

Appendix 3

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Clyst Honiton NP Consultation Statement

1/1/24

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SUMMARY OF KEY EVENTS AND ENGAGEMENT ACTIVITIES

Event	Venue and Attendees	Promotion	Response and key messages	Impact on NP
<p>“Voice Events” September-October 2014 For three different groups Parishioners</p> <p>Businesses Landowners / agents</p> <p>Young people 7- 17</p>	<p>Varied venues used. Walk in policy for all events which had been widely publicized.</p>	<p>Introduce different groups to the Neighbourhood Plan. To engage with groups on living in the Plan area: likes dislikes, wishes/ changes they want to see.</p>	<p>A good level of interest in the NP and a lot of information was collected. The locals were keen to have a say and the events seem to have opened the flood gates. Key to have a community led plan, and to be able to be listened to and to determine development in their area.</p>	<p>Increase awareness of Neighbourhood Plan (NP) Support for a plan that is community led not district led. The various groups provided key information about the area that they work and live in and what changes they support and what needs they have. Key themes were established. The data from these</p>

Event	Venue and Attendees	Promotion	Response and key messages	Impact on NP
				events was used in the survey design.
Community Survey. Nov - Dec 2014 results released in 2015	Distributed to all households and collected from parishioners' homes	To find what parishioners believe important in and for a community led plan.	Provided quantitative and qualitative evidence data, to start developing a vision, aims and objectives and policies for the NP.	Key themes confirmed and chapter headings for the NP emerged. Aims, objectives and vision statement material were provided. Identified a willingness for more houses in the village if they funded a new community building. A Call for Sites was triggered.
Landowners meeting hosted by Flybe Academy Exeter Airport November 2015 1st Call for Land applications Closed January 2015	Exeter Airport. All landowners / agents invited by letter or email.	Help landowners to understand the need and to promote the call for land. Types of sites were revealed. The Call for Land Form was shared.	A very well received presentation with good quality Q and A. Good to share Call for Land application form as issues were ironed out. Sites for housing were well received little interest for other land uses.	Clear indication of a high level of interest by landowners in providing land for the NP. Land for different uses was clearly identified to reflect the provisional chapters of the NP. The outcome of this meeting was a successful submission of sites for the NP.
Revel Fayre May 2015	Parish Field. Well-advertised. Open public event. Variety of stands, food and drink available. Field games and other attractions on offer.	Six housing sites were presented for the community to comment on.	Good level of response for a community consultation. Sites were voted on and the comments section provided insight on why sites were or were not supported. Support evident for more houses in the village.	Gave clear indicators on the potential sites for inclusion in the Draft NP. Votes and comments were used by the Steering Group to make decisions on sites progression in the NP process. Triggered a need to approach the existing

Event	Venue and Attendees	Promotion	Response and key messages	Impact on NP
			Type and size of house was revealed. Balance of housing stock identified.	economic site owners in the village as the locals highlighted these sites.
Community Breakfast Event November 2015	Marco's restaurant Exeter Airport. All parishioners invited	To select a Vision Statement for the NP. To get feedback on the list of possible aims / objectives for the NP and to see what gaps there were. To present the four-character (design) areas of the village and other maps from the Clyst Honiton Village Character Assessment Document.	This was a very well attended (subsidised breakfast.) A vision statement was selected. Feedback was provided on all five themes potential aims and objectives. Very good response to the dividing of the Village into character Areas. Maps showing green infrastructure were much commented on and led to discussions about green spaces and walking routes.	The Vision for the NP was created. Feedback enabled the SG able to draw up a set of aims and objectives for the NP. Natural environment and access issues highlighted. This triggered a Green Infrastructure Strategy to be commissioned.
Revel Fayre May 2016	Parish Field. Well-advertised. Open public event.	Information on green spaces in the village and improving the village street was collected with support of EDDC Green Infrastructure Project manager officer.	Feedback on the site was collected and collated. The Green spaces and street design information was well received, and data was collated. The Natural environment and access are key issues for the community.	Data informed the local green space allocation process. The Green and design data was used by the GIS authors in their work and by the SG in drafting policies for the NP.
Site1: Bypass Masterplan Consultation March 2019	Black horse Pub function room.	A third party run exhibition was held to unveil the layout	This exhibition was good at dispelling myths regarding this site and for the locals to see precisely what	For access on/ off the site to be supported by further research work and contact with DCC highways

Event	Venue and Attendees	Promotion	Response and key messages	Impact on NP
	<p>All parishioners invited.</p> <p>Steering Group members were timetabled to attend to support the process.</p>	<p>masterplan for the Bypass site. Key questions on the site were recorded to gain new information from the community. Question in the 2014 survey were re-asked to ensure that this evidence was still valid.</p>	<p>this site was bringing forward.</p> <p>The Community building was well received as was the whole site.</p> <p>The issue of access into and out of the site was a key outcome.</p> <p>Survey questions re asked showed no variance from findings in 2014.</p>	<p>and the Landowner. A transport statement to support access needs to be completed and submitted.</p> <p>Community building requires a business Plan, and the delivery of the building needs to be legally watertight and to be agreed with Landowner.</p>
<p>Housing Needs Survey - Devon Communities Together (DCT) Feb 2020</p>	<p>Distributed to all parishioners' homes</p>	<p>To fully understand the housing need.</p>	<p>Report produced by (DCT), see NP Appendix 6 for report. Local housing needs highlighted.</p>	<p>Provided evidence of market and affordable housing need, as well as support for other types of housing and the bed size of housing needed to balance the housing stock.</p> <p>Housing development that is supported by the community.</p>
<p>Reg 14 Draft NP Consultation. 2023</p> <p>Online and hard copy available.</p> <p>Supported by a Social media campaign. (Website, FB)</p>	<p>Online event, but paper copies were available on request.</p>	<p>For the community and statutory authorities to provide feedback on the policies and projects in the Clyst Honiton Neighbourhood Plan.</p> <p>Health Check was commissioned on the Reg 14</p>	<p>A successful social media campaign provided by posts. Posts resulted in comments and questions and the level of "hits" showed a good level of readership.</p> <p>Level of response was lower than hoped for but very much in keeping with past consultation patterns where community</p>	<p>Information provided was used by the Steering Group to detect areas of agreement, and where changes were identified.</p> <p>Information raised issues/ comments and questions.</p> <p>The main outcome from the community was that they were happy with the NP. The allotment sites were once again</p>

Event	Venue and Attendees	Promotion	Response and key messages	Impact on NP
		<p>Draft see below.</p> <p>Full promotion package designed. To ensure dates of consultation were clear with a countdown to the closing date.</p> <p>Closing date extended.</p>	<p>input was positive but also raised some questions which the SG were keen to explore.</p> <p>Good level of Statutory responses, and the information provided resulted in significant work and decisions by the SG.</p>	<p>raised. There were requests for the wording of policies to be checked for inaccuracies and whether the wording would result in unintended development/ consequences.</p> <p>The Statutory bodies feedback led to deletion of policies amendment of policies and an additional policy.</p> <p>Justification sections were strengthened.</p> <p>NP Appendices: App1,2, 3, 4, 5, 12, 15 19, 20,21 and 22 were added or updated in line with comments.</p>
<p>Health Check 2023</p> <p>External consultation of the Reg 14 version of the NP.</p> <p>A Locality technical package: Health Check undertaken by IPe</p>	<p>No venues. External consultation to help the work of the Steering Group.</p> <p>This was also sent to EDDC with the SG comments attached.</p>	<p>To prepare the Reg 16 version for Submission</p>	<p>This document provided extensive guidance for the SG on the preparation of Reg 16 version of the NP.</p> <p>Health check report is provided in the Reg 15 NP Appendix 16</p>	<p>For changes to be implemented in the draft Reg 16 NP and its appendices.</p> <p>Policy wording was amended. In the justification sections further, narrative was added to strengthen and evidence community support and sustainability.</p> <p>NP Appendices: App1,2, 3, 4, 5, 12, 15 19, 20,21 and 22 were also updated in line with comments.</p>

COMMUNICATION

As well as these key specific events, communication continued on a regular basis to keep the community informed on the progress of the NP and to provide them with channels to ensure that their feedback went to the Steering Group (SG) on a regular basis. This less formalised consultation was through:

- Clyst Honiton Community Facebook Page
- Clyst Honiton Community Association Meetings
- Parish Council Meetings and Parish Council noticeboards
- Clyst Chatter Community Newsletter (NP update became an established section)
- Clyst Honiton Parish Council Website
- Church Wednesday Coffee Mornings and Church noticeboards
- At other Parish Field Events
- Landowners Newsletter
- NP Updates (an agenda item at Parish Council meetings)

NO COMMUNITY MEETING VENUE

The Parish has no village hall or meeting place which has meant that all consultations were either in the Parish Field or at venues being hosted or hired. The Church has a small meeting room for hire, but temperature levels limit its use throughout the year. The Parish Field provides a fine weather venue but with no seating and no toilet it is limited as a venue. Consultations have been held at seven different venues with the majority being outside the village.

With no meeting venue in the village and the need to travel to consultations has meant that communication methods have had to be very good to ensure that parishioners had due warning of events. Therefore, for all consultation events multiple communication methods were utilised.

COMMUNICATION METHODS

Communication Methods	Brief description
Posters	Placed around the Parish in bus shelters, by areas popular with parishioners (seated areas and dog walking routes) and displayed in the Parish Council Notice Boards.
Flyers	Distributed to all households in the parish by volunteers.
Posters: Site planning application type posters	Placed on all potential sites around the Plan Area.
Clyst Chatter (Parish Council Magazine)	Distributed quarterly for free to every household in the parish with a Neighbourhood Plan update in every edition. Also used to publicize events. The articles included details of consultation events, feedback

	from previous events and general progress. See all Clyst chatter (with NP updates) at: Home - Clyst Honiton Parish Council
Website	Parish Council website, available to access by anyone. The Neighbourhood Plan has its own dedicated area on the website which explains what the Neighbourhood Plan is and gives all the documents and reports. Parish Council agendas minutes and documents: NP Updates regularly posted (usually monthly) which are also featured on the main home page. Contact details included on the website. Home - Clyst Honiton Parish Council
Social media	Clyst Honiton Community Facebook page is active. Consultation events often posted weeks in advance with more reminders near to the time. A social media campaign ran throughout the Reg 14 consultation period and included a range of posts to engage people in taking part and giving feedback on the NP.
Email	There was a dedicated NP / NDO Lead, and people could use this volunteer's email for any responses/queries.
Letters	Used to contact/inform community groups, landowners and businesses.

SOCIAL MEDIA

Actions Taken

Throughout the consultation process, social media was used as an important way of communication to the public. The social media pages were often used to inform the public to events that were happening in the future, to provide parishioners with information about how to get their opinions heard and to give them several reminders of surveys that are taking place, including the deadlines for the return. These posts were made on the Facebook page. The social media pages had links to the Parish Council website, which has further information about the Neighbourhood Plan and getting involved and contains all the documents that have been written such as Neighbourhood Plan updates. The website also had different categories of information provided inside the Neighbourhood Plan section.

Who was Consulted?

The social media pages are public, which means anyone can view them. The social media pages and website are well advertised on posters that the council placed around the parish for events and are promoted at community events. See Appendix O for example posts.

Responses Received

The level of responses received from social media posts varied as at times posts were used to inform the public of events/ remind them of surveys. Both of the social media pages have a link to the website which has contact details on it if there are any enquiries about any of the posts. Some parishioners commented on Facebook posts to ask questions or for clarity (which were then answered by the page admin). Complicated comments were referred onto the NP Lead to answer.

EQUALITY

The Equality Act 2010 aims to prevent disability discrimination and provide protection for disabled people under the law. It also says that people must not be discriminated against or harassed because they are mistakenly perceived to be disabled.

In particular, it provides legal rights for disabled people in:

- employment
- education
- access to goods, services and facilities
- buying and renting land or property
- functions of public bodies

The Equality Act also provides protection for carers, friends and family members of a disabled person by stating that people cannot be directly discriminated against or harassed because of their association with a disabled person. The Parish Council Equalities Statement (NP Appendix 22) was adopted throughout the NP process and has therefore underpinned all aspects. Equality was central in the design and delivery of consultation events and in the publicity of the Neighbourhood Plan.

NP Consultations:

At consultations the following aspects were provided to ensure consultations were as inclusive as possible.

1. All sites provided disabled access;
2. At all sites there was a helper allocated to provide support for those with:
 - visual impairments
 - those who needed a reader and or scribe;
3. All consultation material was available to be home delivered in a hard copy format;
4. Colour options on consultation material was selected to ensure user – friendly accessibility;
5. For all NP Documentation to be produced with the status of “no accessibility issues”.

LAUNCH EVENTS

A series of drop-in sessions were held for different groups on different days and times, and at different venues. An extra addition of the Clyst Chatter was created and delivered to every household to advertise these session as well as introducing parishioners to the Neighbourhood Plan Area, what a Neighbourhood Plan is and who the NP Lead was. (See Appendix 3C1)

A. For Parishioners

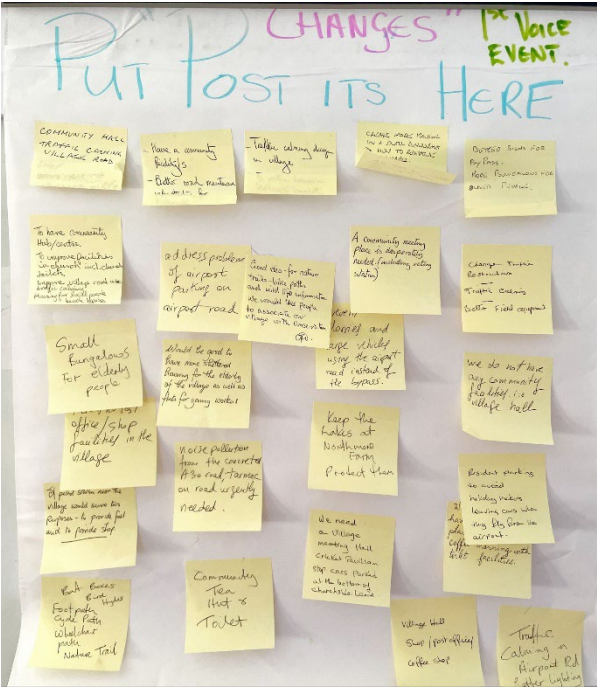
Actions Taken

A series of drop-in sessions were held for different groups on different days and times, and at different venues. An article in Clyst Chatter advertised these session as well as introducing parishioners to Two drop-in sessions were held in the Church. The meetings were open to the public, and all members of the Parish were invited and welcomed. Posters and a voice event timetable were presented in the Clyst Chatter to advertise these events.

Approach

The event was designed as a walk through with different question being asked at different points. Chairs were positioned so that group discussions were encouraged. Members of the steering Group and NP Lead were available at each point to scribe and encourage people to write on post its.

Fig 1 Changes wanted in Clyst Honiton - Post its



Responses Received

The first event was poorly attended but the Steering Group learnt a lot from it. How to promote, resource, and engage the public was reflected on and the second event was very well attended.

Impact on the NP

Increase awareness of Neighbourhood Plan (NP) and attending future NP events. There was support for a plan for the Parish that is community led not district led. The standout message was the need for a community building. Needs and gaps were identified. Likes and dislikes of living in the area were revealed. These details helped in the design of the Community Survey questionnaire. A local evidence document was produced from information gathered from the parishioners' voice events (see

Appendix 3C2) which fed into a potential NP framework.

B. For Young People' Pizza Event

Actions Taken

A specific consultation event for children living in the Parish. This event was hosted by the Duke of York public house in the village. Promotion of this event see Fig 2 was placed in the children's school bags which was facilitated by a village resident who was on the school board of governors. Posters and flyers were also used.

Figure 2 School Bag Pizza Invitation

FREE PIZZA AND A DRINK.

YOU ...are invited to tell Clyst Honiton Parish Council

What you **like** about the village

What you would **like to change** in your village

For all children from 7 -17 years who live in the village.

WHERE: Duke of York Pub at Clyst Honiton

WHEN: Tuesday October 28th 5.30.-6.30 pm

Approach

To engage young people, it was considered that the best way would be to offer them free pizzas and drinks after school time at the local pub (outside licensing hours). This event was a deliberate

ploy to get as many attending as possible. Questions were asked to find out what the children currently enjoy and use in the Parish, and what they would like to see change in the future. A brief reason for getting their answers and what they were for was used to introduce them to the Clyst Honiton NP.

Response

Eighteen children attended the event. The age range was from 7 to 17. It was decided to split the groups up and for each group to be assigned an adult scribe. Each child was encouraged to provide an answer to each question and group discussions were also recorded. Multiple answers were accepted for each question. The table below is to show the response rate of the young people who live in Clyst Honiton village to the four questions they were asked about the village they live in.

Question
Things that you like about Clyst Honiton Total votes= 24
Tell us something that you would like to improve/ change in the village.

Total votes= 28
Tell us a facility that you use in Clyst Honiton. Total votes= 15
Tell us any extra facilities that you would like. Total votes= 37

There was a constructive response from the children. There were several ideas from these young people that can be considered in preparing the Neighbourhood Plan and for the Parish council to act on. These included:

- Providing more play, sport, leisure and recreation opportunities and facilities
- Provide more community open local green spaces.
- Provide local retail outlets.
- Provide safe cycling areas.
- More local events.

Impact on the NP

Increased awareness of the content of a NP from a younger person’s perspective. What these age group value and see as important or a problem in their Parish helped inform the chapters of the NP.

C. Local Businesses, Landowners and Agents Breakfast Meeting

Actions taken

A specific consultation event for business owners and landowners within the Parish were invited to attend a Breakfast Meeting at the Exeter Inn. The Breakfast was paid for by the Parish Council. The meeting was deliberately held from 8 – 9am.

Approach

A presentation was given by the Neighbourhood Plan Lead to help the landowners and businesses understand what a Neighbourhood Plan is and what the role of businesses and landowners can have in developing a Neighbourhood Plan. A prepared Q and A template was used to help with answering questions.

Response

A good turnout of both businesses, landowners and agents. The made NP examples of how this group can advantage from being involved in Neighbourhood Planning was very well received and triggered questions. All questions on the template covered. Having breakfast during the meeting was good and created a relaxed environment.

Impact on the Plan

Increased awareness of Neighbourhood Planning across a group that could provide sites and other opportunities for the Clyst Honiton NP.

COMMUNITY SURVEY 2014/15

Actions Taken

The survey (see NP Appendix 22 Part B) was written by a consultant, who was working with the Clyst Honiton Neighbourhood Plan Steering Group. The survey was designed to reflect on areas that had been identified at the launch consultations and gaps identified by the SG. The survey contained the following sections: Natural environment, Built Environment, Housing, Business, Traffic Roads and Paths, Community facilities and Services, Leisure and Recreation and a section collecting personal details and opinions. There was a six week return period during late November and a return date of Sunday December 14th with the Survey report being received on January 9th, 2015.

Approach

The survey was delivered to every house in the parish by a small team of volunteers and were collected by the same volunteers at different times during the consultation period. The multiple visits approach acted as reminders and or help to complete the survey, as well as collecting completed forms. There was also an online form and scanned survey forms could be sent by email to the Parish Clerk. If there were more than five residents in the house they could contact and request additional forms. Posters were placed in different parts of the village to remind parishioners of the survey and the deadline. An article was also written on the Clyst Honiton Parish Council website, informing people of the survey and giving details about it. The survey was also previously mentioned in the Clyst chatter and in the PC NP update article. All the responses were collated by the consultant who then produced an independent report which analysed and presented the results (see NP Appendix 22).

Responses Received

120 forms were received from 129 households with a population of about 298 (2011 Census) representing a 93% household return rate. The main findings of the report were shared in the Clyst Chatter (Appendix 3C3) report went to council the following month, where the results were discussed. It was also shown that village life and safety, rural landscapes and the natural environment are the most important qualities to the residents and that traffic is a nuisance to most people in Clyst Honiton. It also revealed that 86% of the respondents want a community building / facility, and that they are not averse to new housing (with twenty or less additional houses being the most popular number) if it enabled a new community facility.

Impact on NP

The Survey was a key source of information and evidence which determined the progress and process of the NP. The survey also determined the key themes / chapters of the NP. The survey also revealed gaps in information which the Steering Groups would need to do further evidence-based work on. The survey provided information for the vision, aims and objectives of the Plan The housing information from the survey looked at housing types and needs, and the SG decided that a Housing Needs Survey should also be conducted to fully understand the housing needs in the community.

LANDOWNERS BREAKFAST MEETING

Actions Taken

A meeting was held at the Flybe Academy at Exter Airport on Monday 3rd November between 8 and 9.30 am for all landowners in the Parish that were interested in the Neighbourhood Plan. The meeting and breakfast was hosted by Flybe Academy

Approach

Letters were sent to all landowners to invite them to the meeting with a request for confirmation and numbers attending, so that hosts could cater for the event. A short presentation was held by the Neighbourhood Plan Lead to help the landowners understand what a Neighbourhood Plan is, followed by the Call for Land presentation. The latter highlighted the sites required by the NP and went through the Call for Land application form (Appendix 3C4) and a Call for Land Q and A session.

After the Breakfast Meeting a follow up letter was given to the attendees of the meeting to help summarize the meeting, including how to get involved, what the Neighbourhood Plan can do with land (e.g. allocations for development/protection or identifying future land use) and explain the stages in the Call for Land process. This included the legality of Neighbourhood Plan in terms of planning legislations.

Responses Received

The meeting was well attended, and a Call for Land application form was requested by eighteen attendees.

Impact on NP?

The call for land and allocation of sites was a significant part of the Clyst Honiton NP process and the NP Appendix 21 provides this process in full.

CALL FOR LAND

The Call for Landform process spanned over a number of years in the NP process. Most application were received by the January 2015 deadline. The following events and communications all had a part in promoting the Call for Land, as well as word of mouth between landowners and businesses themselves. After January 2015 further Landowners contacted the Parish Council wishing to be involved in the call for Land process. These included some landowners and businesses who own land in but live outside the Parish. The SG also approached landowners later in the NP process as and when sites were highlighted, required or would benefit the community.

Clyst Chatter Article - Call for land

The Clyst Chatter is delivered for free to every house in the parish.

An article was published to encourage landowners to consider being part of the Call for Land process. It stated what the Neighbourhood Plan needs land for, how to register interest if they had land that they believed was useful and how to get an invite to the Breakfast Meeting if they were interested in finding

out more/ getting involved. The closing date for the Neighbourhood Plan Call for Land application was also included, with a contact provided.

REVEL FAYRE MAY 2015- NP HOUSING SITES CONSULTATION



Clyst Honiton Village Fete

Saturday 16th May 2015 1pm – 5pm

Good old fashioned country Fete for a great family afternoon out

Craft Stalls, Homemade pies, pasty and cake stalls, Tombola, Nearly New stall, Raffle, Plants, Cider Bar, Hot Dogs and Burgers, Candy Floss, Milk Shake Bar, Races for Children and Adults

01392 366755

Actions Taken

At the Revel Fayre a gazebo was set up to house an exhibition of the seven potential housing sites for the NP. All sites were presented using the same template as seen in Appendix 3C5. The display also provided a village map showing where all the sites were. There was also a board explaining about housing in the Neighbourhood Plan.

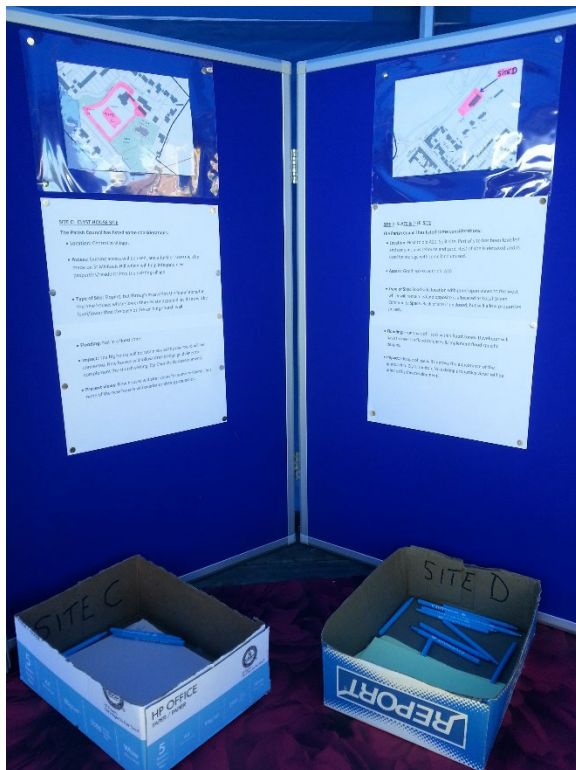


Figure 3 showing housing sites templates

The public were asked to fill out sheets using guidance (see Appendix 3C6) to aid feedback and comments on each site. The gazebo exhibition was manned by SG members to take questions and to help parishioners and if necessary to be a scribe.



Approach

The Revel Fayre is a public event which anyone can attend, and there were many parishioners that attended the event. The exhibition did generate a lot of interest and a range of comments were obtained from a range of age groups as it was a family event.

Responses Received

This was a successful community event, and the exhibition had a good

footfall and people were keen to know why and where the houses would go. There were 140 response sheets collected with an even spread of responses for each site. Details of the findings are presented in the Call for Sites Document. (NP Appendix 21)

Impact on the NP?

This event raised the profile and knowledge of the Clyst Honiton Neighbourhood Plan. The parishioners were not averse to housing and provided constructive comments on the sites. The atmosphere was positive with people being pleased that their voices were being heard and that the much-wanted new community building could be an outcome of the NP.

COMMUNITY BREAKFAST MEETING NOVEMBER 14TH 2015

Prior to this consultation Planning Aid ran a vision workshop where the members of the Steering Group and community group representatives attended. This workshop was to work on the wording of a vision statement and to begin to compile a list of aims and objectives.



Approach

A pack of card with vision sentences on were placed on every table, with empty cards being placed in each pack. The table had to rank the sentences to show which sentences they liked the most. They could also write their own vision sentences. The packs were collected from each table to produce an overall

ranking. Each group had a leaflet providing each table with a list of aims and/ or objectives and people had to tick if agree or x if not with each one. The group could add their own ideas on post its. The character display had a member of the SG manning it they recorded comments made. The character display (Figures 5 and 6) had a member of the SG by the display who recorded all comments made.

Figure 5. Clyst Honiton village map showing four character areas



Figure 6 The extensive network of trees and hedgerows maintaining a semi-rural feel of Clyst Honiton



Responses Received

Sixty-eight adults and ten children attended the event and had a hearty breakfast. A vision statement was made at the event and was agreed by the community. The aims and objectives data were collected and analysed by the SG.

Impact on the NP

This vision statement was accepted, and a list of eighteen aims and objectives were collected which will be the templates for developing policies. Character assessment mapping was very well received with interest and agreement of the four Character Areas and the green aspects within the village.

REVEL FAYRE/ PARISH FETE CONSULTATION MAY 2016

Action

The Revel Fayre (Fete) on the Parish Field is becoming an established event which usually has a NP stand or exhibition on. This was a well-advertised public event. This event was used to gain information on green spaces and design issues.

Approach

Two stands were at the event one manned by an EDDC officer who was gaining information on greenspaces, active travel and street scene improvements and designs. The other stand was a general information stand to update people with what is happening in and with the NP plan and that we are now doing a Neighbourhood Development Order (NDO) as well as a NP.

Response

The Revel Fayre is a public event which anyone can attend, and there were many parishioners that attended the event. As before the event did generate a lot of interest and a range of comments were obtained from a range of age groups as it was a family event. Data was collected on all the three areas and reported to the SG.

Impact on the NP

The Green and design data was used by the Green Infrastructure Strategy authors in their work. The data was also used as evidence and content for policies in the NP.

BYPASS SITE (POLICY SA3) PLAN CONSULTATION MARCH 2019

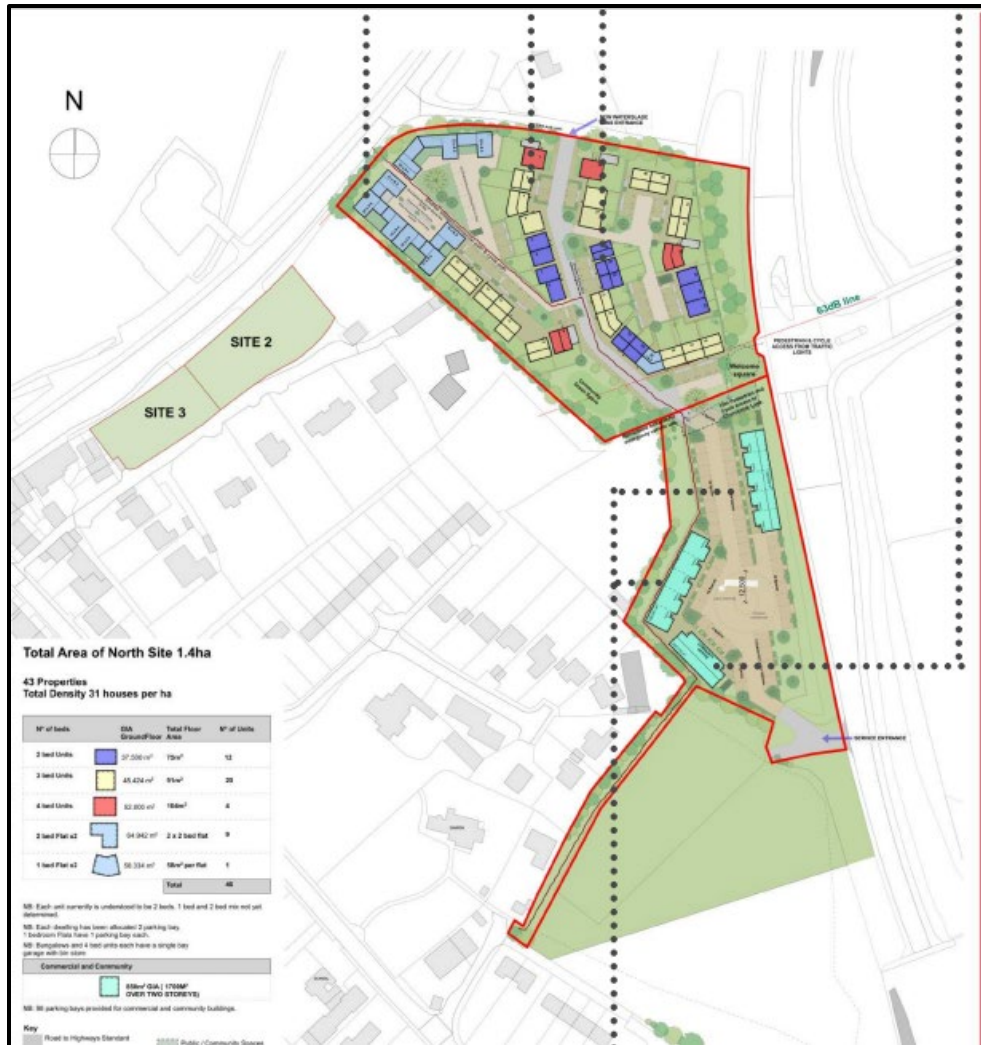
Actions Taken

This consultation event took place over two days based in the meeting room at the Black Horse public house within Broadclyst Parish. The focus of this consultation was to show the layout of the site (see Figure 7). The location of the houses, economic units and the community building were identifiable. Size and number of houses were provided as were vehicular access options, active travel routes and green spaces. The Consultation was run by a third party who obtained data on key set questions.

Approach

The event was based on people moving round from one station to another and providing feedback at each station. Site 1 labelled the Bypass Site was presented. An indicative masterplan for this site was unveiled using display boards. The first station was a welcome desk where feedback forms (See Appendix 3C7) were given, and the design and purpose of the event were explained. Station 2 and 3 focused on the Masterplan, with Station 2 focusing on Key features of the Bypass site (See Appendix 3C8) and Station 3 looking specifically at the houses, commercial units and the community facility and design issues. (See Appendix 3C9) Station 4 focused on questions about the community facility.

Figure 7. Bypass Site (Policy SA3) Masterplan showing the key features of the Bypass site.



Response

A very good turnout with both days and different timings allowed a good cross section of parishioners to visits. Seventy-seven people attended. Data revealed that 89% of the responders were in support of the Bypass Site Masterplan. Findings in the report (Appendix 3C10) included concerns and issues and information on the community facility.

Impact on the NP

This event confirmed support for the Bypass site and some issues

with access. The community facility section provided new data which would help in the delivery details in the policy. This consultation showed support for a model whereby houses deliver a community building.

HOUSING NEEDS SURVEY 2020

Actions Taken

A Housing Needs Survey (see NP Appendix 6B) was created by Devon Communities Together- DCT is an independent non-profit-making charity and part of the Devon Rural Housing Partnership. The Community Survey that took part in 2014 had outlined a need for housing but as it did not give enough details on housing, it was decided a Housing Needs Survey should take place. The Housing Needs Survey was designed to find out the extent of need for houses in the parish, the different types of houses that were needed and other housing requirements.

A covering letter was also within the envelope given out, which included: what sections of the survey to complete; information about the survey, including why it is taking place; and who to contact (from DCT) if there was any enquiries or help needed. Surveys were then delivered to every known house in the parish with a prepaid envelope with the address of Devon Communities Together preprinted on the envelope. It was announced that the survey would have a 6-week consultation period and a return date was provided. Posters were put up around the parish and posted online on the Parish Council to ensure everyone in the parish was aware of the Housing Needs Survey and the deadline date (Feb 29th) as well as who to contact to ask questions.

Approach

The envelope containing the Housing Needs Survey, a pre-paid return envelope and a cover letter was delivered to every household in the parish.

Responses Received

The responses were all returned directly to Devon Communities Together, who then produced a report (NP Appendix 6)) which analysed all the responses that were received, producing key conclusions, and gave recommendations to the Parish Council including the need for affordable housing.

