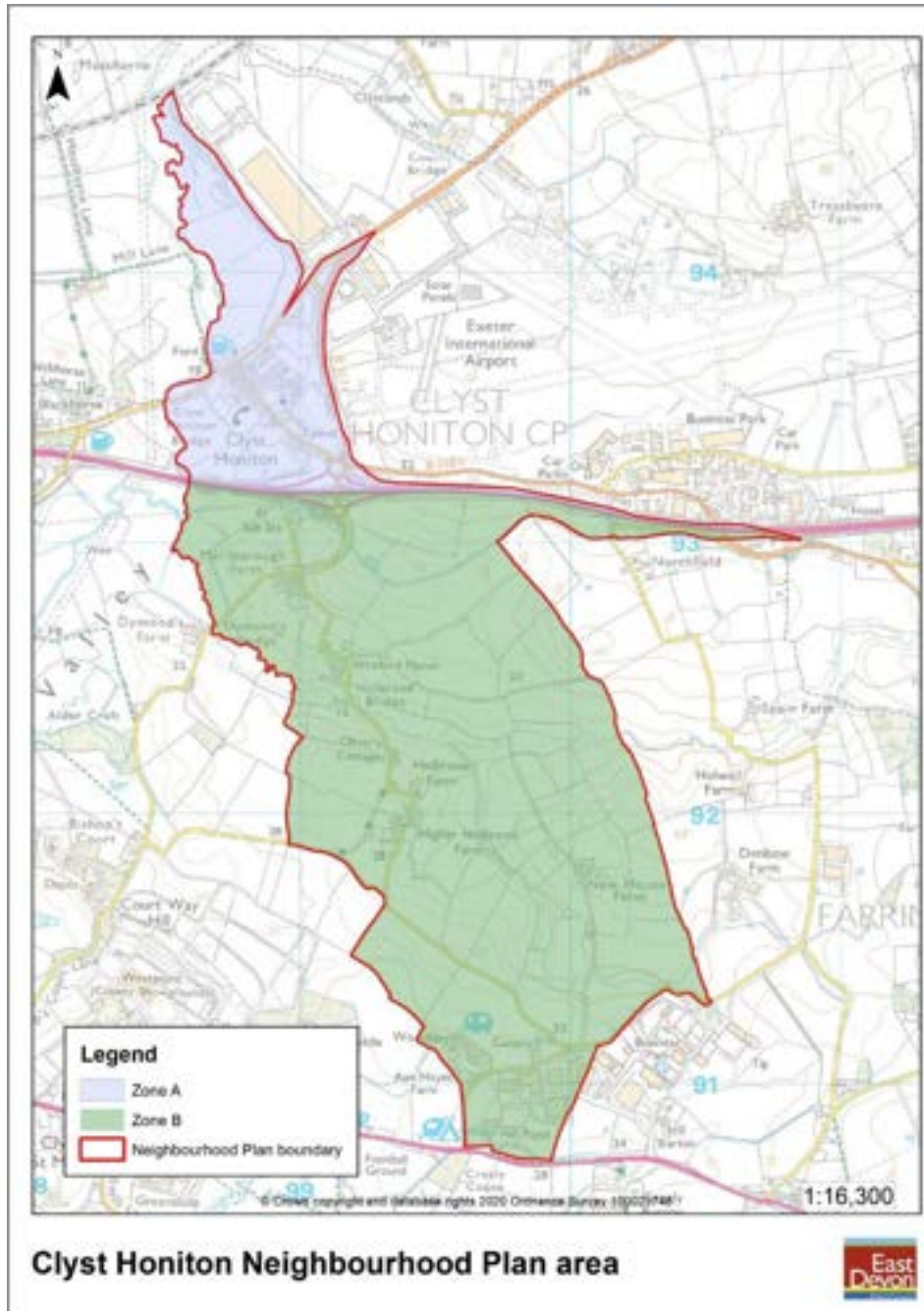


Figure 6: Neighbourhood Plan area showing Zone A and B

Zone B is largely an agricultural area accessed by rural single-track lanes that link the farms and dwellings of Holbrook to Clyst Honiton, Clyst St Mary and Farringdon. The Sidmouth Road (A3052) forms the southern part of the Parish and NP Area boundary. A variety of established and newer businesses have sprung up in recent years near the A3052 and half of the Hill Barton Business Park lies within Zone B.



Figure 7: Showing the rural land and meandering water course in Zone B

2.3 Spatial Context of Clyst Honiton

The spatial context for Clyst Honiton Parish is that of being located at the ‘West End’ of East Devon, the Exeter City Fringe, which has been a focus for growth in the region for many years. The historic focus towards the “West End” has arisen, in part, from previous plan making and Sustainability Appraisal work finding the options for strategic scale development in the “West End” to be some of the most sustainable in East Devon, and in indeed the Exeter region as a whole. This part of East Devon which is outside of the AONB and close to major infrastructure will have ongoing importance, as nationally significant landscape designations cover much of the rest of East Devon

This important strategic spatial context has not changed. In the context of the Emerging EDLP¹⁰, which was available for consultation between November 2022 and January 2023, the Spatial Strategy (Strategic Policy 1) identified that “New development will be directed towards the most sustainable locations in East Devon, consistent with the spatial strategy” including the “Focus new development on the western side of the district, including a new town and other major strategic developments close to Exeter”. Strategic Policy 8 (and the associated policies map) identified land for a Second New Town within East Devon, comprising new homes, employment development and other associated infrastructure (including Green Infrastructure). The “First Choice” new settlement option (as shown on the accompanying proposals map) includes extensive use of land to the South of the A30 (within Clyst Honiton NP Area).

The District Council’s higher tier decision taking (bolstered by previous strategic planning policy informed by Sustainability Appraisals) concludes that within Clyst Honiton NP Area

¹⁰ <https://eastdevon.gov.uk/planning/planning-policy/emerging-local-plan/>

and Parish, land sits in “the least constrained part of the district for accommodating [strategic housing and employment] growth [because it is] land [which] is relatively flat with no landscape designations [and which] is well served by main roads with good vehicle access via the M5, A30, A3052 and A376 and has good existing public transport links with the railway line and existing bus routes...”

In other words, the spatial context is that there is a strong likelihood that land in Clyst Honiton NP Area and Parish will be allocated in the next series of planning policies for strategic housing and employment development because it is in the most sustainable location to accommodate future sub-regional strategic housing and employment needs, balancing environmental impacts with necessary social and economic gains.

Therefore, it should be explicitly acknowledged that the NP Area is in a strategically important location for Devon, where land, forms part of the most sustainable options for accommodating future growth for both local housing and employment and for large strategic scale development/infrastructure as has been identified in the Emerging EDLP.

2.4 Accessibility and Infrastructure

Clyst Honiton enjoys easy direct access to the Roman city of Exeter as well as a variety of seaside towns, such as Exmouth, Sidmouth, and Budleigh Salterton, all within a 20-30-minute drive. East Devon’s designated an Area of Outstanding Natural Beauty (AONB) is close by, as are the World Heritage Jurassic Coast and Pebblebed Heaths. Dartmoor National Park lies less than 30 miles away. The proximity of the M5 and A30 give easy road links to the rest of the UK. A twelve-minute walk from the village to Exeter Airport can take you to international destinations.

Much of the road infrastructure surrounding Clyst Honiton village has been upgraded or is new to enable ease of movement to and from all of the new “West End” Strategic sites. This includes the completion of the M5 in 1975, the new A30 in 1999, improvements to junction 29 (2012), the Clyst Honiton By-pass (2014) (See Figure 8) and widening of B3184 access road to Exeter Airport (2015). Provision of sustainable travel networks (cycle paths and footpaths) have also been recently constructed. Within the village itself, the road has been closed at one end to protect it from being a shortcut avoiding traffic lights.



Figure 8: Aerial shot of Clyst Honiton Bypass completed for Cranbrook and Skypark traffic.

2. 41 Old A30 (now C832)

The London Road to Exeter made the village a useful staging post on route to London. Originally the A30 Trunk Road, it was downgraded to the C832 when the new A30 Bypass was built in 1999. Clyst Honiton's section of the London Road is part of the Trafalgar Way, so named because it was used to bring the news of the Battle of Trafalgar to the capital. Because the "West End" of East Devon has been recognised as a major strategic growth area, the C832, the A30 and the Clyst Honiton Bypass cater for traffic in and out of the area. The return of the C832 to maximum capacity levels has created tensions over the nature of traffic using the section of the C832 past the village.

2.42 Other roads

Local roads within the Plan Area and between Clyst Honiton and neighbouring villages remain single-track roads with no pull-in provision. These are made narrow by high Devon banks or hedges. The increase in size of agricultural vehicles has meant that these roads are constantly in poor state of repair and regularly flood, as the road drains and road structures have collapsed under modern vehicular weights. This is common for all country lanes throughout East Devon due to the original road-design specifications. The road provision in Zone B is in stark contrast to those around the village. The movement of vehicles North – South across the Plan area is very difficult.

2.43 Clyst Honiton Village – a road Island.

Today Clyst Honiton village has become an island surrounded by main roads, the flood plain of the River Clyst, the runway of Exeter Airport and the Skypark Business Park as illustrated in Figure 9. This layout means that any new development within the village will be limited by these structures. The "road island" was also why there was community support for proposals to improve life for existing residents and for new homes for those who want to stay (young and old).



Figure 9: Clyst Honiton village as an island surrounded by roads.

Despite all this, the village island is now starting to become an oasis of calm amidst all the surrounding development. This has only become possible because in 2008 the main road through the village to the airport was turned into a cul-de-sac¹¹. The acquisition from Devon County Council (DCC) of the former school playing fields by the Parish Council (2013) has further enhanced this area.

¹¹ NP Supporting document section of the [Neighbourhood Plan - Clyst Honiton Parish Council](#)

2.44 Exeter Airport

Exeter Airport was built in the parish (on the land originally known as Waterslade Farm) and opened in 1938 and then used as 'RAF Exeter' during WW2. After the war it returned to commercial use and continues today as a regional airport as seen in Figure 10. Exeter Airport Business Park is a popular site for airport-related and other businesses, all enjoying the easy access to the road networks and close links to the airport.



Figure 10: Exeter Airport

2.5 Cranbrook Town.

The emerging new town of Cranbrook has caused significant changes to Clyst Honiton village and parish. Clyst Honiton Primary school was closed and relocated to Cranbrook. As the school also served as a community facility, this was also lost. The ongoing building of houses and related infrastructure at Cranbrook creates increases in heavy construction vehicle traffic and, as the houses have become occupied and employment buildings opened, this has generated more traffic in the Area. Whatever the aspirations were about alternative transport, the present phase of twenty-first century life is still very much car orientated.

2.6 Economic Spaces.

The “West End” of East Devon was not only to provide a new Town and other Strategic Residential Sites, it was to provide economic space (EDLP 2013-2031 Strategy: 1,2,9,11,12,15,18)¹². A lot of the economic space is allocated within the Clyst Honiton Parish at

- Skypark: DPD distribution Centre, Live West, Gazco (Strategy 1,9)
- Exeter Airport Business Park: Greater variety of business types. (Strategy 18)

¹² EDLP (2013-2031 (2016) <https://eastdevon.gov.uk/planning/planning-policy/local-plan-2013-2031/>

- Hayes Farm: Lidl and Amazon Regional Distribution Depots. (Strategy 15)
- EON Energy Centre: Energy generation for Cranbrook Town. (Strategy 12)

The presence of new businesses within the Parish does create jobs but, as most are distribution and warehousing businesses with low level job provision or are local businesses relocating, these have done little to create jobs for locals. The locals view these developments merely as generators of significant volumes of traffic and parking and littering issues.

Hill Barton Business Park located at the most southern end of the Plan Area next to the Sidmouth Road is a large site which is split between two parishes. The Farringdon Parish Neighbourhood Plan includes this site under policy Farr 6. The Business Park in the Clyst Honiton Plan Area has a variety of business classes as seen in Figures 11 and 12. The Park consists of industrial/warehouse units with ancillary office accommodation, ample concrete surfaced yard space and dedicated parking. Most buildings are industrial in design and have substantial footprints.



Figure 11: Hill Barton Business Park business list.



Figure 12: Hill Barton warehouse units.

Clyst Honiton has always had businesses within the village. Today there are two business sites, two public houses and a Slate and Tile supplier. The Old School site offers office space and a storage yard, while the former business centre at Home Farm offered a range of businesses, such as car sales, furniture restoration, interior design show room, antiques centre and joinery workshops.

Within Zone B there are several small businesses ranging in size from solo businesses to tourism provision and offices as seen in Figure 13.



Figure 13: Range of businesses in Zone The B

Community: Involvement

3.1 Development of the Plan

In 2012 the Clyst Honiton Parish Council started the process of creating a Neighbourhood Plan with the purpose of having a 'voice' and to be proactive in relation to the dramatic changes being made in and around the village.



Figure 14: Community-planted flower boxes

Over many years the village has lost:

- its butcher, baker, dairy, Post Office /village shop, and village hall, and
- in 2012 the Clyst Honiton Church of England Primary School was relocated to the new town of Cranbrook while,
- the football pitch and social club was demolished to make way for the Clyst Honiton Bypass.

The loss of these assets which were centres of community life, provided facilities and services was hard for the community to take, the last straw being the closure of the school which had also provided the community with a meeting space and electoral station. All that was left

were the two public houses, one of which has an uncertain future. It seemed that the village community and their well-being and aspirations were lost in the surrounding strategic development process. As a result of such losses, early in 2012 the Clyst Honiton Community Association (CHCA) was formed with a powerful objective of providing a community space initially through seeking to buy the former school. Sadly, the school was sold on the open market and was too expensive for the CHCA to purchase. The CHCA and the Parish Council collectively agreed to proceed with the opportunity to develop a Neighbourhood Plan in 2012, to counteract the effect of strategic proposals on the Parish and to help deliver a community building as well as addressing other local needs.

A Neighbourhood Plan Steering Group was formed comprising councillors and residents. The Chairman led the initiative and worked closely with the East Devon District Officers on this task in the early stages. A Neighbourhood Plan Lead and a Steering Group evolved who then took the Neighbourhood Plan through the Plan process.

Part of the Neighbourhood Plan's focus was to address the need for a community building. The NP and NDO were progressed simultaneously until 2023 when it became apparent that the NP was ready for submission whilst the NDO still required further work.

Although the Neighbourhood Plan process would need to engage with those who live in the parish, it was also recognised that the Plan could not be properly developed without the input and support of businesses, local organisations, landowners and agencies with a district, county, sub-regional and national status. The whole community have become more confident in their 'voice' and welcome opportunities to ensure the best options are selected for the locals and the NP Area.

3.2 Community Engagement

The Parish Council has successfully engaged with the community through a series of events (see Figure 15 and 16) ensuring that the community (those that live and work in the NP Area) were involved at every stage of the Neighbourhood Plan process (See Appendix 3). At consultations, an exceptionally high percentage responded constructively and positively providing clear instructions of provision, especially in relation to the provision of a community building.



Figure 15: Revel Fayre reinstated as a community event and doubles as a community consultation event

One positive short-term gain linked to the Neighbourhood Plan consultations was the production of a report which evidenced the need for the village road to be closed following the opening of the Clyst Honiton Bypass. This was successfully agreed in November 2017 and the village road was closed in 2019¹³ and is now a cul-de-sac.

The number living within the parish is small (Census 2011: 304), but residents have proven to be more than capable of creating an important 'voice'. This voice ensured that a positive and well considered Neighbourhood Plan was developed for those who live, work and travel through the NP Area today and in the future.

The consultation events undertaken were designed to get feedback on both the NP and NDO, and it was only at Reg 14 and Reg 21 statutory consultations that the two documents were to be separated.



Figure 16: Breakfast consultation event hosted by Hampton Hilton

3.3 Themes to Chapters

At the very first drop-in consultation event labelled "Voice Events" the residents added "Post-it Notes" to each poster that had an open-ended question on it. The answers to each question were collated into thematic groupings. Six different themes were identified by the Steering Group. To ensure the delivery of the Neighbourhood Plan vision, aims and objectives the six themes were utilised in consultations and in the work of the Steering Group. The community wishes and needs identified in the initial drop-in sessions were also used to inform the design and content of two formal surveys completed in 2015 and 2019 (Appendix 3). The themes were also evident in the 2023 NP at Reg 14. This shows the longevity of the community's needs and wishes which were not only the driving force behind the NP process but the focus for what had to be delivered in the Neighbourhood Plan.

¹³ NP Supporting document section of the [Neighbourhood Plan - Clyst Honiton Parish Council](#)

3.4 Developing aims and objectives

Working with the material from the drop-in sessions and the 2014 survey (Appendix 23) the Steering Group produced a list of 19 (see below) aims for the NP.

Being

1. To protect, enhance and develop community facilities and services.
2. To protect, develop and extend Local Green Spaces.
3. To develop local green community spaces to promote increased activity levels and outdoor opportunities for residents.

Moving

4. To integrate old and new residential areas with improved multi-use infrastructure for pedestrians, wheelchairs and cycles.
5. To support the development of active travel (footpath, cycle path and mobility) networks, with safe road crossings to encourage use for health, leisure and work purposes.
6. To provide maximum levels of off-street parking provision in new development, and for opportunities for more off-street parking in the village.
7. To support improvements of the rural road network to:
 - enable businesses in a rural location to thrive.
 - ensure safe movement of cars and cycles, especially those lanes designated as official cycle routes.

Living

8. To support the provision of a new community building including any housing required to enable the delivery of this.
9. To provide a mix of housing types, including provision for the elderly and those wishing to downsize.
10. To provide 1- and 2-bedroom properties to balance the existing housing stock in the Plan Area.
11. To support appropriate development outside of the village which supports the rural economy and local needs.

Seeing

12. For Clyst Honiton village to remain as a unique semi-rural green island and resist coalescence with Cranbrook, Business Parks and Mosshayne developments.
13. To retain and enhance the semi-rural, non-urban character of the Clyst Honiton village.
14. For buildings and spaces within the Plan Area to be well designed and built with sustainable features.
15. For new developments outside the village to preserve and enhance the rural landscape setting and outlook.
16. To retain and enhance the rural agricultural land within the Plan Area (Zone B).

Working

17. To support the growth and retention of existing businesses and business premises and encourage opportunities for new business start-ups suitable for the village and rural environment in the Plan Area.
18. To support new business spaces in Clyst Honiton village.
19. To improve access to high-speed communication services for residents and businesses and businesses in the Area, and for this to extend to serve the rural areas residents and businesses.

However, as the NP developed it became clear that some of the themes were not restrictive enough, for example, the “Being” aims listed below could go under two different content headings: Community Facilities (C), and Natural Environment (NE).

1. To protect, enhance and develop community assets, facilities, and services. **C**
2. To protect, develop and extend Local Green Spaces. **NE**
3. To protect, develop local green community spaces to promote increased activity levels and outdoor opportunities for residents. **NE**

Therefore, the NP Steering Group decided that the aims and policies of the Plan were best placed under content chapter headings not themes. Ongoing consultations and evidence and detection of “gaps” through research by the Steering Group resulted in the aims and objectives presented in the tables on pages 31- onwards. These templates determined the development of the NP policies.

3.5 Development of a Vision Statement

Questions in the 2015 survey (Appendix 3) were designed to get information from the community as to their future aspirations for the area they live and or work in.

Such questions as:

“How would you like Clyst Honiton to be described in 15 years’ time?”

“How would you like Clyst Honiton to look like 20 years from now?”

provided material which was used to create a vision for Clyst Honiton. Answers to the first question provided information on safety and for better walking and cycling infrastructure and a well-designed village road:

- “Safe” was ranked second with 81.3% of the responses.
- 4 out of 5 respondents tell us that we need to do more to make walking and cycling safer in the Area.
- 87% of respondents believe that we need more off-street parking.
- The need for safe crossing points ensuring that pedestrians are obvious and visible to traffic is supported.

- Support for a simple road design in the village that provides both crossing points, adequate parking and parking bays, as seen in several residential streets in the district.

The overall answer to the second question was for the Area to remain as a “contrast” to surrounding business and residential development and to retain its own identity. Residents envisaged this Area as having an attractive semi-rural village outlook onto farmland, local green spaces, water meadows and a variety of green landscapes. They see the hamlet of Holbrook and surrounding farmland remaining rural with the agricultural land being used for food production. Residential and small business development were welcomed within and outside the village provided it enhanced the attractiveness and/or rural character of the Plan Area.

Clyst Honiton residents were keen to ensure that the NP Area has facilities within it that are community-focused and enhance mental welfare and physical activity provision. These facilities are to make their lives safer, richer, healthier and easier, so that their sense of wellbeing is maximised.

3.5 Vision Statement

Several vision statement sentences were prepared in advance by the Steering Group. At the Hilton Hotel consultation event the vision statement sentences were selected and placed in hierarchical order by the members of the community. At the breakfast event the community selected and voted for the vision statement presented below.

The Clyst Honiton Neighbourhood Plan Vision represents the views of those who live and work in the Plan Area. The vision is a statement of what the community would like the Plan Area to have established by its end-date of 2031.

Vision Statement

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.

3.6 Aims and Objectives.

The selection process for the Plan's aims and objectives is explained in section 3.4. The tables below provide information on the six policy chapters. Each table provides information on the aims, objectives and lists the planning policies for each of the chapters. The aims and objectives have been edited and/or deleted as the Neighbourhood Plan progressed. In some cases, it became apparent that some of the aims and objectives could not be included or achieved within the Plan. Such editing continued post Reg 14.

Not all the objectives related to planning matters, however as these were considered important by the community, the Steering Group put these non-planning matters, labelled as community actions/projects, into the blue section of a policy table where relevant.

3.6.1 Chapter Tables: Showing aims, objectives, policies codes and community projects.

Community Facilities Chapter

Aims	Objectives and policy codes
To protect, enhance and develop new community facilities, and services.	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. C1, C2, C3

Community Projects

Infrastructure Project

1: Community Building.

- Furnish the inside of the community building.
- Provide infrastructure for the designated public area outside the community building.

Infrastructure Project 2: Community Spaces associated with a new Community Building

- Planting and infrastructure for the community open space area.
- Provision of fenced toddler play area with seating for adults.

Design Chapter

Aims	Objectives and policy codes
To support zero carbon energy use, and the production of renewable energy. To encourage energy efficient and sustainable development.	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. DS2, DS4, DS7, DS8, DS9
For development to include designs and structures that provide effective flood management and minimize flood risk.	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. DS4, DS5, AC1

To support the development of residential and businesses of high-quality design.	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 DS1, DS6, DS7
To improve access to high-speed communication services.	To provide all residents and businesses in the Plan Area with high-speed communication services. DS3

Community Projects

Infrastructure Project 3: Enhancement of Clyst Honiton Village Streetscape:

Masterplan the street scene of the Clyst Honiton village road:

- to improve parking
- to improve access of Ship Lane,
- to green the street with planting.
- to improve the public realm by providing a Village focal point using Church Commissioners' land to provide a central community space.
- Landscape and planting of the Local Green Spaces.

This Community Project is a joint project with the Parking and Access Chapter.

Economy: Businesses and Jobs Chapter

Aims	Objectives and policy codes
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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 economic development in the Plan Area. To support a rural economy in the provision of: holiday accommodation, office space and live and work units. E1, E2, E3
To support the regeneration of existing buildings and/or existing business sites.	To support regeneration of three economic sites within the village. To support regeneration of existing buildings and agricultural buildings in Zone B. E1, E2, E3

Housing Chapter

Aims	Objectives and policy codes
To provide new housing in Clyst Honiton village.	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. SA1, H1
To support the provision of affordable houses to meet the local affordable housing need.	To support the provision of the local affordable housing need on-site in Policy SA1 SA1
To enable a more balanced housing stock to enable local people to stay in the parish throughout their lifetime.	To provide 1 and 2-bed properties for those elderly villagers wishing to downsize and/or for the those needing their first home. SA1, H1
To support appropriate development outside of the village (Zone B) which supports the rural economy and local needs.	To support development of work-live units in Zone B. To support self-build and custom-build houses in Zone B. E1, H1

Natural Environment Chapter

Aims	Objectives and policy codes
To protect, develop and extend Local Green Spaces to promote increased activity levels and outdoor opportunities for residents.	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. NE2, NE3, C1
To retain and enhance the semi-rural, non-urban character of the Clyst Honiton village.	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. NE1, NE2,
To protect and enhance landscape character and biodiversity.	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. NE1, NE2

Community Projects

Infrastructure Project 4: River Clyst

- Tree planting alongside River Clyst.

Infrastructure Project 5: Green Ring Public Access Route.

- To provide a permissive footpath and necessary infrastructure (A30 side of the Village) to link in with Green Ring Route around the Clyst Honiton Village (See Appendix 13, Green Infrastructure Strategy Document)
- To provide access structures and signage of Green Ring Route.

Parking and Access Chapter

Aims	Objectives and policy code
To improve parking provision for existing and new residents.	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. AC1, DS4, DS7
To improve the public realm of Clyst Honiton Village Road and its junctions.	To support the develop of infrastructures to change the layout, use and safety of the Village Road for residents. AC2
To develop new footpaths, cycle paths and mobility networks for health, leisure and work purposes across the Plan Area.	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. AC3

This Community Project is repeated as it is a joint project with the Design Chapter.

Infrastructure Project 3: Enhancement of Clyst Honiton Village Streetscape:

Masterplan the street scene of the village road:

- to improve parking,
- to improve access of Ship Lane,
- to green the street with planting,

- to improve the public realm by providing a village focal point using Church Commissioners' land to provide a centrally placed community space,
- Landscape and planting along the village road.

3.6.2 The Community Infrastructure Levy (CIL)

During the consultation phases of the Plan, several community projects were highlighted. These evidenced community actions and projects can utilise Parish Community Infrastructure Levy funding. The projects may fall to the Parish Council to lead or to community groups or partners such as other local authorities or statutory agencies. The community projects provide an indication of which local infrastructures are seen as a priority by the community who live and work in the Plan Area.

Plan Policies

Community Facilities

Clyst Honiton is a small community whose available community space and focus has changed historically. Community social events had been held in the Community Hall, School Hall and at the Football club house, all of which were lost because of the Strategic developments of Cranbrook and Skypark. This left Clyst Honiton without a community building in which to meet, socialise, run events and vote. At the drop-in consultations, the request for a new community facility was made by all those who attended.

The 2015 Survey report (Appendix 23) included the question:

“Recent consultation established a need for a community facility in Clyst Honiton. Do you agree?”

86% of respondents agreed with this statement. When the question was asked again in a further consultation in April 2019 it received the same level of support.

These and other consultations succinctly reported on how the residents feel about the community facilities situated in the Plan Area. The policies in this chapter focus on the protection and enhancement of existing facilities and the provision of new community facilities.

Community Facility Provision

Current situation:

Talking to residents who have lived in the village since the 1970's, it is clear that there has been a steady decline in local events/social functions. Coffee mornings and bingo have to be held in one of the local pubs which, luckily, is very accommodating. However, it is a very old building and so not up to modern accessibility standards and meeting in a pub is not ideal for cultural and personal choice reasons. To ensure accessibility and capacity, the Parish Council has to hold meetings in a pub function room outside of the parish during the colder months (the church bell tower just about sufficing in warmer months).