Impact on NP.

Provided evidence of market and affordable housing need, as well as support for other types of housing and the size of housing sites supported by the community.

REG 14 CONSULTATION

As required by Regulation 14 of the Neighbourhood Planning Regulation 2012, the Neighbourhood Plan was required to undertake a pre-submission consultation of the proposed Neighbourhood Plan document. The regulation states:

14. Before submitting a plan proposal to the local planning authority, a qualifying body must—

(a) publicise, in a manner that is likely to bring it to the attention of people who live, work or carry on business in the neighbourhood area—

(i) details of the proposals for a neighbourhood development plan;

(ii) details of where and when the proposals for a neighbourhood development plan may be inspected;

(ii) details of how to make representations; and

(iii) the date by which those representations must be received, being not less than 6 weeks from the date on which the draft proposal is first publicised;

(b) consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood development plan; and

(c) a copy of the proposals for a neighbourhood development plan to the local planning authority.

To comply with this Regulation the proposed Neighbourhood Plan was consulted on from

Reg 14 Process

To comply with both Regulations the proposed Clyst Honiton Neighbourhood Plan was consulted on from June 9th to July 31st but was extended to August 11th.

As the NP had been progressing over a long period of time it was decided that the Reg 14 Consultation should be exemplary. The Reg 14 consultation included the following:

1. Production of a copy Reg 14 Summary Document and feedback forms: available as paper copies and on the website.
2. Reg 14 Draft Document Online
3. A5 flyer to be distributed to every household in person. A script was prepared so that all households were verbally encouraged in person by the delivery volunteer to encourage them to take part in the survey and to pre warned them about the online form.
4. Flyer to be placed in the key display areas across the NP Plan Area.
5. Social Media Campaign to be run in the Clyst Honiton Community Facebook Page

Reg 14 Social Media Campaign:

An “in house” social media campaign was completed before, during and after these events to engage, inspire, celebrate local, and to inform residents. A 6-week social media campaign (SMC) was designed to promote and run alongside the Reg 14 consultation period.

The SMC included:

- Daily Facebook posts (See Appendix 3C11)
- Links to website, Interviews, Articles
- Web Landing page

A week’s post programme is presented below to show that posts were varied throughout a week. Across the whole campaign all content chapters were covered as well as providing tips to complete the feedback form. The weekly posts also adjusted to fit with the different stages of the Reg 14 (before, during, and after the closing date.)

Motivation Monday	Quote sharing inspiration at start of week #MotivationMonday link to new Community Building
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Tuesday/ Wednesday	Either NP info/news/stories linked to it (Link with something in the news local and or national and link it to most relevant part of the NP. Include Hot Topics.
Thursday/Friday	Share images from NP area, or from the NP Document, plus how their input matters.
Saturday /Sunday	Celebrating something over the weekend linked to a policy or Chapter theme.

Although no data was officially collected, it was noted that Facebook attendees were from a different demographic than previous consultation events with more people in the twenty -40 age bracket following the posts.

The posts were also shared with different groups, showing that posts were going further than the original source.

Links to the Parish website on the social media posts meant that web hits could be collected.

Impact on the NP

None other than providing information to the SG that the posts had been read by the community showing that they knew about the consultation and what the consultation was asking them to comment on.

A. Advertising: The Consultation used a variety of techniques to bring it to the attention of the community, which were deliberately time phased.

May Before the consultation started A Social Media campaign posting to the Parish community groups was launched and ran throughout the period with the number of posts increasing each month and daily towards the end. The campaign picked up on themes/ lifestyles, local news and content from the NP themed Chapters. Appendix 3CA shows a range of posts.

June 9th to 23rd Flyers were taken to all household with the survey being briefly explained by the delivery volunteer.

June 26th posters were put up in all settlements. The posters as seen in Appendix 3C were deliberately located in places with a high footfall.

Late June the Summer community newsletter reminded parishioners about the Consultation. This circular goes to every house in the Parish. The article encouraged residents to take part in the consultation and how they could do so.

For the last two weeks Social Media posts were daily.

After closing date social media posts thanked people

- B. **The length of the consultation** was extended to allow people to have more time to fill in both forms (NP and NDO). The consultation ran for 9 weeks instead of the statutory 6 weeks.
- C. **Printed Documentation was provided.**
- (i) For those wanting to work with a paper rather than web documents. Ten copies of a shortened version of the NP (NP Summary in Appendix 3C12A) available on request and placed in a community box of their location choice. NP Summary Documents were returned via a box system.
 - (ii) Paper copies of the feedback form (Appendix 3C12B) were also printed. These were delivered to people or collected from box venues across the Parish. This allowed people who did not have access to the internet or favoured a paper version to participate in the consultation. The NP Summary's and paper feedback forms were utilised by the public who welcomed the delivery and or drop box service.
- D. **Website:** The Reg 14 Neighbourhood Plan, Summary Document, Appendices were available on the Clyst Honiton Neighbourhood Plan website. On the Parish Council home page, the online consultation was featured and by clicking you were taken to the online feedback form. The form was designed to work on phones, tablets as well as computers.
A copy of the feedback form was also placed on the website so that it could be opened, downloaded or printed allowing the community to prepare answers for the sections on the form. Early feedback from parishioners triggered the example form going onto the website.
- E. The consultation was publicised via email directly to community, strategic and statutory organisations. A complete list of Statutory organisations provided by EDDC were contacted, as well as adjacent parishes and all the landowners/ agents involved in the NP.

NP Steering Group work with Reg 14 responses.

The breakdown of responses received were:

1. Statutory Authorities and Organisations 25
2. Community Responses Online & Paper responses Overall total seventeen

The SG took from September to November to process the Reg 14 responses in the following way:

1. Review community responses first.
2. Review all Statutory responses except EDDC and the Health Check.
3. Review the Health Check
4. Finally review EDDC comments
5. All respondents received a personal response.

Community Responses

The community responses were processed first by the Neighbourhood Plan Steering Group (SG) before looking at the Statutory Responses. The responses provided by the SG reflect this stage of the process

and would have been more informed if these were last in the process. However, it was considered important that the community received their feedback first and for it be close to the end date of the consultation period. The letter accompanying the personal feedback did provide some context of the next steps in the NP process (Appendix 3C).

Community Responses Summary (Appendix 3C13)

The range of themes raised by the responses from residents was broad. Many of these pertain to specific locations or interests of the respondent. Many of these continued to raise issues that had emerged strongly through earlier community consultation, such as the allotments, housing, the value of the natural environment and the viability and vibrancy of the village.

Feedback on these themes provided the steering group opportunity to review where these matters are addressed within the Neighbourhood Plan and review whether they were able to strengthen or clarify the intentions of the plan on these matters.

A few respondents wished to inform the steering group of factual and text errors, or update where things had progressed from previous consultations. Where this was the case, the document has been amended to reflect these changes.

Clyst Honiton is a community who is very responsive to things that they want fixing or changing. The levels of response to the Reg 14 were lower than hoped. The SG were disappointed that the community did not respond just to say it was ok and was delivering their needs. In retrospect a simple question at the beginning of the form would have facilitated this and allowed them to quickly respond rather than having to provide answers on every chapter in the Plan to submit a response. The responses were supportive of the document and its intentions and good questions were posed by those responding. The NDO consultations took place at the same time which might have caused a consultation overload for the community.

A few responses fell outside the content of the Neighbourhood Plan rather than lose this evidenced material the SG decided to table such responses and send it to the Parish Council for their attention.

This part of the Regulation 14 consultation provided the Clyst Honiton Neighbourhood Plan Steering group with a broad range of feedback. The revisions made in the light of this feedback have strengthened the policies and community actions within the document and ensured that the intentions of these are clearly articulated. (Appendix 3C) provides all the community feedback responses and the SG personal reply to each responder.

Statutory Responses

In total twenty-five responses were received from statutory bodies. These were:

1. East Devon District Council (LPA)
2. Avison Young Gas
3. Avison Young Electricity
4. Sports England
5. The Environment Agency

6. The Environment Agency SA3*
7. National Highways
8. National Highways Site SA3*
9. Historic England
10. Natural England
11. Natural England Site SA3*
12. Natural England comments on Draft SEA and HRA
13. South West Water
14. Devon Countryside Access Forum
15. DCC Historic Environmental Team
16. DCC Planning, Transportation and Environment
17. Bloor Homes
18. Lichfields on behalf of the Church Commissioners for England
19. Lichfields on behalf of the Church Commissioners for England re SA3*
20. Representation on behalf of Stuart Partners Ltd
21. Chris Edwards : Exeter Airport Airfield Ops
22. Devon and Cornwall Police
23. RSPB
24. Agents for Cladir Limited
25. Agent for Exeter and Devon Airport Ltd

*The Steering Group also looked at feedback provided by statutory bodies on the NDO, as the NDO site was the site in Policy SA3 in the NP. The NDO feedback often provided more in-depth detail which helped the SG in their decision-making process.

These responses were considered by the Overview Steering Group (along with the community responses) and where appropriate amendments were made to the Neighbourhood Plan document. The Steering Group wrote to each consultee that responded, thanking them for engaging in the process and outlining their response to the consultee and where appropriate the changes that will be made to the Draft based on their input.

Appendix 3C14 contains all the replies written by the overview steering group which provides detail on the range of feedback material provided.

Statutory Responses Summary (Appendix 3C 14A- F)

Seven of the statutory responses made no significant suggestions for amendments to the document. The rest provide material and suggestion for specific areas. Several providing feedback of more than three pages. The largest response document was from EDDC which contained three elements: A letter, a 14-page policy comment document and tracked changes in the 150-page NP.

East Devon District Council's response was the most substantial response. The majority of issues raised were improvements to the wording to ensure better understanding of the specificity of the policies and improving the justification and supporting text. In a few instances it was recommended

that policies were removed from the plan. In a lot of instances these revisions were considered positive by the overview steering group and many changes were agreed or led to further review.

Health Check (Appendix 3C15A -C)

1. A NP Health Check: looked at the Clyst Honiton NP Reg 14 Draft and gave guidance on the recommendations to be undertaken prior to its submission to EDDC. This document provided:
 - Information for the content of The Basic Conditions Statement
 - Further work and Consultation with EDDC
 - Information for the content of the Consultation Statement.
 - Appendix 14 and 19
 - NP Draft: Changes to the wording of policies; deletion of content, and both specific and general adjustments to sections within the Plan.

The Health Check was also shared with EDDC who produced a feedback report commenting on the Reg 16 version and comments made by the Health Checker.

Impact on the NP

The consultation event resulted in the development of the NP Submission document. The submission document shows evidence of extensive changes to the Reg 14 NP. All chapters and most of the policies had amendments made and or the addition of extra material.

The following Reg 14 Policies SA1, SA3 and C3 were deleted.

The following Reg 14 Policies were amalgamated on recommendations received by statutory bodies.

- E3 and E4 now EC3 in Reg 16 Document
- AC1 and AC2 now AC1 in Reg 16 Document
- AC4 and AC5 now AC3 in Reg 16 Document

A new C2 was introduced, so the Reg 14 C2 is now C3 in the Reg 16 Document.

Deletion of SA1 and C3:

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 into 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.

2. The SG agreed that the only housing site going forward into the Reg 16 Clyst Honiton NP was to be SA2, but it would have to be re labelled to SA1: The Slate and Tile Site.

New Policy SA1

It was also agreed that the new policy SA1 would be altered in relation to the feedback received at Reg 14. The original wording of the design specific site requirement (bullet 3) was commented on by several of the statutory bodies, so the SG agreed for the wording to be clearer, and to specifically refer to local design documentation. Bullet three was altered to:

- **To be designed to acknowledge the site’s key gateway location (Design Code 4). Innovative proposals that deviate from the scale and design of the North Clyst Honiton Character Area will be supported.**

4. The justification section was also commented on at Reg 14 with requests for details on the type of site being brought forward and how the site links with local plan policy and to provide detail on and of affordable housing. The SG agreed to add the following to the justification section to cover both these aspects. This section also included information on affordable housing to reveal that affordable could be offered on site as a viable option.

This site is not coming forward as a First homes site or as an Exception site under a 66% affordable threshold “for development for up to and around 15 dwellings” as set out in Strategy 35, but is 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.

This NP has evidenced an affordable housing need of three affordable units (HNS) and has provided evidence in the viability assessment 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 providing a contribution for off-site affordable housing under the Local Plan policy for sites of 5-9 dwellings.

The policy wording was altered to include support for on-site affordable housing.

Land fronting onto York Terrace identified in Figure 42 is allocated for a small development of up to nine houses with support for the provision of on-site affordable housing.

Deletion of SA3 and new Policy C2 and changes to E3

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 the economic units. Site SA3 in the NP was therefore jeopardizing the NDO and would endanger the delivery of the much-needed community building. Site SA3 was therefore withdrawn from the Neighbourhood Plan to enable the Bypass site (SA3/ Site 1) to be delivered only through the Clyst Honiton Neighbourhood Development Order.

The Steering Group also recognised that the NP would provide a decision-making framework for the future NDO 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 the development of a Neighbourhood Development Order
- d. 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.

Reg 14 Conclusion

The Regulation 14 consultation has provided the Clyst Honiton Neighbourhood Plan Steering group with an extensive broad range of feedback. The revisions made in the light of this feedback have strengthened the policies and community actions within the document and ensured that the intentions of these are clearly articulated. Further updates to ensure factual accuracy have also been made.

Reception of feedback from the SG was very well received by members of the community, and the examples below show how well received it was:

Thank you for your response regarding my comments on the allotment site. It is reassuring to know that my observations have been considered.

This is the first time that I've received feedback from filling in a questionnaire!

CONSULTATION STATEMENT CONCLUSION

From the outset of creating a Neighbourhood Plan for Clyst Honiton the steering group have been clear that this will be a community led document. Engaging the population with such a long-standing project which started in 2014 has been challenging. The following factors have affected engagement with a NP:

- Understanding what a NP could and could not do.
- Extensive Strategic Development in and adjacent to the Parish.
- Acknowledging the need for so many technical assessments.
- The confidence that the NP will be completed and will deliver.

However, despite the ten-year time lag, the support from local residents in the consultations for sites and in the Regulation 14 consultation shows that the community are in support of the Plan that is delivering their needs and wishes. Whilst ensuring the document complies with the East Devon Local Plan and National Planning Policy Framework whilst reflecting the community's wishes is a delicate balancing act.

The communication of feedback to all participants following the Regulation 14 consultation was thorough and extensive. The feedback received has been incorporated into the submission document. The Clyst Honiton Plan is a much-improved document for having gone through such a diligent process.

This document, which summarises the processes leading up to the submission version of the Clyst Honiton Neighbourhood Plan, and the supporting Appendices is considered to comply with Section 15(2) of Part 5 of the 2012 Neighbourhood Planning Regulations.

Neighbourhood Plan (NP)

What is it?

Clyst Honiton's Neighbourhood Plan (NHP) will set out how the village will develop, including regeneration and preservation of the character of the area within Map C, (below) where new homes and community facilities *could* be built, and how to regenerate and protect local green spaces. Lynne Askew (Chair of the Parish Council) said "this is great news for Clyst Honiton, especially with everything that is going on around us. We want to ensure that the village and surrounding area is a vibrant place to live and work."

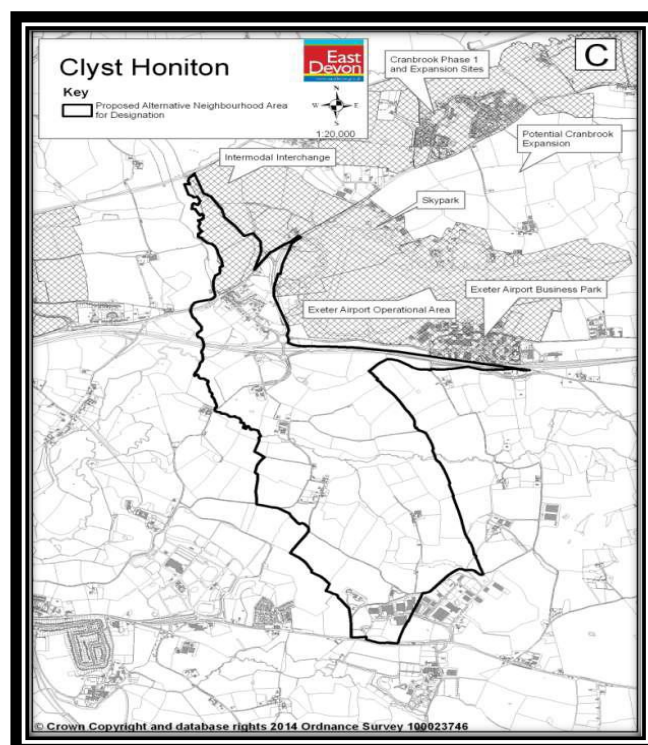
What is involved?

The NHP is an opportunity for everyone in Clyst Honiton to have their say on how that area develops. An NHP will only be accepted if residents are engaged and a written plan is drawn from their views, ideas and feedback. The final plan then needs to be accepted by 50% of residents in order for it to progress to statutory status. David Montgomery, Treasurer of Clyst Honiton Community Association, said "I did not realise how powerful a NHP is; it is great that it has statutory status: this will mean that we truly can, for the first time, determine development in our area."

Producing a Neighbourhood Plan has many stages.

Completed stages are:-

NHP Area has been designated. This is all the land inside the dark boundary below.



Completed stages (continued)

NP Lead is new Parish Councillor Janvrin Edbrooke. Janvrin lives in Holbrook (small hamlet in Clyst Honiton parish) with husband Tim and two sons.



CONTACT:(mob) 07773 734611;
email: janvrinedbrooke@gmail.com

NHP Steering Group: The core group are Parish Councillors, Lynne, Janvrin, Grant and Mike Burden (Clyst Honiton Community Association). Further members will be invited onto specific working groups so that resident groups across the parish are represented. We also need as many residents involved in the research, writing and content of the NHP. Please contact Janvrin if you are interested in helping.

NHP Partners to date:

- Joanna Widdecombe: Planning Aid NHP Adviser for Clyst Honiton
- Claire Rodway: Planning, Policy Section, EDDC
- Simon Bates: Green Infrastructure Project Manager, E&ED GT

Four Key messages

- NHP only includes land within Map C.
- NHP is an opportunity for everyone to have a say on how our area develops.
- NHP is a powerful document with statutory status.
- Attend a "Voice Event" to give your views, ideas and issues

What's next?

"Voice Events": calling all Clyst Honiton residents to tell us

- WHAT you like about living in Clyst Honiton
- WHAT is not so good about Clyst Honiton
- HOW should the area develop?
- WHAT should be built and where?
- WHAT should be protected?

We need this information if

**Local people are to plan the future for
Clyst Honiton.**

Voice Events

Voice Events are fun low key events with plenty of interaction, information, questions and answers. It is hoped that lots of ideas and issues will be voiced and recorded.

Events will be publicised in the bus stop, church noticeboard and on the website.

Voice Events	Dates
WHOLE COMMUNITY EVENT. Interactive Session at the Church (NHP Team)	Tuesday September 9th 6.30pm Saturday October 18 th 10 – 4pm See Church noticeboard
WHOLE COMMUNITY EVENT. NHP Information Stall and opportunity for residents to get further information and give feedback at the Revel Fair	Saturday September 27 th
Church coffee mornings	Wednesdays in August and September...
Clyst Honiton Community Association meetings	At all meetings from August 18 th
Local Business Breakfast Exter Inn	October 28 th 8 – 9 am
Young Persons' Pizza Party at the Duke of York	October 28th

Other Voice opportunities:

- A new website will update people on the Neighbourhood Plan. Residents' issues, ideas and feedback can be given via a website link.
- **In NOVEMBER** a detailed survey will be delivered to all residents to complete.
- Please contact Janvrin/ Lynne Askew/ CHCA team/ Sheila Watson if you able to help with delivery and collection of surveys.
- We would like surveys to be dropped off and picked up by a friendly face. Some residents might want your help and support to complete the survey.

Natural Environment Consultation Issues from Voice Events

- People want to protect semi- rural location of Village
- People want to preserve unique rural island of the NHP Area
- Protect farm land to limit endless residential and commercial development surrounding the Plan Area.
- Preserve and extend footpath provision.
- Preserve Marlborough Lakes as a wetland Area
- Support for designation and development of Clyst Valley Park.
- Preserve Green corridor between A 30 and the village.
- Support for a leisure and conservation Park Site running from old A 30 to the Railway.
- For trees to be used extensively in screening of buildings & for traffic noise reduction in the village and on development sites.
- Support for land to be used for Regional Cycleway
- Support for orchard and bee keeping area.
- Phone masts, PV panel and wind farms not supported.

Built Environment Consultation Issues from Voice Events

- Good road network & access to M5A 30 and into Exeter
- Village developed alongside access routes to London and Airport
- Good mix of houses and businesses in the Village
- Need for community facility
- Need for Post office / shop
- Protect church, boundary stone and milestone.
- Improvement of pavement access and routes around the village
- Support further development of Holiday lets
- Support for Village business to expand & improve frontage/ Buildings
- Better road infrastructure and maintenance to Holbrook and Sidmouth road.
- For existing housing and any new builds to have efficient sewage provision
- For flood relief mechanisms to protect houses and businesses in CHPHP Area

People & Housing Consultation Issues from Voice Events

- Support for warden housing
- Support for affordable housing
- Support for housing for locals
- Support for build of community facilities.
- Support for more bungalows.
- People enjoy the community feel and spirit
- People enjoy being by the airport and the daily fly overs.
- Perfect location for access for employment & local facilities
- Good place to live and work.
- Close to Exeter but rural.

Business and Jobs Consultation Issues from Voice Events

- No data on number of home based workers
- Spread of businesses types in CHPHP Area, from big delivery units to one person furniture restorer.
- Businesses based on tourism congregate in rural locations of the CHPHP Area.
- Airport provides employment and there are several airport linked businesses.
- The residents want to protect and keep businesses in the village.
- Support for community run businesses.
- Request for better broad band infrastructure throughout the CHPHP Area.
- Access is the most critical & top aspect of the businesses within the CHPHP Area. Access/ location determinants in renting locating business.
- Concern about safe access of transport and people at Crealy/ Hill Barton site, and in and out of village business premises.
- Support for local shop café to service Business trade
- Support for increased partnership & more shared information re jobs & employing local people.

Transport Consultation Issues from Voice Events

- Good road access to M5, A30, old A 30, Sidmouth rd, Exeter.
- London road (Trafalgar Way) major influence in development and role of Village.
- Good bus services & bus shelters
- Like being near airport & the planes
- Improve road safety by traffic calming measures to limit speed, size & number of users. No longer an access road it is now a residential street.
- Reduce noise pollution of concrete road
- Development of wheelchair pavements that allow people to circumnavigate the village help with well-being and ability to exercise.
- Protect and extend existing footpaths. Create new footpaths in Green Spaces.
- Cycle paths to be linked up, signed and developed in new Green area. To support development of regional cyclepath.
- Reinstate old village car park.
- Village parking to be for residents and to parking to be used as an airport parking location.

Youth, Sports and Recreation Consultation Issues from Voice Events

- Improve and develop playing field equipment.
- No indoor venue for community sport, recreation, celebration and meeting.
- Provision for secure play area for young children.
- No venue to store sports equipment at the parish field.
- Too provide hard surface playing area.
- To provide nature trails and bike paths in Green space.
- To provide a circular wheelchair path in Green Space Area
- Development of wetland and conservation areas with seating, bird hides and nature boards.

Clyst Honiton Neighbourhood Plan Survey Results

Thank you. We had a fantastic response rate per household: ONLY 9 did not complete the survey.

This means that our neighbourhood plan has lots of evidence of what residents feel strongly about.

(In these findings the word **Clyst Honiton** represents the NH Plan Area and/ or its residents.)

Did you Know?

- **64%** of residents are over 45
- **74%** live in the Village
- **13.8%** live in Holbrook
- **8%** live in the Hill Barton / Sidmouth Road area
- People settle in Clyst Honiton: **70% have lived here for 5 + years. 51% for over 10 years.**

TOP 4 Reasons for moving to Clyst Honiton.

1. Born/ Family/ Relatives 45%
2. Affordability/ Value for money 37%
3. Love of the countryside 32%
4. Commutability/ / Transport network 30%

Residents feel VERY STRONGLY about Clyst Honiton's Countryside/ Rural setting

- **78% Value** the countryside surrounding the village
- **75% Value** the wider parish countryside
- **98% Want to Protect** the countryside and **support** farming operations.
- **83% Want increased public access** to the countryside
- **94% Want a permanent local green space for community use**

This is how residents would use a local community green space.

<i>Walking</i>	80%	<i>Cycling</i>	32%
<i>Peace and Quiet</i>	62%	<i>Wheelchair route</i>	31%
<i>Nature Trails</i>	52%	<i>Running off road</i>	24%
<i>Walking the Dog</i>	41 %	<i>Organised nature activities</i>	23%
<i>Informal social activities</i>	34%		

Residents FEELINGS about Clyst Honiton's community facilities and provision.

86% tell us they think a 'community facility' in Clyst Honiton is needed.

89% want Clyst Honiton to be described as "Friendly" in 15 years' time

Respondents were asked what they would use a community facility for. The most frequently mentioned activities are: meetings, social and community events, coffee mornings, fitness classes, bingo and evening classes i.e. a fairly typical community centre programme aimed at bringing local people together regularly.

- More than 80% of residents are dissatisfaction for leisure and social activity and for sport and recreation across all age groups.
- Clyst Honiton is a healthy community with 70% of residents happy with the current level of services for health and well-being.
- However, over 50% felt that we should find ways to improve services for the more vulnerable and less mobile in the community

Traffic Roads and Paths

Traffic is a nuisance to most people in the Clyst Honiton.

Top Traffic Issues

1. Volume of traffic
2. Speed of vehicles
3. Rat Running
4. HGV traffic

Safety Issues raised

- When asked to “How would you like Clyst Honiton to be described in 15 years’ time “Safe” was ranked second by 81.3 % of residents .
- 4 in 5 respondents tell us that we need to do more to make walking and cycling safer.
- 87% of respondents believe that we need more off street parking.
- There is overwhelming support for a simple traffic calming road design in the village that provides both crossing points and parking bays.

Housing

The Survey reveals that there is evidence of local housing need currently in Clyst Honiton village.

- 1 in 5 respondents tell us that there is someone in their household who is or will be in need of alternative accommodation in the near future.
- 85% of these would like to stay in the village.
- 18% moved into the village in the last 2yrs reveals that it’s a desirable place to settle.

New Housing

Local people are not averse to new housing and feel that more people and a variety of housing types would add to the vibrancy and sustainability of the community.

Type of Housing. Opinion is divided as to what type of housing is most needed.

- A mix of affordable and open market housing would be acceptable.
- There is a preference for housing for sale rather than rent which seems to fit with a stable long term community.
- Demand for single storey dwellings and housing specifically for the elderly.

- Demand for affordable housing for people who have a local connection.

Building Design

- Residents rated Clyst Honiton as “**average**” for appearance and character.
- The need for Clyst Honiton to become “**attractive**” was voted by 62%
- **96 %** agreed that new builds should meet high standards of design and appearance, and meet high standards of sustainable design and construction.
- **80%** of residents were in support for renewal energy installations on new and existing residential and business buildings.

Working & Businesses in Clyst Honiton.

- Most residents work full time only 8% work part time
- 1 in 5 work from home
- 53% would work from home but lack of reliable broadband is an issue
- 8% work within a mile of home
- 44% travel to work in Exeter
- 65% travel to work by private motor car
- 6% use the bus, 3% cycle and 7% walk to work

Local people clearly see small business activity as being part of what Clyst Honiton is about.

- 75% agree to encouraging small businesses within the village
- 87% would encourage small business activity in other parts of Clyst Honiton

Finally

We also asked people what they would **like to change or improve**.

The list is quite extensive and will need considerable analysis. The most often mentioned things are: parking; better facilities; traffic controls; broadband; a shop/newsagent; better sports facilities; improved community and social facilities, and more things to bring the community together.

Next Steps of the Neighbourhood Plan are to:

- select sites for houses in Clyst Honiton
- to write the Neighbourhood Plan Planning Policies.

Both of above items need to be either agreed or disagreed by Clyst Honiton residents.

Please get involved in these CONSULTATION EVENTS.

Clyst Honiton Fete in May and further dates and venues will be confirmed.

Janvrin Edbrooke NP Lead for Clyst Honiton

CALL FOR SITES : SITE SUBMISSION FORM

Land owners are being asked to come up with suggestions for possible sites in Clyst Honiton Parish where future development could take place.

- Please complete this form if you wish to put forward your land for potential housing employment, local green spaces, traveller development.
- You must provide your name and address for your comments to be considered.
- You must attach a map clearly showing the precise boundary of the site.
- You might consider a separate form for each site.
- This form should be returned to: grant@zamedia.co.uk by 5PM on Friday 23rd January 2015

It is important to note that the assessment will help to compile a register and inform future planning and the policies within the Neighbourhood Plan. It does not in itself determine whether a site should be allocated, but will help with site selection.

1.Your Details	
Contact name	
Company if relevant	
Address	
Contact number	
E mail	
Landowner details (if different)	Name Contact details Has the landowners been informed of this site submission Y/N Are the land owners willing to release this land for development? Y/N
Was the site previously submitted in the East Devon District Council's 2010 SHLAA?	

2. Site Details	
Site address	
Site OS grid reference	
Site area in hectares (1ha = 2.47 acres)	
Estimated number of dwellings that Could be provided. Eg 0.25ha or 5 dwellings although smaller sites may be considered for employment or green spaces	
Current and/or previous use of Site if vacant	<u>Current</u> <u>Previous</u>
Relevant planning history (eg planning applications with ref number including refusals)	

3. Site Availability	
Is the site available for development now?	Yes No
If no when might the land become available?	

4. Map of Site & Boundary.	
OS map showing precise site boundary. Map enclosed/ attached	Map enclosed?

5. What use do you believe the site is suitable for?

Please tick all that apply

Explain why below

Residential	
Employment	
Mixed (residential, commercial retail, office)	
Local green community space	
Local green corridor space	
Travellers	
Other	

6. Site Visit	
Are there any constraints preventing an unaccompanied site visit? If Yes, Please provide details	Yes/ No
7. Site Condition	
Type of site (estimated % of site)	Greenfield Brownfield
Buildings onsite: Number and type	
Suitable for Conversion	Yes /No

8. Site Constraints	Please provide details. Explain how constraints can be overcome.
Ownership issues (eg multiple, ransom strips)	
Contains, or is within or adjoining to a protected area (eg SSSI, Conservation protected employment area)	
Physical constraints (topography, drainage, contamination, Tree Preservation order)	
Access issues. (eg accessed by vehicle from the highway, distance from road network/ from local facilities/ public transport routes. Location of site entrance)	
Flood risk	
Legal issues (eg covenants)	
Ecological constraints (habitats, species)	

9. Additional Information

Is there any other information that might affect the potential for development on the site that should be made clear? If Yes please add it below

I accept that this information can be held for use by Clyst Honiton Neighbourhood Steering Group (CHNHPSG)

Signed: (A typed name is acceptable for an electronic version)

Date:

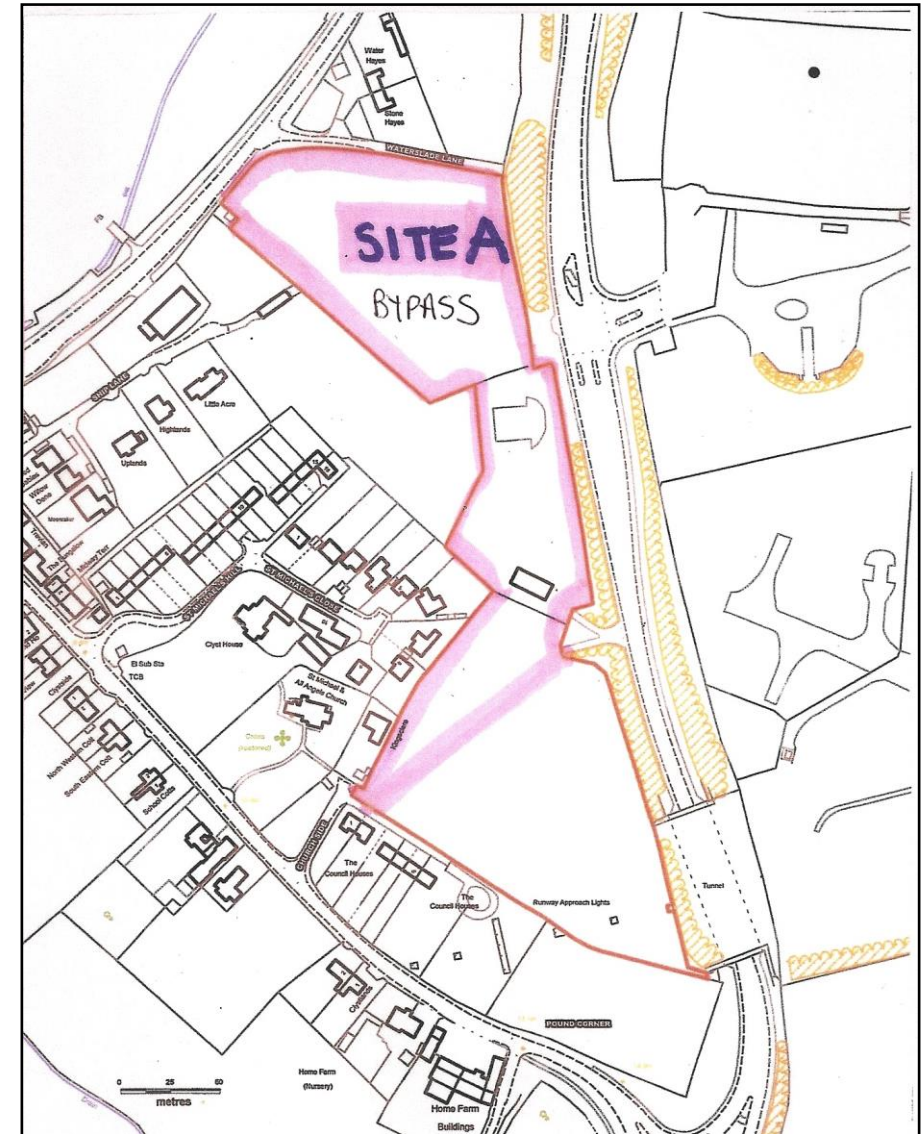
Please return completed forms to grant@zamedia.co.uk

Forms to be returned by **JANUARY 31st 2015**

SITE A: BYPASS SITE

The Parish Council has listed some considerations:

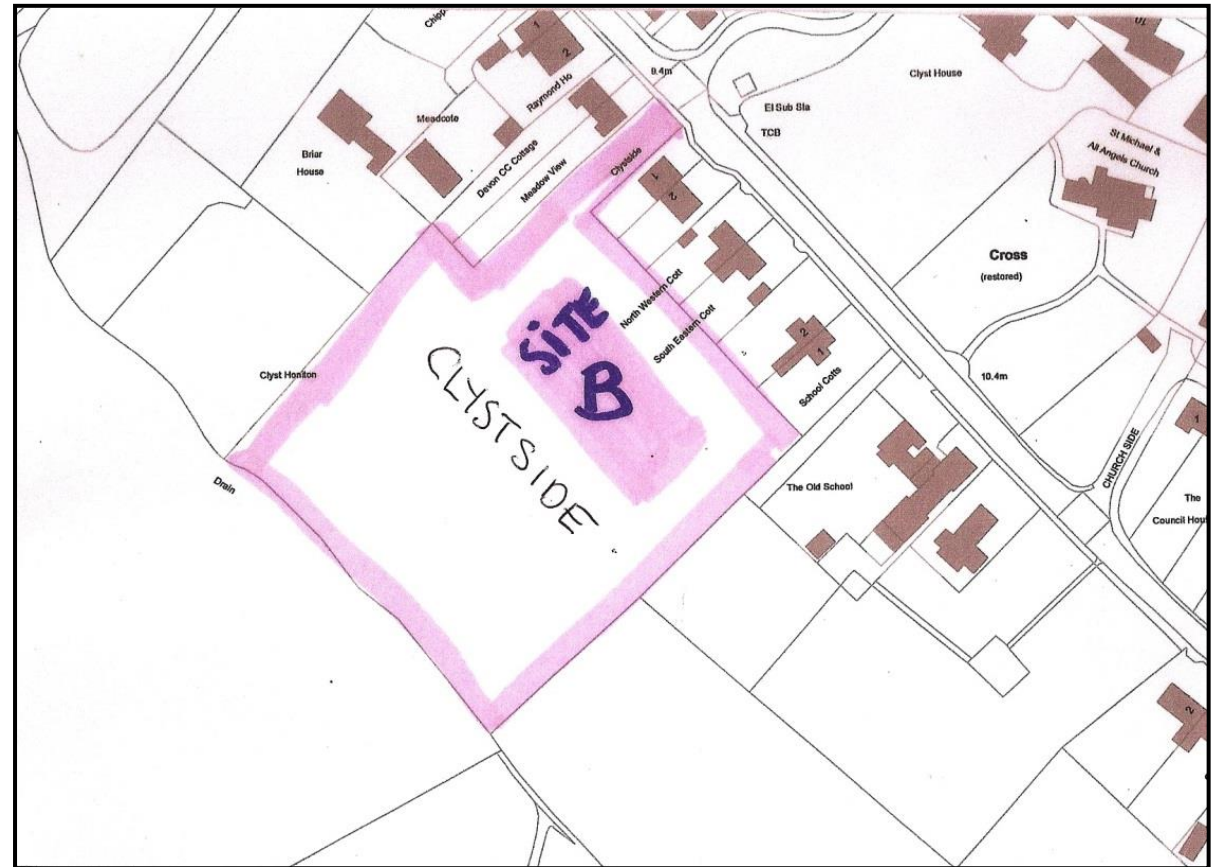
- **Location:** Alongside the Bypass. Land falling inside the Public Safety Zone will only be used in accordance with E. Devon Planning policy.
- **Access:** Already in place onto Bypass. Secondary access could be Waterslade lane and Churchside. Access requirements will be determined in collaboration with the Highways Authority.
- **Type of Site:** Redundant green field and brownfield sites of no agricultural use, and vulnerable to travellers. The fields are enclosed by hedges with the bypass boundary providing a degree of openness. Part of the site is open and level. One field is more enclosed and has an elevated area that slopes gently down to Waterslade Lane.
- **Flooding:** Not in a flood zone.
- **Impact:** This development will be adjacent to a busy bypass. Design will ensure it has a village feel with housing density appropriate for a village. A mix of houses will be provided.
- **Present views:** Existing residents' views will not be greatly altered. Present skylines will remain. New houses on elevated land will have extensive views to west and north. Landscaping of site will be used in framing views into the development.
- **Additions:** This area would provide the largest area for housing in Clyst Honiton and therefore subject to viability considerations, the largest contribution to Community Facilities.



SITE B: CLYSTSIDE SITE

The Parish Council has listed some considerations:

- **Location:** Central in village.
- **Access:** Exists onto village road.
- **Type of Site:** Level site – good location for low level housing for elderly, starter homes, 1 and 2 bed properties subject to Viability consideration.
- **Flooding:** Not all the site can be used for housing as some of the land is in Flood Zone 3 -Unsuitable for housing. Developers will have to invest in flood defences & implement flood specific designs subject to Environmental Agency feedback and viability.
- **Impact:** Visually not high impact as located behind the houses along the airport road. Looking for the site to have predominately single storey houses.
- **Present Views:** 6 houses will lose field backdrop but will retain views into the distance.
- **Additions:** Looking for developer to provide pavement access and a car park for parish field community facility users.



SITE C: CLYST HOUSE SITE

The Parish Council has listed some considerations:

- **Location:** Central in village.
- **Access:** Existing access will be used, and a further access will be made on St Michaels Hill which will help integrate new properties/residents into the existing village.
- **Type of Site:** Sloping, but through excavation the foundations for the new houses will be lower than existing ground level and will be level/lower than the base of the existing church wall.
- **Flooding:** Not in a flood zone.
- **Impact:** The big house will be retained and the courtyard will be converted. New houses will follow strict design guidelines to complement the church setting. (Eg Churchside development)
- **Present views:** New houses will alter views for some residents, but none of the new houses will overlook existing properties.



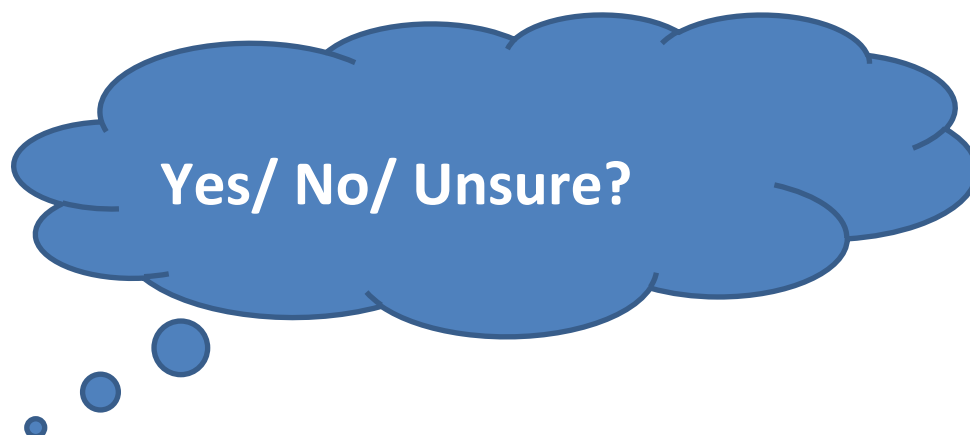
SITE G: GLEBE LANDS/ ALLOTMENTS.

The Parish Council has listed some considerations:

- **Location:** This site is on elevated land next to old A30 next to the Slate and Tiling business. The boundary bank alongside road is next to a pedestrian pavement and the bus stop bay. The site is surrounded on 3 sides by development.
- **Access:** There is no vehicular access onto this site. Pedestrian access is via Ship Lane. Access would need to be away from bus stop bay. Shared access onto the road with the slate and tiling development could be a viable option.
- **Type of Site:** Presently used for allotments with only one allotment vacant. Road side boundary bank is in a poor state, is unstable and overhangs an area used by pedestrians and bus stop users.
- **Flooding:** Only the boundary is within Flood Zone 2. If the site is at road level the developer would need to consider flood defences & flood specific designs.
- **Impact:** Residential development at this site would improve the present eyesore boundary bank and would be a natural continuation of the street scene along York Terrace. Change of use will improve the appearance of the approach to Clyst Honiton
- **Present views:** Only the southern elevation houses would be affected. Good open views to the west, which will remain as land opposite is allocated as Local Green Community Space. Back of site if levelled will be enclosed and will allow properties privacy and the houses to east will not have their views affected.
- **Additions:** If this site were favoured for residential development, the land at Pound Corner would be provided to relocate current allotment holders and can provide more allotments if required by Clyst Honiton's expanding population.



Do you support the new proposed site?



Please provide written feedback on this site.

Please give us:

- **Positive** feedback as well and your **views/ issues** on this site.
- Please fill in coloured comments slip and place in the box.
- **Alternatively go to JANRIN** and she will write your comments down.

Questions about the Masterplan

Q1a: Are there any elements of the Masterplan that you particularly like (and why)?

Q1b: Are there any elements of the Masterplan that are more challenging (and why)?

Questions about the Community Facility

Q2: Considering the future internal and external design of the community facility:

How could the design of the space in and around the community facility help ensure it works well for different uses?

Some of the examples we have been given include: external picnic benches or small veranda for events, one large or two smaller internal rooms for hire, a large room and mezzanine for events, small green space adjacent for children's play.

Q3. The community facility may be used by other organisations when not in use by the community. There is additional space in the building to let.

What other types of businesses or organisations could you envisage hiring the community facility or the building space around it as good neighbours to existing or new community activities?

Some of the examples we have been given include: Medical practitioners, a soft play company, local small businesses needing meeting space, local charities needing offices, youth club, visiting high-street bank van or groceries van parked out front once a week, re-furnishing organisation, nightclub, shops.

Q4a: The Parish Council will not be managing the Community Facility. How do you envisage it being run? E.g., by a private company, a new organisation set-up locally to run the centre.

Q4b: How might you like to be involved, using your skills or time, in helping to keep the community facility running for local people? E.g., managing bookings, opening-up / locking-up, managing any green space/gardening.

Thank you for coming today. Your opinions and ideas are important to us.

Q5: Having considered the Masterplan, the information presented today about the types of buildings, including the community facility:

Overall, are you in favour of this scheme?

Yes No

If you have further feedback please do provide it here using the reverse of this page

Land at Clyst Honiton Bypass

Clyst Honiton Neighbourhood Development Plan



COMMUNITY FACILITY IN CONTEXT

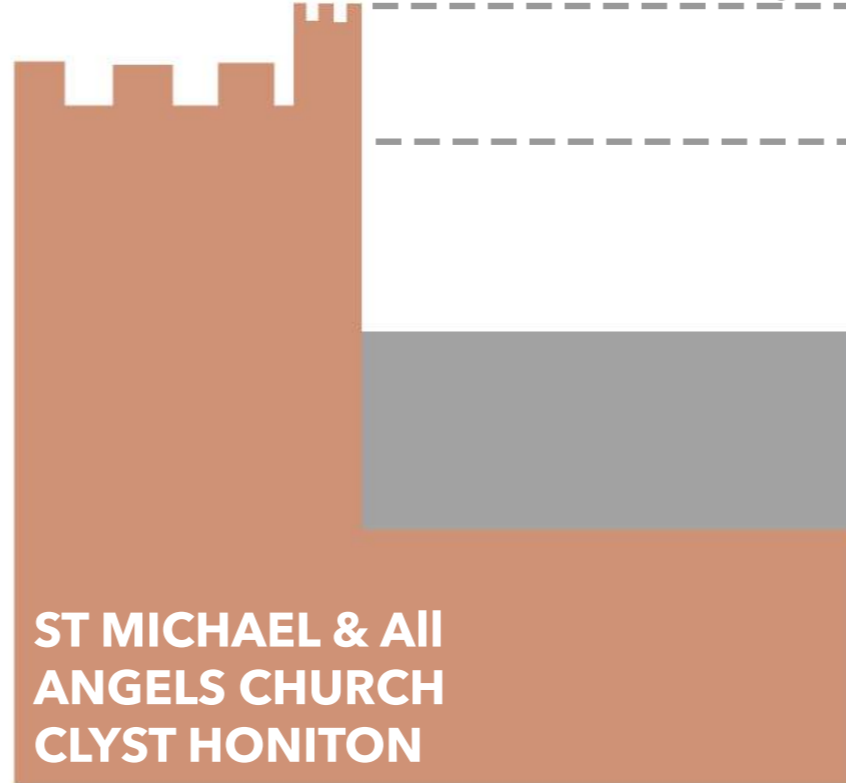
The Community Facility is part of the 3rd building in the mid-section of the Bypass Site. There is 200sqm of space which would be divided into a hall and small kitchenette. There are 14 parking spaces in front of the Community Facility

Walking time from church to the Community Facility = 5 minutes

Walking time from edge of village (The Exeter Inn) to the Community Facility = 10 minutes



Most Dominant Ridge Height in Clyst Honiton



St Michael & all Angels Church is the most prominent building within Clyst Honiton therefore respecting its prominence should be important to the community facility building.

*2nd Most Dominant Ridge Height in Clyst Honiton



* The Community Facility is subject to airfield operations height restrictions therefore its ridge line cannot out spire the church but still have prominence.



The old Village school sets the precedent for the form of the community facility situated directly opposite the church and having a dialogue with a once civic use.

Site Plan

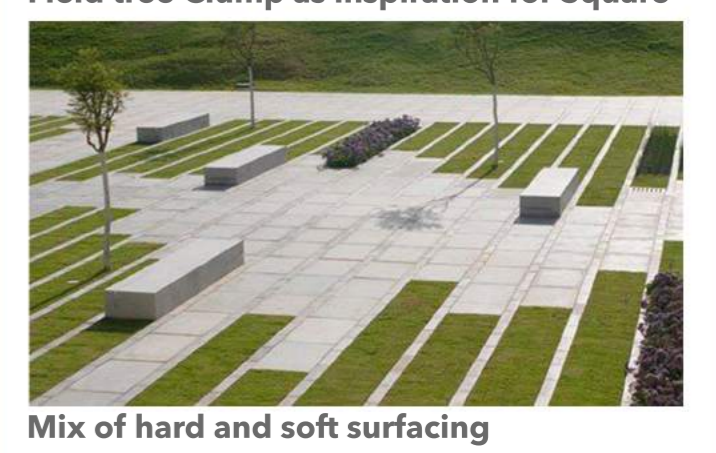


The Masterplan shows the footprint of development on the Bypass Site. The typologies diagram shows the types of buildings and spaces in more detail. This includes the number of houses, bedrooms, parking, cycle/pedestrian routes, green space etc.

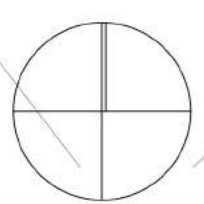
This plan is the foundation of the work from this point. It forms the basis of more detailed designs later in the process and the submission as part of the Neighbourhood Development Plan.

Key features of the Clyst Honiton Bypass Site Masterplan:

- The community facility
- Access cycle path and pedestrian routes to new site from the village
- Numbers and types of housing (Mixed, including family homes, with 1 and 2 bed to enable downsizing)
- Some single storey houses in a courtyard layout to increase community interaction and social well-being
- Commercial buildings, split into units, for small and medium sized businesses (including retail)
- High quality design and building
- Green space to allow wildlife corridors



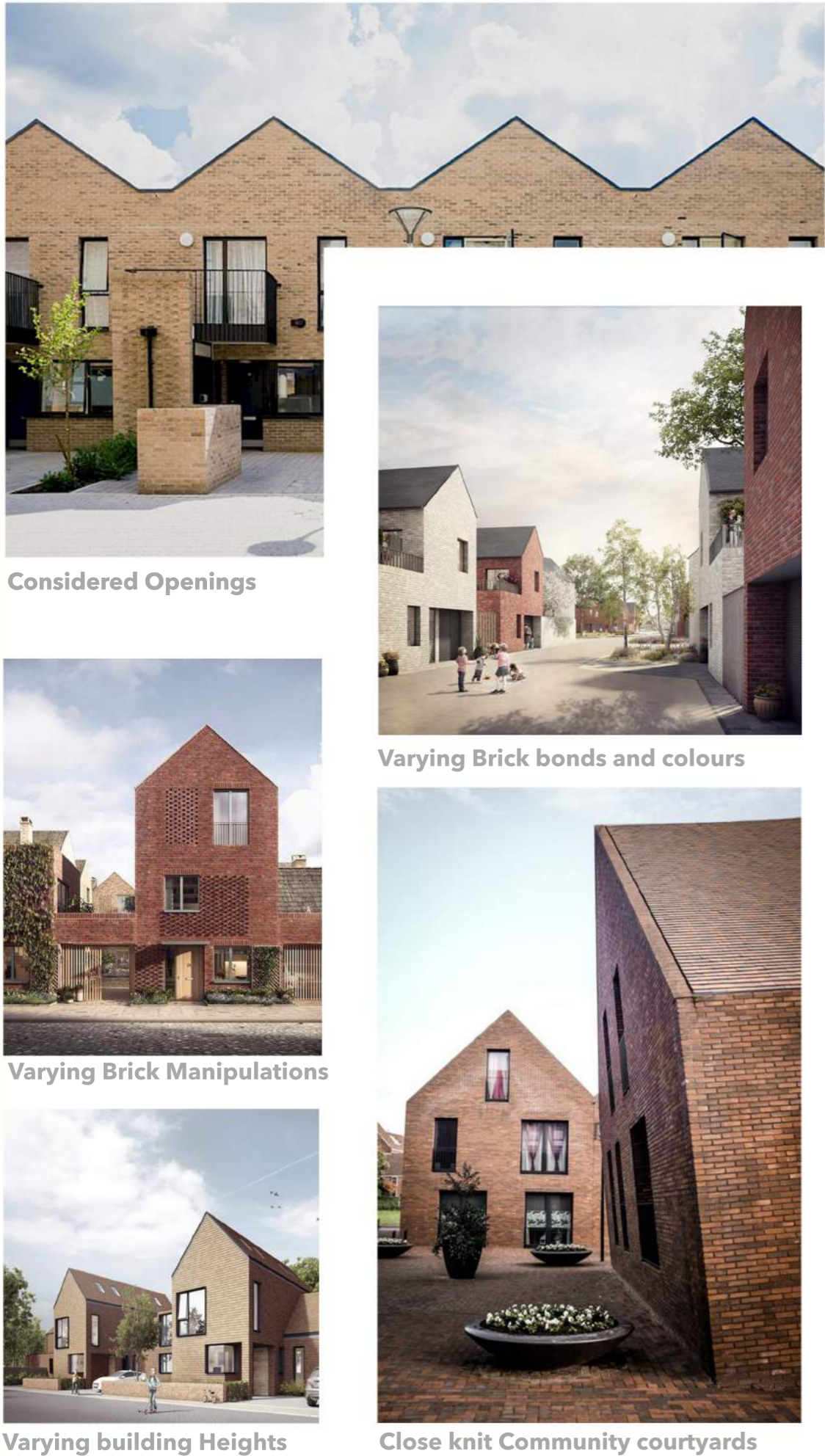
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Land at Clyst Honiton Bypass Clyst Honiton Neighbourhood Development Plan

ANDREW KIRBY
ARCHITECTS

HOUSING INSPIRATION



Considered Openings

Varying Brick bonds and colours

Varying Brick Manipulations

Varying building Heights

Close knit Community courtyards



COMMUNITY FACILITY INSPIRATION



Sheltered Canopy

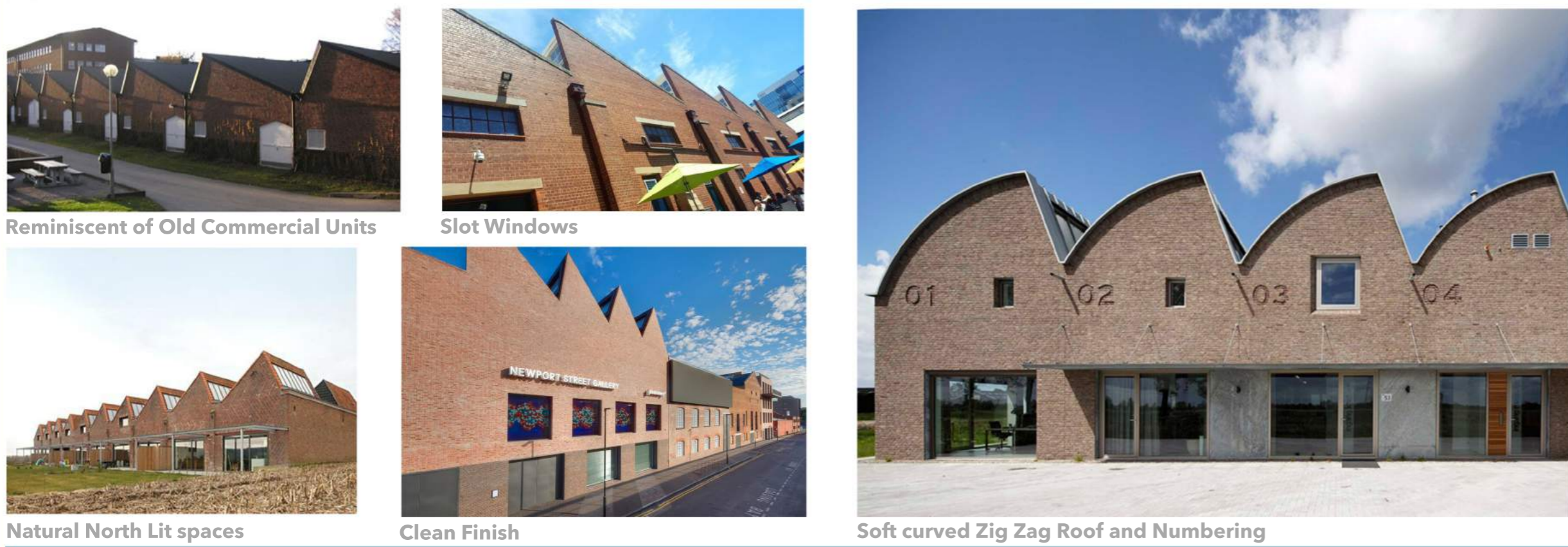
Use of Plants to soften building fabric

Create a similar but distinguishable shape and appearance

Use of varying roof pitches

Active Facade

Commercial Units



Reminiscent of Old Commercial Units

Slot Windows

Natural North Lit spaces

Clean Finish

Soft curved Zig Zag Roof and Numbering

Public Space Inspiration



Natural Play

Re-wilding

Soft Paving

Community social Hubs

Community social events



Site Perspective from Community Green Space

Site Aspiration



The Clyst Honiton Bypass site has the potential to feed off and enhance the already established community of Clyst Honiton. Creating potential ventures for the community and a social Hub to establish a stronger community within the village.

What we took from the local vernacular is that the predominant material being Brick therefore manipulations of brick are seen throughout the Inspiration.

Local Vernacular



Clyst Honiton: Neighbourhood Development Order Masterplan review, consultation report

Contents

Aims of the consultation	2
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Use, design and management of Community Facility	5
Next steps	7

Appendix

1. Clyst Honiton Neighbourhood Plan Community Questionnaire 2014
2. Invitation to consultation
3. Sample information on display at the consultation
4. Sample consultation material
5. Question by question responses

Aims of the consultation

Over a number of years the Neighbourhood Plan Steering Group facilitated the community to the point where, with consultants, a Masterplan and typographical plan had been produced for the bypass site in Clyst Honiton. They saw an opportunity to continue this community-led process with the local community to inform the next phases of work. This consultation would not pre-determine timescales or onward processes. However, it would enable the community receive an update. Furthermore, it would provide opportunity for input prior to any further design stages and prior to Regulation 14 consultation (Neighbourhood Planning Regulations) for the Neighbourhood Development Plan and associated Neighbourhood Development Order.

With the above context in mind, the aims of the consultation process were as follows:

- To inform local people about the Masterplan that had resulted from previous community investment of time and information. This included the rationale for the housing numbers, configuration of community facility, parking numbers etc.
- Update on the technical reports and associated exploration that had already inform the potential for land use at the bypass site.
- Provide an opportunity to comment on the Masterplan and associated land use proposed.
- Provide an opportunity to comment and update existing information specifically on the community facility including potential use, design features and management.
- Gauge the level of support from the local community prior to entering the formal planning consultation stages
- Ensure that those facilitating the process and the community themselves keep developing their capacity to work together to find collective solutions for Clyst Honiton and specifically the development of the bypass site.

Consultation session

The consultation was run on a Thursday evening (14th March 2019) and Saturday morning (16th March 2019) to facilitate as many members of community with a range of other commitments to contribute. A local pub, the Blackhorse Inn, was used to provide comfortable and accessible access to the consultation.

Advance notice of the event was anticipated through the Clyst Chatter (the locally produced newsletter) a month before the event. Each house in the Parish was provided with a leaflet through their door in the week prior to the consultation. Posters were also displayed in and around the village. See appendix for consultation material.

See the appendix for consultation sample materials. Consultation material were displayed in five separate stations around a single room:

- Welcome and orientation
- Masterplan with indicative design images
- Typographical plan including housing numbers, greenspaces, parking etc marked
- Community facility information as previously collected at consultation
- Reports and technical information collected through the Neighbourhood Planning process

The consultation requests through the questionnaire and some 'at table' questions followed the curation of the display. Samples of these materials can be seen in the appendix. The responses requested were deliberately broad to enable people to feedback on general approach or specific elements as suited them.

Information sharing itself was a vital part of the event. People were consistently invited to follow the same route around the room to ensure they were given some foundational material from which to base their consideration and comments. This allowed all participants at the consultation dialogue with those facilitating the Neighbourhood Planning process to ask questions and clarify details. It also ensured a fair and equal basis for their responses to consultation materials.

Members of Parish Council facilitated the community consultation with support from an independent consultant. This was an important element of the methodology to enable civic engagement and show commitment to a community-led process by the Parish Council.

The inclusion of the consultation materials within this report can act as onward reference document for the ongoing Neighbourhood Development Order process and enable the Parish Council to run a similar event format in the future.

The materials within this report is a summary and interpretation of the consultation contribution by the community and provides a fair and balanced view at the point in time gathered. For reference, transparency and further analysis at a later point, the full responses by the community are included.

DRAFT FOR REVIEW

Participation and engagement

Clyst Honiton as a community appeared committed to the process of civic engagement through the process of community-led development of this scheme.

Overall the community showed an appetite for hearing about the development proposed, most people asked questions of the facilitators to understand what they were seeing and the providence of the design, and understood what the process could be from this point forward. Many actively participated in the consultation elements of the events.

- 71 people participated across the two days of community engagement events
- Times spent at the consultation events averaged around 20 – 25 minutes
- 50 people made comments

An additional 8 sets of comments were included after the event from people who could not attend the event because of illness or similar. Their responses are included in the appendix and marked to show that they were not obtained through the standard consultation process.

Of those that provided feedback 46 chose to indicate if they were / were not in favour of the Masterplan.

- 41 were in favour of the Masterplan
- 5 were not in favour of the Masterplan
- This represents an 89% positive return on 'votes' for the Masterplan

A further 7 responses were provided by those that could not attend the event. 5 people were in favour, 2 were not. This added to the total from the events, this returned an 87% positive return.

Some responses within the consultation are specific and relate to individual houses or specific concerns from past or current challenges. Many of the responses recorded, particularly in the free form sections (Q1 and following the 'further feedback' section) focussed on "the community" This was either in terms of use of the site as conceived in the masterplan or its impact, positive or negative on members of the community. This shows a level of social-mindedness and civic engagement with the process and plans.

Masterplan and overall design

Generally, people were supportive of the direction of travel being taken through the Masterplan. There were many coherent and common themes that people consistently recorded that indicated what they liked about the plan and where they had any concerns about the evolving plans.

The consultation asked people (Q1) to respond to the Masterplan and talk about things they 'particularly liked,' and those they found 'more challenging'. Responses to these questions and the 'further feedback' section at the end show some trends for consideration.

Elements that the community consider positive within the Masterplan centred on the following

- Community facility
- Business spaces
- Housing types (range, affordability, encouraging families, accessibility)
- Green space
- General balance within the Masterplan

- Paths and cycle-ways

Most people valued the opportunity to hear how the Masterplan had been developed and in conversation could probe further regarding the source of the design elements and decisions, i.e., that these originated from the community itself.

Elements that people had particular concerns about are as follows

- Lighting (from development, paths, exacerbating existing light from other development)
- Parking (not enough to service us, or concern with airport parking)
- Noise (from commercial units)
- Integration between this development, cycle/pathways and existing village footprint
- Traffic (entrances/exits, creation of additional traffic through development)
- Viability (including of business spaces and community facility)
- Landscaping
- Anti-social behaviour

It was notable during the consultation (and to an extent in the written responses) that many people had existing concerns due to bad experiences relating to other local development and in particular to, parking management (or lack-of), lack of certain types spaces in the village as is. Critically they seemed to be expressing that they did not want these matters exacerbated by the bypass development.

[Use, design and management of Community Facility](#)

There were a number of responses in relation to the community facility. The responses received were shorter, but equal in number to other areas of the consultation. There was general support for the community facility, with specific responses largely consistent with historic data about the need for a community facility in Clyst Honiton.

Once open, relatively constant usage is anticipated across the week, planned by members of the community either participating in or running activities within the community facility. There is slightly less use planned for weekday mornings and afternoons by the community.

	Weekday morning	Weekday afternoon	Weekday evening	Weekend daytime	Weekend evening
14 th March	13	12	17	13	16
16 th March	10	10	17	14	12
Total	23	22	34	27	28

There was support for outside space and some intervention to provide a variety of internal spaces within the community facility. However, input into design of the community facility was limited in specificity and suggested that form and design should follow function.

The community were generally concurrent with the list of activities they presented in 2015. They had some additions. The chart below shows how much support there is for one or other activity, and the list of new activities proposed. These included some localised service provision.

14th March 2018

High levels of support	Mid-levels of support	Lower levels of support	New activities
Coffee morning	Lunch club	Bridge club	Skittles
Bingo	Film club	Fundraising Activities	Weight watchers
Craft classes/workshops	Topics/Talks	Whist	Walkers club
Women's Institute	Music	Drama	Local shop
Xmas Market/Fete	Themed Nights	Ballroom Dancing	
Art	Children's Parties	Yoga	
Regular Exercise/Fitness classes	Dance classes	Scouts	
Evening Classes	Play Groups/Parent & Toddler group	Lunch time classes	
Base for Elections	Youth Club		
Doctors/Nurse Surgery Hub			
Community Market			
Night School Classes			
Training Venue			
Private Functions			
Slimming World			
Activity Groups focus on elderly (Day Centre)			

16th March 2018

High levels of support	Mid-levels of support	Lower levels of support	New activities
Coffee Mornings	Topics/Talks	Lunch club	Tai chi
Film Club/Shows	Art	Bingo	Brownies/Guides
Craft Classes/Workshops	Yoga/Tai Chi	Bridge club	Citizens Advice
Fundraising Activities	Guides/Brownies	Women's Institute	Old Age health
Xmas Market/Fete	Scouts	Whist	Mental health
Music	Play Groups	Drama	Soft play
Children's Parties	Youth Club	Themed Nights	Wet bar
Regular Exercise/Fitness Classes	Slimming World	Ballroom Dancing	
Evening Classes	Training Venue	Lunch Time Classes	
Base for Elections		Dance Classes	
Doctors/Nurse Surgery Hub			
Activities for Young People Clubs			
Parent & Toddler Club			

Activity Groups (Focus on elderly) Day Centre
Hire & rent out space
Private Functions
Night School Classes
Community Market

The community was asked who ‘good neighbours’; to the community facility might be. These are businesses that might occupy spaces around the community facility or use the community facility itself. Suggestions from the community were:

- Gym
- Café
- Soft play
- Meeting/office
- Shop / retail
- Services

31 respondents had an opinion on how the facility could be run outside of the Parish Council. This broadly divided into three areas:

- The local community / a new organisation within the local community
- A private company
- A partnership / joint working between the community and a private company

There was limited desire from those consulted to participate in the running of the community facility, with only 20 responding to that element of the consultation questions.

Next steps

Taking forward the Masterplan and design

Many of the themes presented as ‘likes’ can be taken forward and enhanced as the design of the scheme moves forward. In terms of the areas where there are concerns, there are several options at this point in the design process that could help to mitigate the causes of these concerns where they have sound civic basis. For example, concerns about lighting can be addressed through appropriate light strategy, and it may also be able to remedy some existing light or noise pollution in the development of green spaces within the development or effective positioning or design of commercial buildings. In this way the development adds value and positive gain on issues already disrupting community life.

Many consultees appreciated the inclusion of indicative building designs by the architect in the consultation materials. These were carefully chosen so as not to over-design at this point but to ensure that the Masterplan felt like a live document. This indicates, to a degree an appetite to move forward and see detailed designs emerge, and a desire by the community to participate in this process.

As the process moves forward, maintaining a high level of participation as a community-led design project will be critical to ensure that the response to housing types and designs on an increasingly detailed level is as collective as possible.