Requirement:

Over the many years the NP has been in progress, changes have all affected any projections of what a self-financing community building on this site should contain. However, the requirement has not changed. The villagers need a covered space which can be affordably used to hold activities in, and for a modest provision of exercise options and classes.

There would need to be at least facilities to heat food and drink, storage for sufficient furniture and a suitable floor area. The construction would need to be low-maintenance, cheap to light, well-insulated and utilise 'renewable' energy sources.

There would have to be enough parking to allow functions to be held and, some outdoor space associated with the building. The community consultation events succinctly report on how the residents feel about the community facilities situated in the Plan Area (Appendix 3).

The policies in this chapter focus on the protection and enhancement of existing facilities and the support for a new community building and the delivery of other community facilities.

Policy C1 Community Facilities and Services

Intent

Policy C1 promotes the retention and enhancement of Clyst Honiton's existing community facilities.

C1: Community Facilities and Services

The Neighbourhood Plan identifies the following community facilities which make an important contribution to creating a cohesive and inclusive local community:

1. St Michaels and All Angels Church.
2. The Duke of York Public House.
3. The Exeter Inn Public House.
4. The Parish Field.

Proposals which retain or enhance the above uses or their roles as valued community facilities will be supported.

The loss of all or part of a community use including, but not limited to those identified above, will not be supported unless:

- 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).

Justification C1

1. Paragraph 97 of the NPPF (2023)¹⁴ recognises the importance of community facilities and states planning policies and decisions should “plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues,

¹⁴ NPPF (2023) <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.”



Figure 17: Clyst Honiton St Michaels and All Angels Church.

2. The number and range of community facilities within Clyst Honiton village is severely limited, having already lost valuable services and facilities such as the post office, village hall, primary school, football club and football social club. In the face of this decline in community facilities and services, the Neighbourhood Plan process identified significant support for the retention and enhancement of those few existing facilities that are still in operation today. This policy is supporting significant enhancements to community facilities in the village, improving the quality of life of residents and promoting community vitality.

3. Within Policy C1 two key community assets are specified as the Duke of York and Exeter Inn Public Houses. The Neighbourhood Plan recognises the community value of public houses, but also the difficulties associated with operating them as viable businesses. However, Policy C1 seeks to ensure that these existing public houses will continue to operate and serve the local community so long as they remain a viable business. The plan also recognises that pubs may need to diversify (for example by providing guest accommodation) in order to remain a viable business and Policy C1 supports this.

Policy C2 New Community Building

Intent

Policy C2 promotes the provision of a new community building for the residents of Clyst Honiton.

C2: New Community Building

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.

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.

Schemes will be supported through:

- 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.

Justification C2

1. The requirement for a community meeting facility has been the vehicle that has driven the Neighbourhood Plan from the first community event right through to the Reg 14 draft. The Community's overwhelming message is,

“we need a community facility/ building”.

2. Until its closure the school building was used by the community for local events, parish council meetings and EDDC elections, and as such, was the hub of the community. The children of Clyst Honiton Primary School were moved to the new Cranbrook School, in 2012 and the school site was put on the open market. The Cyst Honiton Community Association (2012) was set up with the sole purpose of saving or buying some or all of the building, as a Community Building. The school site was sold as a single lot and then renovated to provide a 5-office unit called The Old School Business Centre, and more recently in 2022 a new detached house has been built on the site.

3. At the initial Neighbourhood Plan drop-in consultation sessions, the request for a new community building was made by all who attended. In order to verify this from a larger audience, the 2014 Survey included the question:

“Recent consultation established a need for a community facility in Clyst Honiton. Do you Agree?”

86% of survey respondents agreed with this statement.

4. In the original survey (Appendix 23) the community were asked whether they would agree to more housing in the village if it enabled a community building to be provided? There was strong support for new houses to fund the development of a community building.

The question was asked again in the NDO Masterplan site allocation consultation in April 2019. In this consultation the draft NDO masterplan was unveiled in a two-day community event, resulting in 89% positive response for the Masterplan. Revealing overwhelming support for the community building and agreement on the number of houses and economic units required to deliver the community building.

5. The recognition of the importance of community facilities to communities is supported in East Devon Local Plan (EDLP (2013-2031) Strategy 4, and the importance of protection and loss of such community facilities is seen in Strategy 32 (EDLP (2013-2031), with EDLP (2013-2031 RC5,6,7 providing greater detail for supporting community facility development.

6. Support is also evident in the NPPF (2023) in Section 8 (96a) which states that,

Planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which:

“promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;”

and In NPPF (2023) Paragraph 93a there is further guidance on the nature of provision.

To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

Plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance sustainability of communities and residential environments.

Policy C3 Additional New Community Facilities and Services

Intent

Policy C3 promotes the provision of new community facilities in the Neighbourhood Plan Area.

C3: Additional New Community Facilities and Services

Proposals for new community facilities in the Neighbourhood Plan Area will be supported where:

- 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.

Justification C3

1. The number and range of community facilities within Clyst Honiton village is severely limited, having lost a full range of valuable assets. In the face of this decline in community facilities and services, the Neighbourhood Plan consultation process identified significant support for:

- the provision of facilities to include all ages and abilities.

The policy ensures that such developments can be delivered and to ensure the community is well served by a range of services and infrastructure appropriate to peoples' needs and accessible to all. Policy C3 will make an important contribution to resident's experience of life in the NP Area.

2. Accordingly, Policy C3 responds to this need for improved community facilities in accordance with the guidance set out at paragraph 97 of the NPPF (2023).

3. This policy supports development of other community facilities, such as a toddler play area on any site and in doing so promotes provision by making sure that demands arising from new residential development do not result in a shortfall in the provision of facilities.

Design

Introduction

1. The Neighbourhood Plan vision statement highlights the fact that the community want *the Plan area to be attractive to encourage a diverse community to set down their roots and value their river and rural landscape.*

2. At all community consultation events feedback has been consistently in support of houses and economic development, but have been tempered by concerns over the details of design such as:

- *What is it going to look like?*
- *What type of place will the new development create for its community or for those who live there?*
- *How is it going to impact our heritage and character landscape?*
- *How is it going to be resilient to climate change?*
- *How can high quality design be achieved and ensured?*
- *How is it going to impact on our natural environment?*
- *How is it going to be resilient to its setting?*

3. Historically, the Clyst Honiton Village area has experienced the problems listed in Figure 18:

Number	Design Issues for Consideration in the CH Plan Area
1	Flooding
2	Rising Sewage.
3	Lack of car parking spaces.
4	Traffic (Density and Speed) Noise & Air pollution.
5	Light pollution.
6	Lack of green spaces and poor front garden design.

Figure 18: Clyst Honiton residents design issues.

These issues and experiences have been used to formulate the design policies for development proposals covered by this Neighbourhood Plan.

4. The Clyst Honiton Character Assessment (CHCA) was prepared in 2015 (Appendix 7A) to inform our understanding of what good design in the Parish might be. Paragraph 133 in the NPPF (2023) recognises the important role that neighbourhoods can have in identifying the special qualities of each area and explaining how this should be reflected in development. The approach taken in Clyst Honiton Character Assessment is consistent with the approach taken in the National Design Guide published in October 2019 which identifies ten characteristics through which design can be identified. These are context, identity, built form, movement, nature, public space uses, homes and buildings, resource and lifespan.

5. The CHCA (2015) showed that the village despite only having just over 100 houses, is made up of five distinct design areas, each leading to a slightly different design template. The variety of built environments and community spaces has informed the community's responses to the development proposed within the Neighbourhood Plan. The Character

Assessment put forward suggestions on the design changes required to inform new development proposals within the village. The Character Assessment report triggered the steering group to develop a design code for the Clyst Honiton Plan Area, recognising that this document would serve the whole of the plan area and to build on the design principles from the village character assessment. A Design Code (Appendix 7B) containing 7 codes was developed to be utilised in parish council planning meetings to inform feedback on planning applications coming forward in the Plan Area.

6. Good design is just as important in the rural (Zone B) of the Plan Area, which is a much-valued green environmental space, in stark contrast to all the large-scale strategic development which exists close to Zone A of the Plan Area.

7. Good design in the rural area is about:

- maximising sustainability and incorporating zero- carbon features,
- whilst respecting its immediate and wider landscape context of open views and traditional distinctive field boundaries and wooded river courses.

8. Design is often strongly related to the setting of an area and for a lot of areas the setting is influenced by history and heritage. Heritage, both built and natural, defines the character of the places where people live and work and underpins the quality of life and work. To give Clyst Honiton greater depth of its past, a list of all heritage assets¹⁵ is provided.

Archaeological evidence shows that the earliest indicator of prehistoric settlement is around the area of Hayes Farm and was intermittent from at least the Neolithic to the Iron Age. The line of the roman road between Exeter and Honiton (old A30), aligns north of the Clyst Honiton settlement. The earliest record of the name Clyst Honiton dates to the early 12th century. There have been a number of findspots found during archaeological investigation along the line of the A30. There are also World War sites. The Historic Landscape Characterisation (HLC)¹⁶ gives detail on the character of the landscape and how the pattern of small farms, fields and hedgerows has developed since the medieval period.

9. *NPPF (2023)*

The NPPF (2023) ¹⁷Section 12 contains guidance on design which proposes that achieving well designed and beautiful places shows an increased recognition of the role and importance of design in sustainability and the health and well-being of communities.

Section 12 focuses on achieving well designed places and the importance of good design is clearly recognised.

¹⁵ Supporting NP documents

¹⁶ <https://www.devon.gov.uk/historicenvironment/the-devon-historicenvironment-record/historic-landscape-characterisation/>.

¹⁷ NPPF (2023) <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

*“Good design is a key aspect of sustainable development, creates better places in which to work and live and helps make development acceptable to communities.”
(Para 131)*

The paragraph reiterates features such as:

- functionality, not just for the short term, but over the lifetime of the development;
- visually attractive, distinctive places to work and live;
- appropriate and effective landscaping;
- development sympathetic to local character; and
- the promotion of high levels of sustainability.

In section 2, there is support for achieving sustainable development and the environmental objective refers to ***“mitigating and adapting to climate change, including moving to a low carbon economy.”***

In Section 14, meeting the challenge of climate change, flooding and coastal change is covered in more detail. This section looks at how new development should be designed and at increasing the use and supply of renewable and low carbon energy and heat plans. In Section 16, 195-214 there is information on conserving and enhancing the historic environment.

10. National Design Guide (2019) and Design Code Part 1 and 11(2021)

The national design guide¹⁸ sets out the characteristics of well-designed places and demonstrates what good design means in practice. Ten characteristics provide details on how a place is more complex and multifaceted going well beyond the architectural style of a building. Appendix 7B was developed to replicate these design codes, but at a very localised level to provide guidance based on local settings context, materials and community wishes.

11. East Devon Local Plan 2013-2031 – Adopted in 2016¹⁹

In the 2016 Local Plan, design recommendations are pepper-potted throughout the Plan with Strategy 48 covering Local Distinctiveness in the Built Environment. Within the Development Management Policies there is also specific section on design. The Emerging Local Plan²⁰ has much more design embedded into the document which reflects the national focus on the importance on the design of new developments and for development to tackle climate change.

Design Policies

This section covers policies which focus on development design and design features, which can be integrated into any plot(s) being developed through a planning application.

¹⁸ National Design Guide <https://www.gov.uk/government/publications/national-design-guide>

¹⁹ <https://eastdevon.gov.uk/planning/planning-policy/local-plan-2013-2031/>

²⁰ <https://eastdevon.gov.uk/planning/planning-policy/emerging-local-plan/>

This is not a definitive list of design policies as there are design and renewable energy generation policies within other chapters of the NP. In the Natural Environment Chapter, for example, the green spaces policies will ensure that planting is increased, protected and adapted to help with carbon emissions and rising temperatures.

This policy section is addressing the community's opportunity to develop a positive vision of their future, by mapping out ambitious policies that will improve quality of life and at the same time make a transition to tackle climate change and the move to a low carbon energy system.

Policy DS1 Development of High-Quality Design

Intent

Policy DS1 sets out the key design principles new development should seek to adhere to within the Clyst Honiton Neighbourhood Plan Area. It aims to ensure that development proposals are designed in a manner that not only respects and responds positively to the existing character, but also enhances the local area, and supports the creation of spaces and places that are locally distinct, attractive and functional.

DS1: Development of High-Quality Design

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).

New development across the NP Area will be designed to:

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)
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.

Justification DS1

1. This policy provides a positive framework for the achievement of high quality and inclusive design for all development, as required in Section 12 of the NPPF (2023). The policy recognises the value of local distinctiveness, and how the existing character of Clyst Honiton can be used, to help inform new development proposals. The Plan Area's location sitting within the West End of East Devon's strategic development, (EDLP (2013-2031) Strategies 1 & 9), presents a design challenge. Residents were asked to consider what they wanted the area to look like 20 years from now. The overall answer was that the Area remained as a "contrast" to surrounding business and residential development and to retain its own identity.

2. Residents envisage this Plan Area to have an attractive semi-rural village having an outlook onto farmland, local green spaces, flood land and a variety of green landscapes. They see the Hamlet of Holbrook and surrounding farmland remaining rural with the agricultural land being used for food production. Both residential and small business development were welcomed within and outside the village provided it enhances the attractiveness and/or rural character of the Plan Area. Working with the survey results the Steering Group produced the following to inform the high-quality design policy in the NP.

- For Clyst Honiton village to remain as a unique semi-rural green island and resist coalescence with Cranbrook, Business Parks and Mosshayne developments.
- To retain and enhance the semi-rural, non-urban character of the Clyst Honiton village.
- For buildings and spaces within the Plan Area to be well designed and built with sustainable features.
- For new developments outside the village to preserve and enhance the rural landscape setting and outlook.
- To retain and enhance the rural agricultural land within the Plan Area (Zone B).

3. The 'Character Assessment of Clyst Honiton'²¹ was prepared to support this policy and provides an overview of the key qualities and characteristics that define the village and the surrounding landscape setting. The NPPF (2023) recognises the value of local distinctiveness and supports the use of such characterisation studies to underpin and inform planning policy.



Figure19: New high-quality dwelling with materials and the turret design taken from the church.

4. When designing development, proposals within the village should accord with the Design Code and be designed to respond positively to the defined local character and climate change focuses set out in Policy DS1. The new build next to the churchyard in Figure 19 is a good example of a high-quality design where the new dwelling has replicated a Heavitree-stoned turret that is found at the back of the church. The use of heritage features and local stone enables these dwelling to sit well within the specific Clyst Honiton Character Area. This policy will ensure that all future development within the village enhances local distinctiveness, materials, creates a strong sense of place and also contributes positively to the creation of a well-functioning, sustainable, visually attractive environment.

6. Clause 1-3 aims to ensure that development proposals across the Plan Area are designed in a manner that not only respects and responds positively to the existing character, but also enhances the local area, and supports the creation of spaces and places that are locally distinct, attractive and functional. Designs that introduce new and innovative architectural forms to the area will be supported where they would enhance the village and overall design quality in the local area and are underpinned by a coherent sustainable design rationale.

5. The Neighbourhood Plan Area suffers from fluvial and surface water flooding. In consultations, residents voiced their concerns about flooding and that these incidents will increase with climate change. Therefore, the community was in support of flood awareness and prevention being included in the NP. For flooding to be generically covered a clause was

²¹ Clyst Honiton Character Assessment (2015) Appendix 5

included in the high-quality design policy to ensure that the design of all developments address flood mitigation.

6. Exeter Airport lies within Clyst Honiton Parish and the airport public safety zone and noise decibel contours lie within the Plan Area. Airport safeguarding and noise contour legislation is acknowledged by the residents of Clyst Honiton village and there is widespread understanding that being next to an airport has implications for and on development. For airport related legislation to be generically covered a clause was included in the high-quality design policy to ensure that the design of all developments address airport noise and safeguarding requirements.

7. The Policy is in general conformity with relevant national and local policy on design but is Clyst Honiton NP Area specific. For each clause in the design policy, details and/or the design code provide details that expand the policy and goes beyond the reinstatement of higher-level policies.

8. A number of the policy clauses focus on design linked to climate change: 4,5,7 and 8 while 4 and 6 address safety issues. These clauses address all these issues raised by the community in consultations and subsequently supported by the community at Reg 14.

9. This policy is supported in the SEA 'Landscape' and 'Historic Environment' theme, stating that the CHNP policies will provide a robust basis for the protection and enhancement of landscape and villagescape character in the neighbourhood area and the conservation of historic environment assets in Clyst Honiton (and their settings).

Climate change and zero carbon emissions

1. National Perspective

The climate change agenda has highlighted the need for development design to embrace issues associated with climate change and the achievement of zero-carbon emission. The Climate Change Committee Report ²², in February 2019, assessed whether the UK's housing stock is adequately prepared for the challenges of climate change; both in terms of reducing emissions from UK homes and ensuring homes are adequately prepared for the impacts of climate change.

The report's key findings are that:

- the UK's legally binding climate change targets will not be met without the near-complete elimination of greenhouse gas emissions from UK buildings.
- emissions reductions from the UK's 29 million homes have stalled, while energy use in homes – which accounts for 14% of total UK emissions – increased year on year from 2016.
- efforts to adapt the UK's housing stock to the impacts of the changing climate: for higher average temperatures, flooding and water scarcity, are lagging far behind

²² <https://www.theccc.org.uk/publication/uk-housing-fit-for-the-future/>

what is needed to keep us safe and comfortable, even as these climate change risks grow.

The action points were in support of:

- **Retrofitting existing homes.** Ensuring existing homes are low-carbon and resilient to the changing climate is a major UK infrastructure priority and must be supported as such by the Treasury.
- **Building new homes.** New homes should be built to be low-carbon, energy and water efficient, and climate resilient.

The Committee also recognised that the way new homes are built, and existing homes retrofitted, often falls short of zero – carbon design standards. The community are in support of their action points but recognise that Building Regulations and developers are at present non-compliant with zero – emissions targets being set. This Neighbourhood Plan will have been ‘made’ before future stricter building legislation and standards are in place, but the plan design polices are in support of the Climate Change Committees action points.

2. East Devon Local Plan 2013-2031 – Adopted in 2016

The 2016 Local Plan precedes the NPPF (2023) and the National and Local Emergency Climate Change declarations. Despite this, the Local Plan is in support of sustainability, with section 17 containing strategic policies on climate change mitigation and adaption including renewable energy.

Within the Development Management policies there is a section on Design Standards. The Local Plan provides active support for energy efficiency to existing and new buildings, as well as the delivery of renewable energy and low carbon infrastructure. There is recognition that zero-carbon buildings, and renewable and low carbon energy projects will be required within the plan period.

In 2019, EDDC declared a Climate Change Emergency and in July 2019 produced a Climate Change Strategy 2020- 25²³, with the aspiration to be zero – carbon by 2040. In this document, EDDC declares a commitment to:

“manage the risks posed by climate change and reduce our greenhouse gas emissions. We are committed to promoting and enabling a shift to more sustainable and low carbon operations.”

It acknowledges that the shared carbon reduction journey with the Devon Climate Change declaration will need a committed and transformational change that will be challenging. It will need to include:

- Deploying more renewable, decentralised and smart energy systems
- Retrofitting energy-efficient measures into existing buildings
- Constructing zero-carbon new buildings
- Travelling less and using improved walking, cycling and public transport infrastructure more often, using electric and hydrogen vehicles

²³ <https://democracy.eastdevon.gov.uk/documents/s7944/EDDC%20Climate%20Change%20Strategy.pdf>

- Changing our consumption, to use less, re use more and choose low carbon options
- Challenging all economic sectors to review their practices, and the values of those they do business with
- Divesting from fossil fuels
- Consider changing our diets
- Reducing food waste
- Changing agricultural practices to reduce emissions associated with farming operations, manage soils sustainably and replenish soil carbon
- Encourage carbon storage by tree planting, the use of wood in construction and peatland restoration
- Empowering the people of Devon with the knowledge and skills to act collectively.

Although this commitment was aligned to the running of the Council, the Emerging Local Plan has evidenced a step change in providing policies that are designed to reduce and combat climate change.

3. Clyst Honiton Plan Area Climate Change Focus

1. The list compiled by the NP steering Group presented in Figure 21, shows key design issues for the Plan Area in relation to climate change, the airport and local business parks.

Predicted Changes including Climate Changes	Key Design Considerations
Flooding	• Treatment of surface water, • Property flood mitigation designs, • An increase in green spaces, • Permeable surfaces for parking, • Good garden designs. • Separate surface water from sewage systems • Fit for purpose sewage systems. • River Clyst flood prevention schemes.
Rise in Temperature	• Efficient water use. • Water collection systems. • Heat efficiency of buildings. • Drought resistant planting schemes. • Utilisation of solar power.
Air Quality	• Housing ventilation and windows designs. • Increase sustainable transport options. • Reducing levels of traffic. • Reducing carbon and particulate emissions. • Increase carbon storage capacity through planting and landscaping.
Noise Quality	• House building designs. • Use of landscaping, planting and noise buffers.
Light Pollution	• Change to renewable energy lighting. • Reduction in lighting hours by use of activated lighting.

Existing or increased emission levels	• To identify opportunities and support for renewable or low carbon energy supply systems. • To identify opportunities and support for infrastructure, land use, landscaping and planting to reduce emissions.
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Figure 18: Key issues for NP Area (areas linked to climate change in blue)

2. The four effects of climate change for the Plan Area shaded blue in Figure 18 provide a template for the policies of the CHNP to ensure that the correct mitigation and support is embedded/addressed within the Plan. In the key design consideration section, some of the content is shared, for example landscaping and planting is seen as important in combating several areas effected by climate change. The climate change design policies will be presented and covered under the following headings:

- Sustainable Buildings
- Flooding Extreme Weather and Water Conservation
- Sustainable transport
- Renewable Energy.

Sustainability issues are well supported and evidenced in the community consultations data. The Community Survey (Appendix 23) included questions on sustainability and the answers below show the level of support:

- New-build development meeting high standards of sustainable design and construction was supported by 96.5 % of respondents, and
- 80% wished to encourage renewable energy installations on new and existing buildings.

4. The Carbon Plan 2011²⁴ states that by 2050, all buildings will need to have a carbon emissions footprint of close to zero. Even if all new housing planned in the CHNP were to be carbon neutral, this would still not be enough to achieve our carbon reductions as new houses are going to be such a small proportion of the Plan area housing stock. The following policies are to encourage the promotion of energy efficient improvements to existing buildings, as well as carbon neutral aspirations for new buildings to support the overall energy efficiency aspirations.

Policy DS2 Sustainable Design and Construction of Buildings

Intent

Policy DS2 sets out sustainable build design principles for existing and all new development within the Clyst Honiton Neighbourhood Plan Area.

²⁴ <https://www.gov.uk/government/publications/the-carbon-plan-reducing-greenhouse-gas-emissions--2>

DS2: Sustainable Design and Construction of Buildings

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:

- 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.

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.

Justification DS2

1. The UK Government declared a Climate Change Emergency in May 2019 and most Principal Authorities have also subsequently declared the emergency and are looking to bring their policies into line with this status. This Plan is allocating land for potential future development and the Parish Council has also declared it is working within the climate emergency principles. It is therefore only right and proper that the standard of development in this policy reflects the aim of carbon-neutrality.

2. There is recognition that some parts of the Plan Area are close to the airport and busy road networks giving rise to air and noise pollution as noted in the Noise Assessment (Appendix 12). Noise and air legislation will therefore need to be part of the sustainable design and construction of buildings in such locations. In some cases, the design mitigation requirements for windows to fit well with high levels of sustainable design and construction of Passivhaus standard involving very high levels of insulation, extremely high-performance windows with insulated frames, airtight building fabric, thermal bridge free construction and a mechanical ventilation system with highly efficient heat recovery.

3. Policy DS2 is encouraging promotion of energy efficient improvements to existing buildings as well as carbon neutral aspirations for new buildings to support the community's energy and water efficiency aspirations. Sustainability issues are well supported and documented in the surveys and community consultations data. The findings were that:

- For new-builds to meet high standards of sustainable design and construction was supported by 96.5 % of respondents, and

- 80% wished to encourage renewable energy installations on new and existing buildings.

4. It is important to prioritise measures that reduce overall energy demand prior to the installation of renewables. This would be in line with current best practice (e.g. Net Zero Carbon Toolkit prepared by Levitt Bernstein, Elemanta, Passivhaus Trust and Etude www.cotswold.gov.uk/media/05couqdd/net-zero-carbon-toolkit.pdf) and LETI 's Climate Emergency retrofit guide (www.leti.uk/files/ugd/252d09_c71428bafc3d42fbac34f9ad0cd6262b.pdf) For heritage assets further guidance is available on <https://responsible-retrofit.org/>

5. Listed below are some examples of ways in which this can be achieved, with the recognition that technological advances will result in some of these examples being superseded.

- Appropriate siting and orientation to optimise passive solar gain whilst also incorporating required measures to avoid overheating in the summer (e.g. external shading).
- The use of high quality, thermally efficient building materials.
- Installation of energy efficiency measures such as loft and wall insulation and double or triple glazing.
- Non-residential developments should aim to meet the Buildings Research Establishment BREEAM building standard 'excellent' or to exceed the Building Regulations.
- Buildings to be designed for minimal use of and for efficient use of water.
- Passivhaus standard to be prioritised to ensure airport noise levels are mitigated.

Policy DS3 Communications Infrastructure

Intent

For all properties in the NP Area to have the ability to access superfast information and communication technologies.

DS3: Communications Infrastructure

All new residential, community, educational and business premises will be required to make provision for the latest high-speed telecommunication networks including broadband.

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.

Justification DS3

1. In NPPF (2023) paragraph 118, it is recognised that advanced, high-quality communications infrastructure is essential for sustainable economic growth and also plays a vital role in

enhancing social well-being. Fibre-optic connections are the most robust and future-proof method of delivering high performance connectivity and Clyst Honiton Village now has a fibre-optic provision. Information from consultations was centred on the need to improve access to high-speed communication services for residents and businesses, and for this to extend beyond the Village to serve the rural area's residents and businesses within the Plan Area. This provision is covered in Policy DS3.

2. Good internet access will also be a prerequisite for young people growing up in the geographical area covered by the Plan as well as attracting new people to come and live in the Area, all of which will help counter the threat and negative impacts of rural depopulation. The experience of enforced home-schooling during the Coronavirus epidemic in 2020 shows how important good internet access is to young people, their parents, and should be available to all. Provision of high-speed internet is particularly important in rural areas, where it helps to support rural enterprise and homeworking, reducing the need to travel and thus contributing to sustainable development. Included in the community's wish list was the need to improve access to high-speed communication services for residents and businesses, and for this to extend beyond the Village to serve the rural area's residents and businesses within the Plan Area. The Policy is designed to support provision in Zone B where provision is presently poor.

3. In recent years, Clyst Honiton village has been the focus of some inappropriately sited, poorly designed telecommunications proposals, which have been detrimental to the character and visual quality of the local area, much to the frustration and disappointment of the local community. Moving forward, in order to protect the character and visual quality of Clyst Honiton village, only proposals designed and sited in a sensitive manner that minimises their prominence within and visual impact on the local townscape/landscape will be supported. The Policy also stipulates "local landscape" to ensure that the scale and nature of a landscape is taken into consideration when assessing visual impact, instead of the impact being assessed on a much wider brief or scale.

Flooding and Water Management Policies

Policy DS4 Sustainable Drainage

Intent

Policy DS4 seeks to promote exemplary sustainable drainage and water management practices for all new development.

DS4: Sustainable Drainage

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.

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:

1. permeable paving for driveways and parking areas;
2. water harvesting and water storage features;
3. green roofs;
4. swales;
5. soakaways;
6. retention ponds *;
7. filter strips; and/or
8. detention basins.

All development proposals should seek to minimise the amount of green space lost to hard surfacing.

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:

- water treatment and the removal of pollutants;
- infiltration and groundwater replenishment;
- recreation and amenity space provision; and/or
- biodiversity and habitat creation.

*The use of retention ponds or any other feature which might create standing water will be limited by airport safeguarding legislation.

Justification DS4

1. New development has the potential to increase flood risk through factors such as increasing surface and ground water flows, overloading existing inputs to the drainage and wastewater networks and ultimately altering flood zone mapping within the Plan Area. Additionally, climatic changes can affect local flood risk in several ways.

²⁵ DDC: <https://www.devon.gov.uk/floodriskmanagement/planning-and-development/sustainable-drainage/>

- Climate change is likely to result in wetter winters and with more rain falling in wet spells, both of which increase river and surface water flooding.
- More intense rainfall causes more surface runoff, increasing localised flooding and erosion.
- In turn, this may increase pressure on drains, sewers and water quality.
- Rising sea or river levels may increase local flood risk inland or away from major rivers because of interactions with drains, sewers and smaller watercourses. Impacts will likely depend on local conditions and vulnerability.

This policy is in place to limit flood risk and to ensure that design infrastructure utilised can cope and cater for increased rainfall and water management.

2. This policy supports good drainage systems which contribute to the sustainability of development and improve the places and spaces where people live, work and play by balancing the different opportunities and challenges that influence urban design and the development of communities.

3. A large part of the policy is advocating an approach to manage surface water that take account of water quantity (flooding), water quality (pollution) biodiversity (wildlife and plants) and amenity are collectively referred to as Sustainable Drainage Systems (SuDS).

SuDS mimic nature and typically manage the effects of rainfall close to where it falls. SuDS can be designed to

- transport (convey) surface water,
- slow water run-off (attenuate) before it enters a water course,
- provide areas to store water in natural contours,
- soak (infiltrate) into the ground,
- evaporate from surface water and
- lose or transpire water from vegetation (evapotranspiration).

SuDS are drainage systems that are environmentally beneficial, causing minimal or no long-term detrimental change. They are regarded as a sequence of management practices, control structures and strategies designed to drain surface water efficiently and sustainably, while minimising pollution and managing the impact on water quality of local water bodies. Policy DS4 recognises the valuable role SuDS can play in helping Clyst Honiton positively address issues around climate change, sewage levels and discharge flood risk, water quality and biodiversity.

4. The old pumping sewage station at Clyst Honiton and the new one provided to take Cranbrook and the Business Parks effluent struggle to cope when surface water levels are high. At these times sewage levels rise within the built-up area of the village and sewage is released into the River Clyst. At a recent EDDC meeting (SPC Oct 4th, 2022) the following insert on page 20 of the Committee Report was provided, and is a statement read out on behalf of a resident of Cranbrook:

“Latest data from SWW for 2021 indicates 12 occasions when raw sewage was released from the Clyst Honiton pumping station over a duration of 104.93 hours. This data confirms a 30% increase on 2020. The Met Office warns of future likelihood of a 7-fold increase in extreme weather events.”

“The situation remains that any additional development, as highlighted by the pending Treasbeare proposal for 1000+ homes and the Blue Hayes development will result in substantial daily additional sewage entering a system which SWW has already acknowledged is not fit for purpose. “

The Rivers Trust ²⁶ provides more recent sewage release data and for 2022 data showed an increase of sewer overflow which spilled on 14 occasions with a total of 205.01 hours of discharge into the River Clyst.

There is an urgent need for Southwest Water infrastructure to be made fit for purpose and improved so that it can meet existing and forecast demands of planned development. The issue also highlights the importance that new development coming forward on sites in the NP Area must manage water run off according to sustainable drainage principles and this policy will help to ensure that these issues are raised at the development proposal stage.

5. The policy includes permeable paving for driveways and parking areas because choice of paving of front gardens for driveways and/or parking is proven to exacerbate localised flooding. Although paving over one or two gardens may not seem to make a difference, the combined effect of lots of people in a street or area doing this can increase the risk of flooding significantly.

The harm caused by paving gardens is not limited just to flooding but can also result in pollution of local streams and rivers via foul sewer overflows and the washing of pollutants. This can cause damage to local wildlife habitat and the wider environment.

Furthermore, where gardens are replaced with hard impermeable surfaces the cooling effects of evaporating groundwater can be lost and result in a rise in local temperatures (often referred to as the urban heat island effect). Therefore, the retention of existing gardens and progression of permeable surfaces is a key measure in helping to ensuring a flooding and climate change resilient locality and protecting the health of our local aquatic ecosystems.

Under current legalisation²⁷, planning permission is not required for a new or replacement driveway if it uses permeable (or porous) surfacing which allows water to drain through, such as gravel, permeable concrete block paving or porous asphalt, or if the rainwater is directed to a lawn or border to drain naturally. Therefore, not only is it in the interest of the wider

²⁶ <https://theriverstrust.org/key-issues/sewage-in-rivers#main-content>

²⁷ *The Town and Country Planning (General Permitted Development) (England) Order 2015. It advised that before proceeding with any works, residents first ensure that no changes have been made to the legislation and that the provision still applies. It is always best to seek confirmation from the local planning authority, East Devon Council, that your proposal does not require planning permission before you commence work.*

community and local environment for permeable surfacing to be used for such small-scale, domestic projects. However, it is new development that this policy is aimed at.

6. This policy is supporting the resourcing of water on a local level which is also supported nationally and is seen in Safeguarding our Soils: A Strategy for England (2009)²⁸, which sets out a vision for soil use in England. Furthermore, the Water White Paper²⁹ sets out the Government's vision for a more resilient water sector. It states the measures that will be taken to tackle issues such as poorly performing ecosystems, and the combined impacts of climate change and population growth on stressed water resources.

Policy DS5 Flood Risk Management

Intent

Policy DS5 seeks to facilitate the development of flood risk management measures in order to protect Clyst Honiton from flooding and rising sewage.

DS5: Flood Risk Management

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.

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.

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).

Justification DS5

1. Climate change has meant that flooding and rising sewage are issues that have impacted the lives of residents of Clyst Honiton and other communities along the River Clyst. Figures 20 and 21 show the Clyst at a low level of flow and in flood, respectively. This policy will support climate change mitigation. It also closely recognises the flood risk issues present in

²⁸ DEFRA (2009) Safeguarding our Soils: A Strategy for England.

<https://www.gov.uk/government/publications/safeguarding-our-soils-a-strategy-for-england>

²⁹ DEFRA (2011)(Water for Life) The Water white Paper <https://www.gov.uk/government/publications/water-for-life>

the neighbourhood area through providing an additional level of protection in relation to flood risk over and above the provisions of national and local policies.

2. This policy is in place in response to the residents voicing their concerns that sewage and flooding issues have recently become more severe. In the past, a Local Authority lengthsman service cleared drainage gully grills and ditches to ensure the effective discharge of surface water. The withdrawal of this service, and a change in rainfall patterns has exacerbated the flooding and sewage issues in the Plan Area.



Figure 20 : River Clyst with flood prevention walls and footbridge over.

3. This policy bringing forward proposals for enhanced flood risk management and flood defences are welcomed and supported by the community and were well received at the Reg 14 consultations. It was recognised that any such flood defence proposal needs to be designed and implemented in a manner that protects the river ecosystem and the flora and fauna it supports, and also, seeks to incorporate measures that can help to enhance the biodiversity of the River Clyst.



Figure 21: River Clyst in flood.

4. The river water flow which ranges from the depth of 0.58 m to 1.87m (2.83m in 2012) could well be harnessed for renewable energy production, within a flood defence scheme. Such a scheme is supported by the parishioners and is presented within the policy as a possible positive outcome of flood risk management.

Policy DS6 Storage Spaces

Intent

Policy DS6 seeks to ensure that new development has sufficient storage space and promotes a storage design-led approach to the provision of electric and non-electric cycle/mobility aid use and ownership, and promotion of sustainable waste management.

DS6: Storage Spaces

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:

1. waste and recycling containers, and
2. secure and dry storage to accommodate bicycles, scooters and/or mobility aids.

Such storage facilities should be designed to ensure that there is:

- 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.

Justification DS6

1. This policy is to maximise people's enjoyment of their property and workspace, and to ensure the long-term adaptability of units by providing well designed dedicated storage areas.
2. This policy is to ensure that proposed arrangements are acceptable in terms of their capacity, location, design, and appearance to minimise noise, smell and movement nuisance and the impact on the street scene. Noting that inadequate or poorly designed refuse and recycling storage areas can be detrimental to the residential and commercial amenity and aesthetic quality of the wider area. Poor design can make the segregation of waste into refuse and recyclables problematic and difficult, ultimately discouraging good recycling practices amongst households and businesses. It is therefore critical that the way refuse, and recycling is stored is considered at the outset of the development design process.
3. With the climate emergency agenda and alternative uses of transport being advocated, inadequate or poorly designed cycle and or mobility aid storage can be detrimental to choices individuals can make. To promote sustainable transport as seen in NPPF (2023) Section 9, and to widen transport choices and modes, it is critical that the way cycle and mobility equipment is stored and accessed is considered at the outset of the development design process of both residential and commercial units.

Policy DS7 Provision of Charging Points

Intent

For all new residential and commercial buildings to provide electric charging points.

DS7: Provision of Charging Points

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.

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.

Justification DS7

1. Delivering a step change in lowering carbon dioxide emissions may require new developments to provide charging facilities. The policy provides a framework for a variety of measures to improve energy efficiency. Promotion of charging facilities is supported in Para 116e in the NPPF (2023) which states that new development "should be" designed to enable charging plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. Policy DS7 goes a step further and ensures that charging provision for all vehicles, including bikes and scooters are provided at new commercial and residential properties across the Plan Area.

Renewable energy policies

1. At present, the Clyst Honiton Plan Area has limited renewable energy generation except for a few houses and buildings which have either or both of the following:

- Roof based solar panels for heating water.
- Roof based solar panels for the generation of electricity.

For houses, old and new, the aspiration is that development proposals will develop renewable energy capability and reduce reliance on carbon-based energy sources. However, sustainability issues are well supported and documented in the surveys and community consultations data with 80% of the community wanting to encourage renewable energy installations on new and existing buildings. There was good support to utilise natural energy resources for renewable energy production.

2. Within the Parish of Clyst Honiton is the Eon Energy Centre which provides a heat and energy source for Cranbrook Town, the Logistics Park and SkyPark. This centre and the Heat Centre at Mosshayne provide a district heating scheme. A recent Local Development Order (EDDC 2020) will enable the providers to expand the network and lay additional pipes without the need to apply for planning permission. This means that in effect any sites within the boundary of the LDO could have connections installed to the district heating without the need for planning permission system provided it complies with the order. The village of Clyst Honiton, including the development sites allocated within this Plan, are within the red line boundary shown on the LDO map (Appendix 8) and will potentially benefit from the development rights. However, the district heating scheme is however not yet zero-carbon, as the heating source is mains gas. It does offer carbon saving efficiencies as a large-scale sealed system. It is anticipated that a renewable energy supply will be connected to the system in the future in order to comply with national expectations to be carbon-zero by 2040. This would then enable the district heating system to provide 100% renewable energy to developments wishing to connect to it. The fact that the district heating schemes are not 100% renewable and have no timescales to do so, would not be supported by a community that strongly voted and supported renewable energy sources and production in the survey.

3. It is in the rural countryside that enormous potential for low and zero-carbon energy solutions reside. Land-based businesses can make a substantial contribution to the mitigation of climate change by supplying renewable energy, extracting energy from agricultural and forestry co-products, harnessing hydro power and growing specialist crops for fuel. In the Plan Area the nature of the rural countryside limits the options for low and zero carbon energy production of this nature.

Policy DS8 Provision and Use of Renewable Energy

Intent

For new and old buildings to generate and use renewable energy to reduce reliance on carbon-based energy sources.

DS8: Provision and Use of Renewable Energy.

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.

For existing buildings (residential and commercial) where planning permission is required there is support for proposals that include:

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.

Development proposals for such schemes should be designed to ensure that there is no impact on airport safety and operations.

Justification DS8

1. Neighbourhood planning offers communities the opportunity to develop a positive vision of their future. Pioneering towns, villages and neighbourhoods are already mapping out ambitious plans that will improve a good quality of life and, at the same time, make the transition energy production. Policy DS8 promotes and includes schemes such as the use of renewable energy on the premises or considering other low carbon renewable energy options such as linking with zero carbon renewable energy district heating schemes.

2. As new houses are going to be such a small proportion of the Plan Area housing stock, there is support for existing buildings to move towards renewable energy production systems. This policy is therefore supporting the incorporation of on-site energy generation from renewable sources such as photo-voltaic and/or solar heating panels and installation of ground-source and/or air-source heating for existing residential and commercial buildings.

Policy DS9 Community Led Renewable Energy Production

Intent

To support development of sustainable community scale renewable energy systems in the Plan Area.

DS9: Community Led Renewable Energy Production.

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.

Such schemes should be designed to:

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.

As technology evolves the renewable energy developments that are no longer in use are to be removed and the site appropriately restored.

Justification DS9

1. The reliance on carbon-based energy is not compatible with the required outcomes for the climate change emergency, so development proposals that generate energy by carbon-neutral means will be supported. National planning policy stresses the need for plans to provide a positive strategy for renewable energy, to help increase its use and supply. This policy is responding to and supporting the production of renewable energy.

2. Responding to climate change will require total transformation of how we supply and use energy, and a major increase in the number of renewable energy developments hosted in local communities. Policy DS9 sets out a policy giving support to a range of community small-scale renewable energy projects. Such projects supported by the Community were those that utilise the following:

Micro hydroelectricity.
Solar technologies.
Ground source and air source heating.
Other emerging renewable technologies.

3. This policy is focusing on the community directly benefiting from local renewable and low carbon energy production. The community gain and emphasis should enable further small-scale developments selected by the locals who live in and know the area.

4. The community are in support of renewable energy production especially in light of climate change and want to ensure that informed decisions are made when implementing renewable energy production schemes. Renewable energy production is here to stay and the list of 6 design issues have been put forward to address community and airport's concerns and inform decisions. Content in 2 and 5 are inserted to ensure that airport operations and safety are not compromised. 1, 3, 4, and 6 are focused on considering biodiversity, landscaping and habitat impacts of such schemes to ensure that the benefits of community renewable energy schemes are not detrimental to the local environment.

Economy: Business and jobs

Background

1. The Plan Area has become a commuter settlement for Exeter. The Shared Economic Strategy 2017-2020³⁰ recognises, within its list of threats and weaknesses, that rural communities such as Clyst Honiton are becoming dormitory areas which increases commuting. However, with land all around Clyst Honiton being designated as strategic economic land, there are more jobs on the doorstep than ever before with yet more provision to come. EDDC³¹ recognised the need to balance economic growth with the need to manage adverse effects on the local road network. DDC highways informed the community that traffic will continue to affect village life as both routes as the London Road (C832) and the Clyst Honiton Bypass) are modelled to run to full capacity despite the new bypass being built to accommodate Cranbrook and Skypark traffic.
2. Clyst Honiton has historically been a rural parish with a village serving travellers along the main road from Exeter to London. Employment was mainly farming, but with vibrant village-based businesses supporting the London Road clientele, such as bakers, shoemakers, a dairy and two road-side public houses.
3. The loss of the Primary School, village hall and the post office has meant there are fewer services for Clyst Honiton as a village. The loss of four businesses on the Home Farm small business centre in 2017 led to loss of local employment opportunities.
4. Exeter has the second-fastest population growth in England and had seen an increase of 3,000 jobs, 5.1%, according to the 2018 Centre for Cities Outlook Report³². The attraction to work in Exeter is evident in the EDDC Dec 2019 Employment Land Review³³ data from the 2011 census³⁴ which showed 12,500 people travelling into the district for work, but a higher number of EDDC residents, 18,405, travelled out of the district, of which the majority, 11,430, went to Exeter. In the recent Local Economic Review³⁵ this commuting pattern continues with 2.18 stating that,

“As a district, East Devon compares poorly regionally and nationally in terms of providing local employment to reduce the need for out-commuting with clear consequences for our carbon emissions and the sustainability of our communities.”

³⁰ Shared Economic Strategy 2017-2020 Exeter and Heart of Devon Economic Partnership Nov 2016 Version 1.1

³¹ EDDC November 29th, 2017, Cabinet Item 122

³² Centre for Cities Outlook Report 2018 <https://www.centreforcities.org/>

³³ <https://democracy.eastdevon.gov.uk/ieListDocuments.aspx?CId=154&MId=1348>

³⁴ <https://www.nomisweb.co.uk/census/2011/WU03UK/chart/1132462159>

³⁵ [local-economic-review-2023-for-cabinet-report.pdf \(eastdevon.gov.uk\)](https://www.eastdevon.gov.uk/local-economic-review-2023-for-cabinet-report.pdf)

5. In recent years, due to the EDDC strategic economic and residential development, the land around the Neighbourhood Plan area has become a key “out of Exeter” location for very large businesses and residential sites. This can be seen in Figure 22.

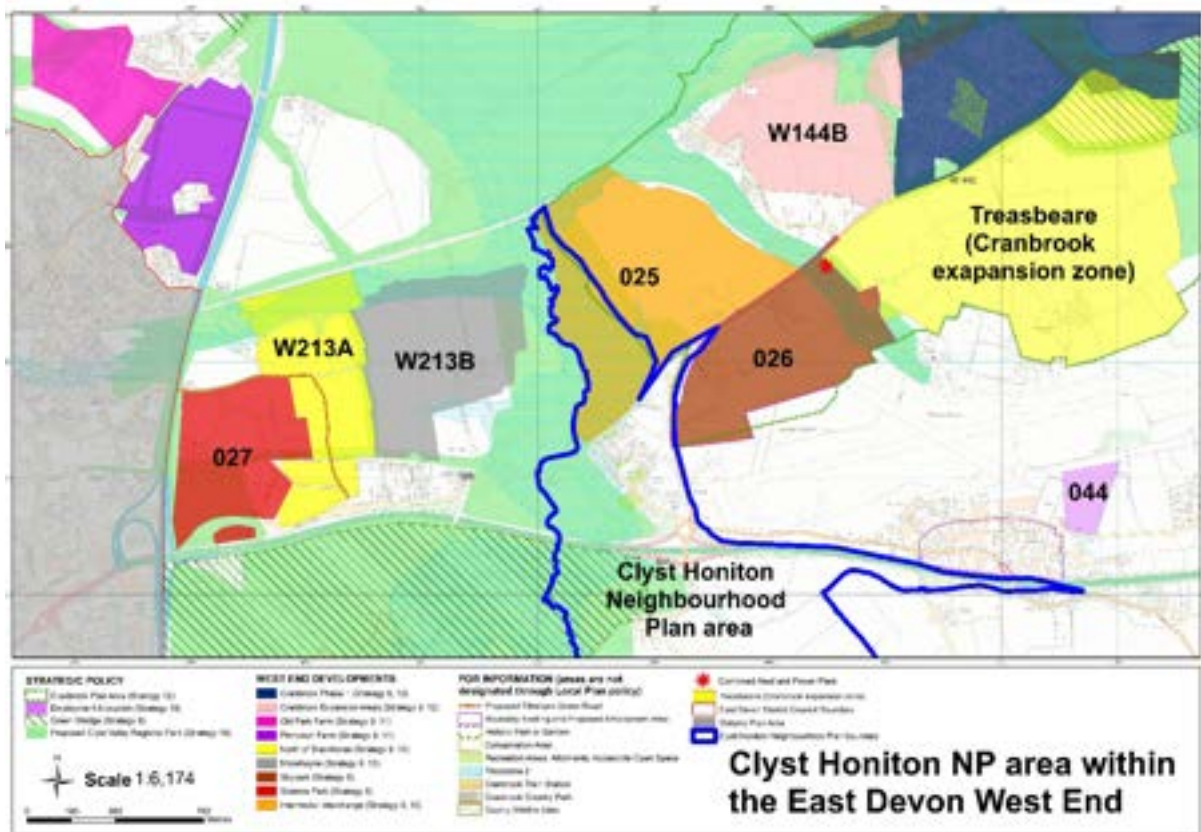


Figure 22: EDLP (2013-2031) Strategic development in relation to the Clyst Honiton NP Area.

This level of extensive growth and change sees the Neighbourhood Plan area moving into a more economically sustainable and vibrant phase. (See Spatial Context Section 2.3). Despite this growth the Local Economic Review 2023 (LER) noted that there is still a demand for employment land and premises,

“When the current amount of unmet demand (50.8ha - mostly industrial and logistics space) is compared against the very low current amount of available supply (just 1.7ha) it shows that unmet employment land and premises demand is significantly higher than available supply.”

Recent development and expansion of Axe Hayes business park and a potential hotel located close to the Sidmouth Road and a B2 warehouse in the hamlet of Holbrook shows that economic growth is being supported in the NP Area. The most recent site to come forward (23/1296/FUL) in the NP Area is on a greenfield site which shows that unmet employment land and premises demand must be significantly higher than available supply as this goes against EDLP Strategy 7, E4 bullet 3 and E5

6. A number of businesses are scattered across the Plan Area, but there are specific economic sites such as the School Site, Home Farm (presently empty), Hill Barton Trading Estate, Axe Hayes all of which offer a range of business locations and classes. Figure 23

shows a map with the number, size and location of economic spaces across the Plan Area. The largest economic site, Hill Barton Business Park, is in the south of the NP Area. The map also shows that in the hamlet of Holbrook lying centrally in the map and Clyst Honiton village in the far north both have several economic spaces. This shows that most businesses in the NP Area actually fall within Zone B, not in the village or close to the road network.

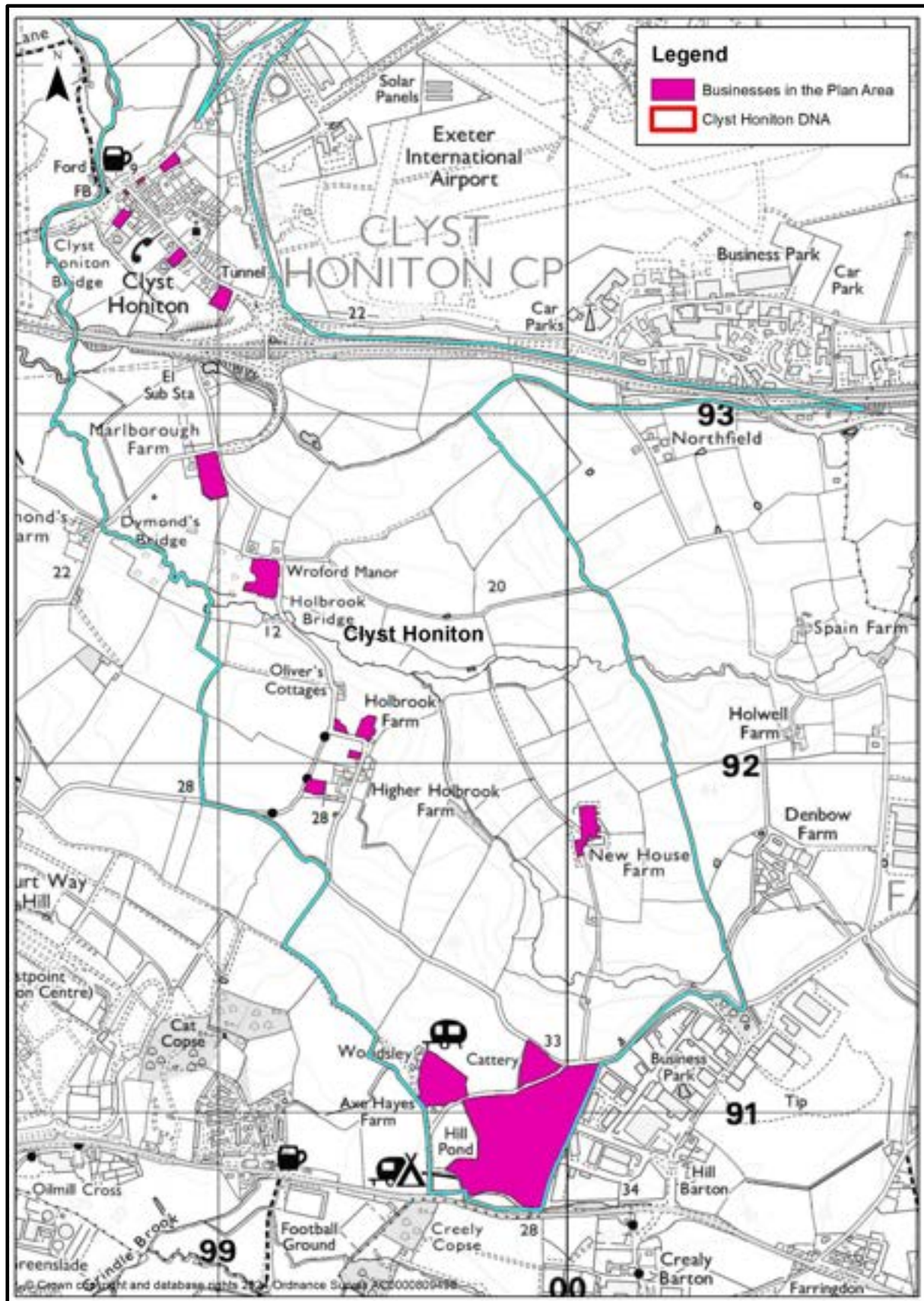


Figure 23: Economic Sites across the Plan Area.

7. Most of the businesses in the Plan Area fall within the category of small medium sized enterprises (SME). However when SMEs are further subdivided into:

- Micro- enterprises: fewer than 10 persons employed;
- Small enterprises: 10 – 49 persons employed;
- Medium-sized enterprises: 50 to 249 persons employed.

Most businesses in the NP Area fall within the micro to small size. Hill Barton Business Park contains all the small sized businesses, whilst the rest of the NP Area supports micro-enterprise businesses. The predominance of micro sized businesses is in line with Figure 24 which reveals the current structure of East Devon's enterprise sector, which indicates that those micro- enterprises flourish in this district.