To help ensure that people maintain active engagement in the scheme, and can provide constructive feedback as the work moves forward to the planning permission phase, a further consultation session may be useful prior to commencing Regulation 14 consultation (Neighbourhood Planning Regulations).

A viable community-led development

There is overall support for the Masterplan and positive regard for the layout, housing types and integration of the community facility. Business planning, financial modelling can progress for various elements of the site. In terms of the community facility, a number of factors show a positive environment to establish the route to viability.

- the level of support in the Masterplan and community facility
- level of community participation: desire to seek solutions within the context of community development
- openness of those in the community to supporting a community facility through partnership or business management for the community facility
- potential availability of weekday slots in the community facility
- social activities e.g., bingo that could connect with other needs based activities e.g., mobile shop or direct service provision e.g., Citizens Advice (CAB) , supporting the elderly in the community
- community desire for cross purpose activities that support activities and viability (e.g., café, gym etc)

There are potential routes for delivery of the development and management of spaces such as the community facility which can be explored and detailed from here. Whatever the delivery mechanisms for the construction, governance and active management of the space, in terms of obtaining planning the Neighbourhood Development Order approach is proving an effective vehicle to meet the needs of the community, as defined by the community of Clyst Honiton. Therefore, an inclusive process of taking the Masterplan forward within the local context of the neighbourhood plan, as a Neighbour Development Order will best ensure the scheme

- is progressed as a whole with the full brief of the community maintained (community facility, housing, employment space, green space etc)
- continues to be driven by community need and collective design
- as a process maintains the levels of constructive participation to make a collective approach
- is connected as an evolution of the existing village footprint rather than developed in isolation
- is understood by the community and all the complexities and opportunities that it brings

Social Media Campaign Posts.

Posts were to not only used to raise awareness that the Clyst Honiton NP and NDO were out to consultation, but the posts were deliberately designed to:

- Educate parishioners as to what a Neighbourhood Plan is.
- Educate parishioners as to what a Neighbourhood Development Order is.
- Show the content areas/ chapters in the Plan.
- Cover details on how and where to find NP information on the PC website.
- Encourage community to feedback and use links to online consultation.
- Provide a countdown to the closing date details.
- Say thank you when consultation closed.

Week	Post 1	Post 2	Post 3
BEFORE	What is a NP	What is a NDO	Lift off
1			
2			
3			
4			
5			
6			
7			
8	5 day warning	3day warning	
AFTER	Thank you	Next steps	

In the Clyst Honiton Neighbourhood Plan there is a whole chapter dedicated to the Natural Environment, in it are 4 policies trying to improve, extend and preserve the natural spaces within our Area.

We need to know if you agree with the policies.

We need to know if we have missed something out.

To access documents and to provide feedback please go to: www.clysthoniton.org.uk

OR you can order your own pack via the Clerk: 07444 780437 clerk@clysthoniton.org

Do you really know what housing the Clyst Honiton Neighbourhood Plan and the Neighbourhood Development Order is going to bring forward? Here are the facts....

65 new houses to be developed over a 10-year period.

34 houses to be 2 bed houses to balance housing stock and allow people to downsize and stay in the village.

3 sites for new houses.

Consider this: Do you prefer this type and level of houses being provided via a NP and NDO where locals have had a say on what the sites contains?



Do you know that?

There are 5..... days left to feedback on the Clyst Honiton Neighbourhood Plan and Neighbourhood Development Order

Remember not giving feedback does not mean...

NO development or NO change but NO control over development and change.

Make sure you have your say on the Clyst Honiton Neighbourhood Plan and the Neighbourhood Development Order by going to the website and clicking on the link.: www.clysthoniton.org.uk

For OUR Community.

Written by OUR Community.

Have we got it right?



Click to have your say.

**Time is running out on the Clyst Honiton Neighbourhood Plan and Neighbourhood Development Order Consultation?
In 3 days' on July 31st, the consultation closes.**

**SAY nothing, means nothing!
SAY something and you will be heard.**

Click link to get involved: To access documents and to provide feedback please go to:
www.clysthoniton.org.uk



Consultation on the Reg Clyst Honiton Neighbourhood Plan and Reg 21 Clyst Honiton Neighbourhood Development Order has CLOSED

THANK YOU To everyone who provided feedback.....



We're looking at Housing today. There's a great deal in the plan about recognising the needs of the population of Clyst Honiton and providing adequate housing. Go to the Housing Chapter of the Cyst Honiton Neighbourhood Plan have we got it right: To access documents and to provide feedback please go to: www.clysthoniton.org.uk

From the surveys which you have contributed to, came a strong desire to protect our lives against climate change and especially flooding, sewage levels and green spaces. As a result, the Neighbourhood Plan Design Chapter shows what we are protecting and promoting. To access documents and to provide feedback please go to: www.clystthoniton.org.uk

If you'd like to see the plan before it closes on the July 31st you can find it online, or there are paper copies you can order Go to: www.clystthoniton.org.uk

Today we're looking at business and jobs in our community. One of the aims in the Neighbourhood Plan describes

Idea 1:

Picture from field up to Church facing north

This view will not change with the development of the Bypass site (NDO) Read all about this site. To access documents and to provide feedback please go to: www.clystthoniton.org.uk

Idea 2

Picture Footpath up to Bypass site.

This will be improved with the Development of the Bypass site in the NDO

Lighting and a climate friendly surface will be provided.

To access documents and to provide feedback please go to: www.clystthoniton.org.uk

Idea 3

Picture of River Clyst Park: This area is being safeguarded for public access in the Clyst Honiton Neighbourhood Plan. To access documents and to provide feedback please go to: www.clystthoniton.org.uk

Idea 4

Picture of new facility showing outdoor area



The NDO will bring forward a new Community facility: It will offer an outdoor kitchen and a fenced area for community to use and will be safe area for toddlers to play.

Read the NDO and the NP SA3 to see what else is being offered. To access documents and to provide feedback please go to: www.clystthoniton.org.uk

Idea 5 :

The Clyst Honiton NDO is the first in the South West. It needs your support and feedback to get to the next stage. To give feedback use the forms at the following link: To access documents and to provide feedback please go to: www.clystthoniton.org.uk

Idea 6:

Type of businesses in the NDO (small business units.)

Idea 7 :

We are providing our new residents with houses that are designed for CLIMATE CHANGE and for Noise mitigation. In the NDO and Policy SA3 we have specified Passivhaus and or a comparable standard.

Look at the other policies of the Clyst Honiton Plan to see what other things are being provided / demanded. To access documents and to provide feedback please go to:
www.clysthoniton.org.uk

Idea 8

In the Neighbourhood Plan we have specified, in Policy DS4 and AC1 that the material for parking and footpaths are to be semi permeable to reduce surface water run-off and flooding.

Look at the other policies of the Clyst Honiton Plan to see what other things are being provided / demanded.

IDEA 9.

In the Neighbourhood Plan Policy NE4, Four green spaces have been identified by locals as spaces that are significant and these areas are being designated and protected as Local Green Community Spaces.

Look at the other policies of the Clyst Honiton Plan to see what other things are being provided / demanded.

Clyst Honiton Reg 14 Neighbourhood Plan (NP) and the Clyst Honiton Reg 21 Neighbourhood Development Order (NDO) Summary Document

This document has been prepared for those wanting a paper version of the NP and NDO in order to provide feedback.

The Clyst Honiton Neighbourhood Steering Group have worked hard to create these two communities- led documents.

Neighbourhood Planning gives communities direct power to:

- Develop a shared vision for their Plan Area.
- Allocate sites and shape development for their Plan Area.
- Shape growth by design codes for their Plan Area.
- Protect and enhance special places within their Plan Area.
- Use their Plan to determine development in the Plan Area.
- Develop an Order on a site to bring forward a community facility.

The first part of the document provides details of the NP.

The second part provides details on the NDO.

Clyst Honiton Neighbourhood Plan

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.

POLICIES: The Plan has **29** policies, and this is the biggest section of the Plan.

These are used by East Devon District Council to determine whether planning applications in the Clyst Honiton Plan Area are appropriate or not.

A policy lists a set of statements on what development will be or will not be supported.

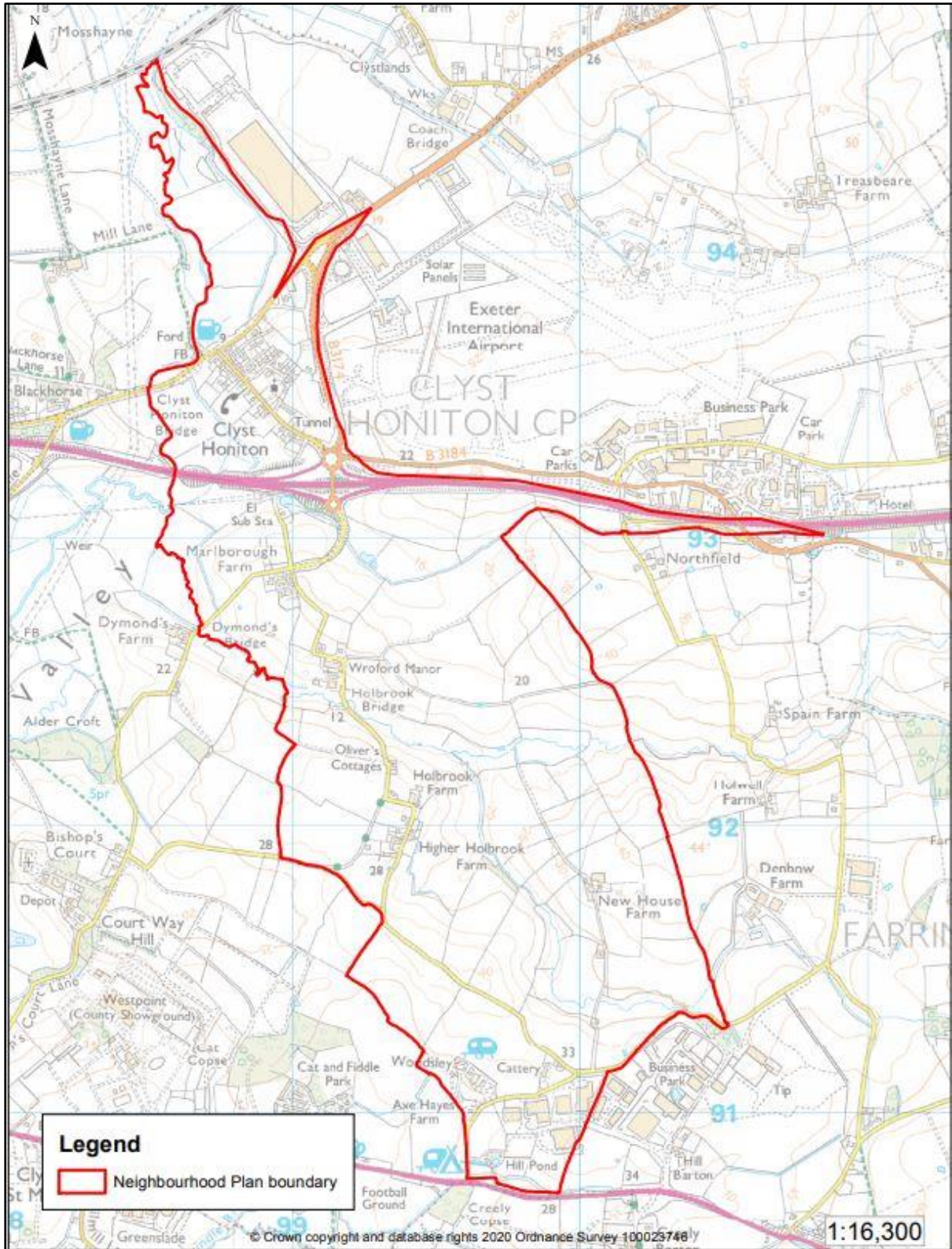
The Policies are under six main Chapter headings: Community Facilities, Design, Economy: Business and jobs, Housing, Natural Environment and Parking and Access.

These are presented in each Chapter within blue boxes.

A FULL version of the Neighbourhood Plan is at: www.clysthoniton.org

The following images show the Neighbourhood Plan Area, and the splitting on the Area into Zone A and B.

Please note that all images provided are numbered as found in the full document.



Clyst Honiton amended Neighbourhood Plan area



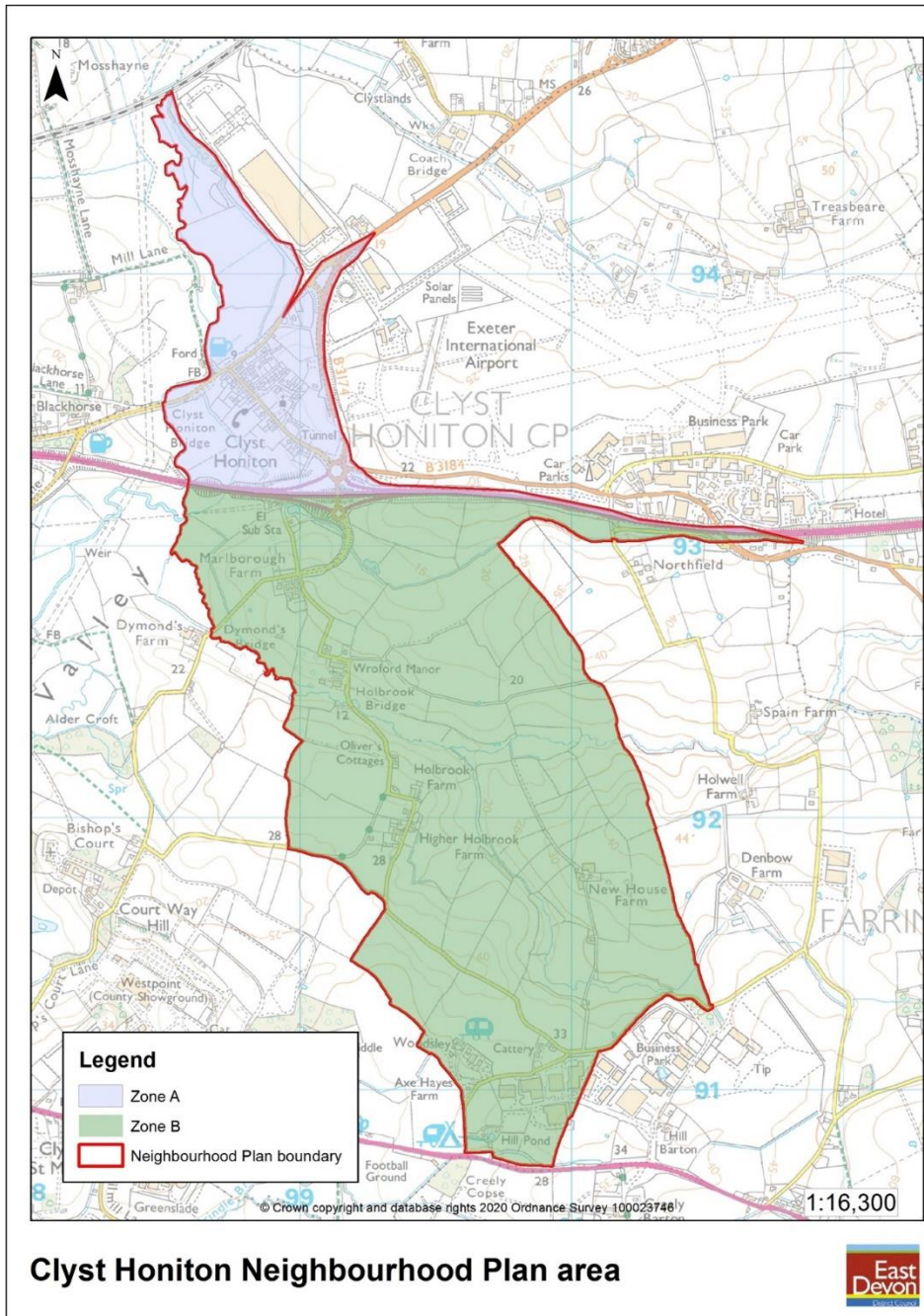


Figure 1: Neighbourhood Plan area showing Zone A and B

Zone A: includes the village and the flood plain with the river Clyst forming part of the parish boundary. The Parish boundary includes the airport and land north of the A30 but this land has been excluded from the Neighbourhood Plan area due to strategic value.

Zone B: lies south-east of the A30 and includes the remainder of the parish. The whole of this area is covered in the Neighbourhood Plan. 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 with fields varying in size from small paddocks to approximately 20 plus acres. A stream runs through the valley to join the river Clyst. The farms have all been dairy farms in the past, however, only one remains as a dairy farm. As well as mixed cereal and arable crops and

some permanent grassland, historically, most, if not all farms and landholdings included a significant acreage of apple or cider orchards. Most, if not all these orchards have now been removed. The area is accessed by rural single-track lanes that link the farms and dwellings of Holbrook to Clyst Honiton, Clyst St Mary or Farringdon. The Sidmouth Road (A3052) forms the southern part of the parish boundary. A variety of established and newer businesses have sprung up in recent years near the A3052 and half of the large Hill Barton Business Park lies within Zone B.

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.



Figure 2: Clyst Honiton village as an island surrounded by roads.

Aims and Objectives.

The Tables below provide information on the six policy chapters. Each table provides information on the aims, objectives and lists the planning policies and projects for each of the chapters.

COMMUNITY PROJECTS: In the community consultations and in the steering group sessions issues which the community felt strongly about were voiced.

A lot of these issues were not planning related so could not be included in policies.

Rather than discard these issues, they have been evidenced and included in the Plan as Community Projects.

There are **6 Community Infrastructure Projects** in the NP which can access funding.

These are in BLUE boxes in the Tables below.

Community Facilities Chapter

Aims	Objectives and policy code
To protect, enhance and develop new community assets, facilities and services.	<p>To support the retention and enhancement of Clyst Honiton’s Villages existing community facilities by designating them as community assets.</p> <p>To develop a community hub building to provide a space for community events and services.</p> <p>Provision of new or re -development of existing community facilities.</p> <p>To identify and safeguard the land at Pound Corner for future community allotment provision.</p> <p>C1, C2, C3, NE3</p>

Community Projects

Infrastructure Project 1

1: Community Hub Building.

- Furnish the inside of the Community Hub building to include technological infrastructures.
- Provide infrastructure for the designated public area outside the Community Hub building.

Infrastructure Project 2: Bypass Site.

- 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 code
To support zero carbon energy use, low carbon homes and the production of renewable energy.	<p>To plan for climate change and work with the environment to utilise natural energy resources.</p> <p>To support sustainable Community Energy schemes in the Plan Area.</p> <p>DS2, DS8, DS9</p>
For development to include designs and structures that provide effective flood management and minimize flood risk.	<p>To support new flood defence schemes and any longer-term effective flood management proposals.</p> <p>For all development to include sustainable drainage measures to minimize flooding.</p> <p>DS4, DS5,</p>
To encourage energy efficient and sustainable development.	<p>For existing and new residential buildings and business premises to be well designed and built with sustainable features.</p> <p>For new build to include provision of electric charging points.</p> <p>DS2, DS3, DS6, DS7</p>
To support the development of residential and businesses of high-quality design.	<p>For new and existing developments to adhere to the Clyst Honiton high quality design specifications.</p> <p>For adequate storage areas to be designed into new builds.</p> <p>For new developments outside the village to preserve and enhance the rural landscape setting and outlook.</p> <p>To retain and enhance the semi-rural, non-urban character of the Clyst Honiton village.</p> <p>DS1, DS3, DS6, DS7</p>
To improve access to high-speed communication services.	

	<p>To provide all residents and businesses in the Area with high-speed communication service., and for this to especially extend to serve the Zone B rural area residents and businesses.</p> <p>DS3</p>
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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 area at Airport End of Village Road

Economy: Businesses and Jobs Chapter

Aims	Objectives and policy codes
<p>To provide new businesses and employment within the Plan Area.</p>	<p>To provide a new business site in Clyst Honiton village.</p> <p>To provide development of the following in the Plan Area:</p> <ul style="list-style-type: none"> • start-up micro -enterprise businesses. • micro and small enterprise businesses. • work live units. • food/ drink production businesses. <p>To support a rural economy and to increase the provision of holiday accommodation, office space and live-work units.</p> <p>SA3, E1, E2, E3, E4</p>

<p>To support the regeneration of sites for business in the village.</p>	<p>To support regeneration of three economic sites within the village.</p> <p>To support regeneration of old buildings and agricultural buildings in Zone B.</p> <p>E1, E2, E4</p>
<p>To support the growth of new and existing business premises in Clyst Honiton village.</p>	<p>To support new development offering a range of class uses in Clyst Honiton Village.</p> <p>E3, E4</p>

Housing Chapter

Aims	Objectives and policy codes
<p>To provide new housing in Clyst Honiton village.</p>	<p>To allocate three sites for housing in Clyst Honiton Village.</p> <p>To support Self Build/ Custom build Houses.</p> <p>SA1 SA2 SA3 H1</p>
<p>For housing to provide a community facility</p>	<p>For a community facility to be provided on site SA3.</p> <p>SA3</p>
<p>To provide a balanced housing stock to enable local people to stay in the parish throughout their lifetime.</p> <p>To ensure a range of tenure is provided across the new developments.</p>	<p>To provide 3-5 affordable houses subject to a local connection requirement.</p> <p>To provide a greater proportion of smaller properties (1/2 bed) for those elderly villagers wishing to downsize and for young singles, couples or families needing their first home.</p> <p>To provide a range of housing tenures, to include shared ownership, affordable, social rent, rent to buy as well as open market.</p> <p>SA1 SA2 SA3 H1</p>
<p>To support appropriate development outside of the village which supports the rural economy and local needs.</p>	<p>To support development of work- live units.</p> <p>To support self-build.</p> <p>E2 H1</p>

Natural Environment Chapter



Aims	Objectives and policy codes
To protect, develop and extend local green spaces.	<p>Safeguard a local green community space to promote increased activity levels and outdoor opportunities for residents.</p> <p>To allocate areas in Clyst Honiton Village as Local Green Spaces.</p> <p>To allocate a Green Landscaped Corridor.</p> <p>For the Parish Field to remain as a public open space to allow for large numbers to gather for community events and field games.</p> <p>NE2, NE3, NE4</p>
To retain and enhance the semi-rural, non-urban character of the Clyst Honiton village.	<p>To ensure that new development responds positively to Clyst Honiton’s existing landscape setting whilst protecting and enhancing local wildlife habitats.</p> <p>NE1, NE2, NE4</p>
To protect and increase the Areas’ landscape and biodiversity.	<p>To protect and increase the Plan Area’s habitats and wildlife corridors. To ensure a 10% net gain in biodiversity where there is development.</p> <p>For new developments outside the village to preserve and enhance the rural landscape setting and outlook.</p> <p>NE1, NE2</p>

Community Projects

Infrastructure Project 4: River Clyst Park

- Provide community infrastructure in the River Clyst Park. (see Policy NE4)
- Tree planting alongside River Clyst.

Infrastructure Project 5: Green Ring Public Access Route.

- To provide a permissive footpath and necessary infrastructure (A 30 side of the Village) to link in with Green Ring Route around the Clyst Honiton Village (see the GIS Document)
- To provide access structures and signage of Green Ring Route.

Parking and Access Chapter

Aims	Objectives and policy code
To improve car parking provision for existing and new residents and businesses.	<p>To improve car parking provision for existing residents in Clyst Honiton Village.</p> <p>To support improvements of car parking provision of existing businesses in Clyst Honiton Village.</p> <p>To provide maximum levels of off-street parking provision in new development.</p> <p>To support the development of car charging facilities for all new residential and business developments.</p> <p>AC1, AC2, SE3</p>
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. AC3
To develop new footpaths, cycle paths and mobility networks for health, leisure and work purposes across the Plan Area.	<p>To integrate old and new residential areas with improved pedestrian, wheelchair, and cycle links.</p> <p>To develop a new network of pedestrian paths/trails within the Plan area.</p> <p>To extend the number of cycle routes across the Plan area.</p> <p>AC4, AC5</p>

Community Projects

Infrastructure Project 6: 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.

Plan Policy Chapters

Community Facilities

The policies in this chapter focus on the protection and enhancement of existing facilities and the provision of new community facilities.

Policy C1

Intent

Policy C1 promotes the retention and enhancement of Clyst Honiton's existing community facilities by designating them as Assets of Community Value.

C1: Community facilities and services

The Neighbourhood Plan identifies the following community facilities as assets 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 that will enhance the viability and/or community value of any of the above assets will be supported.

The loss of community facilities will not be supported unless:

- the proposal involves an alternative community facility that would provide equal or greater benefits to the local community, and is no less accessible to the community and where possible, offer greater levels of accessibility; or
- it can be demonstrated that the community facility is no longer viable (in the case of public houses, they should be marketed for a minimum of 12 months).

Policy C2

Intent

Policy C2 promotes the provision of new community facilities in the Neighbourhood Plan Area.

C2: New Community facilities and services

Proposals for new or enhanced community facilities in the Neighbourhood Plan Area will be supported where they meet the following criteria:

- it is replaced by equivalent or better community provision (applicable only for redevelopment proposals);

- it is of a scale and design would be in keeping with the character of their location;
- the impact on the amenity of surrounding residential properties would be acceptable,
- the proposal is designed to minimize its environmental impacts, including where necessary and appropriate, controlled hours of working;
- for development to extend the existing leisure and or recreation experience for the community;
- for provision of sufficient and safe parking provision on the development site; and
- the access arrangements enable and encourage active travel for pedestrians and cyclists and safe vehicular access.

Proposals for the following sites to bring forward new community facilities are supported:

1. A community building within the Bypass Development site (Policy SA3), and
2. Community infrastructures within the space designated as River Clyst Park (Policy NE3)

Policy C3

Intent

The existing allotment provision at Ship Lane, is allocated for housing development under Policy SA1 of this plan 'Existing allotment site, York Terrace'. When this land comes forward for development there is a need for alternative allotment provision, and Policy C3 identifies and safeguards the land at Pound Corner for future community allotments.

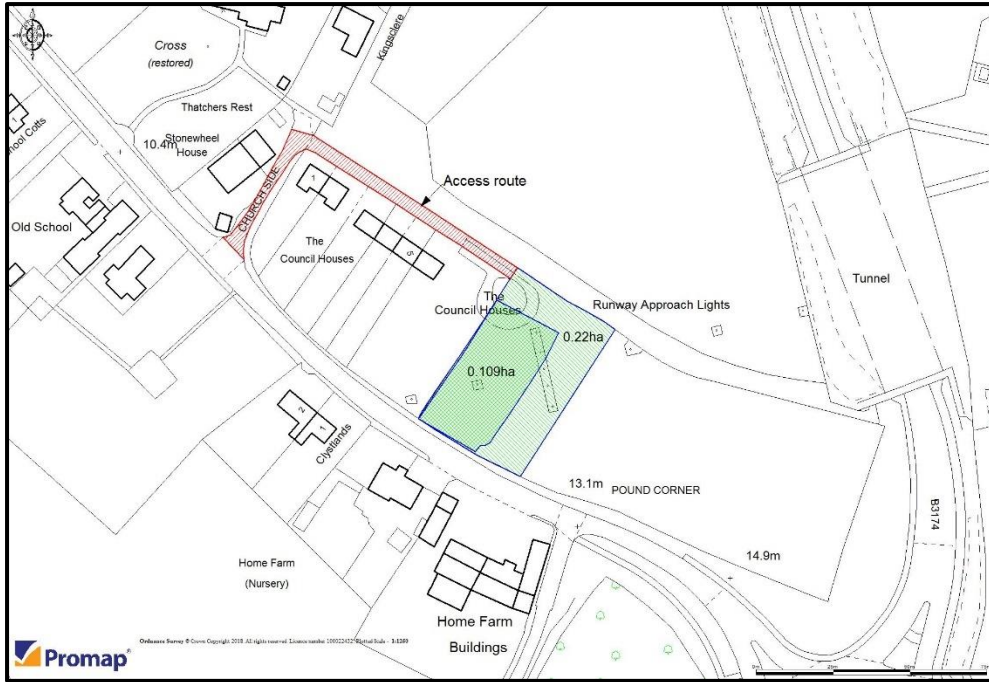
Policy C3: Future allotment provision at Pound Corner

The land denoted in **Figure 18** extending to 0.22ha is to be safeguarded for future community allotment provision for the replacement of the existing allotments at Ship Lane.

Proposals for the provision of allotments on this site will be supported.

Dark green area is the size of existing allotments, the new allotments are bigger and extend to .22 hectares.

Clyst Honiton NP and NDO – A summary



Design

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 3: Clyst Honiton residents design issues.

Policy DS1

Intent

Policy DS1 sets out the key design principles new development within the Clyst Honiton Neighbourhood Plan Area should seek to adhere to. 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. In existing areas of poor or uninteresting character, development proposals should take the opportunity to create new buildings and areas of distinction on suitable sites, taking inspiration from the best elements of Clyst Honiton’s built environment.

DS1: Development of high- quality design

Proposals in the Plan Area should have regard to the Clyst Honiton Village Character Assessment (2015), and the Clyst Honiton Design Code (2020) which sets out the unique qualities, key features and design codes for development.

New development across the NP Area should 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 /or native planted hedgerows is encouraged. (Design Code 5)
3. Conserve and enhance designated and non-designated heritage assets and their settings. Proposals that would adversely impact upon designated assets or their setting will not be supported.
4. Create well defined, attractive and secure streets and spaces benefiting from good levels of natural surveillance and designed for 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 hedgerows, grass 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. To 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. The use of more than 50% coverage by artificial grass will not be permitted in gardens. (Design Code 2/4)

Climate change and zero carbon emissions

17. Clyst Honiton Plan Area Climate Change Focus

The list presented in **Figure 21**, shows that with the predicted climate changes the key design issues for the Plan Area:

Predicted Climate Changes	Key Design Considerations
Flooding.	<ul style="list-style-type: none"> • Treatment of surface water, • Property flood mitigation designs, • An increase in green spaces, • Permeable surfaces for parking, • Good garden designs. • Separate surface water and sewage systems. • River Clyst flood prevention schemes.
Rise in Temperature.	<ul style="list-style-type: none"> • Efficient water use. • Water collection systems. • Heat efficiency of buildings. • Drought resistant planting schemes. • Utilisation of solar power.
Air Quality	<ul style="list-style-type: none"> • Housing ventilation and windows designs. • Increase sustainable transport options. • Reducing levels of traffic. • Reducing carbon emissions. • Increase carbon storage capacity through planting and landscaping.
Noise Quality	<ul style="list-style-type: none"> • House building designs. • Use of landscaping, planting and noise buffers.

Light Pollution.	<ul style="list-style-type: none"> • Change of lighting energy source. • Reduction in lighting hours by solar activated lighting.
Existing or increased emission levels	<ul style="list-style-type: none"> • 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 •

Figure 4: Key climate change issues for NP Area

Policy DS2

Intent

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

Policy DS2: Sustainable design and construction of buildings

- A. The design and standard of any new development should aim to meet a high level of sustainable design and construction and for energy efficiency to deliver the latest zero-carbon emissions target. To include those listed in Table DC2A.
- B. The design and standard of any retrofit of existing development, including conversion and extensions where appropriate should aim to meet a high level of sustainable design and construction and for energy efficiency to deliver the latest zero-carbon emissions target. To include where appropriate those listed in Table DC2A.
- C. Locating and implementing appropriate sustainable design and construction measures to mitigate air and noise pollution that arise from the proximity to Exeter Airport and/ or the nearby road network are to be provided.

Listed below are a list of sustainable design and construction of buildings for retrofit of existing properties (including conversions and extensions) and for all new developments:

- Appropriate siting and orientation to optimise passive solar gain.
- The use of high quality, thermally efficient building materials.
- Installation of energy efficiency measures such as loft and wall insulation and double 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 energy and for efficient use of water and other natural sources.

Table DC2A: Sustainable design and construction list

Policy DS3

Intent

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

DS3: Communications Infrastructure

Development proposals across the Plan Area, especially in Zone B, to incorporate the latest high-speed telecommunication networks including fibre optic connections.

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. Equipment that is no longer in use is to be removed and the site reinstated.

Flooding and Water Management Policies

Policy DS4

Intent

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

DS4: Sustainable Drainage

All new commercial and residential developments and proposals requiring planning to convert or extend properties should demonstrate a net reduction in surface water run off to minimise the impact of development upon the drainage regime of the River Clyst, reduce incidents of localised sewage rising and release, and flooding and to maximise water storage and release.

All development to maximise use of DCC¹ natural flood management and artificial SuDS) and water recycling features including those listed below:

- a) permeable paving for driveways and parking areas;
- b) water harvesting and water storage features;
- c) green roofs;
- d) swales;
- e) soakaways;
- f) retention ponds;
- g) filter strips; and/or

¹ DDC: <https://www.devon.gov.uk/floodriskmanagement/planning-and-development/sustainable-drainage/>

h) detention basins.

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

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.

Proposals to retrofit, convert and extend should comply with the requirements in this policy but are to be proportionate to their scale, nature and location.

Policy DS5

Intent

Policy DS6 seeks to facilitate the development of flood defence measures in order to protect Clyst Honiton from flooding and rising sewage.

Policy DS5: Flood defences

Proposals for new flood defences that will help to improve river water quality and management and reduce flooding in the Plan Area will be supported.

Flood defence proposals should seek opportunities for natural biodiversity enhancement and habitat creation and mitigate against damage to the river environment.

The combination of a river flow regulation structure on the River Clyst with a micro – hydro renewable energy scheme, is supported if deemed viable by the specialist bodies (Environment Agency and Flood Risk Authority).

Sustainable Transport Policies.

Policy DS6

Intent

Policy DS6 seeks to ensure that new development has sufficient storage space to allow residents to maximise the enjoyment of their home and promotes a design-led approach to the provision of electric and non-electric cycle ownership; mobility aid use and storage, refuse and recycling.