Business Sector	Percentage
Micro-enterprises (0-9 people)	89%
Small-enterprises (10 – 49)	9.6%
Medium- enterprises (50 – 249)	1.1%
Large- Enterprises (250+)	0.2%

Figure 24: Business enterprises in East Devon.

8. There is support for economic development at both national and local authority level. Discussions by EDDC from 2017³⁶ onwards have constantly referred to the importance of:

- gaining employment land within the district,
- 'one job for every home' principle,
- creating commercial space outside Towns, and that
- commercial spaces were as vitally important as community facilities, both must be protected.

9. Ensuring a good supply of sites and premises is an essential element in building more sustainable rural economies with better paid employment. This provides support for the Plan's principles of: -

- a) rejuvenating redundant commercial spaces across the Plan area,
- b) designating new micro enterprises employment land outside Exeter and
- c) to help meet the need of 'one job for every new home' principle for the new houses within the plan as well as the local strategic houses of Cranbrook, Tithebarn and Mosshayne.

10. The East Devon Local Plan³⁷, the LER (2023) the NPPF (2023) support building a stronger, competitive economy and recognise that, in rural parts of the Parish, policies and decisions should enable a prosperous rural economy. In Paragraph 89 of the NPPF (2023) there is recognition that economic sites in rural locations may be found adjacent to, or beyond,

³⁶ EDDC Overview Committee 5th Oct 2017 item 103

³⁷ East Devon Local Plan 2013-2031 <https://eastdevon.gov.uk/planning/planning-policy/>

existing settlements, and/ or in locations not well served by public transport if sites meet local business and community needs. This allows sites in the Neighbourhood Plan to be allocated in a variety of locations across the Parish and Plan Areas, some of which are not necessarily well served by public transport.

11. The Community survey (Appendix 3) findings showed that Clyst Honiton residents enjoy close working links with Exeter, with 44% of them working there. Good transportation links are used by 30% to work further afield, while 19% work at, or from, home and 7.1% work less than a mile away. Working from home was an aspiration of 53% of residents.

Despite the small numbers working locally, residents clearly see small business activity as being part of life in the NP Area. Three quarters of respondents agree that we should encourage business activity (of a certain scale) within the village itself, whilst over 80% supporting further business activity in other parts of the Area.

The clear preference is for development of brownfield sites for small business units which are specifically designed to enhance the attractiveness of the Area.

The Area provides rural tourism, agriculture and rural diversification businesses outside the village, with small-scale business units within the village and larger storage and distribution businesses (B1 provision) at Hill Barton Business Park.

Consultation resulted in a list (see Figure 25) of the type of businesses residents would welcome. These were included in the Reg 14 draft policies and at consultation there was both statutory and public support for such economic growth.

1. Regeneration of sites for business in:
 - the existing economic sites within the village.
 - old buildings in the rural area.
2. Support for:
 - a) new business provision across the Plan Area.
 - b) a new business site in the village.
 - c) micro businesses.
 - d) micro and small start-up businesses.
 - e) Live and work units.
 - f) increased provision of holiday accommodation.
 - g) rural diversification businesses on farms.

Figure 25: Economic growth supported by the Community.

Policy E1 Supporting a Rural Economy

Intent

Policy E1 seeks to support the rural economy by offering opportunities for rural diversification through the establishment of tourist accommodation and small-scale business enterprises at sites outside the village of Clyst Honiton.

E1: Supporting a Rural Economy

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:

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;
4. Are compatible with the existing countryside and landscape setting;
5. Have suitable access and take every opportunity for encouraging active travel; and
6. Do not result in adverse impacts to residential amenity, biodiversity or highway safety.

Where proposals involve the conversion of existing buildings, disproportionate extensions will not be permitted.

Policy E2 Rural Economy: Live and Work Units

Intent

Policy E2 seeks to support the rural economy by offering opportunities for rural diversification through the development of live and work units at sites outside the village of Clyst Honiton.

E2: Rural economy: Live and Work Units

Developments of live and work units in Zone B (Fig 6) excluding Hill Barton Business Park, will be supported when:

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.

Proposals for demolition and/or conversion of existing buildings should not entail substantial building beyond the existing footprint, or disproportionate extensions.

Proposals are to meet all of the following site-specific requirements:

- 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.

Proposals for live and work units on greenfield sites are not supported in Zone B.

Justification Policy E1 and E2

1. Rural diversification, and the exploration of new business and income streams, has become increasingly common over the last couple of decades and plays an important role in sustaining many rural areas. It is a strategy endorsed in section 6 of the NPPF (2023) Policy E1 facilitates the development of a prosperous rural economy in Zone B of the NP Area.

2. Many farmers and landowners in Zone B of the Plan Area are increasingly looking to diversify their business and explore other alternative work venues and sources of income and employment. This was evident in the Call for Land applications where six buildings for redevelopment came forward from Zone B (Appendix 21). It is important that the Plan Area continues to attract businesses into the area, and to encourage entrepreneurship in the existing population. The creation of new flexible business spaces and live and work accommodation predominately through the re-use of existing buildings and previously developed sites, will unlock additional value from underutilised assets within the rural landscape and help to deliver new employment opportunities and other economic benefits. Permitted Development rights now allow the redevelopment of specific agricultural buildings for landowners, but Policy E1 and E2 is to allow buildings that have been isolated by the breakup of farms, to be converted and used for economic use. Both Policy E1 and E2 could deliver such employment opportunities and economic benefits.

3. These policies will help to create a more diverse, resilient local economy, and will present local residents with opportunities to work at home rather than have to commute on a daily basis, which represents a more sustainable way of living. Development of new and flexible working practices and spaces is the key to building a strong, competitive economy within the Plan Area. The statistics in terms of business start-up and survival rates in the district are comparatively healthy, with 89% classified as micro-enterprises employing fewer than 10 people. The provision of micro enterprise spaces within the Zone B is a good balance to the large-scale strategic employment land provision in and around the Plan Area. Exclusion of Hill Barton Business Park is in keeping with the Local Plan (E7) which does not support expansion of Hill Barton Business Park.

4. Policy E1 specifies certain business uses for the NP Area. These class uses were specifically selected as they match the existing provision at Axe Hayes Farm and at other locations throughout Zone B. Most of the businesses in this area are offices for administration and the provision of services principally to visiting members of the public. The traffic created by such businesses is well suited to the road network, and the size of the sites coming forward in the call for sites were appropriate for the class use specified in the Policy.

5. Covid 19 pandemic in 2020- 2021 highlighted the need for houses to have the flexibility to be live and work buildings. The recognition that businesses can successfully survive with home-based workers is to see this style of house being a popular option. There is a recognition that the existing housing stock is not designed for this dual role. Analysis of the housing market sale-trends has highlighted a need for houses to be less open plan with additional reception rooms, larger bedrooms and outdoor space to cater for the demand of working spaces. The pandemic triggered home working and post pandemic there are still high levels of home and hybrid work (working from home and at the workplace). ONS³⁸ research found that,

“more than three-quarters (78%) of those who worked from home in some capacity said that being able to work from home gave them an improved work/life balance in February 2022. Half reported it was quicker to complete work (52%) and that they had fewer distractions (53%). Almost half also reported improved well-being (47%).”

The numbers of home workers are verified in 2.21 of the Local Economic Report 2023³⁹ which reported,

Census data also points to around a third of people primarily working from home.

The development of live and work units in Policy E2 will support the reported high levels of home working.

6. There is community support for live and work developments within the Plan Area and by being restricted in definition, site location and in design terms it ensures that proposals are restricted in the total number coming forward. Policy E2 does not support live and work units on greenfield sites and in doing so is in conformity with Strategy 7 (EDLP) Development in the Countryside. Thus, ensuring that this policy is not about facilitating green field development in Zone B.

7. Policy E2, unlike E1 makes no reference to the range of permissible class uses which would enable any form of business as part of a live and work unit, as it was anticipated that the site-specific clauses are sufficient to allow appropriate class uses would come forward that are in scale and well related to the existing dwelling and/ or residential element.

Policy E3 Opportunities for New and/or Improved Business Development in Zone A Intent

Policy E3 seeks to support the local economy and encourage job creation through the establishment of new and/or expansion of existing business premises in and adjacent to Clyst Honiton Village.

³⁸ [Is hybrid working here to stay? - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk/articles/is-hybrid-working-here-to-stay-2022)

³⁹ <https://www.eastdevon.gov.uk/ler2023/>

E3: Opportunities for New and/or Improved Business Development in Zone A (Fig 6)

Development proposals for new business and commercial uses and new and/or improved business development will usually be supported at the following locations:

A. Clyst Honiton village locations

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):

subject to:

- 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;
- 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

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.

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:

- 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.



Figure 26: Employment sites within Clyst Honiton Village (included in policy E3)

Justification E3

1. The health and vitality of the local economy is inseparable from the success and happiness of the community. Policy E3 ensures that existing business sites have the opportunity to establish and expand premises for business uses within Clyst Honiton and new ones within Zone A, which in turn will maximise opportunities for local job creation and employment. This policy will in turn help to create a more diverse, resilient local economy, and will present local residents with a more sustainable way of living, having opportunities to work locally rather than have to commute to neighbouring settlements on a daily basis. In Policy E3 new business and commercial development within Zone A was included to support development along the Clyst Honiton Bypass as this has good transport links to the wider region and for small home-based enterprises and developments within the village.

2. Policy E3 includes clauses a to i to restrict development and ensure that traffic related issues which were raised by the community are considered in the planning application process. Clauses e and f were added post Reg 14 because the community feedback showed that the support for village-based businesses was tempered by the community concerned about size of development, volume of traffic and loss of the cul-de-sac as seen in the Reg 14 feedback received from a resident:

“there are concerns that development of business sites within the village is likely to bring more traffic into the village. On no account must the village road 'Airport Road' be re-opened again at the roundabout.”

3. Policy E3 promotes the redevelopment of three underutilised sites within the Clyst Honiton village (see Figure 26 for locations) to enhance the appearance of the sites and make a positive contribution to extending local economy and employment opportunities.

- Each of the three sites identified in this policy represent missed opportunities, being either in a derelict and stagnant state (Home Farm Business Park) or utilised in a manner which fails to fully capitalise on the development potential of the site (Exeter Inn Car Park and Old School Business Park).
- Each of these three sites take up prominent locations within the village; Home Farm Business Park and the Exeter Inn Car Park are both key gateway sites, whilst Old School Business Park is positioned in the centre of the village opposite St Michael's and All Angels Church. They offer significant opportunities to enhance the village townscape and overall design quality of the Village Character Area and create additional employment opportunities in accessible and sustainable locations.
- Home Farm Business Park and Exeter Inn Car Park currently contribute little to the character and aesthetic quality of the village, the latter being identified by residents as being particularly poor in its appearance and forming a low-quality gateway into the village. The progression of new and high-quality pieces of architecture on each of these sites could significantly improve the attractiveness of the village. More recently the development of a house on the Home Farm Business Site has replaced a space utilised as a builder's yard. Public consultation has indicated that residents are hugely in support of smartening up the village so that it becomes more attractive and visually appealing, with 64% of survey respondents rating the current day appearance of Clyst Honiton village as being average to poor. With the village road now being made a cul-de-sac, the prominence of Home Farm as a village gateway site is not as strong as previously but it is still seen as an opportunity for improvement.
- Old School Business Park represents the most aesthetically pleasing of these three sites, with the façade of the original old primary school, which was constructed 1872, providing a locally distinct, historic, and handsome frontage along the village road. This setting and design meant that Policy E3 includes a specific clause for development proposals for the Old School Business Park.

4. In the community survey (Appendix 23), local food and drink production was the second most popular business choice; 49% selected this when asked to specify the type of small business they wanted to encourage. In the Community Consultation in 2019 there was support for a gym and a nursery to be, the lack of these types of businesses provision both locally in Tithebarn, Mosshayne and for the nearby town of Cranbrook. Although Clyst Honiton is perfectly positioned to capitalise on the recent resurgence and popularity of locally produced speciality foods and drinks and for the location of a much-needed gym and nursery to service the wider area, it was agreed that Policy E3 would not specify business

class use as it would result in unforeseen implications as the business codes do not match the specific wishes of the community.

5. Policy E3 is supporting the development of the existing business sites in the village with the knowledge that Permitted Development Rights (PD : MA) are in place that provide greater flexibility for existing economic sites, with E class uses able to change to some aspects of residential use (class C) without planning permission, although if building work is associated with any change of use, the need for planning consent may then be triggered depending on the nature/scale of the works involved. This legislation has meant that the EDLP Strategy 32 may now be less effective in resisting loss of employment sites. However, as all the sites in E3 have construction constraints and/or mitigation requirements in relation to flooding and or airport noise legislation, the policy is to support economic development with the understanding that these sites are more restricted for residential use.

6. The second part of the policy is to support economic development coming forward in sites adjacent to the village and in particular any economic development coming forward as part of a Neighbourhood Development Order. This is to ensure that the Neighbourhood Plan supports a wide range of development coming forward in a Neighbourhood Development Order. There is also recognition that non village locations within Zone A will have similar constraints and mitigation requirements to the three businesses site within Clyst Honiton Village.

Housing

Housing: Local Context

Location of Housing in the Plan Area.

1. The largest settlement in the Plan Area is Clyst Honiton village which contains over a hundred properties. The settlement has no recognised built-up area boundary (BUAB), but it is naturally constrained by the River Clyst, the A30, London Road (the old A30) and the Clyst Honiton Bypass, as can be seen in Figure 27.



Figure 27: Clyst Honiton Village and its' boundary constraints.

2. In the rural area Zone B (Fig 6), there is the small hamlet of Holbrook with seven dwellings, four of which are semi-detached and create a dispersed linear settlement located along a single-track lane leading to Axehayes and/or Clyst St Mary. Along this lane there are two further farms, Marlborough and Wroford Manor with two semi-detached properties close by which were historically agricultural workers dwellings. There are two further semi-detached properties down a lane opposite Marlborough Farm.

3. There are a scattering of properties in the area close to Hill Barton Business Park; three properties at New House Farm and eight around Axe Hayes farm, and one at the Cats Protection Centre.

House type in the Plan Area.

4. The Character Assessment of Clyst Honiton Village in 2015 showed that the village can be broadly divided into four distinct area of character, the location and extents of which are shown in Figure 28.



Figure 28: Clyst Honiton Village Character Areas.

The North Clyst Area is predominated by two storey terraced houses, giving way to a mix of detached and semi-detached, some of which are single storey. In Area two, St Michaels Hill provides an area of terraced houses, with bungalows in St Michaels Close. In Clyst Honiton Centre there are two older detached properties of the Old Vicarage and the church hall converted since 2016. There have also been four new properties which are high-quality custom-built dwellings designed to complement the Clyst Honiton Centre character area. South Clyst Honiton is the most disparate and least coherent area with detached, semi-detached, terraced, a bungalow and one $1\frac{1}{2}$ storey property.

5. Outside the village in the rural area there are 26 dwellings with the following breakdown:

- 11 detached properties, six of which are bungalows.
- 11 semi-detached properties
- 1 terrace at Pickles Barn. (3 properties)
- 1 mobile home

6. The 2011 Census recorded 132 households in the Plan Area, with the breakdown of House Type and bedrooms being shown in Figure 29.

No	House type	No	Number of bedrooms
48	Detached house/bungalow	4	1-Bed
40	Semi-detached/bungalow	30	2-Bed
35	Terraced house/bungalow	62	3-Bed
8	Flats	19	4-Bed
1	Caravan/Mobile Home	17	5-Bed or more

Figure 29: ONS Accommodation type and number of bedrooms per dwelling.

The fact that 74% of properties have 3 or more bedrooms would indicate that there is a lack of smaller 1/2 bed properties and more affordable smaller dwellings in the Plan Area.

Clyst Honiton has a high percentage of bungalows in its housing stock. These are located in all the four-character areas of the village as well as making up nearly 50% of the detached properties in Zone B of the Plan Area.

7. The data reveals an imbalance in the housing stock available in the Plan Area, which has led to a mismatch between the existing housing stock and the needs of the population. As evidenced in the Housing Needs Survey (2020) local need for houses is for:

- People to downsize (1 or 2 bed dwellings)
- Young local families.
- Professionals (1 or 2 bed flats/ apartments)

Tenure of Housing:

8. The 2011 Census (Figure 30) shows home ownership at 64%, with shared ownership as 0.8%, social-rented (from Council) at 9.8%, and private rented at 24.2%. This breakdown is also reflected in the more recent Housing Needs Survey (HNS) undertaken in the Parish in 2020. The HNS received a response rate of 40%. Of those who responded 74.5% stated they were homeowners and 14.5% rented from the private sector.

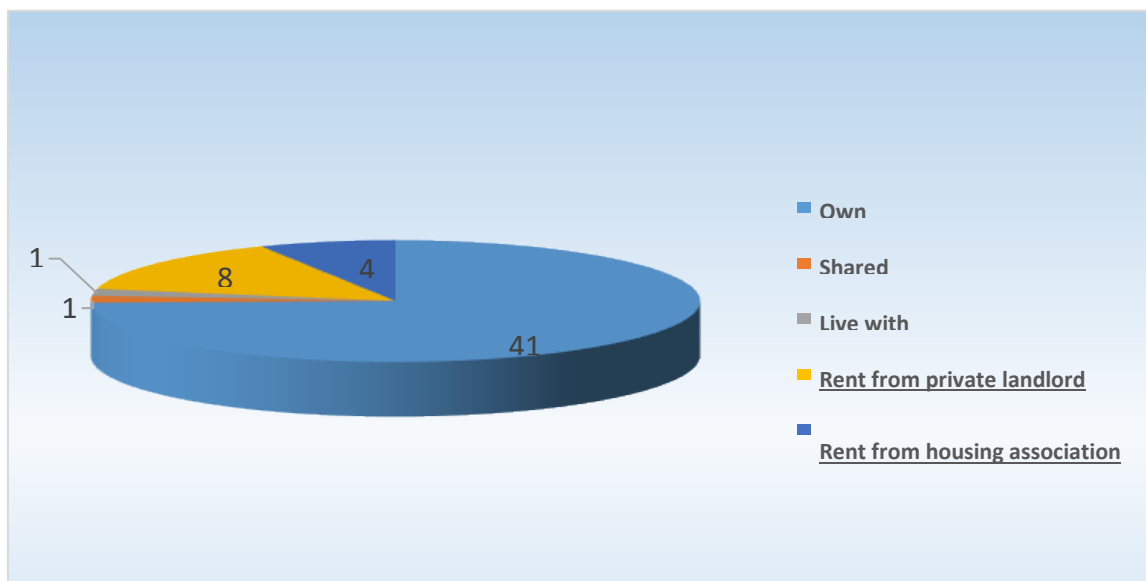


Figure 30: HNS 2020 housing tenure data

The HNS asked what type of accommodation respondents would consider moving into. The results (Figures 31) showed that rental options for both existing homeowners and those seeking affordable housing was more attractive than open market ownership.

Shared ownership/ equity	Affordable/Social rent	Self-build	Discounted market	Rent to buy	Open market
1	4	2	0	1	2

Figure 31: Tenure of property demanded by existing homeowners in Clyst Honiton (HNS 2020)

Property prices and affordability.

1. The Land registry recorded 8 property sales in the Parish, with the average price being £367,119 and prices ranging from £187,000 (3 bed terrace) to £766,000 for a 9-bed detached house. The sale of the old vicarage, the only 9-bed property in the NP Area distorts the figures. A new four-bed dwelling within the village is currently (2023) on the market for £525,000 – £550,000 and a small 2 bed terrace property is priced at £160,000 creating an average of over £300,000.

2. At the time of the HNS there were no properties for sale or rent on the open market so data to assess affordability was taken from surrounding rural areas. The figures used to assess affordability in Clyst Honiton are set out in Figure 32.

Size	Property price	Weekly rent
1 bedroom	£150,000	£150
2 bedroom	£180,000	£180
3 bedroom	£240,000	£210

Figure 32: Estimated property affordability (HNS 2020).

The data shows that average property sale prices (£300,000) in the Parish are not affordable. Property sales reflected the current housing stock with 73% of properties on offer having 3 or more bedrooms with a very low number of 1 or 2 bed properties available for either rental or purchase. This shows that the lack of availability of housing in the Plan Area for diverse groups is not solely due to affordability, but also to the existing housing stock. There is some provision of affordable housing in the EDDC strategic development sites locally, but as Clyst Honiton residents are looking for affordable housing within the village, such strategic provision has limitations.

Community Surveys/ Events

1. From the beginning of the Neighbourhood Plan process, the community events and consultations revealed that there was strong support for the development of houses and businesses, to benefit the needs of the community in different ways.

2. In the 2015 Community Survey report (Appendix 23) the answers to the five questions on housing showed there was evidence of current local housing need in Clyst Honiton. Although 92% of respondents said that their current home met their needs, almost 1 in 5

said that there was someone in their household who is already, or will soon be, in need of alternative accommodation and that 85% of these people wanted to stay in the village.

3. The same survey also revealed that local people were not averse to some new housing development taking place (Figure 36) to bring forward a community building. A small majority would prefer the scale of development to be small with less than 20 new dwellings over the next ten years. A third of people were content with up to 35 new homes being provided over 10 years, with 12% even agreeing to more than 35 homes. Support for high numbers of new houses was not a surprise outcome. The locals were fully aware that in order to get a free community building that the number of new houses required to fund such a facility was always going to be high.

4. Opinion is divided as to what type of housing is most needed as seen in Figure 33. It seems as if a mix of affordable and market housing for purchase would be preferred by most, but a third thought the affordable rental properties were needed. The need to ensure that there are some homes built as suitable for the elderly was acknowledged by a majority of local people.

New housing would enable new community facilities to be provided; how much new housing development is acceptable in or close to the village in the next 10 years?
Less than 20 dwellings 53.0%
20-35 dwellings 34.8%
35+ dwellings 12.2%
What type of housing is most needed in the parish?
Affordable housing for local people to rent (e.g., from a Housing Association) 32.1%
Affordable housing for local people to buy (Shared Ownership or discounted sale) 51.4%
Private housing for sale at market values 52.3%
Homes suitable for retirement e.g., bungalows 55.1%

Figure 33: Housing tenure from the HNS

5. In the 2019 NDO Site Masterplan Consultation, people were once again asked questions on housing. The purpose of this was to:

1. To check whether the findings from the housing section of the 2015 Community Survey report were still valid and,
2. To check the acceptability of a proposal for more than 35 homes, given that this was the least favoured option in the 2015 Community Survey report.

The findings of this consultation showed 89% were in favour of the Masterplan, including the proposed level of housing on the site.

The elements that the community considered positive for housing were:

- The provision of a community building as a by-product of new housing.
- The housing mix.
- The provision of affordable housing.
- The provision of houses to encourage young families and professionals.
- The provision of sheltered housing for elderly.

Housing Development in the Plan Area.

Strategic Context. East Devon Local Plan Policies.

1. In the 2014 Small Town and Village Development Sustainability Assessment⁴⁰, Clyst Honiton was not included. This assessment recommended which settlements were suitable for strategic growth. Clyst Honiton village subsequently had its BUAB removed and was deemed as unsuitable for housing growth. In EDLP (2013-2031) Strategy 7, development of Clyst Honiton village and Zone B is regarded as development in the countryside, only being permitted under specific conditions.

2. In May 2019 a revision of guidance for Neighbourhood Planning stated that,

“Strategic policies should set out a housing requirement figure for designated neighbourhood areas from their overall housing requirement (paragraph 65) of the revised National Planning Policy Framework). Where this is not possible the local planning authority should provide an indicative figure, if requested to do so by the neighbourhood planning body.”

3. Indicative housing numbers from EDDC showing that Clyst Honiton’s housing provision sits within the geographical grouping of the following parishes:

Broadclyst, Clyst Honiton, Clyst Hydon, Clyst St Lawrence, Rockbeare and Poltimore.

The Local Planning Authority (LPA) indicative housing figure for the Clyst Honiton Neighbourhood Plan is zero. This means that the Neighbourhood Plan does not have to allocate housing as seen in Figure 34.

Parish	Dwellings Built 01 April 2013 to 31 March 2018	Dwellings with planning permission or under construction at 31 March 2018 (Including allocation sites with permission)	Dwellings that have made significant progress through the planning system or have acknowledged development potential (including allocation sites)	Local Plan (28/01/16) Villages Plan Total Housing	NP Housing Requirement Figure
Broadclyst	500	1,407	900	2,807	0
Clyst Honiton	6	8	0	14	0
Clyst Hydon	0	4	0	4	0
Clyst St. Lawrence	3	1	0	4	0
Poltimore	4	1	0	5	0
Rockbeare	16	6	9	31	0

Figure 34: EDDC Indicative housing requirement for Clyst Honiton.

⁴⁰ <https://eastdevon.gov.uk/media/2883008/small-town-and-village-assessment-2014.pdf>

Figure 34 also shows that there has been a low-level of housing development in Clyst Honiton Parish, and that there was less housing development within the NP Area which had 1 detached, 1 semi-detached and 2 annexes built in the period 2013 - 18.

4. The EDLP (2013-2031) Strategy 1 sets out a minimum provision of 17,100 new homes within the plan period and for this development to be delivered within the spatial areas of:

1. East Devon's West End detailed in Strategies 2,9, 12-14)
2. 7 main towns of East Devon detailed in Strategies 20 – 26,
3. Smaller Towns and Villages listed detailed in Strategy 27.

5. Figure 35 is an extract from the EDLP (2013-2031) West End Residential and Economic Development Strategy showing in blue the Clyst Honiton Plan Area. Areas marked 025 and 026 show economic development adjacent to the village.