DS6: Storage Spaces

All new development should be designed to facilitate occupants to recycle and use modes of low carbon active travel.

The use of the following dedicated storage spaces will be supported:

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

Design of such storage facilities are to ensure that there is:

- Minimal visual impact on the public realm, and
- Minimum obstruction to pedestrians and vehicular access.

* Such storage spaces should be both sufficiently spacious for containers provided by the district council and readily accessible at ground level.

Policy DS7

Intent

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

Policy DS8

Policy DS7: Provision of charging points

All new housing development proposals, in which dedicated parking per house is provided are required to provide appropriately located charging points for electric or low emission vehicles and bicycles.

All new employment, commercial, leisure and retail developments, in which cycle/ scooter parking is provided, are required to include secure covered cycle parking with charging points.

All new employment, commercial, leisure and retail developments are required to provide vehicular electric charging points for use by staff and customers.

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.

The design and standard of any new development should aim to meet a high level of sustainable design and construction and be optimised for renewable energy to comply with zero-carbon emissions.

Innovative approaches to the construction of low carbon buildings, which demonstrate sustainable use of resources and high renewable energy levels will be supported. These include:

- Incorporation of on-site energy generation from renewable sources such as photo-voltaic and/or solar heating panels.
- Installation of ground-source and/or air-source heating.
- Linking to zero carbon renewable energy district heating schemes.
- Construction of dwellings with high energy efficient standards such as Passivhaus and /or a comparable standard.

For existing buildings (residential and commercial) there is support for:

1. The retrofit of heritage properties to reduce energy demand and to generate renewable energy where appropriate providing it safeguards historic characteristics and development is done with engagement, and permissions of relevant organisations.
2. Refurbishment and extension to maximise their contribution to the energy efficiency of building and of renewable energy sources. designed with increased renewable energy in mind and to comply with zero-carbon sustainable design and construction standards.

Policy DS9

Intent

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

Policy 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 if utilising the following:

- Micro hydro-electricity.
- Solar technologies.
- Ground Source and Air Source Heating.
- Other emerging renewable technologies.

Development proposals for such schemes should be designed to ensure the following:

1. The siting and scale are appropriate to its setting and position in the wider landscape;
2. They do not have an unacceptable impact on the amenities of local residents (including noise, vibration, views and vistas, shadow flicker, water pollution, emissions,) and the road network;

3. They do not have an unacceptable impact on a character of the natural environment and its biodiversity;
4. Where appropriate, provide natural screening perimeters and important wildlife habitats;
5. They do not impact airport safety and operations.

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

Economy: Business and jobs

Figure 27: Economic growth supported by the Community.

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) small and medium (Small/Medium) businesses.
 - d) small/Medium start-up businesses.
 - e) work live units.
 - f) food/ drink production businesses.
 - g) increased provision of holiday accommodation.
 - h) rural diversification businesses on farms.
 - i) specific Class businesses in identified locations.

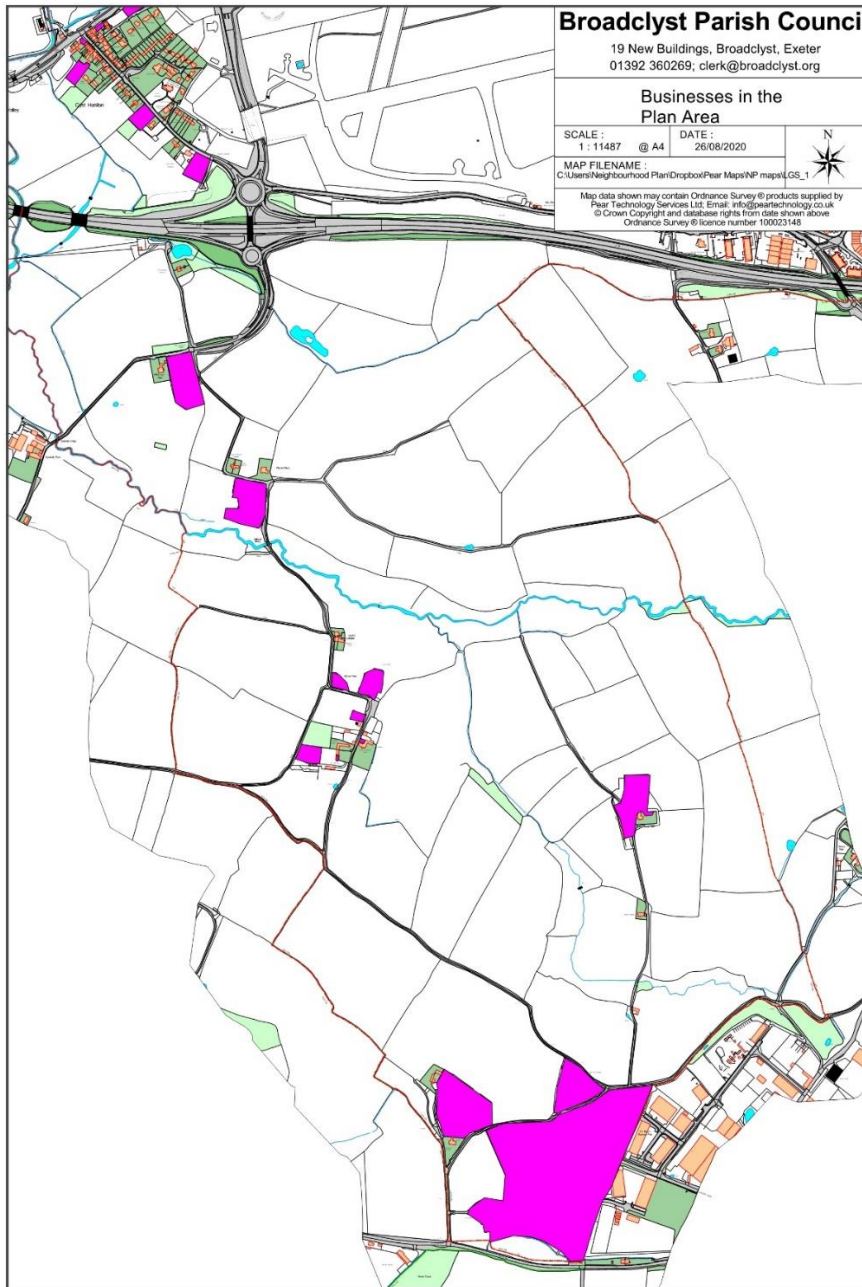


Figure 5: Economic Sites across the Plan Area.

Policy E1

Intent

Policy E1a 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 and micro sized businesses classes E(c) and E(g)(i) in Zone B (Fig 6), excluding Hill Barton Business Park, will be supported where they:

- a) are proposed on previously developed land or through the conversion of existing buildings.
- b) are in keeping with the scale, form and countryside setting.
- c) are physically located adjacent to or well related to existing rural settlements.
- d) are compatible with the existing landscape setting; and
- e) would not result in adverse impacts to residential amenity or highway safety.

Where proposals involve the conversion of existing buildings, this should not entail disproportionate extensions.

Policy E2

Intent

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

E2: Rural economy: live-work units

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

- Proposals involve the change of use of an existing building and/ or 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 to take into consideration the setting and are to be:
 1. in keeping with the scale, form and countryside setting
 2. physically located adjacent to, or well related to, existing dwellings, clusters of dwellings, and/or existing settlements such as Holbrook.
 3. of high-quality design to enhance the existing landscape setting, and
 4. would not result in adverse impacts to residential amenity or highway safety.

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

* To be a live work unit there needs to be provision of a room with a separate external door (on either floor) that is designated as an office/ workspace for those residing therein. The workspace should therefore be designed to be functionally separate from the dwelling to which it relates.

Policy E3

Intent

Policy E2 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.

E3: Opportunities for new and/or improved business development in Zone A (Fig 6)

Proposals for new business and commercial development (Use Class E (a)-(f), E(g) i-ii, F2(a)-(b) or the small-scale expansion of existing employment premises in the village is supported where developments:

- a) are in keeping with the scale, form and character of its' setting;
- b) would be compatible with the existing village townscape as seen in the Clyst Honiton Village Character Assessment and the Design Code.
- c) are designed to ensure that residential amenity and highway safety and operation are not adversely impacted.
- d) provide adequate off-street parking to avoid businesses using on street parking and adding to street congestion.

Proposals for the small-scale production and/or sale of local food and drink products, and/or artisan/craft products will be particularly welcome and supported.

Policy E4

Intent

Policy E4 promotes the redevelopment of three underutilised sites within the Clyst Honiton village (see **Figure 28** for locations) to enhance the appearance of the sites and to ensure these sites make a positive contribution to extending local economy and employment opportunities.

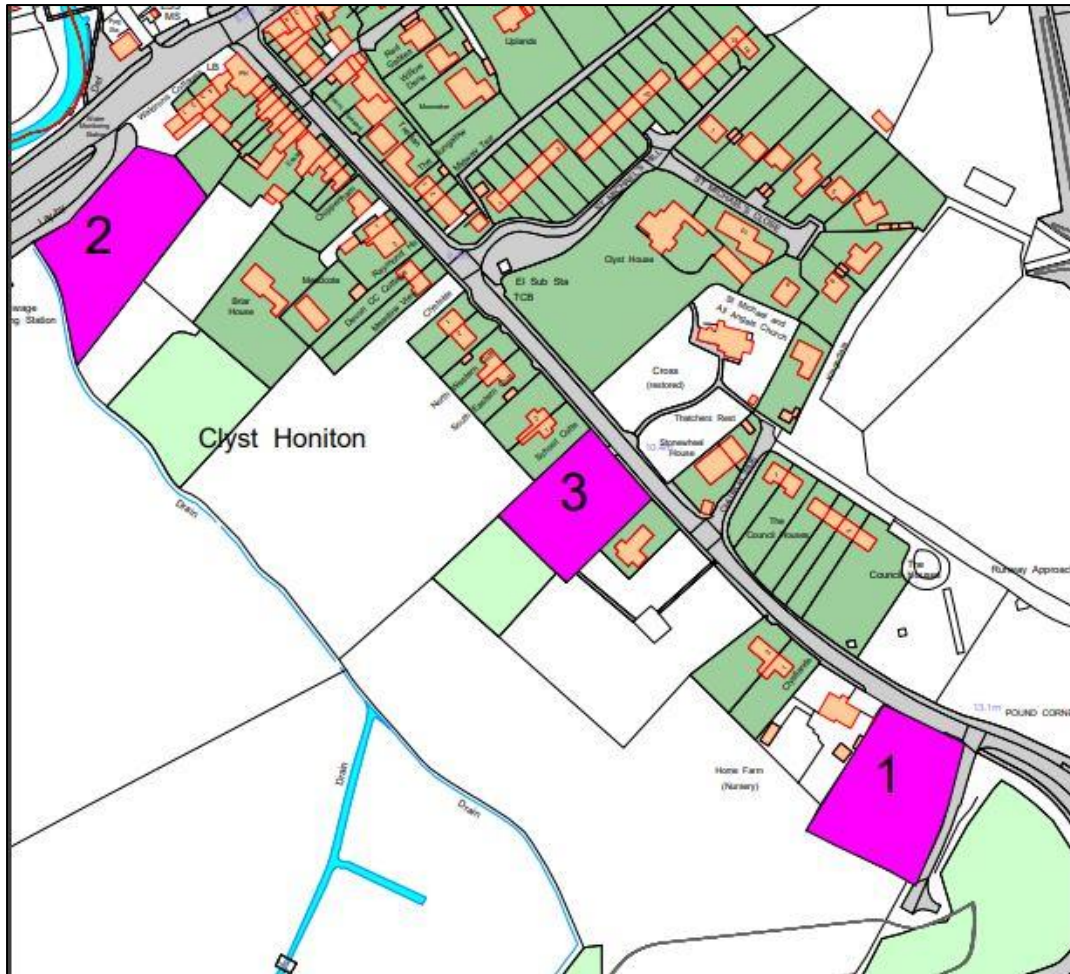


Figure 28: Employment sites within Clyst Honiton Village (included in policy E4)

E4: Business sites in Clyst Honiton Village

Proposals for new or improved business facilities at the following sites are supported:

1. Home Farm Business Park (Site 1 in **Figure 28**):
 - Proposals for new or improved business and commercial facilities Class E (a) (c) (e) and g (i)-(ii) would be supported.
 - Proposals will be restricted to low density employee numbers in accordance with airport public safety zone legislation.
 - Proposals that provide multiple small sized units would be supported.
2. Exeter Inn Car Par (Site 2 in **Figure 28**):
 - Proposals for the following (C1) (E(d) and E (f) would be supported.
 - Proposals to manage and mitigate for flooding.
3. Old School Business Park (Site 3 in **Figure 28**):
 - Proposals for new or improved business and commercial facilities class uses E(c) i-iii, E(g)i would be supported.
 - 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.

Development proposals for these sites should:

- a) be in keeping with the scale, form and character of its' setting.
- b) be compatible with the existing village townscape as seen in the Clyst Honiton Village Character Assessment.
- c) be designed to ensure that residential amenity and highway safety and operation are not adversely impacted.
- d) provide adequate off-street parking to avoid businesses using on street parking and adding to street congestion.
- e) incorporate mitigation features for aircraft related noise.

Housing

Housing: Local Context

Location of Housing in the Plan Area.

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. The Clyst Honiton Character Assessment divided the village into 4-character areas.

In the rural area Zone B, there is the small hamlet of Holbrook with seven dwellings four of which are semi-detached 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. 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.



Figure 30: Clyst Honiton Village Character Areas.

Policy SA1

Intent.

Policy SA1 seeks the provision of small properties close to existing village amenities suitable for occupation by older people who are seeking to downsize from their existing property and by those starting on the property ladder who wish to remain within the community.

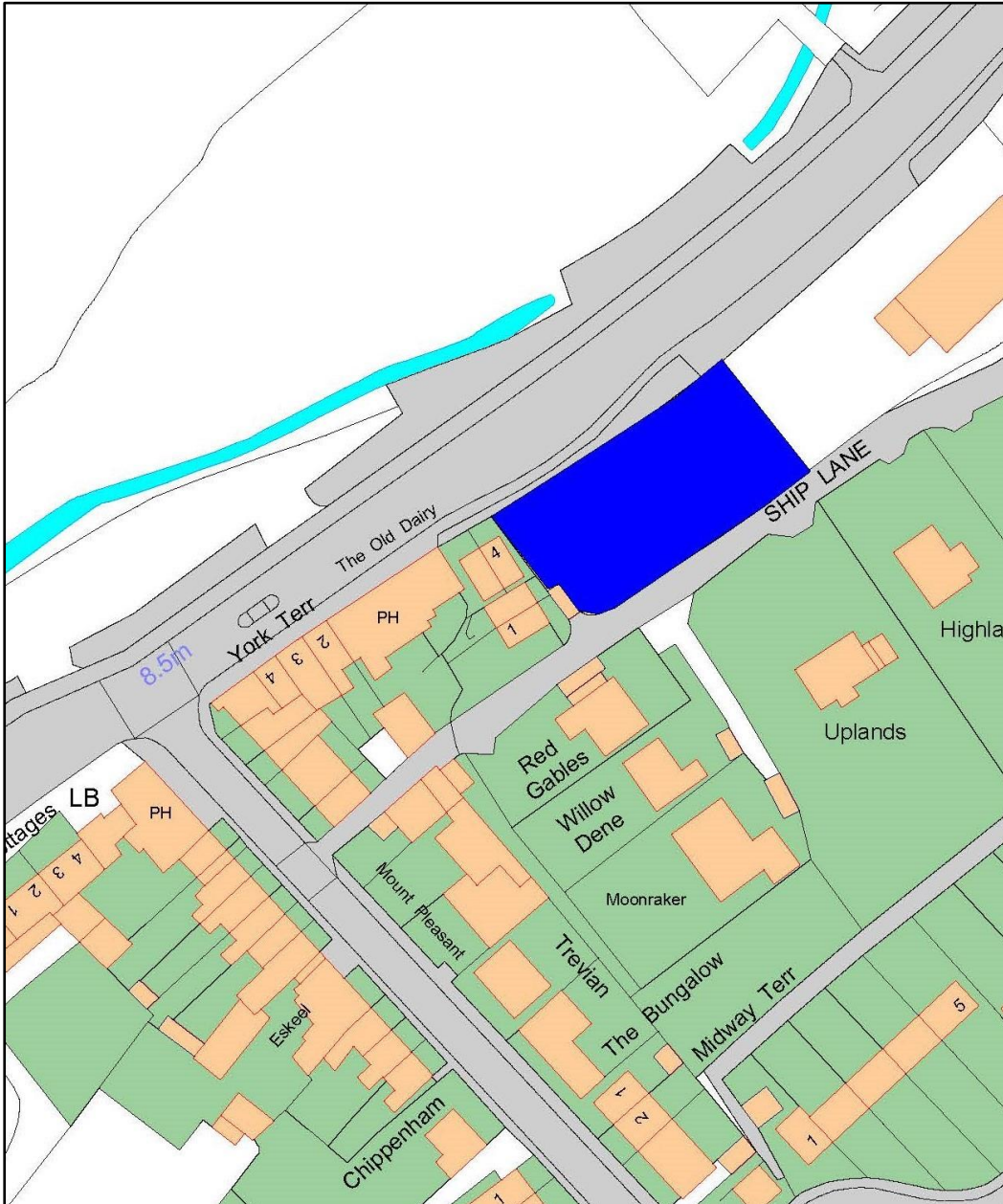
Policy SA1: Existing allotment site, York Terrace

Land fronting onto York Terrace identified in [Figure 41](#) is allocated for a small development of up to six dwellings, subject to an alternative allotment site at Pound Corner being secured for community use through Policy C5.

Proposals should meet the following site-specific requirements:

- Housing to be 1 and 2 bed properties.

- Development proposals should incorporate mitigation features for aircraft related noise, road noise and flooding.
- The development of a comprehensive masterplan including positive frontages, with service areas and car parking to the rear of properties.
- The provision of safe vehicular, pedestrian and cycle access.



Policy SA2

Intent

Policy SA2 seeks the provision of small properties close to existing village amenities suitable for the occupation of older people wanting to downsize from their existing property and those starting on the property ladder who wish to remain within the community.

Policy SA2: Slate and Tile Site, York Terrace.

Land fronting onto York Terrace identified in **Figure 42** is allocated for a small development of up to nine dwellings.

Proposals should meet the following site-specific requirements:

- Housing to be 1 and 2 bed properties.
- Development proposals should incorporate mitigation features for aircraft related noise, road noise and flooding.
- The development of a comprehensive masterplan to be designed to acknowledge the site's key gateway location. Innovative proposals that deviate from the existing character and scale of the surrounding area will be supported.
- The provision of positive frontages, service areas and "off street location" parking.
- The provision of safe vehicular, pedestrian and cycle access.

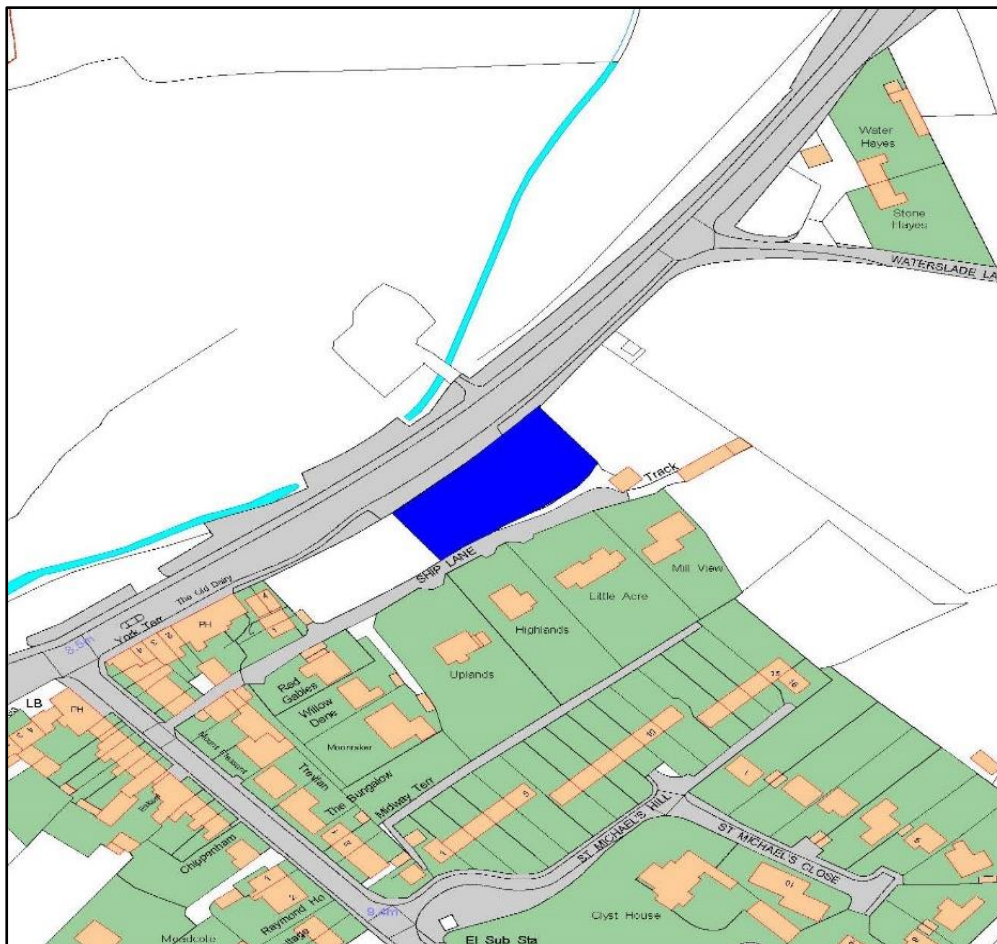


Figure 42: Slate and Tile site

Policy SA3

Intent

Policy SA3 seeks the development of a mixed-use site (Figure 43) to enable the delivery of a new community building which is the key driver underpinning the production of the Clyst Honiton Neighbourhood Plan. A site Masterplan (Figure 44) includes details on the scheme.

SA3: Site adjacent to the Clyst Honiton Bypass.

The site shown in Figure 43 is allocated for mixed use development comprising a maximum of 50 residential units, up to 2400 square metres of employment space (Footprint plus parking and landscaping) and a community facility.

To be supported, development proposals must comprise a comprehensive scheme, and deliver all the three components (A-C) listed below:

A. Community Facility, comprising a community building, a community space and parking.

Building:

Provide land and construction of a finished community building in the area shown on the site masterplan (Figure 44). The community building is to include provision of the following:

- A large community room for events and meetings.
- Smaller rooms for Parish council office and other meeting spaces
- Storage space
- Café area with kitchen facilities
- Toilets.

Community space: A secure fenced community space outside the building with provision of the following:

- An area for community planting.
- A seated area.
- An outdoor kitchen area.
- An awning to partially cover the outdoor space.

Parking: provision of covered and secure cycle storage racks and provision of parking spaces to meet the needs of the development.

The community facility has to be finished in full and signed over to the Parish Council before any residential dwellings and economic units are occupied.

B. Residential Development.

Residential development of up to 50 units is to:

- be located where airport noise levels are lowest, with no dwellings located in areas that are forecast (by 2030 and beyond) to be exposed to greater than 54 dB $L_{Aeq, 8hrs}$ during the night from airport related noise (airbourne traffic, engine testing) or 63dB $L_{Aeq, 16 hrs}$ during the day (Appendix 12);
- have a building envelope that is equipped with high performing fabric, glazing and adequate ventilation mechanisms and/or other measures which satisfactorily mitigate air and noise pollution from Exeter Airport and surrounding roads;

- achieve low or net zero carbon energy performance standards such as certified Passivhaus and or a comparable standard.
- incorporate a mix of housing in terms of size and tenure, including up to 10 one-bedroom and 16 two-bedroom, three and four-bedroom homes to balance the villages existing housing stock;
- provide access to a public amenity space for all residential dwellings.

C. Commercial Space

Commercial development is to:

- Provide approximately 846 sqm of employment floorspace, divided into 6 to 13 plots;
- incorporate ONLY the following use classes: Class E (a) - (g), Class F 1 (a) – (e) and F2 (a) –(b).

A, B and C are to be developed in relation to the following site-specific requirements:

Safe operation of the airport:

1. The design and layout of A, B and C, the landscape scheme and the construction works must ensure the safe operation of Exeter airport and to be in line with CAA advice notes.² To include, for example, limiting the height of buildings and structures, noise mitigation design and not increasing the risk of bird strike.

Noise Pollution measures:

2. Construction work shall not begin until a scheme of noise mitigation conditions³ for protecting the proposed noise sensitive development has been submitted to and approved by the Local Planning Authority and statutory aviation authorities.

Movement

3. To provide safe vehicular access to and from the site for all users and to the satisfaction of the highway's authority.

² See <https://www.aoa.org.uk/policy-campaigns/operations-safety/>

³ Conditions are based on recommendations set out in Noise Assessment at Clyst Honiton ByPass Site, prepared by Bickerdike Allen Partners in 2020. In particular Sections 7.2 to 7.5 and CAA authority guidelines.

4. For commercial access and community building access to come directly from the Bypass, and that no commercial traffic is to be directed past any residential frontages.
5. Provision of a design and site layout that successfully prioritises the needs of pedestrians and cyclists over motorised users throughout the site and successfully designs in choices for active travel by taking opportunities to connect footpaths and cycleways, directly with neighbouring areas, the surrounding footpath and cycle network and public transport services as seen in Policy AC4
6. Provision should include a publicly accessible footpath, suitable for pedestrians, through the site and to link this up with the community building and onward to the Parish field via Churchside. (Route 7 in Policy AC4)
7. Create new safe and attractive off-road pedestrian and cycle links from the site to the village along York Terrace and to Churchside, to ensure good connectivity with the existing village settlement.

Open Space

8. Publicly accessible open space to meet the needs generated by the development. In addition to the space associated with the community building (see above), the scheme should include all the public accessible open spaces on the masterplan.

Ecology

9. Measures to avoid or mitigate against any adverse effect of the development on the Pebblebed Heaths and Exe Estuary Special Protection Area (SPA), in accordance with the Habitats Regulations, the South-East Devon European Site Mitigation Strategy, and Strategies 47 and 50 of the East Devon Local Plan. This can be achieved through a contribution⁴ per dwelling on commencement.
10. Demonstrate, through the use of the DEFRA Biodiversity Impact Assessment Calculator Metric (or equivalent), that the proposals will achieve the biodiversity net gain in line with Policy NE1.
11. For construction of parking to be designed in line with Policy DS4.

Contamination

12. Prior to commencement of works, a desk based Preliminary Environmental Risk Assessment (PERA) will be completed by the developer to assess the potential sources of on-site and off-site contamination.

Heritage

13. Prior to commencement of work, an assessment will be completed by the developer which provides the following:
14. Demonstrates an understanding of the significance and contribution made by heritage assets such as St Michael's Church, and their setting.

⁴ <https://eastdevon.gov.uk/media/3723525/hab-reg-rates-apr-21.pdf>

15. Quantifies the impact of the development on the heritage assets.
16. Illustrates and justifies the mitigation measures taken in designing the scheme to avoid or limit harm to the heritage assets and their setting.

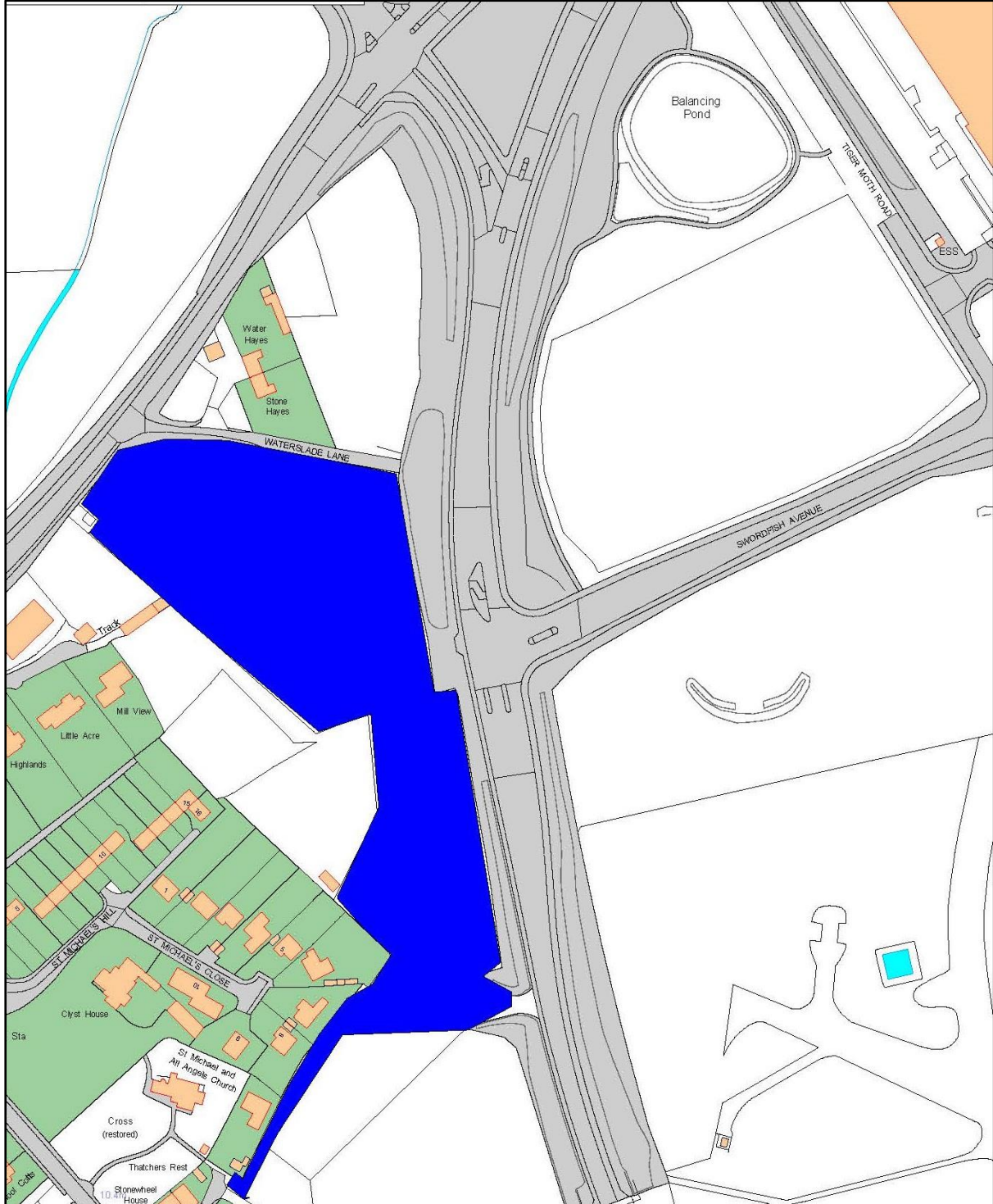


Figure 43: Policy SA3 Site

Clyst Honiton NP and NDO – A summary

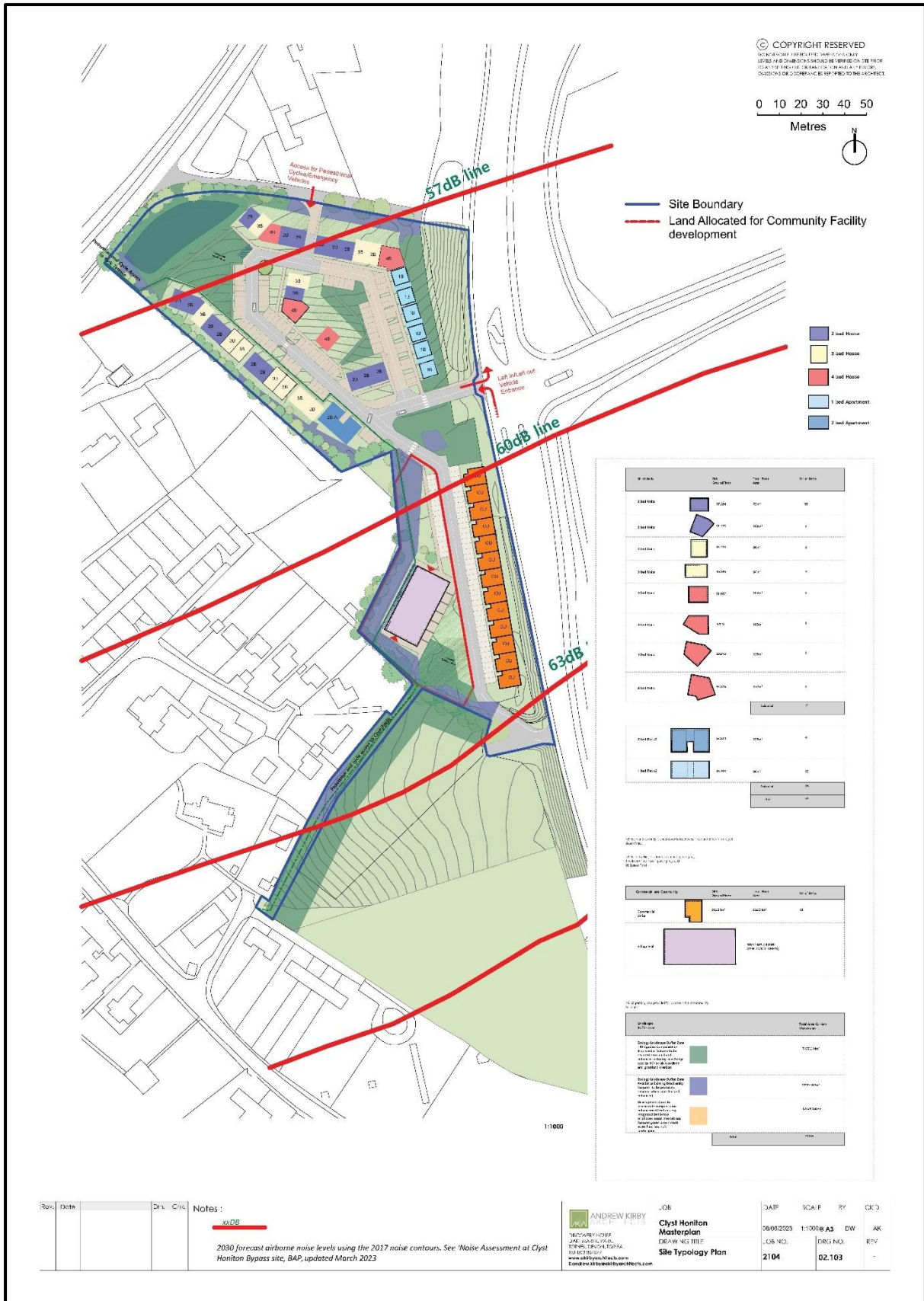


Figure 44: Policy SA3 Masterplan

General Housing Policies.

Despite development restrictions in the Plan Area being imposed by EDLP (2013-2031) Strategy 7 “Development in the Countryside “, there is support for housing policies to be written to cover any development of houses coming forward in the future both within and outside the Clyst Honiton village.

Policy H1

Intent

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

Policy H1: Self – Build/ Custom Build Houses.

Development of self and custom-build dwellings will be supported in the following locations:

- On single plots where the dwelling is a conversion of an existing building, and
- On single infill plots in which the new build is in scale with surrounding properties and is located within or adjoining:
 - an existing cluster of dwellings
 - the established settlements of Holbrook and Clyst Honiton Village.

Provision of 10% self-build and custom build dwellings will be required on all residential schemes of 30 houses unless superseded by Local or National requirements (**exceptions sites are listed see below**) as follows:

- An offer of serviced plots for custom build, either on an individual basis or for a duly constituted self-build group to organise a collective self-build construction programme, a minimum of whichever is the higher.
- Alternative negotiated compliance with this policy for several sites in order to provide a larger self-build site will also be considered, as long as it offers a genuine self-build opportunity of equal value to the community and is well integrated within the surrounding built form and community.

Exception sites for this policy are the Hill Barton Business Park and the Bypass site in Policy SA3.

Natural Environment

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 46**.



Figure 46: Identifies the location and extents of the most significant areas of planting within and on the edges of Clyst Honiton.

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 map in **Figure 47** sets out the green infrastructure proposals for the Plan Area. The proposals within the GIS have directly informed the policies within this Chapter.



Figure 47: GIS Proposals map

Policy NE1

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 to be addressed:

- a) **Retaining and integrating existing landscape features** including hedgerows, 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.
- b) **Requiring biodiversity gains of at least 10% on all development** (unless exceeded by Local or National policy) and a requirement that developers use the 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.
- c) **Using locally distinct landscaping 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 and castellated brick borders are supported as the preferred boundary treatments to be in keeping with the Clyst Honiton Character Assessment (Appendix 7).
- d) **Creating new habitats and enhancing wildlife connectivity.** Existing wildlife corridors should be retained and enhanced, and new wildlife corridors created. The introduction of artificial nesting and roosting sites, such as bird and bat boxes, should be provided in line with the latest legislation.
- e) **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 East Devon's 'Landscape Character Assessment and Management Guidelines (LCA & MG) for East Devon' (2008).

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

Policy NE2

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.

Policy NE2: Green Landscaped Corridor

The land denoted in **Figure 51** 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.

Other than development requirements associated with maintaining the Strategic Road Network, only minor proposals associated with managing and improving the wildlife corridor will be supported.



Figure 51: Policy NE2 Green Landscape Corridor

Policy NE3

Intent

To safeguard land to be accessed and used by the community, for leisure and recreational purposes.

Policy NE3: River Clyst Park

The land denoted in **Figure 52**, is safeguarded as a publicly amenity space.

Proposals relating to the enhancement of the River Clyst Park will be supported, if the developments are to provide:

- Easy access to the site for those walking and using appropriate terrain mobility vehicles,
- interpretation/ information boards,
- litter bins,
- picnic area, and
- cycle parking structures.

Proposals will need to take into consideration the seasonal community use of this area and the water management role of this flood plain area.

Proposals for alternative development of this area will not be supported.

Policy NE4

Intent

Policy NE4 seeks to protect important local green spaces from inappropriate development.

Policy N4: Local Green Community Spaces

The location and extents of the above Local Green Spaces are shown on **Figure 54**.

The following accessible community green spaces, which have been demonstrated to be of significance to the local community, are designated as Local Green Spaces (in accordance with paragraphs 101 and 102 of the NPPF (2021) in **Appendix 17**):

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 on Airport Road.
4. The green verges at the entrance to the village and on both sides of the B3174 in Clyst Honiton village.

Development within these local green spaces will be limited to works that would that enhance their accessibility, biodiversity, and community and/or educational value.

Parking and Access

42. 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 four 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

Intent

Policy AC1 promotes the provision of additional off-street parking within the village of Clyst Honiton to address the currently insufficient levels of off-street public parking.

AC1 – Improved car parking provision

Proposals which provide additional off-street parking spaces restricted to Clyst Honiton village residents in locations close to or adjacent to housing will be supported where they do not have an adverse impact on:

- a) local character,
- b) residential amenity,
- c) highway safety,
- d) flood risk (including local surface water flooding).

All new parking areas in residential areas are to provide maximum surface permeability.

Policy AC2

Intent

Policy AC2 sets parking provision requirements for new and existing non-residential development proposals, which are aimed at ensuring adequate levels of off-street parking are provided to meet the anticipated parking demands of the development.

AC2 – Parking provision for non-residential development

Non-residential development proposals on new sites, should deliver car 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. 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.

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

- a) further onsite parking spaces, and
- b) charging facilities (see 7 above)

Proposals from commercial development close to housing that provide extra residential parking would be welcome.

Policy AC3

Intent

Policy AC3 seeks to ensure that development is provided that improves the safety for the community moving and utilising Clyst Honiton Village Road.

AC3: Public realm improvements to Clyst Honiton village road, its road junctions and the enhancement of the historic core.

Support will be given to proposals that improve or add to safe community use and movement along Clyst Honiton village road. Installation of the following are supported:

- safe pedestrian zones,
- street furniture and seating,
- cycle parking,
- appropriate planting,
- infrastructure to ensure safe vehicular access to and from Ship Lane.

Policy AC4

Intent

Policy AC4 promotes the retention and enhancement of key pedestrian routes, and the expansion of permissive and the rights of way network.

AC4: Pedestrian movement

Development proposals that contribute to the creation of the following new pedestrian routes and / or links to destinations in the area will be particularly welcome:

New Routes (Figure 47)

- Clyst Park route N° 3
- Bypass site route N° 7
- Orange Meadow route N° 9

Links to

- Sky Park Fitness Trail
- Clyst Valley Trail
- WW2 Fighter Pen
- Clyst Valley Regional Park
- Existing RoW

All new housing developments must provide appropriate and safe pedestrian access and should link up with the existing pedestrian network.

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

Development proposals should be designed to create natural surveillance of footpaths, and such routes should include sufficient lighting to make users feel safe and secure.

The loss of existing footpaths will be resisted unless a replacement route of equal or better quality is provided as part of the development.

Policy AC5.

Intent

Policy AC5 promotes the retention and enhancement of key cycle routes, and the expansion of the existing cycle lane network for use by bicycles, e-bikes and scooters.

AC5: Active Travel Provision

Support will be given to proposals which would add to or improve the existing network of multi-use routes as seen in Figure 59.

Development proposals that contribute to the creation of new links to the following network of cycle paths and key destinations in the wider region will be particularly welcome:

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

All new housing developments must provide appropriate and safe bike access and should link up with the existing cycle network.

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

Development proposals should be designed to create natural surveillance of routes and should include sufficient lighting provided by renewable energy to make users feel safe and secure.

Provision of cycle racking and E-bike hire stations will be supported.

The loss of existing cycle routes will be resisted unless a replacement route of equal or better quality is provided as part of the development.

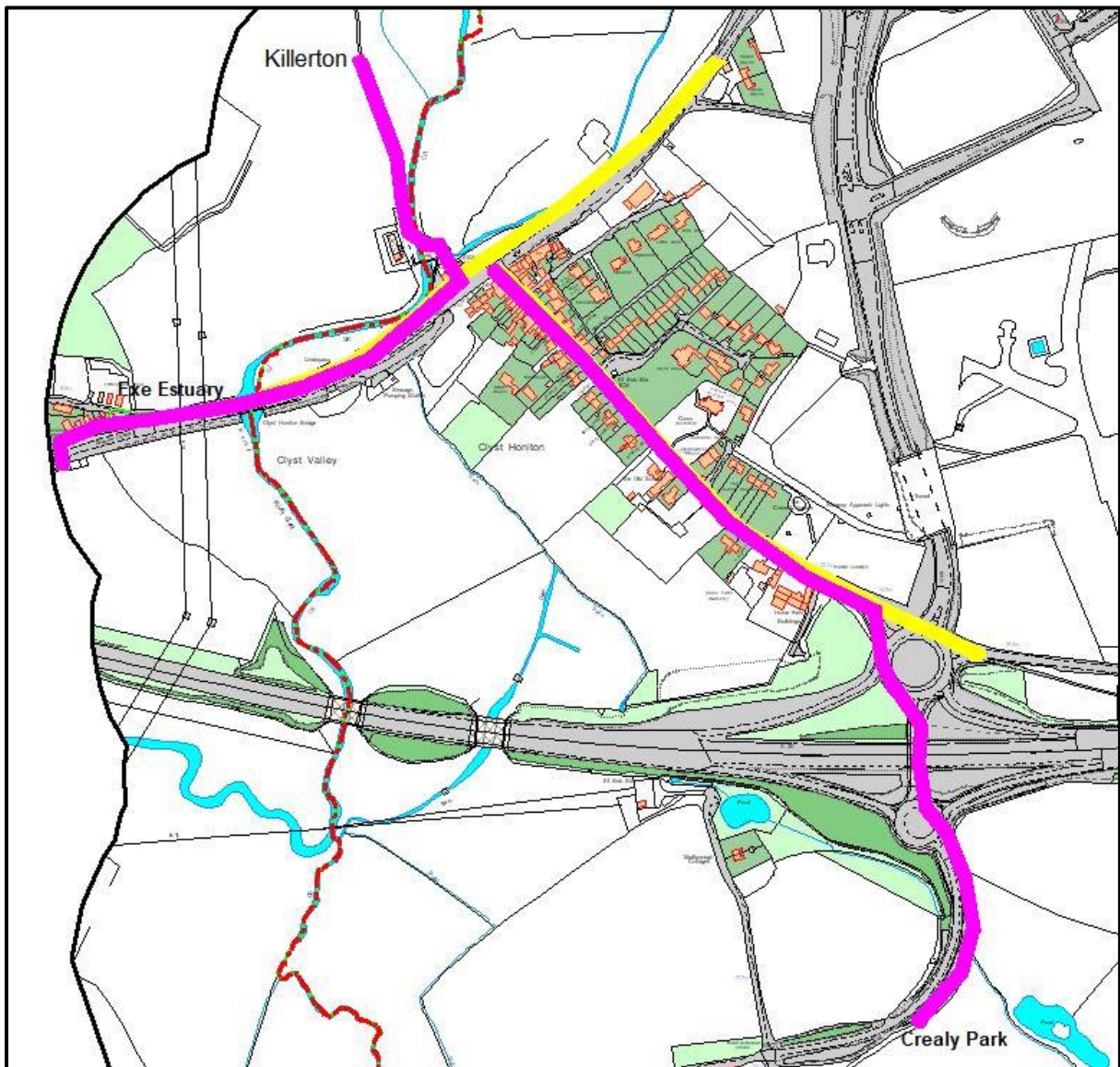


Figure 59: Existing (in yellow) and potential (in pink) cycle routes in Clyst Honiton Plan area

Clyst Honiton Neighbourhood Development Order

A summary of the Regulation 21 Pre-submission consultation version, June 2023

1. What is the Clyst Honiton Neighbourhood Development Order

A Neighbourhood Development Order (NDO) is a neighbourhood planning tool provided through the Localism Act in 2011. The NDO is a means through which a community can grant planning permission for development as specified in the order.

The Clyst Honiton NDO will apply to the area of land shown on Map 1, below.

The pre-submission consultation version of the Clyst Honiton NDO has been prepared by the Clyst Honiton NP Steering Group on the behalf of Clyst Honiton Parish Council. The Steering Group comprises residents and parish councillors.

The NDO is being prepared in parallel to the Clyst Honiton Neighbourhood Plan (NP), which has also been prepared by the Neighbourhood Plan Steering Group.

The Clyst Honiton NDO is available to view in full at
<https://www.clysthoniton.org.uk/neighbourhood-plan>

It is supported by a Masterplan and a Design Code and Access Statement. The content of the NDO and its supporting Masterplan and Design Code and Access Statement has been informed by a range of technical documents. The Masterplan, the Design Code and Access Statement and the technical documents are available to view at the above link.

Consultation on the document

You are invited to give us your feedback on the content of the NDO during the consultation period using one of the methods below:

- Completing the feedback form available online at <https://www.clysthoniton.org.uk/neighbourhood-plan>
- Completing a paper form, available upon request from the Clyst Honiton parish clerk 07444 780437 or at clerk@clysthoniton.org.uk
- Sending an email to the parish clerk.

This consultation is taking place in accordance with government legislation, under Regulation 21 of the Neighbourhood Planning (General) Regulations 2012 (as amended).

What happens next?

Following a formal consultation period with the Clyst Honiton community, stakeholders and statutory consultees, we will revise the NDO and submit it to East Devon District Council (EDDC). EDDC will then publish it for a further consultation period and appoint an examiner. The examiner

will determine whether the Clyst Honiton NDO meets key tests, referred to as the basic conditions, before recommending whether the order can proceed to referendum.

At the referendum stage, every resident will have the opportunity support or oppose the Clyst Honiton NDO. If more than 50% of voters vote in favour of the order, EDDC will then be able to bring the order into force.

What are the requirements of a Neighbourhood Development Order?

To be successful at examination, the NDO must meet certain tests, referred to as “basic conditions”. This includes assessing whether the order is consistent with national policy and advice and consistent with strategic policies in the higher-level Local Plan, adopted by East Devon District Council.

2. Context to the Clyst Honiton Neighbourhood Development Order

The Clyst Honiton community have been on the neighbourhood plan journey since 2012, shortly after the Localism Act came into force. A key driving force for both the NP and the NDO has been a community-shared aspiration to deliver a community meeting space in Clyst Honiton for the people of Clyst Honiton. This follows the loss of the village primary school in 2012

3. The Order and description of the development

The proposal is shown in Map 2, below, and covers an area of 2.3 hectares. The proposed development comprises a residential-led development with commercial and community buildings, internal roads, parking, amenity space, pedestrian and cycle infrastructure and landscaping.

The residential element will be located in the northern part of the site because this is where exposure to airborne airport-related noise is at its lowest. The development will comprise 50 homes alongside associated internal road network, vehicular and bicycle parking and refuse storage.

The commercial element will be in the southern part of the site. This will comprise a series of individual employment units.

The remaining southern area will be dedicated for community use. There are three key elements to the community facility:

1. **Community Building/Village Hall.** This will include one main hall, an office area for the parish council purposes, additional rooms for renting out, together with ancillary facilities including toilets, storage and a café and shop area, provided with kitchen facilities and access to the outside community space.
2. **Community Space.** This will be a fenced in outdoor area provided with an area for community planting, a seated area, an outdoor kitchen area and an awning to cover part of the outdoor space.
3. **Parking.** This will include parking spaces for motorised vehicles and a covered area to store bicycles securely.

Vehicular access to all parts of the site will principally be off the Clyst Honiton By-pass, at a location opposite Tiger Moth Road. This access point divides the site between the residential area to the north and the commercial and community uses to the south. This avoids conflict between residential vehicles on the one hand and community use/commercial use vehicles on the other.

To the north, there will be an option for vehicles to exit the site onto Waterslade Lane. This is an emergency exit route only that would normally not be open for use by motorised vehicles.

A pedestrian and cycle route will run through the residential roads, entering the site at the entrance/exit point onto Waterslade Lane.

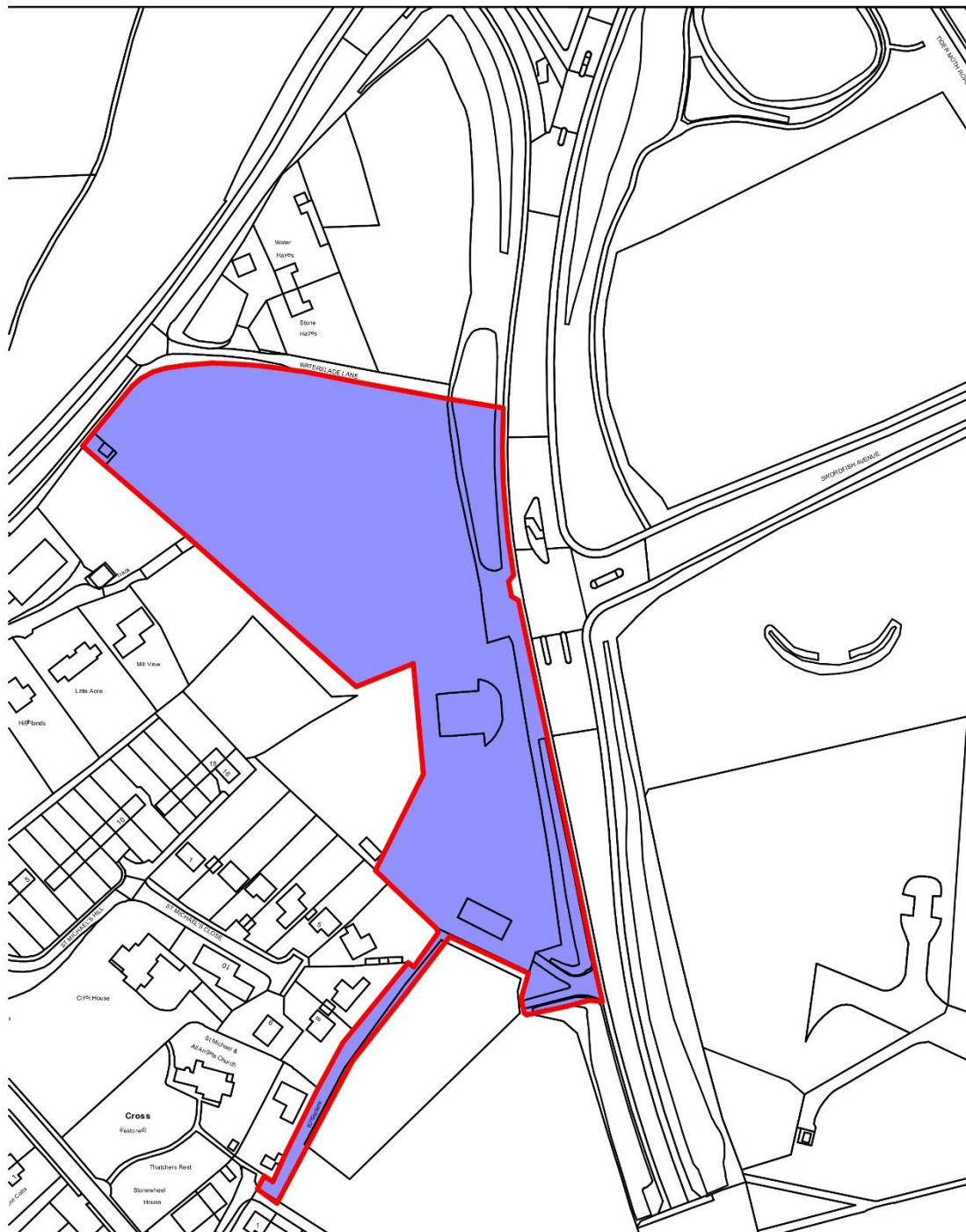
A predominantly off-road footpath will run the length of site, entering the site at York Terrace, follow the amenity land through to the residential road and then continue on to the village hall site. Here, the path will continue as a segregated route, along the back of the village hall and continue to run along the periphery of the site boundary with open land to the south until it reaches Churchside alongside St. Michael and All Angel's Church. The possibility of providing a cycle route along the same path will also be explored.

The existing vehicular access from the Clyst Honiton Bypass at the southern end of the site will remain but will not be open to use by commercial or residential occupiers of the site.

The Proposed Order Conditions

The NDO includes several specifications, which must be met before any development can take place. These conditions cover the following topics:

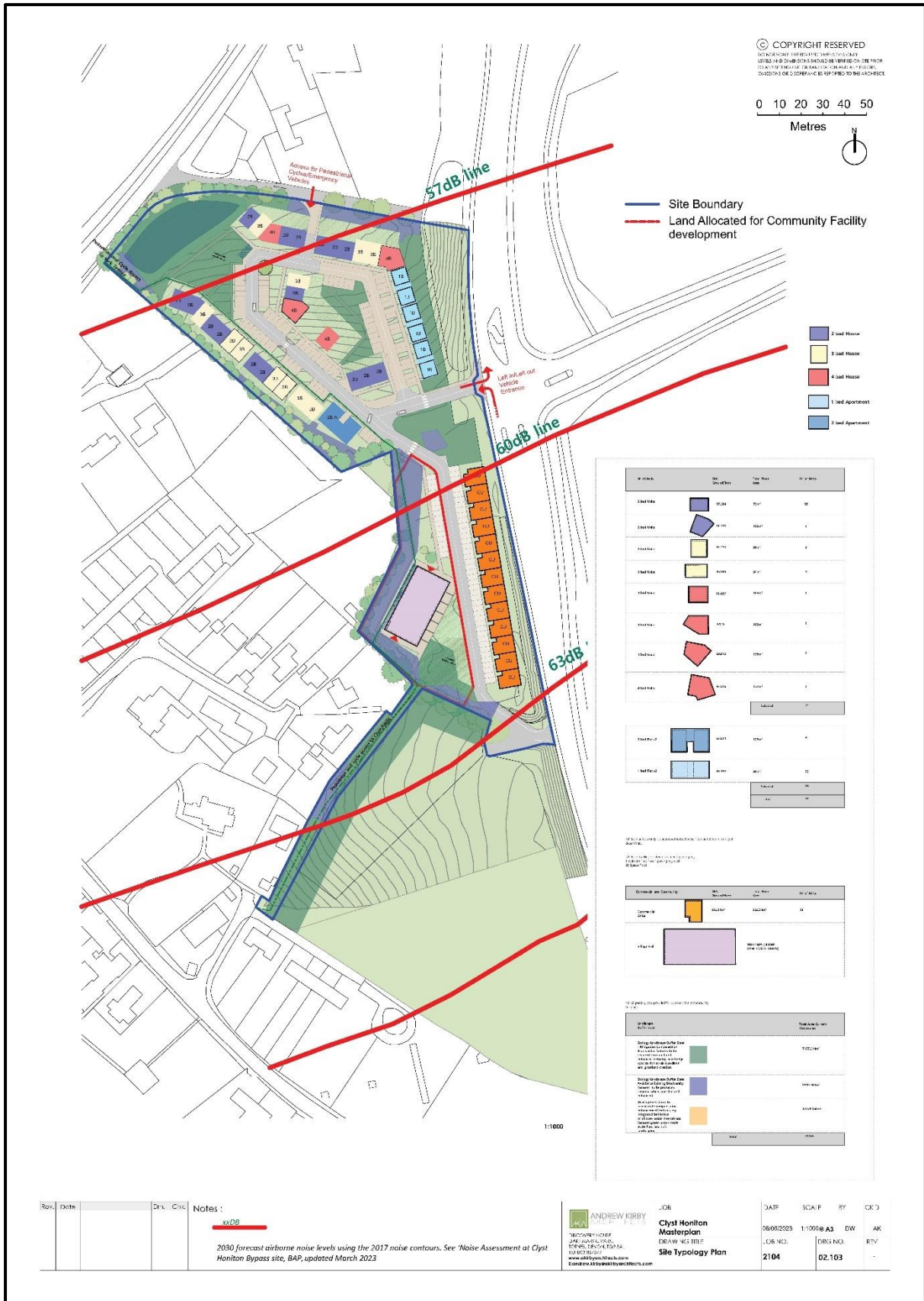
- **Requirement to provide the community building as part of developing any part of the site**
- **Noise pollution measures**
- **Safe operation of the airport**
- **Ecology**
- **Surface water flood risk**
- **Highways and Access**
- **Construction Management**
- **Contamination**
- **Heritage**



Rev.	Date	Comments			JOB	DATE	SCALE	BY	CK'D
			DISCOVERY HOUSE DART MARINE PARK, TOTNES, DEVON, TQ9 5AL T:01803 867377 www.akirbyarchitects.com E:andrew.kirby@akirbyarchitects.com		Clyst Honiton Masterplan		@ A4		
					Site Location Plan	JOB NO.	2104	DRG NO.	02.002

Map 6: The NDO site boundary

Clyst Honiton Neighbourhood Plan



Map 7: The Proposal

Clyst Honiton Neighbourhood Plan



Rev.	Date	Comments	Dwn.	Chk.	Notes :	JOB	DATE	SCALE	BY	CKD
					<p>xxdB</p> <p>2030 forecast airborne noise levels using the 2017 noise contours. See 'Noise Assessment at Clyst Honiton Bypass site, BAP, updated March 2023</p>	<p>ANDREW KIRBY ARCHITECTS</p> <p>DISCOVERY HOUSE DAVEY PASSAGE PARK TOINEN, DEVON, TQ9 5AL TEL: 01363 667377 www.aklbyarchitects.com E:andrew.kirby@aklbyarchitects.com</p>	<p>Clyst Honiton Masterplan</p> <p>2104</p>	<p>@ A3</p> <p>02.104</p>	<p>DW</p> <p>AK</p>	<p>AK</p>

Figure 8: Landscape Plan

For OUR Community

Written by OUR Community

Have we got it right?

Two community - led documents have been drafted for the Clyst Honiton Neighbourhood Plan Area

The Neighbourhood Plan has 6 community projects and policies (29) some will allocate sites and others will be used to determine planning decisions on:

- *community facilities and housing*
- *design (including climate change)*
- *economy (including businesses and jobs)*
- *natural environment and parking and access.*

A Neighbourhood Development Order is a means through which a community can grant planning permission for development. The Clyst Honiton NDO is "granting permission for a community building, employment units and houses on the Bypass site."

(These community led documents are not to be confused with the emerging East Devon Local Plan.)

Closing Date: July 31st

Your feedback is essential and will shape the future of the Plan Area. To comment you can either:

1. **Go online** at www.clysthoniton.org.uk to read the two documents and fill in the online feedback forms.
2. **Order a paper documents pack:** Phone: 07444 780437 or Email: clerk@clysthoniton.org.uk Packs can be dropped off at these locations in Clyst Honiton: **Hairport Salon, Old Police House.**
3. **Closing Date: July 31st**

Public Responses to NP

Responders' details	Comments	NP Lead notes SG observations/ decisions
<p>1. Burnett- Hitchcock Zone B b.jbh@btinternet.com</p>	<p>Because I do not live in the village itself but in Holbrook, I do not think it would be right to comment in detail on the various policies, projects etc included in the Plan, which focuses on the development of the triangular area within the roads surrounding Clyst Honiton . However, it is obvious Because I do not live in the village itself but in Holbrook, I do not think it would be right to comment in detail on the various policies, projects etc included in the Plan, which focuses on the development of the triangular area within the roads surrounding Clyst Honiton . However, it is obvious that a great deal of research, consultation, imagination and plain hard work has gone into the plan, and the result is truly impressive. I support the plan, in particular , because it shows how, with the right skills and approach, it is possible both to provide a new central building for village use and a significant number of new housing plots without spoiling the village . In fact, I expect the proposed planting scheme will enhance it. If this approach were replicated, with</p>	<p>Thank you for your observations on the NP and your comments on the great deal of research, consultation, imagination and plain hard work that has gone into the plan which is truly impressive.</p> <p>Thank you for your support of the provision of a central building for village use and the provision of a new housing site without spoiling the village.</p> <p>Thank you for your support of the natural space schemes to enhance new development.</p> <p>The Steering Group noted your support of small village development rather than loss of acres of agricultural land and creation of new towns and your support of the NP model being replicated elsewhere in East Devon.</p>

	<p>equal care, in other small villages throughout East Devon, I suggest that the overall result would be far more attractive to those living in East Devon than the prospect of yet another new town, no matter where it was located. And it would avoid the loss of several hundred acres of good agricultural land.</p>	
<p>2. Johns Zone B Post 2 Oliver Cottage, CH EX5 2HR</p>	<p>Community facilities Important Design (and Climate change) Important Economy: Business and Jobs Not Important Housing Important Natural Environment Very Important Parking and Access Important</p> <p>CF It's good to retain pubs and potentially enhance as pubs bring communities together. It's positive to be providing a new community building and alternative site for allotments. Again, these actions will bring the community together. Good pedestrian and cycle access is sensible.</p> <p>3.Design and Climate Change: The importance of incorporating good design which is acceptable to our community cannot be too highly stressed and therefore the high quality design code to fit in with the surrounding environment is a positive. Particularly to retain heritage/character of the village and promote retaining trees and</p>	<p>Ranking of areas: NE Very important, Economy Not important, rest important</p> <p>Thank you for your support of policies that protect /enhance community assets.</p> <p>It was noted that you are support of the new community building, allotments and the provision of good pedestrian and cycle access.</p> <p>Thank you for your recognition that good design and a design code is important and positive, and that you are in support of the retention of village character. Importance of landscape, trees and green spaces are noted as being important and a contributor to Zero Carbon Emissions.</p> <p>It was noted that you are in support of flood defence scheme that include energy production.</p>

	<p>green spaces to contribute towards zero carbon emissions. A renewable energy production within a flood defense scheme on the river Clyst also seems like a particularly clever idea.</p> <p>4. Economy: Business and Jobs Chapter: Economic/ Business growth, although not essential for a development of this size, will help with supporting the village.</p> <p>5. Housing Chapter: Housing supply and affordability remains a problem in the UK of which the development can only help. The mix of type and tenure seems sensible.</p> <p>6. Natural Environment: It's important to highlight and increase biodiversity networks and wildlife sites. The development offers a reasonable green space setting. This improves health and well being of the local community. Clyst honiton local nature reserve and the green landscaped corridor is a good example of this.</p> <p>7. Parking and Access Chapter: Improved parking provision would be good to help the lack of parking in Clyst honiton Village.</p>	<p>Thank you for your recognition of the important role of businesses in supporting / sustaining villages.</p> <p>It was noted that you are in support of the Housing supply and tenure within the Plan and that you recognise that there is a UK wide problem of housing and affordability.</p> <p>It was noted that you are in support of policies that increase biodiversity networks Policy NE2,NE3. Thank you for your recognition of links these policies have with the health well-being of a local community.</p> <p>It was noted that you are in support of policies enhancing parking provision which is lacking in the village.</p> <p>It was noted that you are in support of the community projects.</p> <p>Thank you for your recognition that hard work and consideration has gone into the plan.</p>
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	<p>8. There are 6 Community Projects: The Clyst honiton Community projects seem sensible.</p> <p>9. General Comments</p> <p>Any other comments on the Neighbourhood Plan welcome. My above comments only relate to the Clyst honiton Village development.</p> <p>It seems a lot of hard work and consideration has gone into the Clyst honiton development which should be commended by the community.</p> <p>The importance of consulting local communities and maintaining green space where possible cannot be too highly stressed.</p>	<p>It was noted that you are value the role and importance of consultation.</p> <p>It was noted that you requested that a priority for you is maintaining green spaces.</p>
3 Edbrooke Zone B Email	<p>Community facilities Very Important Design (and Climate change) Very Important Economy: Business and Jobs Important Housing Very Important Natural Environment Very Important Parking and Access Important</p> <p>CF In support of all the policies. Provision extension of community facilities are critical for a community's health and well being. Provision of facilities that can be used for</p>	<p>Ranking : CF, D, H and NE Very important, Economy and PA Important</p> <p>It was noted that you are in support of CF policies and their link to community health and well-being.</p> <p>It was noted that you are in support of community assets being sustainable and support dual use.</p>

	<p>dual use encourages a greater range of community services within walking distance.</p> <p>Design: In support of all policies which show that the community are passionate about what a building looks like, what it provides and how future proofed it is in relation to climate change.</p> <p>Economy In support of all the policies, as the focus is to have businesses and jobs on the doorstep which is fundamental for a sustainable community.</p> <p>Housing :In support of all the policies. SA1 and SA2 will help balance the housing mix and provide small houses for down sizing and for starter homes. SA3 does provide a lot of houses but as these houses are providing a new free community facility then this is fully supported. SA4 is supported as it acknowledges the attraction of the Clyst Honiton Plan area for new development in the future and sets down a template for self build requirements.</p> <p>NE In support of all policies that lead to the protection, expansion and creation of spaces for the natural environment.</p>	<p>It was noted that you are in support of community facilities being within walking distance.</p> <p>It was noted that you are in support of all Design policies which meet the community's expectation and needs.</p> <p>It was noted that you are in support of all the economy policies which are fundamental for a sustainable community.</p> <p>It was noted that you are in support of housing which provides a more balanced housing stock within the village as well as a new community building.</p> <p>Thank you for your recognition of SA4 that sets a template for self-build.</p> <p>It was noted that you are in support of all the NE policies, which are key to Clyst Honiton Village retaining a green and rural outlook.</p> <p>It was noted that you are in support of all policies to tackle present travel and parking issues experienced by locals.</p> <p>It was noted that you are in support of all the community projects.</p>
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	<p>Parking and Access Chapter:In support of these policies which provide insight to travel and parking issues within the Clyst Honiton Plan Area.</p> <p>8. There are 6 Community Projects: (NP p 33- 38, Summary p 5-11)In support of all community projects.</p> <p>Any other comments on the Neighbourhood Plan welcome. This Plan has taken time to come to this stage, and it is the effect of strategic development encircling Clyst Honiton and ongoing local development that has moulded this Plan. This plan is the communities voice on and for the future.</p>	<p>Thank you for your recognition that Clyst Honiton is encircled by West End Strategic development and this Plan is the locals voice on and for development in the Plan Area.</p>
<p>4. Pring Zone B E mail</p>	<p>Community facilities Very Important Design (and Climate change) Very Important Economy: Business and Jobs Very Important Housing Very Important Natural Environment Important Parking and Access Important</p> <p>2. Community Facility Chapter:C1 I firmly support the retention and enhancement of Clyst Honiton's existing community facilities by designating them as community assets. C2 The development of a Community Building to provide useful space for a full range of events is essential and will</p>	<p>Ranking of areas: Very Important CF, D,H, E with Important assigned to NE and PA</p> <p>It was noted that you are in support of community facilities being designated protected, enhanced. It was noted that you are in support of a community building which allows for diversity of use and will support community cohesion.</p>