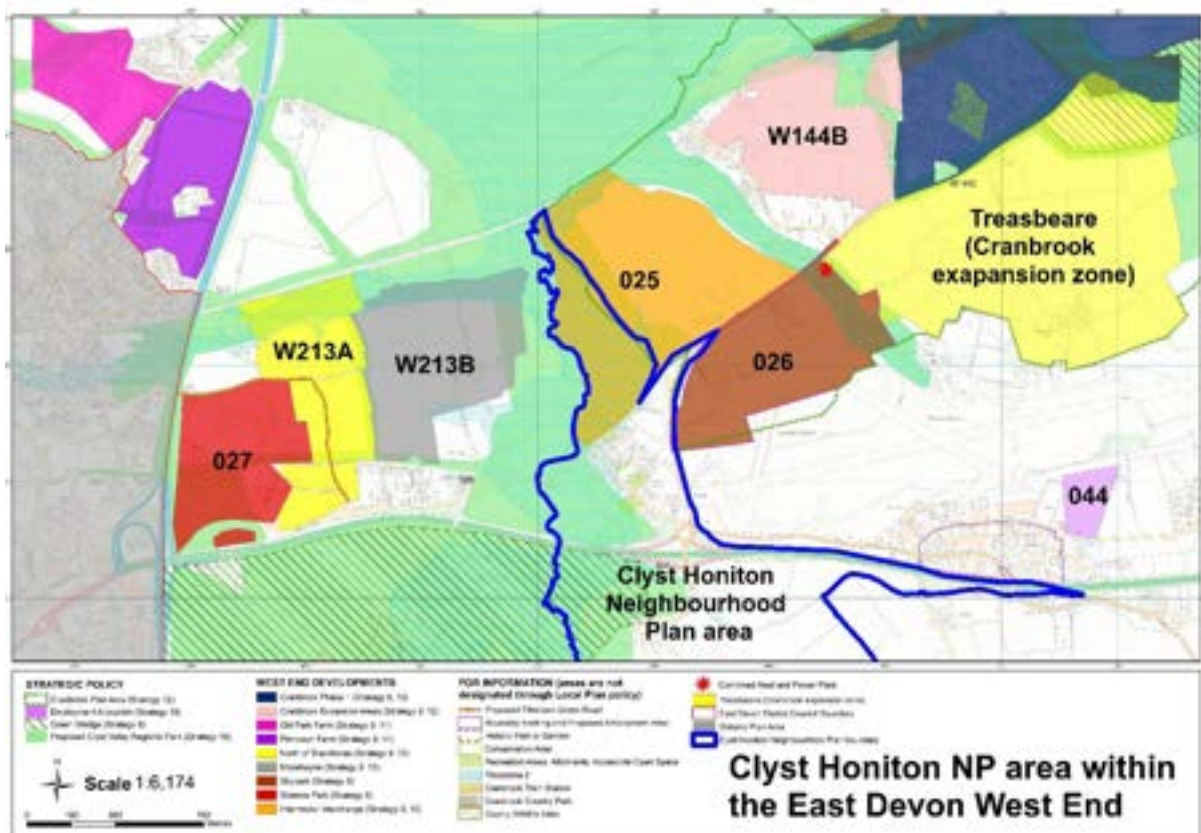


Figure 35: EDLP (2013-2031) West End Strategic Development.

The scale and distribution of new residential development is extensive with:

- | | |
|--|----------------------|
| ➤ Cranbrook (Dark Blue) | 6,300 homes, |
| ➤ Cranbrook Blue Hayes Expansion area (Pink) | 1,550 homes |
| ➤ Cranbrook Treasbeare Expansion Area (Yellow) | 1,200 homes |
| ➤ Tithebarn W 213A and W213B | 1,500 homes |
| ➤ Estimated Total: | 10,550 homes. |

In the light of this level of strategic residential development locally, it is not surprising that Clyst Honiton Parish was provided with an indicative figure of zero housing.

6. However, within EDLP (2013-2031 Strategy 27, new development is possible through a Neighbourhood Plan as seen follows:

“ If communities wish to promote development other than that which is supported through this strategy and other strategies in the Plan (at the settlements listed above or any other settlement) they will need to produce a Neighbourhood Plan or promote community led development (for example Community Land Trusts) justifying how and why, in a local context, the development will promote the objectives of sustainable development.”

NPPF (2023)

1. National planning policy advises that it is important to recognise the particular issues facing rural areas in terms of housing supply and affordability and the role of housing in supporting the broader sustainability and vitality of villages and smaller settlements. It suggests that a thriving rural community in a living, working countryside depends, in part, upon retaining local services and community facilities such as schools, local shops, cultural venues, public houses and places of worship and that rural housing is essential to ensure viable use of these local facilities. It also states that assessing housing need and allocating sites can be considered through the Neighbourhood Plan process.

Housing Needs Assessment

1. In 2016, a Housing Needs Assessment (HNA) (Appendix 10) was undertaken to provide guidance on the number of houses that could be allocated in its Neighbourhood Plan, as EDDC had allocated no houses in its Indicative Housing Allocation analysis. This was also done to inform the Call for Sites consultation process and to ensure that allocation of houses and the total number of houses was evidence based.

The conclusion of the HNA revealed,

“The housing need for the parish in the period 2011-2031 is considered to be in the region 40-45 net additional dwellings”. This judgement is based on the following factors:

- i. There are two local factors specific to Clyst Honiton, namely its location relative to likely employment growth and the need to accommodate likely housing allocations lost from the Cranbrook masterplan due to the noise levels at bordering Exeter Airport, which indicate a higher level of projection may be required.
- ii. Based on these factors indicating stronger demand for housing in the parish than across the district as a whole, the net assessment for the parish across all the factors in Table 12 gives nine up arrows, indicating that the range selected should be higher than the Household Projections-derived figure.
- iii. Although this range has not been directly informed by supply considerations (as per the NPPG guidance), the parish does appear to have the capacity to accommodate this estimated level of need.

- iv. Based on both the recent high level of housing completions, much of it occurring within the Plan period, and the results of the Initial Public Engagement, the group may consider that the higher end range is more appropriate.”

2. The HNA summarised the data gathered with a potential impact on the housing types and tenures needed in the parish. Table 12 summarises factors specific to Clyst Honiton parish with a potential impact on neighbourhood plan housing policy and Table 13 summarises the data gathered with a potential impact on the housing types and tenures need as seen in Figure 36.

Factor	Source(s)	Possible impact on housing needed	Conclusion
Affordable housing	SHMA, Census	Census data show limited level of demand for affordable/socially rented housing.	East Devon’s own requirement for affordable housing should result in adequate provision; therefore, there is no specific affordable housing policy required in Neighbourhood Plan. However, there is the potential for the Parish Council to work with Council to ensure developers deliver adequate split of affordable housing dwelling types, i.e., mainly houses.
Increase in older person households	SHMA, Census	Evidence from Census (increasing numbers of older people, and homes becoming less crowded) demonstrate ageing population. Some ‘downsizing’ of older households from larger to smaller units could free up larger units for families, for which there appears to be a demand.	Provide range of dwelling sizes, including smaller dwellings (1-2 bedrooms) suitable for older people. A policy supporting downsizing for households currently under-occupying larger properties, though aspirational, could at least be a useful statement of intent. Monitor downsizing as it takes place- the more that happens, the lower the need for new family sized/larger dwellings.
Need for family dwellings	SHMA, Census	Census shows slightly higher than average level of family households in parish. Given the economic growth forecast this is likely to increase.	The parish remains popular among families, and this is likely to increase in future, therefore, despite the need for smaller dwellings for older people, a proportion of dwellings provided should be of three or more bedrooms, but supply of new family properties should be limited on the expectation that downsizers will free up existing family-sized dwellings.
Potential for specialist housing for the elderly	SHMA, Census Housing LIN	The SHMA notes that there is currently a shortage of suitable housing for the elderly. The majority of older people want to continue living in their current home with support when needed, but there remains need for sheltered accommodation and extra care housing, as number of residents with day-to-day activity limitations is higher than the national average.	Policy supporting provision of sheltered housing could help to meet identified need. This would be a suitable housing type for those who have indicated day-to-day activity limitation. However, the provision of a residential care home in the parish is not recommended, as these are more suitable for small towns with a wide range of services and facilities within walking distance. Provide range of dwelling sizes, including in particular more small dwellings (1-2 bedrooms) for e.g., older people wishing to downsize, and/or younger couples without children.

Figure 36: HNA 2016 Table 13: Characteristics of housing needs

Site Allocation Process

1. A detailed site assessment process is provided in Appendix 21. This is an important evidence-based document for the Plan. The document provides details on how each site progressed in the NP. This document alongside the AECOM Sites Option Document (Appendix 9) provides a criteria-based appraisal and selection of sites.

2. In response to the community's support for housing to enable the provision of a community building, a call for sites was undertaken. Nine potential housing sites in the village came forward six of which were assessed by AECOM (Appendix 9). The three sites in the lowest airport noise contour located on sites away from the Exeter Airport Runway and at the north-eastern edge of the village were selected to progressed in the NP. These three sites listed below and seen in Figure 38 were included in the Reg 14 Draft of the NP.

1. The Allotment Site
2. The Slate and Tile Site
3. The Bypass Site

Housing Needs Survey.

1. A Housing Needs Survey was completed in 2020 (Appendix 6) to ascertain the level of need for affordable housing and to reveal the up-to-date patterns of housing need for the Plan Area. The Survey identified:

1. A need for 3 affordable homes within the next 5 years.
2. That the households in need would require affordable housing for rent.
3. A need for smaller 1 or 2 bed, cheaper accommodation in the parish as detached properties of 3 bedrooms plus are the most prolific.
4. A downsizing need with 90% of respondents aged between 55 and 75 and 75% of the total number of households are owned or rented by this age group.
5. The most important considerations were that older persons wished to move to a smaller, more manageable property, and the following factors were deemed favourable: close to shops/amenities, public transport and family/carers.
6. 81% in favour of a small number of homes for local people being built if the need for affordable housing were proven.
7. Self-Build was supported with this being seen as an affordable option.
8. The most popular site for housing was the Bypass site.

Viability Assessments: 2016 and 2022

1. A viability assessment looks very specifically at the financial viability of development for a specific site or typologies of sites. It is largely a high- level quantitative process based on financial appraisals at a snapshot in time. The assessment is purely concerned with whether or not the proposals for a site or the policy requirements within an emerging neighbourhood plan would render development unviable. Viability assessment outputs can be used (if necessary) to amend proposals or policies to help facilitate development and to ensure the cumulative impact of proposals and policies does not threaten the delivery of the neighbourhood plan and Local Plan's vision, objectives and strategic policies.

A viability assessment was deemed to be an important technical piece of work to establish the viability for the three NP selected sites at Clyst Honiton, to provide the following:

- The financial viability for each site. (To include the effect of mitigation required for sites which lie within the Airport noise contour 60 – 63 (See Map)
- Modelling: number and mix of potential houses per site.
- Links, impact and conformity with the Local Plan vision, objectives and strategic policies

The purpose of the 2016 viability test was to provide details to be used to draw up the draft site allocation policies and to inform the landowners on site viability.

2. In the 2016 Clyst Honiton Neighbourhood Plan Sites Viability Assessment (Appendix 11) was undertaken by AECOM, who assessed all three sites. The results were colour coded using a **Green** (Viable), **Amber** (Marginal) and **Red** (Non-viable), all three sites were deemed to be:

Green Viable: where the Residual Value per hectare exceeds the indicative TLV/Variable Threshold Value per hectare (being the Existing Use Value plus the appropriate uplift or premium to provide a competitive return for the landowner)

The overall modelled scheme produces a Residual Land Value making it **Green** (viable) for a mix of 55 residential units. The Allotment and Slate and Tile Site modelling stated that the number of units could be increased on the scheme if the NP wanted to promote more retirement properties to meet older peoples housing need (4.16.1). The assumptions used in modelling are conservative and did not consider these two units coming forward as one development.

These sections provided support for the three sites selected being viable for a developer and that this documentation could be utilised for both the development and justification for the housing policies.

3. In 2022 a further viability assessment (Appendix 11b) was undertaken by AECOM to provide detailed viability assessment of the three sites for the specifications detailed in the Reg 14 draft policies. Therefore, this assessment was not about determining housing units, site design etc but was focused on whether the site as laid out in the policy was going to be deliverable. Noise Assessment reports and flood mapping were utilised by AECOM so that mitigation for noise and flooding was built into the viability assessment for both residential and commercial buildings. Another key part of the assessment was determining the difference between open market housing and affordable housing values for the successful delivery of the sites. **Following the Reg 14 responses, just one of the sites was taken forward to the final site allocations.** Viability for the housing site is provided in the justification section.

Noise Assessment.

The sites allocated in the Neighbourhood Plan require noise mitigation due to their proximity to Exeter Airport and the local road infrastructures. The allocated site in the NP sits within the airport noise contours 60 – 63 on the 2009 Masterplan. (Figure 37)

A noise study of the area⁴¹ was undertaken by acoustics consultants Bickerdike Allen Partners (BAP) in 2000 and then updated in 2015 and 2016. A further study by BAP was completed to inform mitigation requirements for the engine testing area of Exeter Airport, with the purpose of informing residential development at Cranbrook and commercial development at Skypark.

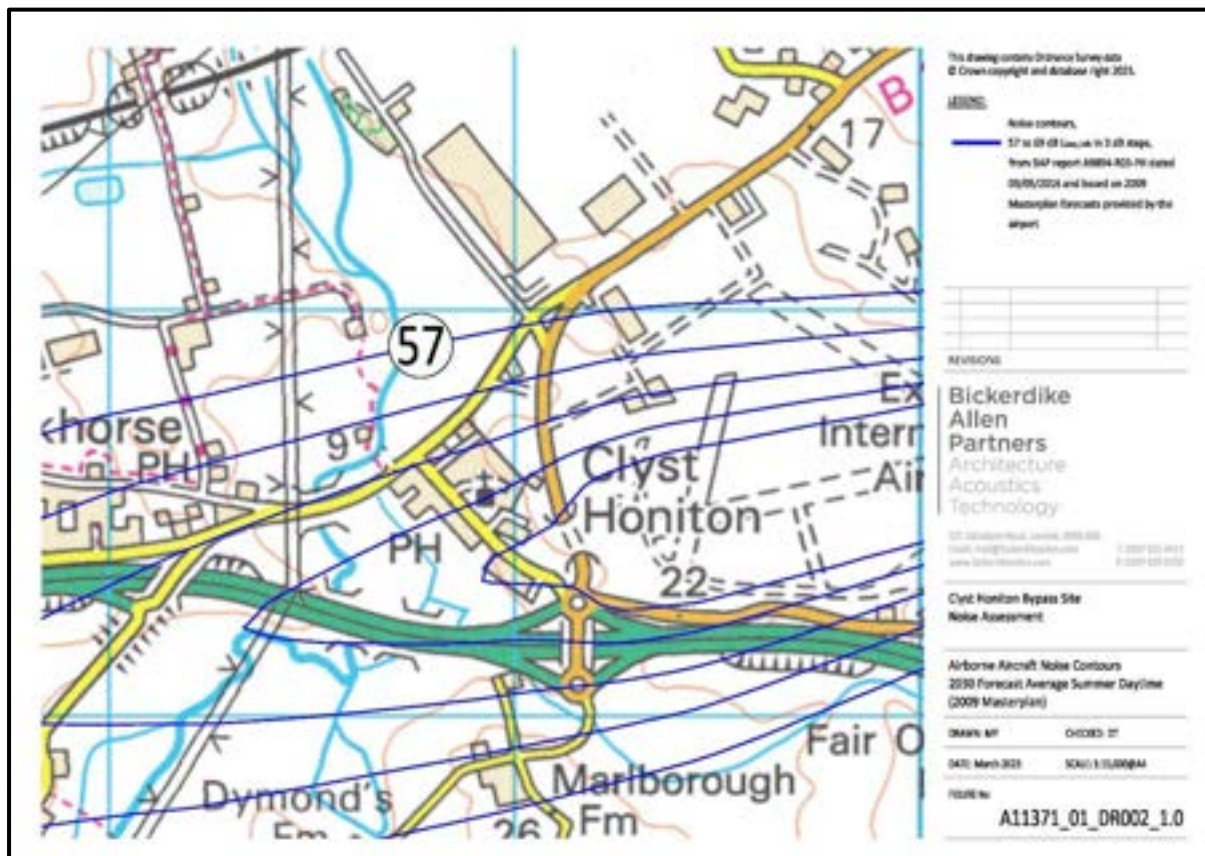


Figure 37: Housing sites sit within the 60- 63 dB: 2030 Forecast airborne noise levels using the 2009 noise contour Masterplan.

In 2020, Bickerdike Allen Partners were commissioned by the Clyst Honiton NP group to undertake a noise assessment of the NDO (Bypass) site, but this work also informed the other NP sites which sat within the same airport noise contours. The report was updated in March 2023 to reflect the use of the 2009 noise contours in planning decisions.

The 2020 Noise Assessment study concludes that the NDO (Bypass) site is exposed to levels of road and aircraft noise which require mitigation. The report is clear that exact mitigation

⁴¹ EDDC Development Management and Environmental Health Joint Airport Noise Study, Updated Noise Impact Assessment, Exeter International Airport, Parts 1 and 2, Bickerdike Allen Partnership 2016.

measures will depend on site specifics, and will need to comply with up-to-date Building Regulations, but recommendations do include:

- dwellings to be built with conventional brick/block cavity walls to provide a high level of resistance against external noise
- avoid room-in-roof bedrooms
- high acoustic performance double glazed windows
- sound absorption material in the loft cavity
- provision of alternative ventilation in bedrooms to provide the option of sleeping with windows closed.
- provision of mitigation in the design of gardens/ amenity space.

Housing Sites at Reg 14.

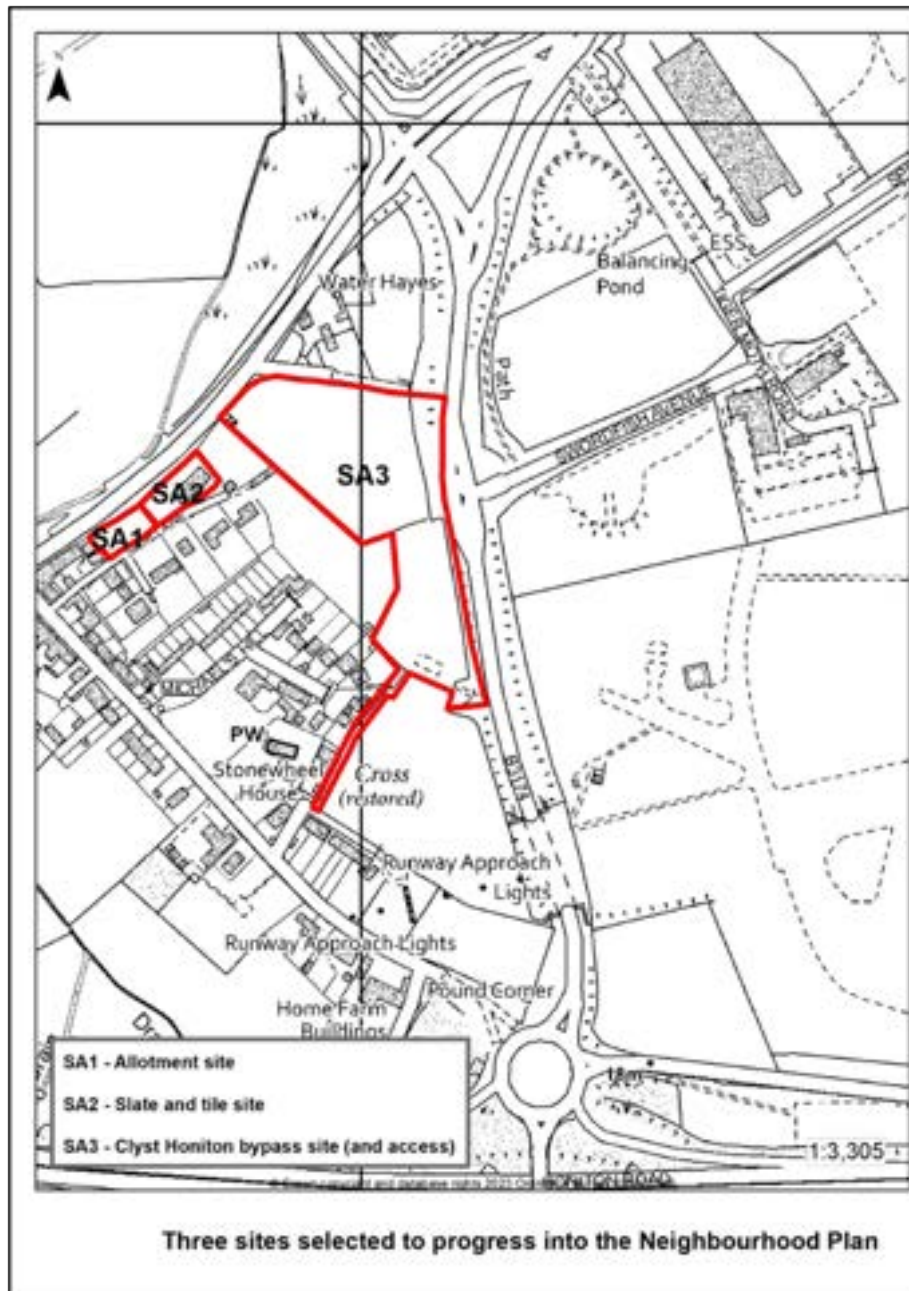


Figure 38: Three sites selected for the CHNP Reg 14 Draft.

Sites: Reg 14 Consultation.

Post Reg 14, the sites SA1 and SA3 (Fig 38) allocating houses were withdrawn from the Neighbourhood Plan.

- SA1: In the first Site Consultation event SA1 was not well supported by the community, which was not unexpected as having lost so many of their community assets the residents did not wish to lose the allotments as well. At the time of this consultation the provision of alternative allotments could not be presented as it had not been finalized with the landowner. After the consultation, alternative allotments were provided in Policy CF3, and it was agreed to put this policy and SA1 out to Reg 14 consultation. At Reg 14 advice from Exeter and Devon Airport Authority Limited notified the Steering Group that the alternative allotments (Site CF3) crossed the Public Safety R Zone, where land for allotment use is unacceptable from a safety perspective. This resulted in CF3 and SA1 being deleted from the NP as development of SA1 was dependent on CF3 coming forward.
- SA3: The Reg 14 feedback provided the Steering Group with the understanding that SA3 in the NP offered an alternative planning option for the development of the Bypass site which provided less security for the delivery of a community building, the housing and economic units. Site SA3 was therefore withdrawn from the Neighbourhood Plan to enable the site to be possibly delivered through the Clyst Honiton Neighbourhood Development Order if that could be achieved.
- The Steering Group also recognised that the NP would provide a decision-making framework for the future Bypass site and / or for any development that was proposed for the site in Policy SA3. Therefore, the NP policies in Reg 16 submission version would need to:
 - a. Support and facilitate the provision of a new community building,
 - b. Support economic development on the Bypass site/ Site 1 in Policy SA3,
 - c. Support residential development where it is needed to make a community build viable.

It was agreed to add a new Policy (C2) which covered points a, c and d whilst Policy E3 would specifically refer to the Bypass Site so that point b can be facilitated by the NP.

The Reg 14 feedback resulted in the NP bringing forward just one housing site for up to nine houses at Reg 16. The community's wish for houses to provide a free community building would now have to be funded by other development possibly under the Clyst Honiton Neighbourhood Development Order.

Housing policies.

1. One site (renamed SA1) allocating housing is contained in this section. The justification for this housing site has been covered in detail in the preceding sections of this chapter which diaries the journey from locals voicing support for more houses if they provide a community building, affordable housing and houses to balance the current housing stock.

2. Whilst the modest level of development being planned within the Neighbourhood Plan would only marginally influence the local housing stock, it was considered necessary to ensure that the new homes would be of a type and tenure to provide affordable houses and to bring forward only 1 or 2-bedroom properties to balance the housing stock.

Policy SA1 Slate and Tile Site

Intent

Policy SA1 seeks the provision of small 1/ 2 bed properties close to existing village amenities suitable for: the occupation of older people wanting to downsize from their existing property; locals with an affordable housing need; and for those starting on the property ladder who wish to remain within the village.

SA1: Slate and Tile Site.

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:

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;
4. The provision of a satisfactory level of car parking;
5. The provision of safe vehicular, pedestrian and cycle access.
6. The scheme is designed to a high quality that reflects the site's gateway location and position within the village;
7. The scheme meets nationally prescribed space standards;
8. 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.

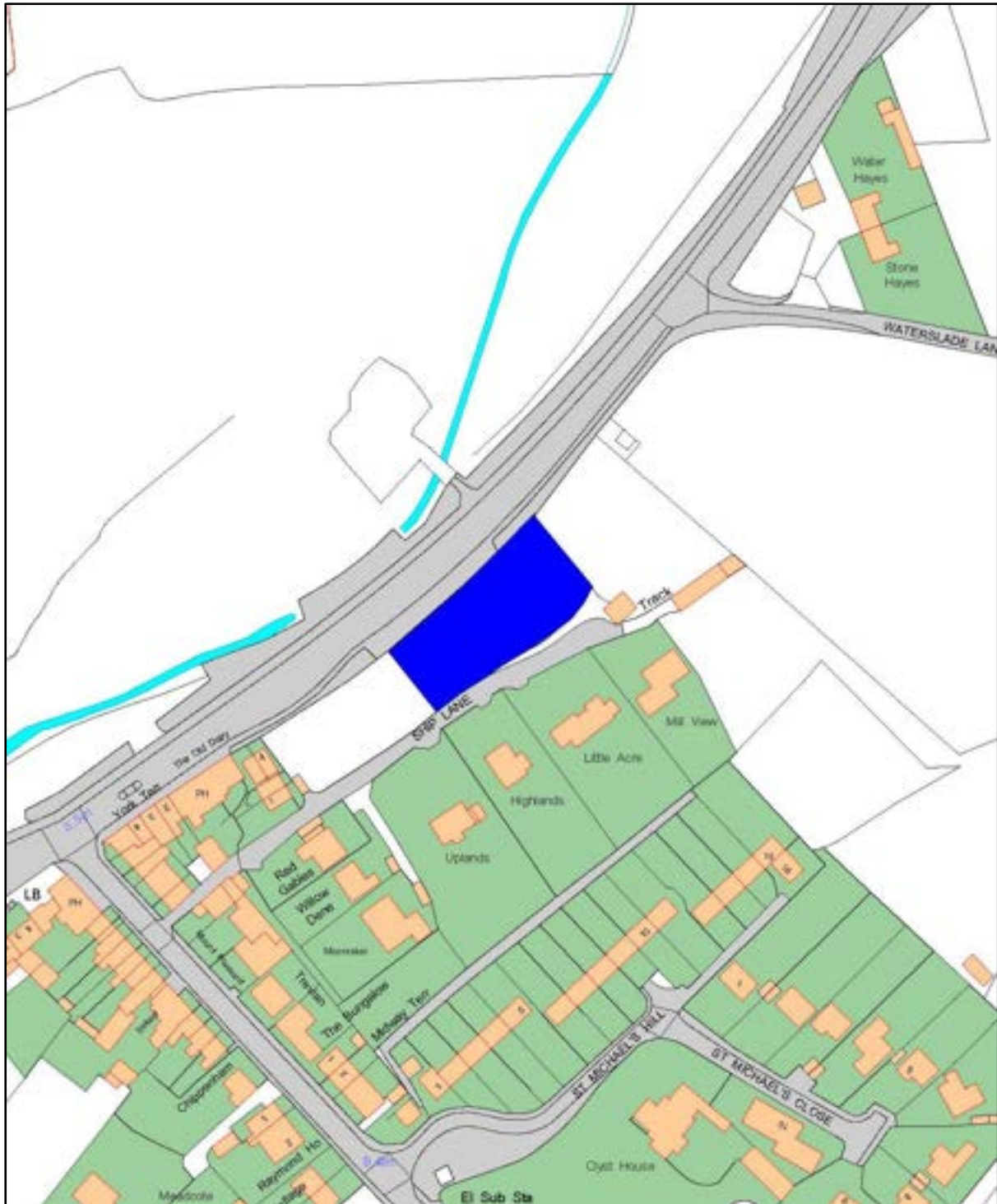


Figure 39: Policy SA1 Site

Justification

1. The site is 0.8 ha and located on previously developed (brownfield) land at the edge of the village along the primary route into and out of the village. It is presently a two-tiered site. The lower tier comprises a warehouse and car parking, with direct access to York Terrace, while the upper is a storage area. It is presently occupied by the SW Slating and Tiling Limited.

The redevelopment of this light industrial site to residential would help enhance this gateway site into the village. It is considered that this location and its specific site characteristics offers scope for a development of unique and innovative design that could function as a landmark development and raise the standards of design of the existing York Terrace frontage. This has been encouraged and specified in the site-specific requirements. This allows the proposals design to deviate from that of York Terrace.

2. Positioned beside the road and on level ground makes these properties appealing to those with less mobility and/or no private transport. The site is well located in terms of bus services with a regular service towards Exeter leaving a short distance from the site. An existing narrow footway to the village and bus stop sits between the carriageway which the development would provide an opportunity to improve. The site is also accessible to the local cycle network into Exeter, Cranbrook and to the London Waterloo rail network. The location of the site encourages sustainable development in Strategy 3, and the sustainable transport options in EDLP (2013-2031) Strategy 5b are supported.

3. The Site benefits from an existing vehicular access off York Terrace. At Reg 14, DCC Highways stated that “Development at the site would represent an opportunity to improve the existing arrangement and provide a right-hand turn lane into the site.” This shows that the site has potential to provide safe vehicular access as specified in the site-specific requirements.

4. The development of 9 1 or 2 bed units is likely to limit the extent of amenity space for each unit. There are areas within walking distance and convenient to the site, not least the Parish Field which is a designated Local Green Space in Policy N3 in this Plan which would provide some outside space albeit still in close proximity to the airport. There is a Public Right of Way off York Terrace that can be accessed via pedestrian activated lights which links to green space provision and shops in the Tithebarn development.

5. Strategy 32 of the EDLP (2013-2031) resists loss of employment sites, but the location of this type of business and the nature of the business trade is not appropriate for a village gateway site. Locally there is an extensive choice and range of business parks to accommodate and compensate for the loss of a trade businesses, which is not in keeping with its village location. The Permitted Development (PD: MA) legislation now provides greater flexibility for economic sites, with E class uses able to change to some aspects of residential use (class C) without planning permission, although if building work is associated with any change of use, the need for planning consent may then be triggered depending on the nature/scale of the works involved. This legislation has meant that Local Plan Strategy 32 may now be less effective in resisting loss of employment sites, as national legislation is supportive of such sites coming forward for residential use.

6. The Housing Need Survey (2020); Housing Needs Assessment (2015), and community consultations all revealed a need for 1 and 2 bed properties to enable locals to downsize and/or to provide smaller homes for the generation embarking onto the property ladder. Provision of such life-time homes would enable these properties to be attractive to both

groups and would contribute to a more balanced community in the long term. This would also provide opportunities for younger people and 'downsizers' to be able to access housing in Clyst Honiton village which would have not been delivered through the usual district housing processes. This is in line with EDLP (2013-2031) Strategy 4c), 'Balanced Communities', getting more age balanced communities. The current district housing needs register (Devon Homes Choice) in November 2023 showed that there were 555 households registered seeking 2 bed accommodation which is high, and could enable the HNS affordable need for locals to be housed on Site SA1.

7. The Noise Assessment Report 2020, although specifically commissioned to assess the Reg 14 policy SA3, provided evidence that the unmitigated noise effects for this site are significant, rather than unacceptable. The correct interpretation is that "unacceptable" noise impacts are so severe that applications can be refused on noise grounds alone and relate to conditions where there is an "inability to mitigate effects of noise". (Planning Practice Guidance: Noise PPG(N)). The report highlighted a need for noise mitigation for houses located between airport noise contour 60 – 63 in the form of high acoustic performance windows and acoustic ventilation to reduce the need to open windows at night. The viability assessment for this site did take both noise and flood mitigation into account and the site was seen as deliverable (See 7 below). The noise assessment report also provided advice on sound levels in gardens and concluded that the noise levels in the gardens will not be particularly desirable, but that development should be designed to achieve the lowest practicable levels in these external amenity spaces, but that the site was not at an "unacceptable level" in which development would be prohibited. The site-specific requirements of Policy SA1 highlights the need to incorporate mitigation features for aircraft related noise, as well as road noise and flooding.

8. This site is not coming forward either as a First homes site or as an Exception site with a 66% affordable threshold "for development for up to and around 15 dwellings" as set out in Strategy 35. It is however coming forward through the EDLP which supports the principle of neighbourhood plans being a means where communities may wish to bring forward sites for housing "outside of boundary provision" (Strategy 6) and would supersede relevant constraint considerations set out in Strategy 7.

9. This NP has evidenced an affordable housing need of three affordable units (HNS) and has provided evidence in the viability assessment (see paragraph 10 below and Appendix 11) that the site could bring forward an affordable housing allocation of a 50% - 50% split of affordable and open market affordable housing. The policy supports the provision of affordable houses because there is evidence (See Housing Chapter in NP) of a proven viable scheme for a developer to bring forward an element of affordable housing "on site" rather than providing a contribution for off-site affordable housing.

10. The 2023 Viability Assessment for this site first looked at a fully open market development and is modelled to determine the scope for planning obligations, allowing for CIL at the published rate. The model derives a residual land value of £385,069 equivalent to £2.41m per hectare. This is well above any benchmark land value and would be considered

to be viable for further planning obligations. Secondly a model incorporating 50% affordable housing is undertaken, with 3 homes for affordable rent (1 x one bed flat and 2 x two bed flats) and 1 home for intermediate ownership (1 bed flat). This model generates a residual land value of £194,925 equivalent to £1,218,000 per hectare which is considered to be marginally unviable based on the existing use. Sensitivity testing is then undertaken to test the effect of changes in construction cost and value on the model including affordable homes, with residual land value presented in a table. A further model is then constructed changing the tenure split to 50/50 for 50% affordable housing, which results in a residual land value of £224,913 (equivalent to £1,406,000 per hectare) which would be considered to be marginally viable. Sensitivity testing is then undertaken on the model with affordable housing at a 50/50 tenure split to test the effect of changes in construction cost and value on the model including affordable homes, with residual land value and is presented in a table. To conclude, the modification of the tenure of the 50% affordable housing to 50% affordable rent and 50% intermediate. It is considered therefore that a developer would be capable of bringing forward a viable scheme. This means that the specification of providing social rented units for those with a local connection as specified in EDLP Strategy 35 and other affordable products including First homes (EDDC Draft First homes Interim Guidance Note) can be delivered. However, it is noted that under Local Plan Policy a site of 5-9 dwellings could provide a contribution for offsite affordable housing means that a developer could provide the 25% affordable social rent allocation for locals and provide an off site contribution for the other 25% of affordable products, subject to viability.

11. Even though the level of development proposed within the CHNP exceeds the EDDC indicative housing allocation figure of zero houses, it is in keeping with delivering community benefits, as well as being in scale with the spatial context of the Clyst Honiton NP Area as set out in Section 2.3. Although Clyst Honiton is not considered to be a sustainable location for growth by the EDLP, given the scale of growth and proximity to the well-documented highly sustainable area of the “West End” of East Devon, the level of growth is acceptable. How the site promotes sustainable development is presented in the sustainability appraisal (Appendix 4).

General Housing Policy.

Despite development restrictions in the Plan Area Zone B under Strategy 7 “Development in the Countryside” (EDLP 2013-2031), there is support for the NP policies to be written to cover any development of houses coming forward in the future both within and outside the Clyst Honiton village. Clyst Honiton Neighbourhood Plan Zone B has recently been under considered by EDDC as the “preferred option” for the location of a new town in the Emerging Local Plan. The Draft Local Plan Consultation which included the preferred new town option closed in January 2023.

This general housing policy is to support the development of custom and self-build houses, especially as East Devon District Council have a registered need.⁴² In EDLP section 16.30 there is recognition that self-build plots contribute to the supply of new housing and that these contribute to the housing stock available. There is also evidence that although the significant proportion of self builds are on individual plots, there is support for larger developments to allocate self-build plots for groups and individuals.

Policy H1 Self-Build and Custom Build Houses

Intent

Policy H1 is to support the development of self-build and custom-made developments within the Plan Area.

H1: Self – Build and Custom Build Houses.

Development of self and custom-build dwellings will be supported:

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.

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)

This policy will not apply to Hill Barton Business Park.

Justification H1

1. Self and custom build housing is about people bringing forward homes that they want to live in and have primary input into the design and layout so that it is suitable for their needs. Self and custom build is often seen as an affordable route to home owning. The community have consistently supported self and custom build in surveys. In the Housing Needs Survey when housing tenure was requested from those wishing to move to a new home in Clyst Honiton within the next 5 years, self-build was ranked second after affordable/social rent.

⁴² <https://eastdevon.gov.uk/planning/planning-policy/housing-issues/self-build-and-custom-build/how-to-register/>

2. Self and custom build homes are about bringing greater choice and diversity into the new build market. In 2016/2017, 13,000 self and custom build homes were built across England and the Government's ambition is to have much higher numbers around 20,000.

3. This policy promotes community self-build and custom build in order that communities benefit from the wider choice it offers and the possibility of lower cost home ownership it can promote. The policy is in general conformity with section 16.30 of the EDLP and the policy is in line with use of individual plots and a proportion of larger sites. Policy H1 provides specific local detail that is required for self and custom build within the NP Area.

5. The policy is deliberately worded in favour of single plot self-builds. The policy has support from the local community and has been strengthened because three of the latest detached buildings in Clyst Honiton village have been high quality designed self-build/custom built properties.

6. Strategy 7 in the EDLP (2013-2031) restricts what development proposals can come forward in the Clyst Honiton NP Area since it is regarded as countryside. However, it is still possible for development to come forward on non-allocated sites in the NP Plan as long as the wording of Policy H1 is in general conformity with Strategy 7. Policy H1 is the permission coming through a NP that explicitly permits such development and Strategy 7 where it states that development is allowable in the NP area where it: "would not harm the distinctive landscape, amenity and environment qualities within which it is located" and is covered in the NP Policies DS1, DS2, DS4 and NE1.

7. In the Call for Sites six sites came forward for residential development from the rural area (Zone B). These were isolated buildings, left after farms had been sold off in lots, which are no longer part of a farm today but are close to or adjacent to residential properties or within large residential plots. These therefore sit outside the legislation of permitted development rights (Town and Country Planning Order 2018⁴³) linked to agricultural buildings but are supported by the community as buildings that are suitable for development as they are close to or adjoining existing residential buildings within named settlements. The actual number of properties which could come forward under this policy are limited in number. In the Call for Sites process only 6 such buildings were brought forward, one of which has subsequently been developed.

8. The Policy also includes aspirations for self-build provision on larger residential plots, this is in recognition that the NP Area is drastically changing and is seen as a desirable development area as recently shown in the proposed sites for the Greater Exeter Strategic Plan⁴⁴ and more recently in the East Devon emerging local plan⁴⁵. The 10% for thirty houses

⁴³ <https://www.legislation.gov.uk/uksi/2015/596/contents/made>

⁴⁴ www.gesp.org.uk

⁴⁵ <https://eastdevon.gov.uk/planning/planning-policy/emerging-local-plan/>

was agreed to be a small (3) but an achievable percentage to bring forward, especially as locally at Sites near Ikea and in Topsham have provided much higher percentage levels of self/ custom builds plots which have successfully brought forward large open market type houses. A percentage of 10% is in line with EDLP H2 where it stated that,

“developers will be encouraged to make at least 10% of plots available for sale to small builders or individuals or groups who wish to custom build their own homes.”

9. The policy specifies that Hill Barton is to be excluded from this policy. Hill Barton is an economic rather residential development area. The land at and around Hill Barton Business Park is defined and mapped In the East Devon Villages Plan (2018) Section 18 and its' exclusion in policy H1 is justified.

Natural Environment

Introduction

1. Clyst Honiton NP Area contains a single village. This village is separated from the rest of the Area's rural landscape and community, by the A30 dual carriageway. The village has always enjoyed views out onto a rural landscape. The rural landscape is provided by adjacent land and by skyline and/or distant rural views. The village historically was semi-rural with the rest of the Parish being rural land utilised for agriculture. The natural environment focus from consultations was for the village to retain an identity of its own and to preserve its semi-rural heritage, and not be absorbed by the larger scale strategic developments surrounding it. Most of the natural environment policies are to ensure a green infrastructure in and around the village. The extensive swathes of productive farmland away from the village providing a rich and diverse natural environment, whilst acknowledged by the parish was not to be a focus in the Plan's natural environment policies. This farmland (Zone B) was seen as being very protected from development by its status in sustainability terms and by Strategy 7 in the Local Plan.

Clyst Lowland Farmlands landscape character area

1. Clyst Honiton lies within the Clyst Lowland Farmlands Landscape Character Area, which itself lies within the wider, overarching East Devon Character Area. The landscape within which Clyst Honiton sits, comprises low lying farmland that stretches between Exeter and Honiton. It is drained by a series of small streams feeding into the more pronounced valleys of the rivers Clyst and Tale. The northern fringes of this area are marked by the distinctive hills of Budlake, the M5 corridor and the Culm Valley, although the change in character to the Culm Valley Lowlands is transitional. To the south, the landscape is also transitional but is distinguished by more undulating terrain and closer association with the Pebble Bed Ridge. To the east, the change in landscape is marked by the rising greensand ridges, whilst on the west, the boundary is clearly defined by the urban edge of Exeter and the Exe Estuary.

2. The Devon's Landscape Character outlines the distinctive characteristics which define it. Of these, the following are particularly relevant to the immediate landscape setting of Clyst Honiton:

- Lowland, undulating farmed landscape underlain by mudstones, siltstones and sandstones.
- Landscape crossed by streams and meandering watercourses (The River Clyst runs to the immediate west of the village).
- Mixture of small to medium scale fields often with curving boundaries reflecting medieval origin.
- Mixed farming including arable and some pasture along watercourses where there is seasonal flooding, as well as areas of horticulture and hobby farming.
- Nature conservation interest provided by unimproved neutral grassland and marshy grassland, particularly fringing streams.

- Dispersed pattern of small villages (particularly along the watercourses many with 'Clyst' place names), dispersed farmsteads and town of Honiton.
- Views to surrounding ridges of higher land.

Rural Area south of the A30

1. Figure 40 and 41 show photographs of the rural area (labelled Zone B), in which can be seen some of the following characteristics.

- Lowland, undulating farmed landscape.
- Landscape crossed by meandering stream with floodplains.
- Mixture of small to medium scale fields.
- Dispersed settlements and farmsteads.
- Substantial hedges containing trees.
- A lack of woods and copses.
- Distant views to Haldon, West Hill and Woodbury Common.
- Single track lanes with extreme angled corners.

Figure 40: Rural landscape south of A30 (Zone B) of the Plan Area.





Figure 41: Aerial view showing farmland and meandering stream in Zone B of the Plan Area.

This area, with the exclusion of a part of the Hill Barton Business Park is in stark contrast to the Zone A that sits north of the A30.

Clyst Honiton Village Character Assessment 2015

1. When moving through the village of Clyst Honiton, there is a constant sense of the village's landscape setting, with regular visual reminders of the wider green and rural setting within which the village lies. Gaps in the village's built environment provide views – sometimes just glimpses, other times more expansive views – towards the out-lying landscape. These views are particularly expansive where the village topography rises, at St Michael's Hill and around the church. The openness which permits these views into and out of the village is a key part of Clyst Honiton's distinct character, which helps the village to retain a semi-rural feel and appearance. From each of the four identified character areas in the Character Assessment, there are views outwards towards the surrounding countryside, which are of huge value to the character of Clyst Honiton. These views help to reinforce the semi-rural feel of the village. A key component of the landscape which encloses Clyst Honiton are the networks of mature hedgerows and trees which mark field boundaries, as seen in Figure 42.



Figure 42: Identifies the location and extents of the most significant areas of planting within and on the edges of Clyst Honiton.

2. These give the village a soft edge, partially screening it from views looking in. This vegetation also provides a green backdrop to the more built-up areas within in the village, with treetops dominating the skyline rather than buildings. Such greenery is not limited to the edges of the village and the wider landscape, but is also present within the village itself, where there are several clusters of mature and visually important trees, contributing positively to local character. These green networks help to counterbalance the more urban village features and surrounding warehouses and business parks. The Design Code utilised the Clyst Honiton village Character Assessment to inform the codes which support the natural environment by including greenspaces, views, visual enclosure and connectivity aspects.

Community Survey Findings (2015 – 2023).

1. The Community survey (Appendix 23) had a section on the natural environment and results showed that almost all, 99% of the respondents, considered that the local countryside immediately around the village of Clyst Honiton was important, or very important. For the countryside in the wider parish area i.e., Zone B, a similar number said that the countryside was important, or very important. With only 1 or 2 exceptions, everybody who completed the questionnaire believed that the countryside remaining

should be afforded protection (99%). This includes protecting and supporting current farming operations (99%). However, as protection of farmland is governed by national legislation and as the whole of Zone B is restricted by Strategy 7 (Development in open countryside), it was felt that the natural environment of this area was already protected at local and national level and should not be duplicated within this NP. There was also a recognition that this protection could be overruled by the strategic allocation of houses by the Local Planning Authority.

2. Whilst its protection is important, local people would still like to see greater public access provided to the local countryside. Asked specifically about the area alongside the River Clyst, 94% of respondents would like to see a permanent 'local open space' created in an area west of the Lidl distribution Centre, as seen in Figure 43. If such an area were established, the survey results suggest that local people would use it for a variety of leisure activities, with walking being the number one pastime.

3. Local people appeared to indicate that the main purpose of such a local open area is to establish somewhere quiet and peaceful where people can get closer to nature. The survey response also indicated that such a local area would be well used and encourage local people to spend more of their time outdoors (1- 2 hours 29.3%, over 2 hours 24%), thereby enhancing the overall health of the community.

Green Infrastructure Strategy: Clyst Honiton Neighbourhood Plan 2013 -2031 (GIS)

1. The GIS (Appendix 13) was commissioned to establish how the Plan Area could deliver a wide range of environmental and quality of life benefits for the local community. The strategy provides a long-term plan to assist in shaping pedestrian and cycle access, enhancing biodiversity, diversifying landscape, improving the public realm, providing a coherent green edge to the village and surrounding areas, and informing development.

The GIS established the following four GIS objectives,

- To increase biodiversity network and wildlife sites.
- To mitigate climate change.
- To manage population growth and economic development.
- To improve the health and well-being of local communities.

A GIS appraisal revealed that the Plan Area:

- Lacks pedestrian access within the village and throughout the wider area.
- Lacks an interconnected off-road cycle network access from the village, throughout the wider area.
- Experiences noise from the airport, local highways and the adjacent warehouses and distribution depots.
- Has a landscape character which ranges a short distance from wetland to industrial units to rolling farmland.
- Lacks diversity of landscape and biodiversity.
- Lacks locally accessible green space.

- Has poor north-south connectivity isolating the rich landscape, rural communities and farmland.
2. The map in Figure 43 sets out the green infrastructure proposals for the Plan Area. The proposals within the GIS have directly informed the policies within this Chapter.

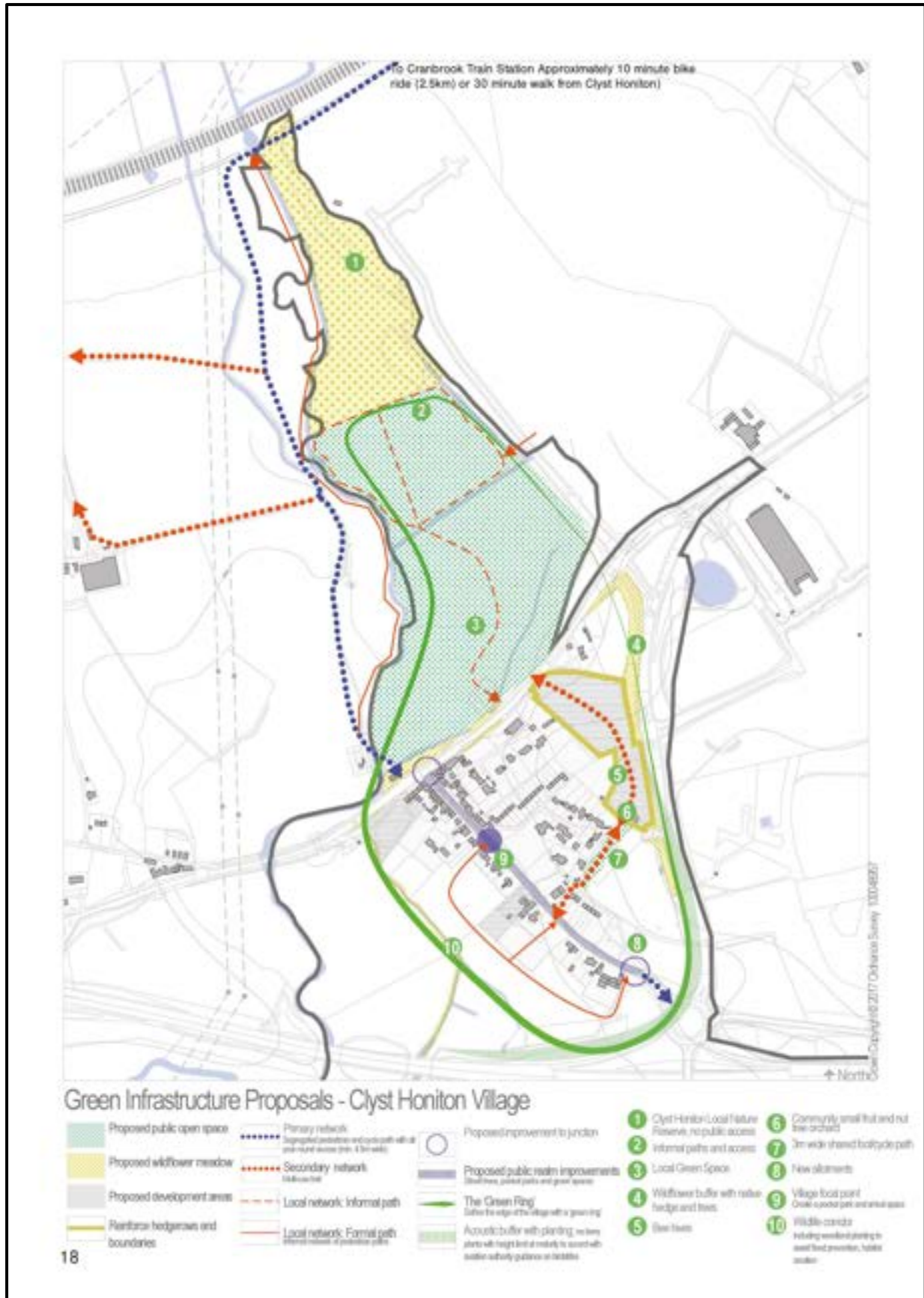


Figure 43: GIS Proposals map

East Devon Local Plan (2013- 2031).

1. In the EDLP (2013-2031) Strategy 1 and 2 set out the Strategic Development in East Devon with Strategy 9 -18 covering the biggest scale development in East Devon's West End, and Strategy 20 – 27 covering smaller pockets of development. This approach will see the natural environment of the West End of East Devon changing significantly from predominately farmland to new housing and economic sites. Strategy 5 sets out how,

“new development will incorporate open space and high quality landscape to provide attractive and desirable natural and built environments for new occupants and wildlife.”

2. The aerial photographs in Figures 44 and 45 provide evidence of the natural environment changing in the West End of East Devon, close to Clyst Honiton village.



Figure 44: Clyst Honiton Bypass and Lidl Site under construction with Clyst Honiton Village in the foreground.



Figure 45: The completed Lidl and DPD depots. Land to the left of Lidl is now the Amazon warehouse. Land to the right of Lidl is designated as part of the Clyst Valley Regional Park (Strategy 10).

3. Section 17 of the EDLP (2013-2031) is on climate change and renewable energy whilst Section 18 covers the Outstanding Natural, Built and Historic Environments and contains the strategic policies covering the enhancement, conservation and development of the natural environment. These sections support the policies NE1 – 4 within this natural environment section.

National Context.

NPPF (2023)

1. The NPPF (2023) key message is that at the heart of the framework is a presumption in favour of sustainable development, a framework that allows flexibility to adapt to rapid change and a framework to support the Government's objective of significantly boosting the supply of homes.

2. Within the NPPF (2023), there are several sections where the natural environment is highlighted, with selection, conservation, enhancement and protection being advocated. There is clear recognition of the natural environment within the sections:

- promoting healthy and safe communities,
- promoting sustainable transport,
- making effective use of land,
- achieving well designed places,
- meeting the challenge of climate change, flooding and coastal change and

- conserving and enhancing the natural environment.

The natural environment is seen as the glue that is required to achieve sustainable development and to the health and wellbeing of communities.

Climate Change Emergency.

1. Following a visit to Parliament by teenage activist Greta Thunberg and the broadcast of David Attenborough's documentary *Climate Change*, 11 days of protest by environmental group Extinction Rebellion, which paralysed parts of London, and recent weather anomalies across the world, all mark a sense of urgency in tackling climate change.

2. In May 2019, the UK Parliament made a national declaration of an 'Environment and Climate Emergency', being the first national government to declare such an emergency. The decision has resulted in Councils up and down the country looking at what can be done to tackle climate change.

3. In July 2019 EDDC declared a Climate Emergency and produced a Climate Change Strategy: 2020 – 25⁴⁶ setting the target to reduce Council carbon emissions annually and to be carbon neutral by 2040.

4. The recent focus on the Climate Change Emergency has meant that there is renewed recognition of the role the natural environment has on:

- helping achieve a zero-carbon future,
- halting rising temperatures and
- halting rising sea levels.

5. The Government's housing building targets, and changes in Building Regulations and other legislation have not yet been introduced to support zero – carbon development. This will mean that communities aspiring to climate change emergency initiatives through a Neighbourhood Plan are currently limited by existing legislative frameworks and attitudes in the development industry.

6. In this plan, policies have been put forward to address awareness of Climate Change and the importance of the role of the natural environment and green infrastructure. The delay in Climate change legislation for development means that the policies in the NP will need revising and this will be a key area when monitoring the NP.

⁴⁶ <https://democracy.eastdevon.gov.uk/documents/s7944/EDDC%20Climate%20Change%20Strategy.pdf>

Natural Environment Policies.

Policy NE1 Landscape and Biodiversity

Intent

Policy NE1 seeks to ensure that new development responds positively to Clyst Honiton's existing landscape setting whilst, at the same time, protecting and enhancing local wildlife habitats.

NE1: Landscape and Biodiversity

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:

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.

All major development proposals* should provide details of a landscaping scheme that demonstrates how the scheme responds to the above considerations.

* As defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015

Any measures must be made acceptable from an airport safeguarding perspective.