	<p>strengthen the community. Fully support these policies.</p> <p>3.Design and Climate Change Chapter: DS2 DS8 DS9 It is essential that a plan for climate change working with the environment is developed. Supporting sustainable community energy schemes is vital to help combat the climate issues facing the community. DS4 DS5 Supporting all flood defence schemes and longer term flood management is a priority. DS1,2 DS3 DS6 DS7 Fully support these important policies.</p> <p>4. Economy: Business and Jobs Chapter: SA3 E1 E2 E3 E4 A very important set of policies that I fully support. Provision of new business sites to assist the start up and development of small, micro businesses including live/work units is essential to a healthy and robust community.</p> <p>5. Housing Chapter: SA1 SA2 SA3 H1 This is the most important chapter which I fully support across all these policies.</p> <p>6. Natural Environment Chapter: NE1, NE2 2 NE3 NE4 The protection and development of local green spaces are one</p>	<p>Thank you for your recognition and support of all the design policies which plan for climate change, flooding and considers energy schemes and options.</p> <p>It was noted that you are in support of all the economy policies including SA3, as the development proposed within these policies is essential for a healthy and robust community.</p> <p>It was noted that you are in support of the Housing policies and that you considered that these are the most important set of policies in the Plan.</p> <p>Thank you for your recognition and support of the NE policies and that these are one of the keys to a healthy community.</p> <p>It was noted that you fully endorse policies AC1 – AC3 and SA3.</p>
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	<p>of the keys to a healthy community, fully support these policies.</p> <p>7. Parking and Access Chapter: AC1 AC2 SE3 AC3 I fully endorse and support these policies.</p> <p>8. There are 6 Community Projects:</p> <p>Project 1- 6 I fully support.</p> <p>General: This Neighbourhood Plan is extensive and has been fully developed to cover the requirements of the residents of Clyst Honiton Parish in the years to come and I fully support the plan.</p>	<p>It was noted that you are in support of all the community projects.</p> <p>Thank you for your recognition that <i>“This Neighbourhood Plan is extensive and has been fully developed to cover the requirements of the residents of Clyst Honiton Parish in the years to come and I fully support the plan.”</i></p>
5. Walton Zone A Email	<p>Community facilities Important Design (and Climate change) Very Important Economy: Business and Jobs Very Important Housing Important Natural Environment Very Important Parking and Access Important</p> <p>2. Community Facility Chapter: C3 We need to maintain or increase allotment facilities in the village.</p> <p>3.Design and Climate Change Chapter: DS1 High quality design is sadly lacking in modern developments - look at Cranbrook.</p>	<p>Ranking of areas: Very important D, E & NE. Important CF,H and PA</p> <p>It was noted that you are in support of maintaining or increasing allotment capacity C3.</p> <p>Thank you for your recognition that high quality design is important, and that any development must reach these expectations.</p>

	<p>We must do better here. DS4/DC5 With climate change the chances of flooding are increasing. Better drainage and flood prevention is essential. DS7 Electric cars only will happen, but the country is still poorly prepared for this change.</p> <p>4. Economy: Business and Jobs Chapter: E1/E2 Developing the rural economy is important, otherwise we drag more traffic into Exeter. E4 I am concerned 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.</p> <p>5. Housing Chapter: SA3 I think this is really the only viable site.</p> <p>6. Natural Environment Chapter: NE1/NE2 The natural environment around the village has suffered badly over recent years- through the intrusive warehouse developments. We must protect and</p>	<p>It was noted that you are in support of the Flooding policies DS4/5 which are important especially with climate change. Thank you for your recognition of that it is good to be prepared for electric vehicles see Policy DS7</p> <p>It was noted that you are in support of E1 and 2 to reduce commuting. <u>It was noted that you are concerned about E4 causing more traffic coming into the village. The Steering Group feel that the capacity of growth within these two sites will not bring a high volume of traffic. The policy has a new clause about traffic impact to reduce high volumes of traffic being generated along the village road.</u></p> <p><u>It was noted by the Steering Group that you do not support the Airport road in the Village ever being reopened to two way traffic flow. Steering Group have added a clause to ensure road stays as a Cul de Sac.</u></p> <p><u>It was noted that you consider that SA3 as the only viable site. The Steering Group would like to point out that viability of site lies with landowners and/ or developer. The NP is providing details of the 3 sites that the community are happy to see being developed for housing, but please note that a policy being in a NP will not necessarily result in this site being developed. Subsequently SA1 and SA3 have been withdrawn from the NP</u></p> <p>It was noted that Policies NE12/2 and 4 were highlighted as being the ones of most importance in keeping green spaces in the village.</p>
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	<p>improve what we have left. NE4 Village green space is so important especially as the main village road presents a largely brick/stone/render appearance.</p> <p>7. Parking and Access Chapter: AC1/AC2 Car Parking is a constant problem and if facilities can be improved, they should be.</p> <p>8. There are 6 Community Projects: (NP p 33- 38, Summary p 5-11)</p> <p>Please number the Project and then set out why you are supporting or objecting to</p> <p>Project 1 We need to do all we can to prevent this becoming a white elephant. Project 3 Totally agree with this.</p> <p>9. General Comments</p>	<p>Thank you for your recognition and support of AC1 and 2 as parking is a constant problem you experience.</p> <p>It was noted that you are in support of Project 1 and 3.</p>
<p>6. Askew Zone C Email lynneaskew@gmail.com</p>	<p>Community facilities Very Important Design (and Climate change) Very Important Economy: Business and Jobs Very Important Housing Very Important Natural Environment Very Important Parking and Access Very Important</p> <p>2. Community Facility Chapter: C3 The provision of allotments and green areas for</p>	<p>Ranking of areas: All very important</p> <p>It was noted that you are in support of C3 as it supports the development of more allotments.</p>

	<p>provision of food and nature is important. it provides for the increase in homes and residents, providing a healthier and happier environment.</p> <p>I support of this policy. The community facility is a 'must' for the existing and future provision for residents and visitors and businesses. Also for the surrounding neighbourhoods.</p> <p>3.Design and Climate Change Chapter: This section addresses to need to be future proofing as best as possible to cater for possible changes in needs of users - whether its climate or general living conditions. The design is intended to provide an excellent example to future developments to aim to aspire to. In agreement.</p> <p>4. Economy: Business and Jobs Chapter: I support these policies.</p> <p>5. Housing Chapter: SA1, SA2 and SA3 compliment the existing provision of homes and give opportunity and choice to upsize or downsize according to possible needs of residents changing. in support of Housing chapter.</p> <p>6. Natural Environment Chapter: Care has been taken to ensure there's a good</p>	<p>Thank you for your recognition and support of the community build which you see as a must for residents, visitors and businesses and for surrounding neighbourhoods.</p> <p>It was noted that you are in support of all the design policies to future proof development whether it is climate change or general living conditions. Thank you for your recognition that the design policies are intended to provide templates to higher aspirational levels of future development.</p> <p>It was noted that you are in support of all economic policies.</p> <p>Thank you for your recognition that policies SA1 -3 “<i>complement the existing provision of homes and give opportunity and choice to upsize or downsize according to possible needs of residents changing.</i>”</p> <p>It was noted that you are in support of the NE policies which provide a good balance and provision of NE within the built-up areas.</p>
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	<p>balance and provision for the natural environment within the built up areas. I support this chapter.</p> <p>7. Parking and Access Chapter: Its been proven that the use of vehicles cannot be easily removed from general public and a need is ongoing for better provision of access and parking to be well considered and addressed. In support.</p> <p>8. There are 6 Community Projects: The community projects have been well researched and the community have and continue to be listened to. The costs to do this work are justified in my opinion.</p> <p>9. General: Provision of the Clyst Honiton PC / community led NDO came from the creation of the Clyst Honiton Neighbourhood Plan and has proven to be a very sensible and necessary action to address the needs of the 'people' and the 'place' of this unique parish and area.</p>	<p>Thank you for your recognition that the parking and access policies to provide for the ongoing need and use of vehicles and the need for the provision of better access and parking for the village.</p> <p>It was noted that you are in support of all the community projects which are well researched and in line with community needs.</p> <p>Thank you for your recognition that the NDO came from the creation of the Clyst Honiton Neighbourhood Plan and that the NDO has proven to be a very sensible and necessary action to address the needs of the 'people' and their 'place'.</p>
7. Quaintance Zone A E mail	<p>Community facilities Very Important Design (and Climate change) Very Important Economy: Business and Jobs Important Housing Important Natural Environment Very Important</p>	<p>Ranking of areas: Very important CF, D, NE , PA. Important – E and H</p>

	<p>Parking and Access Very Important</p> <p>2. Community Facility Chapter: C3 Would there be availability to increase the number of allotments should the need arise? New houses today have small gardens. Will there be parking available onsite? As the new allotment site is under the flight path for the airport would there be restrictions to the erection of sheds, greenhouses etc and or the planting of trees. Is the site suitable for recreational purposes and food production due to noise and air pollution caused by aircraft?</p> <p>C2 The community facility needs to be accessible to all and the plans for it to be built uphill from the main village will cause difficulties of access for the elderly, the disabled and families with young children if gravel footpaths are used.</p> <p>3.Design and Climate Change Chapter: DS5 Any flood defences undertaken should take into consideration</p>	<p>Thank you for raising whether there would be availability to increase the number of allotments onto the site in C3. As all the adjacent land is owned by the same landowner it is highly likely that these allotments could be extended, especially as they have already provided more land to the community than the existing allotments. No parking is available on site. <u>The Steering Group are aware that as the C3 site is under the flight path for the airport there could be restrictions to the erection of sheds, greenhouses etc and /or to the planting of trees attracting birds and increasing bird strike potential. The Steering Group will do further research on the sites suitability for recreational purposes and food production due to noise and air pollution caused by aircraft?</u> C3 has been withdrawn with advice from Exeter and Devon Airport Ltd as part of the site is in the PSRZ</p> <p><u>It was noted that you have concerns about the uphill location of community facility in relation to elderly, disabled and families with young children. The Steering Group acknowledge the uphill location but that this location has various routes available which give a different gradient for residents going to the community building which has disabled parking provision. Families with young children can access this facility by standard width tarmac pavements.</u></p> <p><u>The Steering Group noted that type of path provision is important, but as the surface of the Churchside access is an add onto the development site, the material for this access will depend on cost. Have since added clause <i>Appropriately designed and constructed forms of NMU access are expected to be delivered to permeate through the development site</i> as part of any future supporting submission.</u></p>
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	<p>the effect on properties upstream as well as downstream</p> <p>4. Economy: Business and Jobs Chapter:</p> <p>5. Housing Chapter:</p> <p>6. Natural Environment Chapter: NE3 River Clyst Park. I am in favour of this green space but concerned that although there is mention of cycle parking structures there is no mention of additional car parking space being provided. Will this lead to the village roads being used for parking of non-residents as happens now with onward travel and families visiting the parish field.</p> <p>7. Parking and Access Chapter:</p> <p>8. There are 6 Community Projects:</p> <p>9. General Comments</p>	<p>It was noted that you have concern for properties both up and downstream for Policy DS5, this It was noted that you are in support schemes will be subject to Environment Agency legislation therefore both up and down stream properties will be considered.</p> <p><u>It was noted that you are in support of NE3, but you raised concerns about cars parking in the village to allow people access to this green space. This space has such benefits for the community so if and when parking becomes an issue please report the parking to the Parish Council.</u></p>
<p>8. Baker Zone A Email Nataliebaker97@gmail.com</p>	<p>Community facilities Very Important Design (and Climate change) Very Important Economy: Business and Jobs Important Housing Very Important Natural Environment Very Important Parking and Access Very Important</p> <p>2. Community Facility ChapterC2. I think it is great that there would be a potential for new community spaces. Clyst Honiton in</p>	<p>Ranking of areas: Very important Cf, D H, Ne and PA Important - E</p> <p>It was noted that you are in support of CF Policies as you feel that the community <i>“would really thrive for having more spaces where the community could come together.”</i></p>

	<p>my opinion would really thrive off of having more spaces where the community could come together.</p> <p>3.Design and Climate Change Chapter DS 1 states reinforcing local character. I feel that this is very important as the majority of the existing housing is unique and it would be a shame to lose this. DS 6 mentions linking cycling and pedestrian routes I feel this would be a huge positive in regards to increasing physical activity around the area.</p> <p>4. Economy: Business and Jobs Chapter: I am in support of this policy and think that it is great to provide greater opportunities in the area.</p> <p>5. Housing Chapter: I think it is great to offer a wide range of houses within the area. The housing mentions affordable housing / housing for those who are wanting to downsize, is there a “first come first served” idea for existing residents of Clyst Honiton who perhaps at the time are looking to upsize without the affordable housing need? Which category do we fall in with this? For example we will in the future need to upsize and will have no choice but to leave the village if nothing else was available / no opportunities to purchase a bigger property from the plans were</p>	<p>Thank you for your recognition of the importance of design and how DS1 reinforces local character. It was noted that you are in support of DS6 as it positively increases levels of physical activity around the area.</p> <p>Thank you for your recognition and support of the economy policies which will provide greater employment opportunities in the area.</p> <p><u>It was noted that you are in support of the housing policies bringing forward a wider range of houses in the village.</u> <u>The Steering Group are adopting the Government guidelines and or the East Devon guidance on housing. The affordable houses will be allocated utilising the EDDC hierarchical scheme with locals being offered these types of houses first. For most other types of housing, it will be on a first come basis, sadly existing local residents have no priority. There is some flexibility with Self-build houses, and these can be used as a vehicle for locals.</u></p>
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	<p>available. Do existing local residents receive any additional priority on self builds and what are the requirements for this? I do think it is great to give people the opportunity to stay in the village long term.</p> <p>6. Natural Environment Chapter: Preserving current green spaces within the village should be a priority to ensure the village maintains its countryside feel.</p> <p>7. Parking and Access Chapter: My only concern is the existing parking is awful for those who live closer to Honiton Road. Providing adequate parking would be provided for what is built there shouldn't be an issue but would there be any provision for making what we do have better for existing residents?</p> <p>8. There are 6 Community Projects: I support all funding towards community projects as I feel that it is very important.</p> <p>9. General: As a whole I feel that the neighbourhood plan is very positive and if done correctly can have a great impact on Clyst Honiton.</p>	<p>It was noted that you are in support of the NE policies that will preserve current green spaces within the village and maintain its countryside feel.</p> <p>It is recognised that parking for existing residents especially those close to the Honiton Road is awful. Policy AC1 has been included in the Plan to help facilitate further parking for existing residents. All new developments are to provide adequate parking which is legislated by East Devon District Council.</p> <p>It was noted that you are in support of all the community projects.</p> <p>Thank you for your comments showing that you consider the NP as very positive plan with policies that have the potential to make a great impact on Clyst Honiton.</p>
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<p>9 Wise Zone A Email jonwise@gmail.com</p>	<p>Community facilities Very Important Design (and Climate change) Very Important Economy: Business and Jobs Important Housing Important Natural Environment Very Important Parking and Access Important</p>	<p>Ranking of areas: Very Important CF, D and NE Important – Economy, Houses and PA</p>
<p>10. G Harrison Zone A Email</p>	<p>Community facilities Very Important Design (and Climate change) Very Important Economy: Business and Jobs Very Important Housing Very Important Natural Environment Very Important Parking and Access Very Important</p> <p>2. Community Facility Chapter:Fully support</p> <p>3.Design and Climate Change Chapter: Good policies in response to climate change challenges.</p> <p>4. Economy: Business and Jobs Chapter: Support these policies</p> <p>5. Housing Chapter: Support policies</p> <p>6. Natural Environment Chapter: Support policies</p> <p>7. Parking and Access Chapter: Good policies for this</p>	<p>Ranking of areas: All areas seen as Very Important</p> <p>It was noted that you are in support of all the CF policies.</p> <p>It was noted that you are in support of all the design policies with climate change policies being specifically referenced.</p> <p>It was noted that you are in support of all the Economy policies.</p> <p>It was noted that you are in support of all the Housing policies.</p> <p>It was noted that you are in support of all the NE policies.</p> <p>Thank you for your recognition of that the policies are good at tackling Access and Parking issues.</p>

	<p>8. There are 6 Community Projects: Support all these community projects</p> <p>9. General Comments</p> <p>Any other comments on the Neighbourhood Plan welcome. The Neighbourhood Plan has my support. It is important that the community has a say on development in the area, unlike in the past.</p>	<p>It was noted that you are in support of all the community projects.</p> <p>Thank you for your support of the NP and you comment on its importance in allowing the community to have a say on development in the area.</p>
<p>11 Wealdon Zone A Email Message4sean@gmail.com</p>	<p>Community facilities Very Important Design (and Climate change) Important Economy: Business and Jobs Important Housing Important Natural Environment Important Parking and Access Not Important</p> <p>2. Community Facility Chapter C2 - I support this as we need more facilities.</p> <p>3.Design and Climate Change Chapter: DS4 and DS5 are essential as flooding is becoming a real threat, and I support them.</p> <p>4. Economy: Business and Jobs Chapter: I support policy E1 - traffic must not become a problem on the smaller roads in the</p>	<p>Ranking of areas: Very important: CF Important D, E, H and NE Not important PA</p> <p>It was noted that you are in support of all of the CF policies which will increase and improve facilities for the village.</p> <p>Thank you for your recognition of DS4 /5 as essential as flooding is becoming a real threat. It was noted that you are in support of E1 but have concerns over traffic on the smaller roads in the NP Area. Thank you for your recognition of the need for new businesses to be well connected to existing larger roads.</p>

	<p>Parish. Any new businesses must be well-connected to existing larger roads.</p> <p>5. Housing Chapter: I support policy SA3 - developing the site adjacent to the bypass. The community needs more housing.</p> <p>6. Natural Environment Chapter:</p> <p>7. Parking and Access Chapter:</p> <p>8. There are 6 Community Projects: (NP p 33- 38, Summary p 5-11)I support the landscaping and planting of the area at Airport End of Village Road</p> <p>9. General Comments</p> <p>Any other comments on the Neighbourhood Plan welcome. We have lost a lot to the development around us. MOST OF IT HAS INCREASED DEVON'S CARBON EMISSIONS. We need local facilities, jobs and housing. We do not need any more warehousing and distribution with its accompanying white vans, factories making gas stoves (FFS), or fake renewable heat and power facilities. It is like the 1970's here - as if global warming and the link to carbon use is unknown. If planners insist on restricting certain areas to certain uses, EVERYONE has to travel.</p>	<p>It was noted that you are in support of housing policy SA3, and that this is a good site for development of housing which the community needs.</p> <p>It was noted that you are in support of one specific part of Project 3 : the landscaping and planting of the area at Airport End of Village Road</p> <p>Thank you for your recognition that Clyst Honiton has lost a lot to development around it, and that this development has increased Devon's carbon emissions.</p> <p>Thank you for your recognition that the Clyst Honiton NP provides the creation of a mix of houses and jobs which is a sustainable model of development. This development model is in contrast to development locally that restricts certain areas to certain uses so that everyone has to travel.</p> <p>It was noted that you are concerned about flooding.</p>
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	<p>Obviously, the senior planning officers at East Devon probably did get their humanities degrees in the last century, but they could read the papers. Clyst Honiton could create a mix of housing and jobs and be sustainable if the rest of Devon doesn't flood us out.</p>	
<p>12. GHarrison</p>	<p>Community facilities Very Important Design (and Climate change) Very Important Economy: Business and Jobs Very Important Housing Very Important Natural Environment Very Important Parking and Access Very Important</p> <p>2. Community Facility Chapter: In the box below please provide comments on any of the 3 Policies.</p> <p>Please name the policies you wish to comment on and then set out why you are supporting or objecting to this policy. C1: I support the retention of all 4 Assets of Community Value. C2: I support these proposals in full C£: I support the proposal of alternative larger allotment provision at Pound Corner if the Ship Lane site is developed for housing in the future.</p> <p>3.Design and Climate Change Chapter: In the box below please provide comments on any of the 9 Policies.</p> <p>• Please name the policies you wish to comment on and then set out why you are supporting or objecting to this policy. DS1: Support in full</p>	<p>Ranking of areas: All areas seen as Very Important</p> <p>It was noted that you are in support of all the CF policies.</p> <p>It was noted that you are in support of Design policies 1-8 policies.</p>

	<p>DS2: support in full DS3: support in full DS4: support in full DS5: support in full DS6: support in full DS7: support in full DS8: support in full DS9: I have concerns only about the use of farming land for extensive arrays of solar panels within the Neighbourhood Plan area. This policy may be a bit too open ended perhaps? Some schemes are being devised now which also utilise the land on which solar panels stand for food production and I think this could be incorporated into this policy as a requirement.</p> <p>4. Economy: Business and Jobs Chapter: In the box below please provide comments on any of the 4 Policies.</p> <p>Please name the policies you wish to comment on and then set out why you are supporting or objecting to this policy. E1: Support E2: Support E3: Support E4: Any development of the Home Farm site must not include access from the village road, which MUST remain closed to through traffic. Access must only be created from the bypass roundabout. The closure of the through road has brought huge benefits to the village in terms of safety and well-being and this must never be compromised.</p> <p>5. Housing Chapter: In the box below please provide comments on any of the 4 Policies.</p> <p>Please name the policies you wish to comment on and then set out why you are supporting or</p>	<p>It was noted that you have concerns about the open-ended nature of Policy DS9 which would allow the use of farming land for extensive arrays of Solar panels. <u>A request for an additional clause in the policy. An additional clause has been agreed by the steering group to be inserted into the policy. Land on which solar panels are erected are to be utilised for food production. Bullet 6</u></p> <p>It was noted that you are in support of all the Economy policies. Thank you for your recognition that the closure of the village road to through traffic has brought huge benefits to the village in terms of safety and well-being. <u>It was noted by the Steering Group that you wish that this road closure must never be compromised. This has been added to the new E3 policy as a clause in relation to development.</u></p> <p><u>It was noted that you are not in support of SA1 for a variety of reasons: allotment owners prefer allotments to remain, Site would need extensive groundworks and flood mitigation.</u></p>
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	<p>objecting to this policy. SA1: I have mixed feelings on this proposal. I think that current allotment owners would prefer things kept the same as it is a more central location and away from airport noise. The site would potentially require considerable expensive groundworks and flood mitigation even, as well as facing what will be a very busy road. On consideration I reject this site for development.</p> <p>SA2: Although this site is also fronting the main road it would be easier to develop. The site is currently a very untidy gateway to the village, especially as the owners have not put up planting to screen the site as promised when they took over the highway verge. I neither support nor object against this policy.</p> <p>SA3: Fully support all aspects of this very important and community enhancing policy, especially the provision of the Community Facility.</p> <p>HI: Support</p> <p>6. Natural Environment Chapter: In the box below please provide comments on any of the 4 Policies.</p> <p>Please name the policies you wish to comment on and then set out why you are supporting or objecting to this policy. NE1: Support NE2: Support NE3: River Clyst Park is a great for the physical and mental health of the residents of Clyst Honiton. Making this accessible would be huge benefit to the community. NE4: Support</p> <p>7. Parking and Access Chapter: In the box below please provide comments on any of the 5 Policies.</p>	<p><u>It was noted that you neither support nor object to SA2 site. Positive reasons were provided: easier to develop as development already in place on the site ; site creates a visually poor gateway to the village.</u></p> <p>It was noted that you are fully in support of this very important and community enhancing policy (SA3), especially the provision of the community facility.</p> <p>It was noted that you are in support of NE 1-4.</p> <p>Thank you for your recognition of the value of this park to the physical and mental health of the residents of Clyst Honiton. Making this accessible would be a huge benefit to the community.</p>
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	<p>8. There are 6 Community Projects: (NP p 33- 38, Summary p 5-11)</p> <p>Please number the Project and then set out why you are supporting or objecting to it. Please provide other community projects you would like to see. AC1: support AC2: support AC3: support AC4: support AC5: support</p> <p>9. General Comments</p> <p>Any other comments on the Neighbourhood Plan welcome. This is a well thought through community led Neighbourhood Plan which I support in it's aims to create policies that will improve the lives of current and future residents of Clyst Honiton.</p>	<p>It was noted that you are in support of projects 1- 5</p> <p>Thank you for your recognition that this is well thought through community Plan that will improve the lives of current and future residents of Clyst Honiton.</p>
<p>13 Miller Zone A E mail</p>	<p>Community facilities Important Design (and Climate change) Very Important Economy: Business and Jobs Important Housing Important Natural Environment Very Important Parking and Access Very Important</p> <p>6. Natural Environment Chapter: The river is as bad as i have seen it. Its so overgrown. As a child we swam in it . I often wont even let my dog in it.</p> <p>7. Parking and Access Chapter: Living here for over 50 years. Driving for 35 years</p>	<p>Ranking of areas: Very Important D, NE and PA Important : CF, E and H</p> <p>It was noted that you are in support of the flood policies and those affecting the quality of surface and run off water.</p>

	<p>never has the parking or how people park been so bad. Also the state of st Michael's hill and close road is horrendous.</p> <p>9. General Comments: Parking. Needs sorting. The hill is bad. Bins are often not taken because the lorry cannot get up st Michael's hill because of how cars are parked.</p>	<p>Thank you for your recognition as a long term resident that there is a real need for the policies on access and parking.</p> <p>The Steering Group would like to bring your attention that issues such as road repair and waste collection lie outside the Neighbourhood Plan but your comments will be recorded and forwarded to the Parish council.</p>
<p>14. Hales J Paper Zone A Email</p>	<p>Community facilities V Important Design (and Climate change) v Important Economy: Business and Jobs V Important Housing V Important Natural Environment Very Important Parking and Access V Important</p> <p>CF: Broad band connection must be provided to community facilities . Broadband masts need to be carefully placed.</p> <p>Design & CC: In support of DS1,2,4,5,8, 9. Strongly in support of DS1. It is important that all businesses and houses have solar and water harvesting. I am concerned about water and sewage disposal.</p> <p>Economy: In support of providing small business units. They must be fit for purpose with parking, bike storage and Charging points.</p>	<p>Ranking of areas: All areas seen as Very Important</p> <p>It was noted that you under the community facilities section your request for broadband and mast placements is presently covered under Policy DC3</p> <p>It was noted that you are in support of 6 of the Design policies. You have raised issues on solar and water harvesting and water and sewage disposal. Water harvesting and disposal is covered in DS4, and solar in DS8. Sewage disposal is covered by local authority legislation.</p> <p>It was noted that you are in support of small business units and all the points you raised are provided in Policies: E3, SA3, DS7, AC2</p>

	<p>Housing: Local character incorporated into new buildings is important. Houses must not look like Cranbrook’s</p> <p>NE: Green spaces are important to me. I am hoping that as many hedgerows are kept as possible.</p> <p>Access and Parking: I am concerned about airport parking in the village and warehouse vans will there be signs up to stop this. Community facility must have good access and parking.</p> <p>General I support the Plan must be involved with all aspects of the Plan. Housing must be for people already in the village.</p>	<p>Thank you for your support for the new houses to be “linked” but distinct residential area/s in the village.</p> <p>Thank you for your recognition of how important green spaces are and a request that as many hedgerows are kept as possible. The Policies provide new green spaces and protection for existing areas. Hedgerows have national and local protection legislation.</p> <p>It was noted that you are concerned about parking restrictions and signage, both issues fall outside the remit of Neighbourhood Planning but your concerns will be passed onto the Parish Council.</p> <p>It was noted that you are keen for the community building to have good access and parking, both are well covered in the policies of the Plan.</p> <p><u>It was noted that you would like the houses to be for people who already live in the village. The Steering Group are adopting the Government and East Devon DC guidance on housing. Affordable houses will be allocated utilising the EDDC hierarchical scheme with locals being offered these types of houses first. For most other types of housing, it will be on a first come basis, sadly existing local residents have no priority. There is some flexibility with Self-build houses, and these can be used as a vehicle for locals.</u></p>
<p>15. Muir Paper Zone A Email</p>	<p>Community facilities V Important Design (and Climate change) Important Economy: Business and Jobs Important Housing V Important Natural Environment Important Parking and Access V Important</p>	<p>Ranking of areas: Very Important CF, H and PA Important: D, E, NE</p>

	<p>CF: C1 support retaining existing facilities</p> <p>C2 A community hub is essential for the community to meet and socialise.</p> <p>C3 prefer to keep existing allotments</p> <p>D & CC 2,8 &9 fully support 4 & 5 flood management essential 2,3, 6 & 7 design essential but must not lose existing village identity. Electric charging points essential for the future. 1, 3 6 and 7 new developments to be different than Cranbrook, must enhance the area and be part of the village.</p> <p>Economy: SA3, E1-4 fully support all the policies small work units essential and there appears to be a demand for these.</p> <p>Housing: SA3 Community building definitely needed for social cohesion and gatherings. SA1, SA2, SA3 and HI support. Housing priority should be for locals. This will balance the housing stock this is essential.</p> <p>NE: NE1-4 very important fully support.</p>	<p>It was noted that you are in support of CF1 and 2 <u>but not in support of C3 as you would like the existing allotments to remain.</u></p> <p>It was noted that you are in support of all the Design policies. Reasons for support were provided, with a key theme being village identity and for new buildings to enhance the area and be part of the village.</p> <p>It was noted that you are in support of all the Economy policies. Thank you for your recognition of the demand for small work units.</p> <p>It was noted that you are in support of all the housing policies including SA3. <u>It was noted that you would like the houses to be for people who already live in the village. The Steering Group are adopting the Government and East Devon DC guidance on housing. Affordable houses will be allocated utilising the EDDC hierarchical scheme with locals being offered these types of houses first. For most other types of housing, it will be on a first come basis, sadly existing local residents have no priority. There is some flexibility with Self-build houses, and these can be used as a vehicle for locals.</u></p> <p>It was noted that you are in support of all the NE policies and regard them as very important.</p>
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	<p>P & Access AC1-5 improving car parking is a must especially to get better off street parking. Footpaths essential.</p> <p>Community Project: Project 3 fully support. Need to have a footpath linking the community building to the village</p> <p>General: Overall really pleased with all the hard work gone into the NP and satisfied with all recommendations/ policies.</p>	<p>Thank you for your recognition of the need for better street parking and how essential footpaths are. It was noted that you are in support of all the Parking and Access policies.</p> <p>It was noted that Project 3 was supported.</p> <p>Thank you for your recognition of all the hard work involved in the NP and that you are happy with the recommendation made.</p>
<p>16 Bailey Paper Zone A Email Bailey_tom@hotmail.com Or Bailey-tom@hotmail.com</p>	<p>Community facilities V Important Design (and Climate change) v Important Economy: Business and Jobs V Important Housing Not Important Natural Environment Very Important Parking and Access V Important</p> <p>CF: The original allotments should remain as they are and not built on , unless it provides better vehicle access to Ship Lane and / or Parking.</p> <p>D & CC: DS1 agree all new builds should be in keeping with the village and built to a high standard. DS5 Flood prevention water and sewage will be a key priority for the whole village.</p> <p>E E1& 2 in support of</p>	<p>Ranking of areas: All areas seen as Very Important</p> <p><u>It was noted that you are not in support of CF3 but would like the existing allotments to remain. The Steering Group would like to make it clear that Ship Lane is not included in any of the development policies of the NP.</u></p> <p>Thank you for your recognition that flood prevention policies are a priority for the whole village. It was noted that you are in support of DS1 which sets a template for the design of new builds.</p> <p>It was noted that you are in support of all the Economy policies.</p>

	<p>Housing: SA1 I'm against any new build that fronts / backs onto Ship Lane without a new entrance / exit to ship Lane being built. Ship Lane is unsuitable for vehicle access in its present state.</p> <p>NE P & Access: On road parking needs improving in the village. Ship lane needs a new entrance and the existing entrance closed to vehicles. New entrance from the new housing site to ease existing problems.</p> <p>General: reiteration re ship lane and for it to be pedestrianised. In NDO general comments it says Sort Ship Lane out.</p>	<p><u>SA1 and SA2 sites do border onto ship lane but in the policies SA1 and SA2 the access is ONLY to and from Honiton Road / York terrace in recognition that Ship Lane is a private access at this location.</u></p> <p>Thank you for your recognition of the need for parking and access policies. Policy AC1 deals with improved parking provision and policies SA1-3 provide details of access as part of the new housing sites.</p> <p>In the Neighbourhood Plan there is no development of Ship Lane which is under dual ownership , but your suggestions and concerns will be forwarded to the Parish Council.</p>
17 Montgomery Paper Zone A Email	<p>Community facilities Important Design (and Climate change) v Important Economy: Business and Jobs Important Housing Important Natural Environment Very Important Parking and Access Important</p> <p>CF: Totally agree with provision of larger allotments, these are necessary for community sustainability. D & CC DS1 – 9 support these policies, climate change is already here and we ignore it at our peril.</p> <p>E: Support such developments in these policies I support the start up of small businesses although I am retired.</p>	<p>Ranking of areas: Very Important D and NE Important: CF, E H and PA</p> <p>It was noted that you are in support of C3.</p> <p>Thank you for your recognition of climate change and the need for DC1 –9 policies within the Plan to address this.</p> <p>It was noted that you are in support of all the Economy policies and in particular small start-up businesses.</p> <p>It was noted that you are in support of the new houses that provide for different needs and that SA1 – 3 provide this.</p>