Justification NE1

1. This policy is designed to ensure that development recognises that Clyst Honiton village and the NP Area occupies a unique strategic position within “West End” of East Devon, which has attracted significant development pressures on the village and its wider setting. This policy is to ensure that Clyst Honiton village still enjoys a pleasingly rural and open landscape setting as seen in the Figure 46. This rural landscape forms an intrinsic part of the character and setting of the Clyst Honiton and provides informal and formal recreational opportunities for the community and visitors alike. Importantly, it also helps to counter the more urban influences of intensively developed sites such as the Logistics Parks, Skypark and Exeter Airport, whilst providing separation from the neighbouring settlements of Cranbrook, Tithebarn (Exeter) and Mosshayne in adjoining Broadclyst Parish.



Figure 46: Views in and out of the Village showing a rural landscape setting.

2. This policy provides a focus for any development proposals located along the village edges or within the surrounding rural countryside, and all development should carefully consider and respond positively to the unique qualities and characteristics of their immediate landscape setting, as set out within East Devon’s ‘Landscape Character Assessment and Management Guidelines (LCA & MG) for East Devon’ (2008)⁴⁷.

3. In addition to protecting the visual quality of the Clyst Honiton’s landscape setting, Policy NE1 also seeks to recognise the importance of the village’s wider countryside setting, by providing opportunities for wildlife to breed, forage and or shelter throughout the Plan

⁴⁷ <https://eastdevon.gov.uk/media/343463/2-lca-and-mg.pdf>

area. It encourages the retention and enhancement of existing habitats, and the creation of new habitats from extensive wildlife corridors to more modest, low-cost interventions such as bat, bird and invertebrate boxes. These can either be incorporated into the design of new buildings, or retrofitted to the outside of buildings, trees and other suitable structures.

4. In the policy a requirement to achieve a net biodiversity gain of 10% has been adopted so that net biodiversity gain underpins all development within the Plan Area. Included in this section is reference to woodland canopy cover so that woodland is not lost to be replaced by other valuable habitats such as wildflower meadows which would lead to a net deforestation. The Woodland Trust⁴⁸ sets high standards to ensure that all development land includes a minimum of 30% tree canopy cover. This level of cover ie 30% is not adopted in the Policy but a gain in canopy cover is a requirement.

5. The last section of the policy is to ensure that the impact of development in the NP Area is assessed and mitigated in relation to the wider context of East Devon. Especially in relation to the documents listed, and for the Protection of Local European Designated Sites to be ensured through EDLP (2013-2031 Strategy 47 'Nature Conservation and Geology' and for mitigation measures to be designed in accordance with the South-east Devon European Site Mitigation Strategy (2014). The NP Area has a key role to play within the Strategic "West End" as it is the landscape and biodiversity of the NP Area that will ensure that is contrasts to the increasingly urban setting surrounding it.

Policy NE2 Green Landscaped Corridor

Intent

Policy NE2 recognises the importance of the planted stretch of landscape so the south of Clyst Honiton and seeks to safeguard it against development.

NE2: Green Landscaped Corridor

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.

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.

⁴⁸ <https://www.woodlandtrust.org.uk/>



Figure 47: Policy NE2 Green Landscape Corridor

Justification NE2

1. The A30 dual carriageway is a major, heavily utilised transport route that runs just to the south of Clyst Honiton. The expectation might be that the noise from such a major road would be detrimental to the rural character, and amenity of residents. There is an extensive stretch of tree and hedgerow planting that forms an attractive visual buffer between the village and the A30 and helps to protect Clyst Honiton from traffic noise. There is little to indicate from the village, the proximity of the road. This policy is in place to ensure that this structure remains.

2. The policy in addition to protecting the village from the potentially harmful effects of the A30, the landscape corridor also provides the village with an appropriately green and soft edge befitting such a historically rural settlement. The Policy also recognises that this green area functions as a habitat and movement corridor for local wildlife. It is for these reasons that Policy NE2 seeks the safeguarding of this land as a landscape corridor.

3. The '*Green Infrastructure Strategy – Clyst Honiton Neighbourhood Plan 2013 – 2031*' (GIS) was prepared in support of the Clyst Honiton Neighbourhood Plan. The document outlines a series of evidence-based proposals aimed at:

- improving pedestrian and cycle access,
- enhancing biodiversity,
- diversifying the local landscape,
- improving the public realm, and

- providing a coherent 'green' edge to the village and surrounding areas.

The landscape corridor to be safeguarded in Policy NE2 makes up part of the proposed 'Green Ring' in the GIS document, as seen in the GIS proposals map in Figure 47.

Policy NE3 Local Green Spaces

Intent

Policy NE3 seeks to protect important local green spaces from inappropriate development.

NE3: Local Green Spaces

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:

1. The churchyard, adjacent to St Michaels and All Angels Church.
2. The green spaces
 - 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.

Development proposals within the designated local green spaces will be consistent with national policy for Green Belts.



Figure 50: Four allocated Local Green Spaces

Justification NE3

1. Clyst Honiton benefits from a network of valued and well-used local green spaces, which play a significant role in contributing to the character of the local area and provide residents with a variety of leisure opportunities and heritage settings as seen in Figure 51.



Figure 51: Green space with a London milestone (heritage asset).

2. During the preparation of the Plan, there was a clear consensus amongst the local community that those most valued local green spaces should be protected. There was also a recognition that these local green spaces are important to the character of Clyst Honiton, enhancing the setting of the village townscape and public realm. The role of local green space is supported with experts increasingly agreeing that a connection to nature is vital to the happiness and wellbeing of the nation. Proximity to open green spaces in urban areas has been shown to reduce stress levels, and one study by Mind⁴⁹ found that a walking in nature and natural surrounding led to 71% of participants feeling more positive, with 88% experiencing an overall boost in their mood.

3. The NPPF (2023) makes provision for neighbourhood plans to identify for special protection green areas of particular importance to local communities and sets out the following

⁴⁹ <https://www.mind.org.uk/information-support/tips-for-everyday-living/nature-and-mental-health/how-nature-benefits-mental-health/>

requirements a green area or open space needs to meet, in order to be considered suitable for Local Green Space designation, where:

- the green space is in reasonably close proximity to the community it serves;
- the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife; and
- the green area concerned is local in character and is not an extensive tract of land.

4. Each Local Green Space designation contained within Policy NE3 has been assessed against these criteria to meet the requirements of the NPPF (2023) paragraphs 105,106 and 107. Full details of this assessment are contained in Appendix 17.

5. The Neighbourhood Plan Area currently has one large public open green space, the Parish Field. The community recognises its value and as such it is a much-valued community facility. The other areas provide much less active open spaces but provide green breaks within a built-up environment. The balance between small green spaces and provision of larger green spaces is critical as both are highly valued by the community.

Parking and Access

The information provided in Sections 2.3 provides the context of access within and outside the Plan Area. At consultations and in the survey, it was noted that transport related material cropped up under the four Plan theme headings (Being Section 3.31, Moving 3.32, Living 3.33 and Working 3.36). In short, parking and access into and out of the Plan Area dominates the life of the community and the quality of their lives.

Policy AC1 Parking provision.

Intent

Policy AC1 sets parking provision requirements to include non-residential development proposals.

AC1 – Parking Provision

New non-residential development proposals shall deliver parking arrangements which address the following matters:

1. The type and mix of the development.
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.

Development proposals on existing commercial sites which enable the provision of the following are supported:

- 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)

All residential development proposals to provide parking on surfaces with maximum surface permeability.

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:

- 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).

Justification AC1

1. Although Clyst Honiton village is situated in the most sustainable area of the “West End” of East Devon the village has few local services so the car is embedded into the lives of residents. Since the 2015 survey the cycle routes and bus services have greatly improved, and the village is now served by buses to Exeter every 15 minutes during the workday. However, as visits to the doctors require the use of at least two different bus routes, car usage is high amongst residents, with the survey (2015) revealing that 64% of residents rely on using a car to get to work, with only 10% using public transport. AC1 is to ensure that provision of parking is well designed, environmentally friendly and future proofed.
2. Existing businesses in the village are also reliant on car use. It is, therefore, crucial that new and existing non-residential providers in the Plan Area cater for the car user and provide appropriate levels of parking. The Road Closure Survey in 2016⁵⁰ which included input from local businesses evidenced car use and provided information of the benefits of working in the Village: businesses saw the village as an attractive place to work and valued the proximity to an exceptionally good infrastructure network. To ensure that existing and new economic development adequately caters for the parking needs of current and future users, Policy AC1 sets out parking provision expectations for any new non-residential development.
3. To limit surface water run off AC1 includes a clause to ensure that both residential and commercial developments provide parking surfaces with maximum surface permeability. Permeable surfaces also provide mechanisms that encourage removal of pollution by filtration, sedimentation, absorption, thus permeable surfaces have a beneficial effect on the environmental quality of local water courses. Permeable surfaces also reduce the total volume, the frequency and peak flow rate of rainwater that enters drains and water courses and this helps reduce the impact of rainfall on the drainage system. As Clyst Honiton floods and is affected by flooding this clause is well supported by the community.
4. Clyst Honiton currently experiences poor car parking practices (See Figures 52 & 53) which, combined with a lack of enforcement, have allowed bad parking to become part of village life. These common yet unwelcome (and often unlawful) parking practices include cars mounting kerbs and verges, and parking on the pavement, all of which result in traffic congestion, and damage to pavements and grass verges. Cars parked in such a manner also prohibit safe pedestrian movement, particularly for those with prams, pushchairs and mobility aids and vehicles. These inappropriate parking practices can partially be attributed

⁵⁰ Clyst Honiton Road Closure Document [Neighbourhood Plan - Clyst Honiton Parish Council](#)

to the fact that there are more than 30 dwellings within Clyst Honiton village that currently have no private parking provision. A number of these are large homes with 3 or more bedrooms, or houses which have been split into several units resulting in multiple car occupancy. The inclusion in AC1 of additional parking in the village is welcomed by the community who have raised parking issues consistently and voraciously throughout the Plan process.



Figure 52: On street parking in the village, showing that vehicle movement hinders two-way access



Figure 53: Movement into and out of Ship Lane (by left double telegraph poles) affected by on street parking

5. The location of an Exeter Airport Car Park bus shelter with a shuttle call facility just 500 metres from the village has led to people parking in the village and walking up to the shuttle facility. This has meant that those living in the northern end of the village have no parking spaces available and, in some cases, their driveways have been partially blocked by these airport users. Unlike most parking patterns these cars are left for extended periods of time. The provision of additional off-street parking would give car users more appropriate, lawful, and safer car parking options, which should in turn help improve the general appearance and functionality of the village. Indeed, during the Plan preparation consultation, 87% of respondents stated that the village needed more off-street parking, highlighting just how important this issue is to local people. AC1 supports the provision of additional off-street parking spaces for locals with the proviso that parking spaces are provided within set specifications.

Policy AC2 Public realm improvements to Clyst Honiton Village Road and its Road Junctions.

Intent

Policy AC2 is about development facilitating the Clyst Honiton village road to improve safe movement of the community and to create spaces to enhance community well-being.

AC2: Public realm improvements to Clyst Honiton village road and its road junctions.

The following intervention measures along Clyst Honiton village road will be supported where they improve the public realm and/or road safety.

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.

Justification AC2

1. Historically Clyst Honiton traffic has been and is an ongoing agenda for the residents of Clyst Honiton. The summary report from the Neighbourhood Plan (NP) Survey (2014/5) (Appendix 3) states that "Traffic is a nuisance to most people in Clyst Honiton. The nuisance takes several forms, as the survey has shown. HGV's, volume speed and rat running are highest at over 82%. Several of the higher rated concerns relate to safety matters. 4 in 5 respondents tell us that we need to do more to make walking and cycling safer in the area, which included the village road area. Despite the opening of the Clyst Honiton bypass residents reported a noticeable increase in the volume of through traffic using the Village Road and voiced their concerns to the parish council for residents' safety and the quality of life of those living along the road. The possibility of making the Village Road a no through road for vehicles was first discussed in 2004 before the Clyst Honiton Bypass was built and

there have been various steps and stages⁵¹ as seen in Figure 54 which eventually led to the closure of this road at the roundabout fourteen years later. The successful journey to a cul-de-sac is evidence of the passion, resilience and determination of the community to see things through.

Stages leading to the closure of the Village Road at the Airport End
Article in Clyst Chatter about the development of the Bypass and option to close the village road. (2004)
Parish Council decision to keep the village Road open (2005)
Clyst Honiton Bypass built (October 2013)
EDDC “Green Routes in Clyst Honiton” Consultation at Revel Fayre suggesting options to put planting and other traffic calming structures along Village Road to reduce the traffic issues voiced by the community at the recent community “voice events”. 2015
Community Survey – evidenced the traffic problems the community experienced and the need for traffic calming, and reduction of speeding and HGV use of the Village Road. 2015
Road Closure Survey: Community consultation on closing the Village Road. Nov 2016
Road Closure Survey report and results: Clear two thirds majority to close the road and 73% in favour of 6 months trial period. Dec 2016
Road Closure Document was sent to DCC (see Appendix 18) This document compiled all the evidence to argue a case for closing the Village Road at the roundabout end. 2017
DCC experimental traffic regulation order to temporary close Village Road at roundabout. Mon 30th Oct 2017 – 30th April 2018
The East Devon Highway and Traffic Order Committee unanimously agreed to the permanent closure. Dec 2017
DCC removed central white lines to remove vehicular priority and then DCC closed the road at the roundabout end and signage adjusted. 2018

Figure 54: Village Road - closure process

⁵¹ Clyst Honiton Road Closure Document [Home - Clyst Honiton Parish Council](#)

2. The village road today is a cul-de-sac and has a marked reduction in the amount of traffic. The community now want make improvements to the village road and Policy AC2 is to enable this to:

- a. Improve the local environment of the road and to enhance quality of life in the village and to encourage active travel and community interaction.
- b. Improve access into and out of Ship Lane to ensure service and emergency vehicles full access.

3. The improvement of Clyst Honiton's Village Road, its junctions and enhanced historic core is a key recommendation within the '*Green Infrastructure Strategy – Clyst Honiton Neighbourhood Plan 2013 – 2031*'. (GIS) as seen in Figure 47. Policy AC2 supports the GIS recommendations.

Policy AC3 Active Travel Provision

Intent

Policy AC3 promotes the retention and enhancement of key active travel routes, and the expansion of permissive and rights of way networks.

AC3: Active Travel Provision

Development proposals which would provide new and/or enhanced routes for active travel, particularly on the routes listed below, will be supported.

1. New Routes (Figures 43 and 55)
2. Clyst Park route N° 3
3. Route N° 7
4. Orange Meadow route N° 9

as well as those linking to:

5. Sky Park Fitness Trail
6. Clyst Valley Trail
7. WW2 Fighter Pen
8. Clyst Valley Regional Park

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:

- National Cycle Network Route 2 and Route 34 (Exe Estuary Trail)
- Killerton Trail and Ashclyst Forest
- Crealy Theme Park and Resort

Development proposals must provide appropriate and safe access for all users and should link up with existing networks wherever practicable.

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.

Development proposals are to consider future opportunities to enhance connectivity to neighbouring sites and should be designed in a manner that facilitates future connections.

Development proposals for the provision of cycle and E bike racking will be supported.

The loss of existing routes will be resisted unless an appropriate replacement route is provided as part of the development.

Justification AC3

1. Clyst Honiton village has limited connections to locally based open public spaces and limited public services to get to large open public spaces results in the community using a car. Enhancement of new cycle and pedestrian networks created from its close connection to Cranbrook and Skypark has meant that there is more opportunity to use more sustainable travel practices, such as walking and cycling. AC3 is to ensure that active travel continues to improve and expand, especially in light of the importance of being able to walk/cycle from the home or place of work which has being widely recognised as important to the health and well-being of people⁵².

2. The improvement and expansion of Clyst Honiton's pedestrian network is a key recommendation within the '*Green Infrastructure Strategy – Clyst Honiton Neighbourhood Plan 2013 – 2031*'. (GIS) Developers and designers should refer to this document for guidance and inspiration in relation to how their development proposals might contribute positively to the wider pedestrian enhancement strategy for Clyst Honiton. Proposals will help to change the key findings of the GIS:

- Lack of pedestrian access within the village and throughout the wider area.
- Poor north-south infrastructure and connectivity isolating the rich landscape, rural communities, and farmland with Clyst Honiton Village.

Recognising the need for a pro-active approach to achieving this vision for a better connected and more pedestrian-friendly settlement, in parallel with Policy AC2, the Parish Council will seek to work collaboratively with East Devon District Council, Devon County Council, neighbouring Parish Councils and other key stakeholders to help bring forward more far-reaching links that extend beyond the Neighbourhood Plan Area and connect Clyst Honiton to the wider region. Policy AC3 promotes the retention and expansion of key

⁵² [Drive Less And Walk More For Health And Environmental Benefits \(wheelsforwishes.org\)](https://www.wheelsforwishes.org/)

routes, and well as the development of new networks for use by pedestrian and/ or bicycles, e-bikes and scooters.

3. Some of the land mapped as the Clyst Valley Regional Park lies within the Plan Area. However, the Park is not developed locally and does not yet provide any community access. The need to create additional access, paths and links are supported in policy AC3.

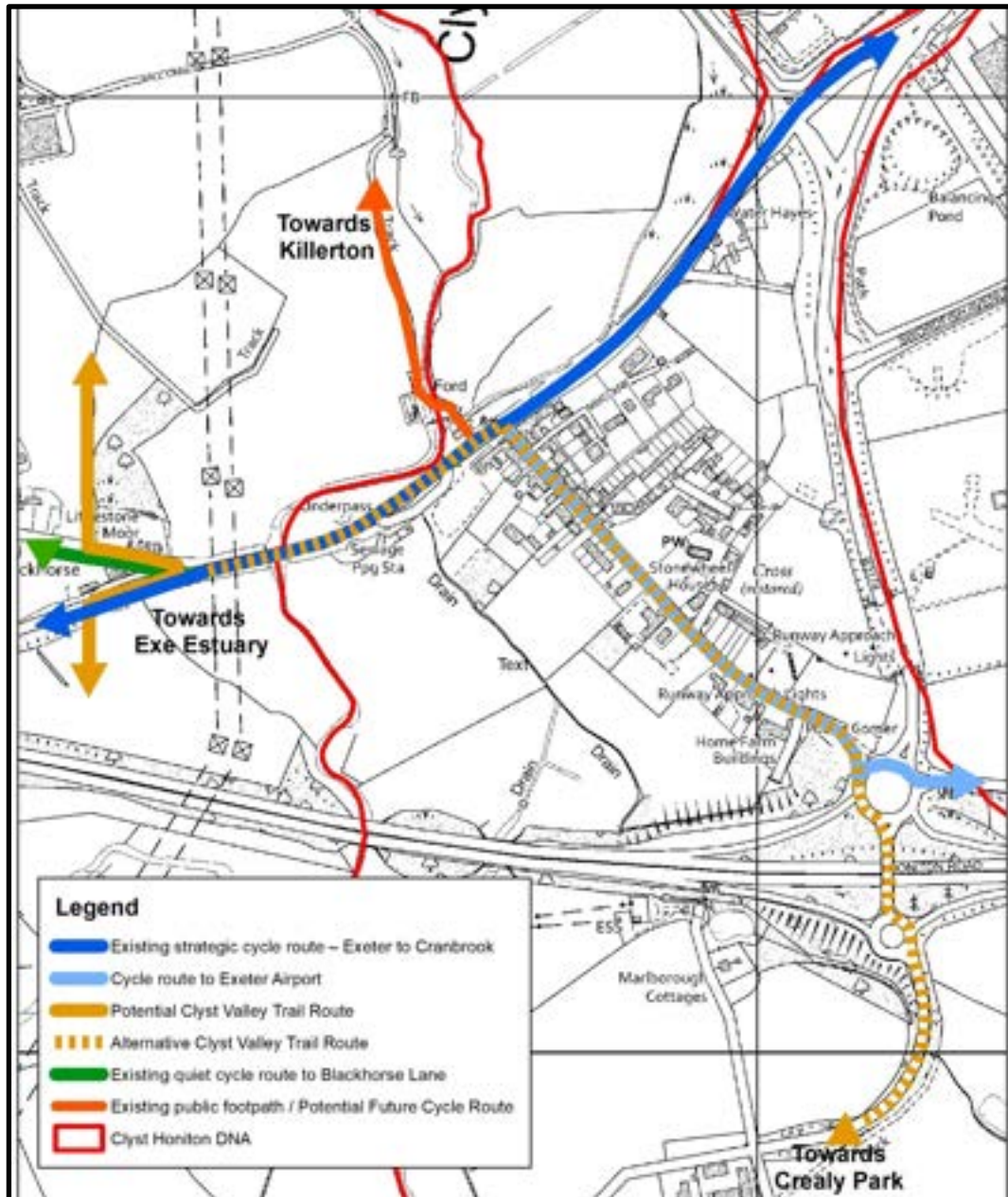


Figure 55: Existing and potential cycle routes through and linking from the Clyst Honiton Plan area

4. Currently, Clyst Honiton benefits from three blue signed local cycle routes to Exeter, Exeter Airport and Cranbrook. Where the opportunity is presented, development proposals should seek to improve these existing cycle routes, ideally giving cyclists a greater degree of separation from car traffic and creating safer, more cyclist-friendly environments. In the future Clyst Honiton should be linked to the Clyst Valley Trail which will allow locals to

access the Exe Estuary Trail and additional routes linked to this Trail. These suggestions are embedded into Policy AC3.

5. Beyond the NP Area exists a far-reaching network of cycle routes (National Cycle routes 2 and 4) which offer links to the wider region. However, these national cycle routes are presently disconnected from the NP Area. The creation of connections to this cycle wider network would be a significant boost to residents, creating new leisure and travel opportunities for residents, and contributing positively to the local tourism economy by increasing the numbers of visitors to the village. These suggestions are provided in Policy AC3.

6. In Policy AC3 new routes are provided for, which includes a route for locals and residents of Cranbrook Town, Tithebarn and Mosshayne to Crealy Theme Resort by bike through the lanes of the Parish as seen in Figures 55 and 56. This could be developed and signed which would provide a much more sustainable way to access this destination.



Figure 56: Rural lanes as a potential cycle route to Crealy in Zone B

7. E bikes (and more recently scooters) are an important part of functional journeys. E bikes enable commuting for a greater range of distances and physical abilities and time constraints. For example, residents of Clyst Honiton who commute to Exeter, or who travel to Exeter for other reasons, might find that they could do the journey by E bike almost as fast as by car in present traffic conditions. E-bikes and scooters are also an important part of active leisure. E bikes and scooters help to deliver our wider strategies on tourism, recreation and health. The use of E bikes and scooters on the emerging network of trails for leisure purposes is to be encouraged. The support in the policy for E bike racking and charging stations will facilitate the transition to a mode of low carbon, travel that increases well-being and health. Policy AC3 links well with Policy DS7 to facilitate such structures.

Implementation, Monitoring and Reviewing the Plan



Figure 57: The process after a NP is “made”

1. Clyst Honiton Neighbourhood Plan (CHNP) when ‘made’ (i.e., adopted) by East Devon District Council will form part of the statutory development plan for the Plan Area. Consequently, decisions by the District Council in its capacity as Planning Authority on whether to grant planning permission, will need to be made in accordance with the neighbourhood plan, unless material considerations indicate otherwise.

To be effective, the Clyst Honiton Neighbourhood Plan must be implemented and monitored over the Plan period (2023-2031). Clyst Honiton Parish Council’s involvement in the Neighbourhood Plan process will now transition from a plan making focus to implementing policies and to an infrastructure and project delivery focus as seen in Figure 57. There is recognition that the implementation of the Neighbourhood Plan creates new opportunities for the Parish Council, and this will be reflected in its working practices. This process is shown in Figure 57.

Who is responsible?

2. The lead Authorities for the CHNP are East Devon District Council, as a Planning Authority, and Clyst Honiton Parish Council.

To be effective, there are two elements of the CHNP which must be implemented and monitored:

- The implementation and monitoring of the **policies** in the Plan.
- The implementation and monitoring of **community projects** in the Plan.

Community projects are not part of the ‘development plan’ but feature in the Neighbourhood Plan as they address important local issues. Regular review will ensure that these projects are being addressed by those responsible.

Policies of the Plan.

3. The CHNP contains policies in areas of: Community Facilities, Design, Economy and Employment, Housing, Natural Environment and Parking and Access.

Clyst Honiton PC as a statutory consultee for all planning applications within the Plan Area has a duty to respond to the local planning authority (EDDC) within a response deadline. The Council should provide a substantive response to every planning application and will

therefore assume first tier responsibility for ensuring that all planning applications adhere to the policies in the Clyst Honiton Neighbourhood Plan.

Role of East Devon District Council

4. The final decisions on planning applications rest with EDDC, as the local planning authority. Planning permissions will be granted in accordance with all relevant planning policies, including those in the Clyst Honiton Neighbourhood Plan. East Devon District Council is also responsible for the enforcement of planning decisions and conditions.

Clyst Honiton Neighbourhood Plan has the same legal status as other EDDC statutory Documents:

“A neighbourhood plan attains the same legal status as the Local Plan once it has been approved at a referendum. At this point it comes into force as part of the statutory development plan. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise”.⁵³

It is of note that section 38(5) of the Planning and Compulsory Purchase Act 2004 shows that Clyst Honiton Neighbourhood Plan has the status of being the most recent Plan to be made:

“If to any extent a policy contained in a development plan for an area, conflicts with another policy in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan”.

Monitoring: Planning Policies.

5. At the moment, there is no mandatory monitoring of neighbourhood plans. It is anticipated that East Devon District Council will undertake high level monitoring of neighbourhood plan preparation across the District. The responsibility therefore lies with the Parish Council to undertake monitoring to ensure that its plan continues to be effective. It is anticipated that the District Council will support the Parish Council in this with any support or guidance as required. An example of the monitoring the Parish Council intends to undertake is provided in Appendix 19.

The Parish Council’s monitoring framework will also aim to address questions such as:

- Are planning applications being determined in accordance with Neighbourhood plan policies?
- If not, are clear and valid reasons being given in officer reports?
- Are policies proving to be effective in shaping local authority and appeal decisions?
- If policies are not proving to be effective, then why?
- Are any significant issues arising that are not covered by Neighbourhood plan policies?
- Have policies had unintended consequences that were not originally anticipated?
- How many policies have been used?

⁵³ (see section 38(6) of the Planning and Compulsory Purchase Act 2004).

- Which policies are ineffective?
- Are there any policies missing?
- Do policies need rewriting?

The Parish Council's monitoring framework should focus on whether or not proposals are approved and also look at planning conditions where permission is granted. Conditions may be a direct response to neighbourhood plan policies.

The monitor of planning officer reports and decisions against NP policies might give cause for concern, in which case apparent discrepancies should be brought to the attention of the local planning authority. This might include instances where a departure from neighbourhood planning policy has been allowed, but the 'material considerations' that have underpinned that departure have not been made clear.

Ongoing monitoring will give clear indication of the effectiveness of the Plan. In practice, the reasons why neighbourhood plan policies might be ineffective include:

- Policies are vague or comprise general aspirations, rather than providing a clear test against which development proposals must be considered;
- Issues are identified in the plan, but are not then addressed in the policies;
- Policies are being interpreted differently than intended.

Where policies are ineffective, an early review can be undertaken to inform actions that need to be taken to address the issue, such as the need to redraft the policies of the neighbourhood plan.

The Parish Council can review progress of the policies and provide feedback for inclusion in an annual monitoring report.

There is also a need for policies to be reviewed in light of the aims and objectives of the Plan. Consideration could be given to linking the tabular expressions of the aims and objectives of the Plan (Page 31 onwards) so that delivery of the policies can be assessed.

Community Infrastructure Projects.

6. In addition to influencing District Council decisions on future planning applications, based on the policies of the Neighbourhood Plan, the focus on implementation for the Parish Council will be on the community projects listed in the Plan and presented in Appendix 20.

The community projects are not part of the statutory neighbourhood plan but are just as important in delivering the community's aspirations and, as the Qualifying Body, Clyst Honiton Parish Council will play a key role in ensuring the delivery of these projects. Regular review will ensure that these projects are being addressed by those responsible.

Implementation and who is responsible?

7. Partnership working will be a key element in the successful implementation of the Community Projects. It will be essential to ensure good working relationships with many outside organisations to ensure the completion of the projects, amongst which will be:

- East Devon District Council - Planning Policy, Development Management, Housing, Economic Development, Open Spaces, Recreation and Community Facilities
- Devon County Council – Highways, Education & Social Services
- Statutory Agencies: Environment Agency, Historic England, Natural England
- Smaller organizations, such as the Clyst Honiton Community Associations and charities.

In its capacity as a statutory planning consultee, the Parish Council will seek to influence the District and County Councils on housing, open space and recreation, economic development, community facilities and transport. In addition, the Parish Council will work with other organisations to obtain funding to help achieve Neighbourhood Plan objectives and implement Community Projects.

Some of the Community Projects will involve pressuring others to act, rather than direct delivery. The diversity of the Projects necessitates a flexible approach to avoid duplication and ensure best use of the available resources.

Implementation of many of the Community Projects will need to be mapped out and done by the Parish Council. In other cases, Community Projects will be pursued via the Parish Council's representation on external bodies and organisations. This will require that relationships with key stakeholders are maintained and maximised.

A flexible approach will ensure that the delivery of the community actions have been assigned to a specific grouping, overseen by the Parish Council which will assume responsibility for this section of Clyst Honiton Neighbourhood Plan.

Community Infrastructure Levy (CIL) for the Parish

8. CIL is a planning charge, introduced by the Planning Act 2008⁵⁴ which can be levied by planning authorities on new development in their area.

MHCLG (2014) CIL⁵⁵ guidance confirms that where a Neighbourhood Plan has been approved, 25% of the Community Infrastructure Levy (CIL) on dwellings within that area will be available to the relevant Parish or Town Council (i.e., Clyst Honiton Parish Council)

Strategic Infrastructure Projects

9. There are five priority strategic infrastructure projects evidenced and identified in the Neighbourhood Plan which could be funded, or part funded by utilising the Parish Council's meaningful proportion of Community Infrastructure Levy (CIL). These might comply with the

⁵⁴Planning Act (2008) Part II Community Infrastructure Levy

<http://www.legislation.gov.uk/ukpga/2008/29/contents>

⁵⁵ MHCLG (2014) CIL Guidance Paragraph: 145 Reference ID: 25-145-20190901 Revision date: 01/ 09/19

<https://www.gov.uk/guidance/community-infrastructure-levy#charging-schedules-and-rates>

wider criteria set out in the Community Infrastructure Levy (CIL) Neighbourhood Planning Toolkit 2017 and could be funded or part funded by utilising EDDC CIL.

The Parish Council can also compile a list of the projects which the community see as priorities for delivery. Such projects will need evidencing and once this is done these can access CIL funds.

Monitoring Community Projects

10. In addition to monitoring whether Community Projects have been achieved, the impact and outcomes of those Projects should be assessed on a regular basis. This should include an assessment of the economic, community and environmental impacts.

For grant-funded projects, outputs and outcomes usually have to be monitored and reported on, as a requirement of the funding.

Monitoring frameworks can be utilised to show the following:

- **How many of the infrastructure projects have been delivered?**
- **How many of the projects are still relevant and applicable?**
- **Time phasing of projects**
- **The phase that the project is in**
- **Project outcomes**
- **Key actions**
- **Delivery Agencies**
- **Funding and Budgets**

The framework provided in Appendix 20 makes it easy for the Community Projects to be reviewed on an annual basis and also allow projects to be identified and tracked.

The Clyst Honiton Plan

Monitoring: Aims and Broader Objectives

11. Monitoring should also consider whether the aims and broader objectives of the Clyst Honiton Neighbourhood Plan are being achieved. This could be undertaken by linking the tabular expressions of the aims and objectives of the Plan (page 31 onwards) with the addition of a column as shown in Figure 58 so that delivery of the objectives can be monitored and assessed. This process could also be used to assess the achievement of the vision over time.

Aims	Objectives and policy codes	Monitoring (including date)
To protect, enhance and develop new community facilities, and services.	To support the retention and /or the enhancement of Clyst Honiton's Villages existing (listed) community facilities. CF1 To support the provision of new community facilities. CF2 To support the development of a community building. CF2	

Figure 58: Example of tabular approach to monitoring aims and objectives.

Monitoring of planning decisions, projects and actions are all part of this process, but consideration of their collective outcomes is important, and this is likely to require a more strategic and area-wide perspective.

As a purpose of neighbourhood plans is to achieve sustainable development, appropriate measures of success are whether the plan is delivering or has delivered growth and whether that growth has been sustainable, taking into consideration any social, economic and environmental impacts and outcomes.

Changes to Policy and Guidance

12. In addition to monitoring the impact of Clyst Honiton Neighbourhood Plan, it will be necessary to monitor changes to external policies and their effect on the Plan.

The impact of changes to local policy would also need to be considered. The adoption of a new East Devon Local Plan⁵⁶ will result in policies differing from Clyst Honiton Neighbourhood Plan and as a more recent plan it will carry the most weight with planning application decisions. Therefore, such changes to national and local policy will result in a need to consider a revision of the Clyst Honiton Neighbourhood Plan, in order to address any consequent incompatibilities.

Changes to other types of legislation, such as extensions to permitted development rights, might undermine Neighbourhood plan policies and should consequently be monitored.

Review and Revision of Clyst Honiton Neighbourhood Plan

13. Reviewing the Clyst Honiton Neighbourhood Plan to assess any need for revision should be done as part of the monitoring process

One or more of organisation such as the Local Planning authority, statutory undertakers, strategic bodies and local stakeholders could highlight the need for revision. The decision to

⁵⁶ Emerging Local Plan <https://eastdevon.gov.uk/planning/planning-policy/emerging-local-plan/>

revise Clyst Honiton Neighbourhood Plan and subsequent actions and projects to achieve this can however only be done by the qualifying body: Clyst Honiton Parish Council.

Updating Clyst Honiton Neighbourhood Plan

14. There is no statutory timeframe within which neighbourhood plans are required to be reviewed or updated. Over time, however, the Clyst Honiton Neighbourhood Plan, its policies and community actions and projects will become out of date.

The Ministry of Housing, Communities and Local Government provides guidance on updating a Neighbourhood Planⁱ which covers the following:

- ***In what ways can a Neighbourhood Plan or order be changed?***
- ***When will it be necessary to review and update a Neighbourhood plan?***
- ***How are minor Neighbourhood Plan or Order updates made?***
- ***How are more substantive Neighbourhood Plan updates made?***
- ***Do Neighbourhood Plan updates require a referendum?***
- ***How is the decision on whether modifications change the nature of the plan made?***
- ***Does a Neighbourhood Plan have to be updated every two years?***

Conclusion

15. Neighbourhood Plans are a tool to give communities more control over the type, location, size, pace and design of development in their area, introduced under the Localism Act 2011 as part of a suite of new community rights. Implementing, monitoring and revising the Clyst Honiton Neighbourhood Plan will create new opportunities for Clyst Honiton Parish Council and these must be fully utilised for the benefit of the community.

Appendices / Supporting Evidence Documents

The Design Code (Appendix 7B) forms part of the Neighbourhood Plan Document and is shown overleaf. All other documents listed below comprise reference documents and supporting evidence that informed the preparation of the Plan and are to be read in conjunction with it, as applicable. These documents can be accessed as separate files on the [Clyst Honiton Parish Council website](#) and/or the [East Devon District Council website](#).

Appendix 1: Clyst Honiton Strategic Environmental Assessment

Appendix 2: Clyst Honiton Habitats Regulation Assessment.

Appendix 3: Consultation Statement

Appendix 4: Clyst Honiton Sustainability Appraisal

Appendix 5: Basic Conditions Statement

Appendix 6: DCT: Housing Needs Survey (2020)

Appendix 7A: Clyst Honiton Character Assessment (2015)

Appendix 7B: Clyst Honiton Design Code (2020) (*shown overleaf*)

Appendix 8: EDDC LDO Map (2020)

Appendix 9: AECOM Sites Options Assessment (2015)

Appendix 10: Clyst Honiton Housing Needs Assessment (2016)

Appendix 11: AECOM Site Viability Assessment (2016 and 2023)

Appendix 12: BAP Clyst Honiton Site Noise Assessment (2020) updated (2023)

Appendix 13: Green Infrastructure Strategy (2018)

Appendix 14: EDDC Review of Employment Land (2018)

Appendix 15: IPe Reg 14 Health Check (2023)

Appendix 16: EDDC East Devon Villages Plan (2018)

Appendix 17: Local Green Space Designation Document

Appendix 18: Clyst Honiton Road Closure Document (2017)

Appendix 19. Clyst Honiton Policy Monitoring Template

Appendix 20. Clyst Honiton Community Projects Monitoring Template

Appendix 21. Clyst Honiton Site Allocation Process

Appendix 22. Equalities Impact Statement

Appendix 23. Community Survey (2014/5)

APPENDIX 7B. CLYST HONITON NP DESIGN CODE

Janvrin Edbrooke, Clyst Honiton PC 2020

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Introduction

Design

Design and achieving well designed places has recently come to the forefront in planning. The NPPF (2021) included a much-altered section 12 which focused on the production and utilisation of design codes in the planning process with a key message that development that is not well designed should be refused.

Paragraph 127 of the NPPF (2021) highlights the role of Neighbourhood planning groups to:

“play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.”

A plethora of documents are now available to support NP groups involved in the production of design codes. The National Model Design Code¹ provides detailed guidance on the production of design codes, guides and policies to promote successful design.

Design in Clyst Honiton Plan Area

1. The Clyst Honiton Neighbourhood Plan includes this design code as well as policies to protect and enhance designs and landscape settings that the Community value, from the past and present, to encourage good design in all new developments in the future. These means are to establish an approach that will ensure an attractive and sustainable built environment.
2. There is no single, simple way of achieving good design, but a key message is that new buildings should be considered in the context of both their immediate surroundings and of the Plan Area as a whole. In order to achieve this, good design should endeavour to create places, buildings or spaces that work well for everyone, look good, last well and will adapt to the needs of future generations and climate change.
3. New developments should seek to reflect local character and should take into account the enhancement and creation of built and open spaces, safe access, efficient use of natural resources and should help to create cohesive and vibrant neighbourhoods.

¹ <https://www.gov.uk/government/publications/national-model-design-code>

4. The Design Policies and this Code embrace outstanding or innovative designs and encourage all new development to be more energy efficient with developments that include the harnessing of natural energy sources such as air, ground and solar.
5. It is intended that this Design Code will be seen as a framework and guide for all built changes within the Plan Area. These principles will be an integral part of the planning process to be used by the local community, householders, developers and statutory authorities when development, of whatever size, is proposed.
6. This document has been prepared at the same time as the Neighbourhood Plan and is seen as a key appendix to be referred to in the planning application decision process. The principles that are fundamentally important to guide any development in Clyst Honiton Plan Area are based on the analysis of local character presented in Appendix 7A and guidance from the latest National Design Guide.

Clyst Honiton Village Character Assessment (Appendix 7A)

1. The Character Assessment is a description of the distinctiveness of the area covered by the Plan. It aims to communicate this by first dividing the area into distinctive character areas, then identifying the key features and characteristics that make the area distinctive. The character assessment is a key document in the Design Code.
2. The character assessments in the Plan area are to be used to guide future developments to preserve or enhance or even change the character when opportunities arise through planning applications. Poorly designed development proposals are sometimes the result of a failure to appreciate the character of the area and so can fail to conserve or enhance the good character elements or fail to use the opportunity to improve poor character.
4. The four areas of the village that have been identified are:
 1. North Clyst Honiton
 2. St Michaels Hill and Close
 3. Clyst Honiton Centre
 4. South Clyst Honiton
5. Each character area is presented using the following headings:
 1. Character including:
 - Layout and Spaces
 - Roads, Streets, and routes
 - Green and Natural Features
 - Landmarks
 - Streetscape
 - Buildings and details
 2. Character strengths
 3. Character weaknesses

This material provides a rich source of information which is to be utilised in the planning

application decision making process by the Parish Council and LPA.

Design Codes

The following 7 design codes are to be considered in all development proposals. For new development within the four-character areas of the village the design principles of the development, where appropriate are to be in keeping with the sites location. For new developments outside these character areas the design principles of the development need to address Codes 1-5 and 7 and, in time, Code 6.

Code 1. Setting: The Local and Wider Context.

In the Plan Area the village and other communities have a strong relationship with the wider rural area from the 'green horizon' views to the green corridors that permeate settlements and communities and the routes that pass through. The 'continuation' of this wider rural setting should be reflected in any development proposals. The importance of green horizons and rural vistas was evidenced in community consultation: to include this is Design Code 1

- i. New development proposals should be located away from ridge tops, upper valley slopes or prominent locations.
- ii. New development proposals should not be visually intrusive. This can be achieved through the appropriate scale and design including screening.
- iii. In any new development, buildings should be designed to respond to existing view corridors and/or reinforce views of existing landmarks.
- iv. Development should also take the opportunity to enhance and/or create views, vistas and skylines and other features such as trees and hedgerows where possible. Where appropriate, development could develop and frame locally important views through the creation of boulevards or carefully placed gaps, providing interest with vistas beyond.
- v. New developments on the rural/ urban fringe should respect and reflect the rural character. The heights of proposed building should be lower to accommodate views out onto the 'green horizons'.
- vi. New development plans should contain details of existing site views and the selection of important views within, into and out of the site and to ensure protection of views to include both built and landscape heritage assets.

Code 2. Built Form: Patterns of Growth and Layout of Buildings

New developments should respect the particular buildings in place and the open space patterns of the area its located in which contribute positively to its character. In particular:

- i. Any new development in the Plan should be carefully sited to minimise negative impacts on the landscape.
- ii. New developments must demonstrate an understanding of the scale, building orientation, enclosure, uniformity and façade rhythm of the surrounding built environment to respect its character.
- iii. Large new developments with properties should show a variety of types. The use

of a repeating type of dwelling along the entirety of the street should be avoided to create variety and interest in the streetscape, unless uniformity is a characteristic or the street scene already in place.

- iv. Boundaries such as walls or hedgerows, whichever is appropriate to the street, should enclose and define each street along the back edge of the pavement, adhering to a clear building line that can allow minor variations for each block of development style. The use of panel fencing is not recommended, especially for frontage boundaries.
- v. Where appropriate, new properties should aim to provide rear and front gardens. Where the provision of a front garden is not possible, small buffers to the public sphere such as planting strips are still beneficial and recommended.
- vi. The layout of new development should optimise the benefits of daylighting and passive solar gains in order to significantly reduce energy consumption.
- vii. Any proposal that would adversely affect the physical appearance of the surrounding character area and/or give rise to an unacceptable increase in the amount of traffic, noise, or disturbance would be inappropriate. Developments should avoid car- dependent layouts based on the monotonous repetition of a uniform building typology.
- viii. To enable character of a community key built form is provided for all the character areas listed in Appendix 7A.

Code 3. Built Form: Continuity and Enclosure.

The following principles serve as general guidelines that should be considered for achieving satisfactory sense of enclosure and continuity:

- i. Building façades should always front onto streets and public spaces such as parks, pedestrian and cycle routes.
- ii. When designing building setbacks, façades should have an appropriate ratio between the width of the street and the building height.
- iii. Buildings at the end of street should be designed to turn corners and terminate views.
- iv. Long spaces can lack visual enclosure. Variation to the building lines and visual pinch points can be introduced to avoid this problem.
- v. The cross-sections of public spaces and the building elevations either side can be varied to create places with different visual character. Ratios of between 1:1.5 and 1:3 (building height/street width) will generally create spaces with a strong sense of enclosure. For a more intimate mews character, a minimum ratio of 1:1 could be adopted. Squares and courtyards with a ratio between 1:4 and 1:5 will create a feeling of enclosure.

Code 4. Built Form: Corner and Gateway Buildings.

One of the crucial aspects of a successful settlement form is the issue of corners and gateway buildings. Gateway and corner buildings are those that start a settlement/road and create a local landmark. These buildings often have at least two public facing façades, so they have double the potential to influence the street's appearance. Therefore, the following principles apply to corner and gateway buildings. There are several policies in

which buildings are or will be corner and gateway buildings. This Code will apply to policies C1, C2, and E3, the latter will have 5 gateway buildings and 2 corner buildings.

- i. If placed at important intersections the building could be treated as a landmark and thus be slightly taller or display another built element, signalling its importance as a way-finding cue.
- ii. The form of corner buildings should respect the local architecture character/s that improves the street scene and generates local pride.
- iii. All the façades overlooking the street or public space should be treated as primary façades.
- iv. The building should have some form of street contact in the form of windows, architecture, or outdoor private space.
- v. In the case of fencing for back gardens or perimeter walls, the quality of the materials should be high. Panel fencing should be avoided. Instead, different treatments should be used such as: dry wall or masonry walls which create patterns similar to the main building windows; patterns created with bricks; a green lawned area or bank; hedges and planting; a combination of open timber structures and brick.

Code 5. Built Form: Architectural details and Building materials

Within the Plan Area there is a variety of architectural styles and ages contributing to the character and appearance of settlements and communities, including early cob thatched properties, early 19th century; mid-to-late 19th century Victorian buildings; and a variety of 20th and 21st century styles. Such architectural styles and ages are closely linked with the building materials available and in vogue at that time. There are historic buildings include cob and a variety of stones, including Heavitree stone and volcanic rock. A lot of properties are rendered, with the predominant colour being white, the other common finish is red brick. It is therefore important that the materials used in proposed developments are of a high quality and reinforce such local distinctiveness.

Key architecture features and use of local materials should be considered in future development proposals. In the Village Character Assessment key architectural features and use of materials are provided in depth for each area and this should be used as a key resource. However, a few principles are provided below:

- i. Any future development proposals should be based on an understanding of the surrounding built environment and demonstrate the local palette of colours and materials.
- ii. Apart from the brick used in paving, high quality natural traditional stone materials are to be utilised to strengthen local identity.
- iii. Any new materials should be durable, sourced from eco- friendly, recycled and sustainable supplies when possible.
- iv. Below are some examples of building materials that contribute to the local vernacular within the Plan Area and are to be used to inform future development. This list is not exhaustive, and each design proposal should explain its material strategy and how it fits within the context of the area.



Orangey Red brick



White Render



Local volcanic purple



Heavitree Stone



Painted stone

The images below show examples of houses from the village with these building materials and /or where materials are combined.



Render and Heavitree stone



White and cream render



A very good example of render, Heavitree stone and red brick being combined in a new build, which makes a good gateway site along York Terrace



White and cream painted stone properties.

Code 6. Housing Extensions

It is recognised that many household extensions are covered by permitted development right and do not need planning permission. There are a number of principles that residential extensions requiring planning permission should follow to maintain character:

- i. The original building should remain the dominant element of the property regardless of the number of extensions. A newly built extension should not overwhelm the building from any given viewpoint.
- ii. Extensions should not result in a significant loss to the private amenity area of adjacent dwelling/s.
- iii. The pitch and form of the roof used on the building adds to its character and extensions should respond to this in areas where specific roof structures are appropriate.
- iv. Extensions should consider the materials, architectural features, window sizes of the existing building and design an extension that matches and complements the existing building.
- v. In case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new.
- vi. In case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overbearing or privacy issues.

Code 7 Prioritising Walking and Cycling

With the Neighbourhood Plan there are a number of policies that are concerned with enabling and creating links that favour pedestrian and cycle connections. This means that streets should be connected with each other, and different travel options and routes should be considered. Good practice favours a connected street layout that make it easier to travel by foot, cycle, and public transport. These routes should benefit from natural surveillance, activity and paths with good sightlines and unrestricted views which make people feel safer.

This connected pattern creates a 'walkable neighbourhood'; a place where streets are connected and routes link meaningful places together. There are a number of principles that residential and commercial developments should follow to enable prioritising walking and cycling:

- i. All newly developed areas must provide direct and attractive footpaths between neighbouring streets and local facilities. Streets must be designed to prioritise the needs of pedestrians and cyclists. Establishing a robust pedestrian network: a) across any new development; and b) among new and existing developments, is key in achieving good levels of connectivity within, into and out of any part of Parish.
- ii. A fully connected network pattern should be part of new development proposals, and long streets with a cul-de-sac pattern should be avoided, unless access for pedestrians and cyclists is provided.
- iii. A connected street network at all levels provides people with a choice of different routes and generally allows traffic to be distributed more evenly across the network rather than concentrated onto heavily trafficked roads.
- iv. Level changes of pedestrian walkways should be avoided. When unavoidable, a raised pavement with railings could be introduced to areas with steeply rolling landforms, to create a pedestrian friendly environment.

- v. Short and walkable distances are usually defined to be within a 10-minute walk or a five mile trip by bike. If the design proposal calls for a new street or cycle/pedestrian link, it must connect destinations and origins.
- vi. In addition, connected streets must always provide a safe and pleasant environment.
- vii. It is important that, in the case of new developments, streets are integrated with green spaces.
- viii. Design features such as barriers to vehicle movement, gates to new developments, or footpaths between high fences must be avoided or if required are to be constructed at minimum height level recommendations.
- ix. The latest Police Secured by Design Guidelines² are to be considered in the layout and design of pedestrian and cyclist routes to ensure against the “security of development being compromised by excessive permeability, for instance by allowing the criminal legitimate access to the rear or side boundaries of dwellings, or by providing too many or unnecessary segregated footpaths”.

Planning Applications in the Parish: Issues to Consider and General Question to Ask when Preparing a Development Proposal

Because the design codes in this appendix cannot cover all design eventualities, this section provides a number of questions based on established good practice against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

The information below should not be a substitute for the design details found within the NP policies and in the Design Code. There is a hierarchy of issues to consider when preparing a development proposal.

Issues to Consider: Hierarchy

The First Step is a quick check list and general questions for developers to consider in the proposals.

The Second Step is to look at each Design Code and to check which design principles are important for this location in the Plan Area.

The Third Step to ensure that the proposals or design address the policies within the Neighbourhood Plan.

First Check Step:

The following list and questions are therefore to be used as a first basic approach with the Design Code and Policies providing far greater depth of design requirements.

The proposals or design should:

- 1) Integrate with existing paths, streets, circulation networks and patterns of activity;
- 2) Reinforce or enhance the established village or smaller settlement character of streets, greens, and other spaces;
- 3) Respect the rural character of views and gaps;
- 4) Harmonise and enhance existing character areas in terms of physical form, architecture and land use; (See App 7A)
- 5) Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- 6) Reflect, respect, and reinforce local architecture and historic distinctiveness;
- 7) Retain and incorporate important existing features into the development;
- 8) Respect surrounding buildings in terms of scale, height, form and massing;
- 9) Adopt contextually appropriate materials and details;
- 10) Provide adequate open space for the development in terms of both quantity and quality;
- 11) Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- 12) Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- 13) Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours; and
- 14) Positively integrate energy efficient technologies.

General Questions to Ask

Here are a number of questions related to the design guidelines.

Street grid and layout

1. Does it favour accessibility and connectivity over cul-de-sac models? If not, why?
2. Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists, and those with disabilities?
3. What are the essential characteristics of the existing street pattern? Are these reflected in the proposal?
4. How will the new design or extension integrate with the existing street arrangement?
5. Are the new points of access appropriate in terms of patterns of movement?
6. Do the points of access conform to the statutory technical requirements?

Green spaces, views and character

1. What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
2. Does the proposal maintain or enhance any identified views or views in general?

3. How does the proposal affect the trees on or adjacent to the site?
4. Has the proposal been considered within its wider physical context?
5. Has the impact on the landscape quality of the area been taken into account?
6. In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
7. How does the proposal affect the character of a rural location?
8. How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
9. Can any new views be created?
10. Is there adequate amenity space for the development?
11. Does the new development respect and enhance existing amenity space?
12. Have opportunities for enhancing existing amenity spaces been explored?
13. Will any communal amenity spaces be created? If so, how will this be used by the new owners and how will it be managed?

Buildings layout and grouping

1. What are the typical grouping of buildings
2. How have the existing groupings been reflected in the proposal?
3. Are proposed groups of buildings offering variety and texture to the townscape?
4. What effect would the proposal have on the streetscape?
5. Does the proposal maintain the character of dwelling clusters stemming from the main road?
6. Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

Building line and boundary treatment

1. What are the characteristics of the building line?
2. How has the building line been respected in the proposals?
3. Has the appropriateness of the boundary treatments been considered in the context of the site?

Building heights and roofline

1. What are the characteristics of the roofline?
2. Have the proposals paid careful attention to height, form, massing, and scale?
3. If a higher than average building is proposed, what would be the reason for making the development higher?

Household extensions

1. Does the proposed design respect the character of the area and the immediate neighbourhood, or does it have an adverse impact on neighbouring properties in relation to privacy, overbearing, or overshadowing impact?
2. Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
3. Do the proposed materials match those of the existing dwelling?
4. In case of side extension, does it retain important gaps within the street scene and avoid a 'terracing effect'?
5. Are there any proposed dormer roof extensions set within the roof slope?

6. Does the proposed extension respond to the existing pattern of window and door openings?
7. Is the side extension set back from the front of the house?

Building materials and surface treatment

1. What is the distinctive material in the area, if any?
2. Does the proposed material harmonise with the local materials?
3. Does the proposal use high-quality materials?
4. Have the details of the windows, doors, eaves, and roof been addressed in the context of the overall design?
5. Do the new proposed materials respect or enhance the existing area or adversely change its character?

Architectural details and contemporary design

1. If the proposal is within a conservation area, how are the characteristics reflected in the design?
2. Does the proposal harmonise with the adjacent properties? This means that it follows the height, massing, and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
3. Does the proposal maintain or enhance the existing landscape features?
4. Has the local architectural character and precedent been demonstrated in the proposals?
5. If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site.