	<p>Housing: Agree with SA1-3 and H1new housing for different needs is good for the local community.</p> <p>NE: NE 1-4 Totally agree with these policies. In feel strongly about safeguarding and adding green spaces for the village community to enjoy.</p> <p>P & Access: I agree with the policies as roads, parking and driving is a nightmare. There has to be safer off road parking available.</p> <p>Community Project</p> <p>Support 1 agree that funding should be used to ensure The Community building will be well equipped.</p> <p>Project 3 I would like to see “ To green the street with planting” and use of flower containers to zig zag the road to slow traffic.</p> <p>General comments: SA3 Concerned that the community building does not have rear windows overlooking rear gardens of St Michaels Close. Plus secure fencing to protect rear gardens down the field footpath to the Church entrance.</p>	<p>Thank you for your recognition of the need to safeguard and add greenspaces for the community to enjoy. It was noted that you are in support of NE 1-4.</p> <p>Thank you for your recognition of the need for policies to improve roads parking and safety.</p> <p>It was noted that you are in support of community projects 1 and 3</p> <p><u>Thank you for providing extra comments. The Steering Group can confirm that there are windows on all sides of the community building but that neighbours will be considered. As there is presently an existing boundary structure in place, secure fencing will not be provided as part of the footpath development to Churchside.</u></p>
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Statutory replies to CH NP and NDO

Statutory authority/ body	Comment	SG actions.
1. Avison Young National Gas	Proposed sites crossed or in close proximity to National Gas Transmission assets An assessment has been carried out with respect to National Gas Transmission's assets which include high-pressure gas pipelines and other infrastructure. National Gas Transmission has identified that it has no record of such assets within the Neighbourhood Plan area.	No action required just thank you letter
2. Avison Young National Electricity	Proposed development sites crossed or in close proximity to NGET assets: An assessment has been carried out with respect to NGET's assets which include high voltage electricity assets and other electricity infrastructure. NGET has identified that it has no record of such assets within the Neighbourhood Plan area.	No action required just thank you letter
3. Sports England	Generic Advice given to NP groups no comment on the NP and or NDO	No action required just thank you letter

4. Natural England	Comments: Thank you for your consultation on the above dated 08 June 2023. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.	SG response / decisions
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	<p>We welcome the emergence of a Neighbourhood Plan for Clyst Honiton. Neighbourhood Plans are a great tool for communities to guide sustainable development in their area. We recognise the hard work that is being done to develop the plan and we hope our comments will help ensure that the plan is robust. We would like to make the following comments:</p> <p>Clyst Honiton Neighbourhood Plan – Regulation 14 Pre-submission consultation version, June 2023 •</p> <p>The Appropriate Assessment identifies that the Plan area falls within the Zone of Influence (ZOI) for the Exe Estuary SPA and Pebblebed Heaths SAC, within which impacts of residential and tourist development on the protected sites would arise in the absence of appropriate mitigation.</p> <p>Please note that the LPA should satisfy themselves that the level of development proposed in the Clyst Honiton Neighbourhood Plan can be appropriately mitigated through existing strategic mitigation. This would be of particular concern where the level of proposed development in the Neighbourhood Plan differed to that within the Local Plan, in its ‘made’ and ‘emerging’ forms.</p> <p>Policy SA3: Point 10: We advise that you should remove the ‘(or equivalent)’ because the DEFRA Biodiversity Metric will be the statutory biodiversity metric. •</p> <p>Policies SA1 and SA2: We recommend that, in order to provide clarity and to be helpful to any prospective developers, these policies include the same amended text as used in Policy SA3</p> <p>Ecology: Measures to avoid or mitigate against any adverse effect of the development on the Pebblebed Heaths and Exe Estuary Special Protection Area (SPA), in accordance with the Habitats Regulations, the South-East Devon European Site Mitigation Strategy, and Strategies 47 and 50 of the East Devon Local Plan. This can be achieved through a contribution per dwelling on commencement.</p>	<p>Action: To link with EDDC on the level of development proposed in the Clyst Honiton Neighbourhood Plan and to get confirmation that it can be appropriately mitigated through existing strategic mitigation of the current LP.</p> <p>Action: to delete as recommended and for this sentence to be placed in the NP (NE1). To note that Policy SA3 has been deleted from the NP</p> <p>Action: To note that SA1 has been deleted from the NP.</p> <p>No action required : The contribution was built into viability testing and there is full recognition that a contribution will be required.</p>
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	Demonstrate, through the use of the DEFRA Biodiversity Metric, that the proposals will achieve the biodiversity net gain in line with Policy NE1.	
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5. Natural England SEA HRA	<p>Comments on the SEA and HRA: Strategic Environmental Assessment (AECOM, March 2023) Biodiversity and geodiversity A more recent version of the Exe Estuary Management Plan 2022-2027 has been published, available here: https://www.exe-estuary.org/publications/exe-estuary-management-plan/</p> <p>Habitats Regulations Assessment (AECOM, February 2023) Natural England has no specific comments</p>	<p>SG comments decisions</p> <p>Action: To inform SEA author of the updated text.</p>
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6. Natural England NDO	<p>Comments on the NDO Neighbourhood Development Order – Regulation 21 Pre-submission consultation version, June 2023 Natural England has no specific comments</p>	<p>SG comments and decisions</p> <p>No action required.</p>
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7. BLOOR homes Landowners within the NP Area	<p>Comments</p> <p>CLYST HONITON NEIGHBOURHOOD PLAN - REGULATION 14 CONSULTATION Introduction We write on behalf of our clients, Bloor Homes South West ["Bloor Homes"] and Stuart Partners Ltd ["SPL"], in response to the Regulation 14 (Pre-Submission) consultation on the draft Clyst Honiton Neighbourhood Plan ["CHNP"]. Both Bloor Homes and SPL have land interests within the CHNP Area and are keenly interested in the future Strategic Planning within this location, expected to be brought forward through the Daft East Devon Local Plan ["DEDLP"].</p> <p>Our representations on this Neighbourhood Plan are therefore offered in this context. SPL also has a substantial interest in the existing property/businesses at Hill Barton Business</p>	<p>It was noted that no specific policies are identified for comment.</p>
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	<p>Park, which is partly located within the CHNP Area (at the far southern extent), <u>and will be providing separate responses specifically in respect of any policies relevant to this existing location (if considered necessary and relevant).</u></p> <p>Spatial Context of Clyst Honiton Parish 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.</p> <p>It is our view that this important strategic spatial context has not changed. In the context of the DEDLP, 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 to “Focus new development on the western side of the district, including a new town and other major strategic developments close to Exeter”.</p> <p>Elaborating further on this strategy, 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 – an extract of which is included below) included extensive areas of land to the South of the A30 (within Clyst Honiton Parish).</p> <p>Although the full text of previous representations and responses (made to the DEDLP consultation) is not yet available, it is noted that in the summary feedback report (recently presented to the East Devon Strategic Planning Committee) it was stated that “Clyst Honiton Parish Council supports the development of a new town, but wants to work</p>	<p>Action: To strengthen the section on the spatial context of Clyst Honiton. With the awareness that EDDC has informed us that what the Emerging Plan is delivering locally is in the early stages of development and not definitive.</p> <p>Action: Please note that the Neighbourhood Plan Area is different from the Clyst Honiton Parish boundaries. The NP will have a new map (Figure 3) showing the variance between the NP Area and the Parish.</p>
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	<p>the CHNP must meet, we do not wish to raise any particular objection (within this response), <u>although there are changes and additions that could be made to make much clearer the relationship of the emerging Neighbourhood Plan with the emerging DEDLP.</u></p> <p>It is clear that any scale of major development proposed within the Neighbourhood Plan Area (reflecting the Spatial Context as set out above) would require further changes to the CHNP to be contemplated (for clarity and consistency) so as to reflect policy which states that the neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area.</p> <p>As and when a new Local Plan containing strategic policies is progressed for the area, to be effective, the Neighbourhood Plan will need to be reviewed (and may need to be amended).</p> <p>In summary, whilst we do not object to the draft CHNP in its current form, we suggest that close consideration is given to the strategic context of the Parish within East Devon, and the timing of the progression of a Neighbourhood Plan to take into account a new Local Plan and new strategic policies which may emerge.</p>	<p>NP area, the NP and the emerging Local Plan.</p> <p>No action: The Steering Group are aware of the need to update NPs. This is covered in the section labelled Implementation, Monitoring and Reviewing the Plan at the end of the NP.</p>
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<p>8. CCE Church commissioners for England</p>	<p>Comments:</p> <p>CCE owns land in Clyst Honiton known as the 'Bypass Site', which is subject to a draft allocation in the NP. The NDO aims to bring the site forward in line with Policy SA3. Draft Policy SA3 allocates the Bypass Site for a residential-led mixed use development, comprising a maximum of 50 dwellings, employment space and a new community facility. <u>This allocation has local importance as the development of a mixed-use scheme will enable the delivery of a new community facility, which is the key driver underpinning the production of the Clyst Honiton NP.</u></p> <p>As a key stakeholder, CCE has engaged with and supported the Clyst Honiton Steering Group from the outset, funding a number of surveys in relation to the production of the draft NP and NDP. Whilst the CCE supports in principle the allocation of the Bypass Site</p>	
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	<p>and the NDO, it <u>objects to several elements of the allocation in its current form</u>, which have been included contrary to CCE's advice and communication with the Steering Group on the most suitable way forward for developing the site.</p> <p>Policy SA3 – Site adjacent to the Clyst Honiton Bypass Community facility Draft Policy SA3 and the NDO state that “the community facility has to be finished in full and signed over to the Parish Council before any residential dwellings and economic units are occupied”. In a discussion on the 24 February 2023 between CCE and Clyst Honiton Parish Council, CCE stated that the expectation for the community facility to be delivered and signed over before any occupation at the site greatly risks the site being commercially unviable and a scheme not being delivered. The delivery of a community facility relies on selling homes to fund its construction and the development of supporting infrastructure such as access and parking, to avoid the facility being isolated and potentially unusable. A community facility within/immediately adjacent to a development site could also be unusable from a health and safety, and practical, perspective. There would inevitably be construction traffic, security fencing etc. associated with the development site for several years, placing an operational burden on the Parish Council. <u>A phasing plan for the site would be determined as part of a future planning application and would ensure the community facility is delivered with supporting infrastructure and the wider scheme to be operational.</u> Draft Policy SA3 and the NDO cannot therefore include such a condition. CCE objects to this text and requests that it is removed from the policy and the NDO.</p> <p>A draft NP and NDO must meet <u>the basic conditions set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act</u></p>	<p>Action: SA3 has been deleted from the NP, but these comments will be forwarded to the NDO author.</p> <p>Action: To work with the CCE to establish a phasing of the plan to be written to ensure delivery of the community building.</p> <p>Action: To work with Basic Condition Statement author on this matter and to seek advice from Locality NDO mentor where appropriate.</p>
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	<p><u>2004. Basic condition (d) states that the making of the NDO or NP needs to contribute to the achievement of sustainable development.</u> This basic condition is consistent with the planning principle that all plan-making and decision-making should help to achieve sustainable development. Sustainable places require a good mix of uses, including housing areas being well linked and served by community facilities. For the reasons presented above, draft Policy SA3 would fail to contribute to sustainable growth and risk the delivery of a community facility that would bring social benefits to the local area. Draft Policy SA3 therefore fails to meet basic condition</p> <p>(d). Access Draft Policy SA3 states that access is to come “...directly from the Bypass, and that no commercial traffic is to be directed past any residential frontages”. The NDO also states that “vehicular access to the site will principally be off the Clyst Honiton By-pass, at a location opposite Tiger Moth Road”. <u>The CCE has no objection on the basis that there is confirmation in writing from Devon County Council Highways in support of this approach, however CCE are yet to see anything which suggests this is Pg 3/5 26734327v5 acceptable to Devon County Council Highways. We look forward to engaging in future discussions on highway and access matters.</u></p> <p>Policy C2 - New community facilities and services CCE are supportive of the aims of Policy C2 and that the Bypass Site should deliver a new community facility (Policy SA3).</p> <p>Policy D1 – Development of high- quality design CCE are supportive of the aims of Policy D1 to achieve high quality development and that the existing character of Clyst Honiton should inform the design of development proposals.</p> <p>Policy NE1 – Landscape and Biodiversity CCE endorses the NP’s objective to protect and increase the area’s landscape and</p>	<p>Action: to continue to progress work on vehicular access to the site.</p> <p>Action: To take out reference to SA3 Bypass site and to add in “The Clyst Honiton Neighbourhood Development Order Site”</p> <p>No action required.</p>
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	<p>biodiversity and supports in principle the requirement set in draft Policy NE1 for new development to achieve at least a 10% Biodiversity Net Gain (BNG).</p> <p>The BNG report prepared by Burton Reid Associates (August 2022) for the Bypass Site proposes to achieve BNG using off-site mitigation in three fields surrounding the site which are within CCE's ownership. CCE has not agreed to including this land for BNG purposes with the Parish Council and therefore objects to the proposed strategy.</p> <p>Policy NE3 – River Clyst Park CCE object to draft Policy NE3 which is an allocation safeguarding public amenity space for the community of Clyst Honiton on an area of land owned by CCE. The draft Policy states that this public amenity space will provide noise mitigation for future residents of the Bypass Site, given the site's proximity to the airport. The land designated by the Policy denoted in Figure 52 of the NP is already safeguarded via a Section 106 legal agreement ('S106') attached to planning permission 17/0532/MOUT granted in 2017 at Land At Hayes Farm (Phase 2) Clyst Honiton for the following proposed development: "Outline planning application with all matters reserved for the provision of up to 110,000 sq. m of Use Class B8 development with ancillary Use Class B1 and associated parking, servicing, yard areas, landscaping and engineering works including demolition of existing structures within the site." The S106 agreement dated 8 June 2018 requires the provision of a Public Right of Way (PROW) in perpetuity over land at Hayes Farm. CCE own the freehold of the PROW and it has been agreed in principle with East Devon District Council and Devon County Council that the PROW will be dedicated as access land pursuant to section 16 of the Countryside and Rights of Way Act 2000. The S106 obligates CCE to provide a PROW shown as the dashed yellow line within part of the land shaded yellow in Figure 1. The red line indicates access retained for the owner and</p>	<p>Action: To work with the CCE to establish how BNG can be achieved as there is a requirement for the NDO sites to gain 10% biodiversity gain. No BNG no Bypass site.</p>
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	<p>not by the public. Pg 4/5 26734327v5 Figure 1: plan extract of land at Hayes Farm from the signed S106 agreement (2018). Policy NE3 shows that the entire area shaded yellow at Hayes Farm would be “for the creation of a public amenity space for the community of Clyst Honiton, as seen in Figure 52” (our emphasise). CCE object to this policy as the extent of public access is restricted to the footpath in Figure 1 only, not the whole area shaded yellow or area shaded green in Policy NE3. Natural England advised in the negotiation of the S106 agreement that the dedication “comes with lots of controls on public access as it affects wildlife and livestock, such as dogs on leads during the summer breeding period”.</p> <p>CCE therefore object to the supporting text in policy NE3 which references outdoor leisure and recreation, including “family picnics” and “kite flying” on this land as public access needs to be controlled to manage wildlife and livestock sensitivities.</p> <p>In addition, CCE objects to the inclusion of the words “for the community of Clyst Honiton”. Access could not be restricted to just Clyst Honiton residents as the S106 agreement includes provisions for access by the owner shown by the red line in Figure 1.</p> <p>Furthermore, given these restrictions on access and activities on the land, CCE question whether the site can provide the airport noise mitigation required for the residential development at the Bypass Site. For these reasons, CCE object to draft Policy NE3 and Figure 52 which conflicts with the S106 and requests that draft Policy NE3 is removed from the NP and the NDO.</p>	<p>Action: To confirm that Figure 52 shows a small area of Hayes Farm being safeguarded. Fig 53 from a commissioned GIS, shows the whole area of the Hayes Farm. Justification point 1 includes confirmation of the exact space safeguarded “However, a much smaller area (a third) of the GIS public green space was eventually selected to be allocated in NE3. This was to ensure that a large area remains as a sanctuary for wildlife and as an enhanced wetland habitat.”</p> <p>Action: For all references to leisure and recreation to be withdrawn from this policy and the justification</p> <p>Action: Agreed to withdrawing the words “ for the community of Clyst Honiton</p> <p>Action: To work with the CCE because to delete NE3 would result in the Bypass site (NDO) not going ahead. EDDC is happy with the policy and as: this land sits within the CVRP and, Policy NE3 delivers several of the CVRP objectives. The Examiner completing the Health Check on the NP stated: the policy appears</p>
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		<p>appropriate, albeit it is unclear as to how the Park will be delivered and this should be addressed.</p> <p>Action: For the CCE, EDDC and QB to work together on the inclusion of NE3 to enable delivery of the NDO site.</p>
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<p>9. CCE</p>	<p>Response to emerging NDO</p> <p>Code and Access Statement for Land at West of Clyst Honiton Bypass Introduction CCE request that the <u>last three paragraphs on page 5 are removed and revised for reasons explained in our response to Policy SA3. Pg 5/5 26734327v5 Typology CCE requests that bullet point 5 on Page 15, stating that there is “access to a public amenity space” (our emphasis), replaces the words “public amenity space” with “Public Open Space”. This would be consistent with the wording used for the Illustrative Masterplan on page 13 and would provide clarity on the specific location of proposed public space in the site.</u></p> <p>Biodiversity CCE object to this chapter as the BNG strategy proposes to use off-site mitigation in three fields surrounding the site which are within CCE’s ownership. CCE has not agreed to including this land for BNG purposes with the Parish Council and therefore objects to the proposed strategy as currently drafted.</p> <p>Transport Aspirations CCE supports an Options Appraisal being undertaken to ensure all access considerations are properly taken into consideration. The preference for “a primary vehicle access from the Clyst Honiton Bypass, utilising the existing infrastructure associated with the signalised junction at the junction of the Bypass and Tiger Moth Road” would require confirmation in writing from Devon County Council Highways. We look forward to engaging in future discussions on highway and access matters.</p>	<p>This will be looked at specifically by the NDO author. Comments below are from the NP Steering Group</p> <p>Action: To review and amend Code and Access Statement.</p> <p>Action: To look into use of term Public Open Space and the need for Noise mitigation allocated space.</p> <p>Action: To work with the CCE to establish how BNG can be achieved as there is agreement of a 10% biodiversity gain.</p> <p>Action to continue to progress work on vehicular access to the site, to include an options appraisal, but with the option to principally be off the Clyst Honiton By-pass being prioritised.</p>
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<p>10. Historic England SW</p>	<p>Comments on NP and NDO</p> <p>We note that the NDO allocates a specific site for development. Furthermore, the draft Neighbourhood Plan makes a number of specific site allocations for both new housing and employment uses. It is therefore reassuring to read the Desk Based Study (DBS) for Heritage, produced in October 2020 by AECOM, that supports the specific site allocation for the proposed Neighbourhood Development Order (NDO) intended for the Housing Policy SA3: Clyst Honiton Bypass Site. This document provides a thorough evidence base and a strong justification for development on that site.</p> <p>The AECOM Heritage DBS, associated with the NDO, would also provide much of the evidence base required to justify the development on the other proposed sites by Policies SA1, SA2 and E4 of the Neighbourhood Plan. <u>However, the explicit justification for development on each of these additional sites has not yet been fully made. Such justification is required for the Neighbourhood Plan to be policy compliant.</u></p> <p><u>A full Strategic Environmental Assessment (SEA) would be one method of making such a justification and ensuring compliance. However, given the modest ambitions of the Neighbourhood Plan, we recommend a “lighter touch” approach. This could be in the form of a short justification, for each site, that used AECOM’s existing DBS as an evidence base. Such studies should be carried out by a professional with Heritage bona fides.</u></p> <p>We have no further comments to make on either the NDO or the Regulation 14 draft Neighbourhood Plan itself at this time. However, we look forward to having the opportunity to make further comments on the regulation 16 consultation draft.</p>	<p>Action: To check that justification sections for SA2 and E4 development. (SA1 has been deleted)</p> <p>Action: To contact SEA author and ask his advice. Action: to add sections to justify why development going on these sites. No action required: SEA AUTHOR responded to say that Site Options Document is nationally used as an acceptable template to justify development.</p>
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	I hope that our response has been helpful. We wish the Neighbourhood Plan steering group well with their on-going work towards a made plan.	
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11. MLPD 18001 Representations on Behalf of Stuart Partners Ltd	<p>Comments on</p> <p>Background We represent Stuart Partners Ltd (“client”) which owns and controls significantly more than 500 acres in and adjacent to Clyst Honiton parish including the strategically important Hill Barton Business Park and, together with Bloor Homes South West Ltd, most of the land earmarked for a New Town in emerging strategic planning policy. These representations should be read together with representations made by Turley on behalf of our client and Bloor Homes South West Ltd. Stuart Partners Ltd is a local company with a diverse business portfolio based around agriculture, land, renewable energy, residential development land and employment delivery all contributing considerably in excess of 1,000 jobs and £100 Million Gross Value Added (GVA) into the East Devon and sub regional economies. Two thirds of East Devon district is covered (rightly) in restrictive national planning policy designations. The Council has abandoned the Greater Exeter Strategic Plan (GESP) and has taken the conscious decision to delay its Local Plan production meaning that there is no strategic planning policy framework for the area. (The Local Plan is 5 years old and is “out of date”.) The Council’s higher tier decision taking (bolstered by previous strategic planning policy informed by Sustainability Appraisals) concludes that Clyst Honiton Parish and our client’s land sit 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</p>	
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	<p>other words, the spatial context is: • <u>there is a strong likelihood that land in Clyst Honiton 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 such growth.</u></p> <p>Housing and Employment Land Supply and Delivery.</p> <p>East Devon District Council (EDDC) cannot demonstrate an adequate supply of housing or employment land. Neither can Exeter City Council (ECC). Sub regionally, therefore, there is not enough strategic housing land or enough employment land to meet existing needs, let alone future needs. Exeter’s growth is severely constrained, and it is probable, in our client’s view, that some of its housing and employment needs will have to be accommodated in the “West End” of East Devon (where Clyst Honiton is), mainly because neighbouring authorities have a “duty to cooperate” (DTC) to ensure that cross boundary strategic development needs are met in the most appropriate (i.e., in the most sustainable) locations.</p> <p>Clyst Honiton Neighbourhood Plan</p> <p>We note (from recent EDDC Strategic Planning Committee Papers) that the Parish Council...”supports the development of a New Town but wants to work with EDDC to ensure that the development is beneficial to local people and the environment.” <u>The New Town Masterplan shows an expanded Hill Barton Business Park and employment land near the A30 in addition to residential and other land uses.</u> We look forward to working with the Parish Council to progress the New Town and the expansion of Hill Barton Business Park to ensure that “the development is beneficial to local people and the environment”.</p> <p>Comments</p> <p><u>It is arguable as to whether the neighbourhood plan (NP) policies comply with the “basic conditions” outlined in the National Planning Policy Framework (NPPF),</u> in our client’s view, however, it does not wish to raise objections at this time. Instead, it would like to point out that as strategic policies gain weight for decision <u>taking the NP will need to be reviewed and updated to ensure that it is</u></p>	<p>Action: A new section labelled spatial context has been added to the Plan.</p> <p>Action: To ask EDDC for the New Town masterplan.</p> <p>Action: To notify the Basic Condition Statement author on this matter and where appropriate to seek advice from Locality NDO mentor.</p> <p>No action: The Steering Group are aware of the</p>
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	<p><u>relevant</u>. We respectfully suggest that the NP should more clearly acknowledge that the parish is in an important location in the sub region making up part of an area which is long recognised by the Council and its partners as the most sustainable option for accommodating future sub regional strategic housing and employment needs, balancing environmental impacts with necessary social and economic gains.</p>	<p>need to update NPs. This is covered in the last section at the end of the NP labelled Implementation, Monitoring and Reviewing the Plan.</p>
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<p>12. Chris Edwards Airfield Ops</p>	<p>Comments on</p> <p>I have reviewed the draft NDO and relevant documents and can confirm that the various requirements needed to meet aerodrome safeguarding criteria to ensure the safe operation of the airport (as below) are contained within the LDO and therefore acceptable.</p> <ul style="list-style-type: none"> • Obstacle Limitation Surface (OLS) protection. • Technical Safeguarding assessment. • Instrument Flight Procedure (IFP) assessment. • Wildlife Hazard Management Plan (WHMP) Including SUDS. <p>With regards to noise issues, I have forwarded your email to Phil Gadd of Regional City Airports to respond accordingly.</p> <p><i>Regards</i> Chris Edwards Airfield Operations Duty Manager Exeter Airport</p>	<p>No action. All aspects covered in the NDO (LDO)</p>
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<p>13. DCAF Hilary Winter</p>	<p>Comments on NP and NDO</p> <p>Thank you for consulting the Devon Countryside Access Forum on the Clyst</p>	<p>No action.</p>
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	<p>Honiton Neighbourhood Plan and Neighbourhood Development Order.</p> <p>The draft Neighbourhood Plan includes a number of useful policies related to recreational and functional access. The Devon Countryside Access Forum has prepared some position statements and I am attaching the ones on Neighbourhood Plans and Disability Access. The Forum advises that these are taken into consideration as part of the process of analysing comments. (The questionnaire did not provide the opportunity to add documents).</p> <p>The Neighbourhood Plan makes no reference to horses and the Devon Countryside Access Forum advises that <u>multi-use should be considered in terms of any recreational access improvements so that walkers, cyclists and horse riders have opportunities to walk/ride safely to other areas, for example the Clyst Valley Regional Park/Clyst Valley Trail.</u></p> <p>It would be appreciated if you could acknowledge receipt and provide feedback.</p> <p>Regards Hilary Winter Forum Officer</p> <p>Email sent on behalf of the Devon Countryside Access Forum</p>	<p>Action: To ensure that multi-use is applied appropriately in the NP.</p> <p>For routes to be labelled active travel in the NP Area as main users are walkers and cyclists.</p>
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14 DCC Historic Environment Team	<p>Comments on Cyst Honiton Neighbourhood Plan</p> <p>The Historic Environment and Heritage is mentioned throughout the main Neighbourhood Plan (NP), with a separate section of the history and character of Clyst Honiton in the appendices under section 7a Cyst Honiton Character Assessment. To emphasise the importance of the Historic Environment <u>we advise you bring all the information together under its own chapter in the main body of the NP as you have done for the Natural Environment.</u></p> <p><u>The National Planning Policy Framework (NPPF) should also be mentioned under this chapter to include NPPF Section 16, 184-202 on Conserving and enhancing the historic environment.</u></p> <p><u>We have attached a PDF of all the heritage assets within Clyst Honiton.</u> To give Clyst Honiton greater depth of its past we advise that some of these heritage assets are mentioned. For example, <i>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 between Exeter and Honiton (old A30), aligns north of the Clyst Honiton settlement. The earliest record of the name Cyst Honiton dates to the early 12th century. Mention could be made of the number of findspots found during archaeological investigation along the line of the new A30. The World War sites could also be highlighted. The Historic Landscape Characterisation (HLC) could be mentioned under the Landscape Character Assessment. This gives detail on the character of the landscape and how the pattern of small farms, fields and hedgerows has developed since the medieval period. Further information on the HLC can be found at https://www.devon.gov.uk/historicenvironment/the-devon-historicenvironment-record/historic-landscape-characterisation/.</i></p>	<p>No action: This has been a consistent request by HE across other NP's. As this NP has no HE policies a dedicated chapter is not required.</p> <p>Action: To put in this link within the Plan.</p> <p>Action: To put PDF on the website and refer to it within the NP text.</p> <p>Action: To copy and paste italic text and add to NP documentation.</p>
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15. Devon & Cornwall police	<p>Comments on</p> <p>Community facilities Very Important Design (and Climate change) Very Important Economy: Business and Jobs Very Important Housing Very Important Natural Environment Very Important Parking and Access Very Important</p> <p>DS1 (4) - great to see secure streets and good levels of natural surveillance</p>	
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	<p>mentioned here! To go a little further to ensure that new development is safe and therefore sustainable, could you perhaps include something like....<i>ensuring new developments are designed with designing out crime / crime prevention through environmental design principles embedded within the schemes.?</i></p> <p>AC1 - similarly to above. Possibly add in....<i>ensuring parking provision for new residential developments conforms to designing out crime / crime prevention through environmental design principles in order to provide safe parking whilst not undermining the security of the wider development.</i></p>	<p>Action: To add some text to DS1 bullet 4 to provide a crime prevention context.</p> <p>Action: To add some text to AC1 as parking specific.</p>
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<p>16. DCC Planning transportation and environment</p>	<p>Comments on</p> <p><u>Neighbourhood Plan</u> Highways Development Management</p> <p>SA1 – Existing Allotment Site, York Terrace. The allocated development parcel that fronts onto York Terrace is anticipated to accommodate up to 6 dwellings. The policy also details the provision of safe vehicular, pedestrian and cycle access. At this stage, it is unclear whether lawful right of access would be possible onto Ship Lane as a large part, including the stretch which runs alongside the site, is in private ownership. Ship Lane is narrow and has limited passing places; its intersection with the access road to the southwest is constrained. Turning into the site’s boundary with York Terrace (a classified road carrying large volumes of traffic) will be limited due to the main settlement bus stop along the whole of the site boundary. At this stage, it is not clear that safe and legal access to the site would be achievable and any application for development at the site would be required to demonstrate the deliverability of a safe and legal vehicular and pedestrian access to the site. The site is well located in terms of bus services with a regular service towards Exeter leaving from adjacent to the site. An existing narrow footway sits between the carriageway which</p>	<p>Action: The Steering Group recognise that SA1 has no access, and that development of this site it totally reliant on access being provided by SA2. Ship Lane is a private Lane, SA2 which has no lawful right of access onto Ship Lane. The bus stop restricts access from York Terrace. The Steering Group decision is to delete SA1 as no safe and legal access to the site is achievable. Exeter and Devon Airport Limited refused the replacement allotments which SA1 is dependent on to be delivered, so deletion of SA1 was agreed. The site can still come forward under a normal</p>
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	<p>development would provide an opportunity to improve.</p> <p>SA2 – Slate and Tile Site, York Road This brownfield site is also located between York Terrace and Ship Lane and therefore the comments regarding ship Lane made about site allocation SA1 above are also relevant for this site. However, the proposed parcel benefits from an existing vehicular access off York Terrace. <u>Development at the site would represent an opportunity to improve the existing arrangement and provide a right hand turn lane into the site – this may also be able to accommodate any associated vehicular traffic from the SA1 Allocation and alleviate concerns regarding access.</u> The site is well located in terms of bus services with a regular service towards Exeter leaving a short distance from the site.</p> <p>SA3 – Site adjacent to the Clyst Honiton Bypass The County Council as Highway Authority has previously stated that an access to this site via Waterside Lane would in principle be an acceptable option for accommodating development at the site. However, the proposed preferred option presented in the plan of a signalised access off the strategic network continues to be a cause for concern; <u>the size of the scheme does not warrant the need in isolation for a signalised access to accommodate the level of traffic associated with the proposals.</u> It would remain the preference of the Highway Authority that a right turn lane arrangement onto Waterside Lane is provided and strongly advised that this approach is taken forward. <u>Any application for development at the site would need to be supported by a Transport Assessment that would demonstrate that the proposed access arrangements are policy compliant, including in the context of the existing, consented, and allocated sites in the area. A signalised junction in this location would need to be designed and built to an adoptable standard.</u></p>	<p>planning application as and when SA2 comes forward.</p> <p>No action required in agreement with comments and the provision of a righthand turn lane.</p> <p>Action: To note and discuss with Transport Assessment Group the comment “ <u>the size of the scheme does not warrant the need in isolation for a signalised access to accommodate the level of traffic associated with the proposals.</u> To still keep left in left out option of non signalised access as an option for the TA to consider</p> <p>Action: Requirements and suggestions to be shared with TA company To note that SA3 has been deleted from the NP as advised</p>
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	<p>Opportunities for continued <u>Non-motorised Users</u> (NMU) from the west and through the sites exist, which would promote the option for sustainable forms of travel for associated and nearby residents. <u>Appropriately designed and constructed forms of NMU access are expected to be delivered to permeate through the development site as part of any future supporting submission.</u></p> <p>Neighbourhood Development Order</p> <p>Highways Development Management From a Highways perspective, the documents associated with the Neighbourhood Development Order (NDO) are not considered to be sufficient in order for the County Council as Highway Authority to be able to assess the proposals in detail. The parcel site sits between the Clyst Honiton Bypass and York Terrace, both of which are a strategic part of the network and carry high levels of traffic. The access proposed for this scheme would form a four-armed signalised arrangement with Tiger Moth Road (serving the Sky Park and industrial site opposite). The level of detail provided for the access is insufficient to allow for an assessment of the suitability of the scheme and it is considered likely that any access from this point would require more substantial work and/or land in order to achieve a suitable and safe access. Further information will be required in order for the scheme to be assessed and any recommendation to be made on the scheme. Currently there is no supporting Transport Assessment providing a sufficient and robust analysis to allow the County Council to ascertain the impacts of the development on the local highway network. Taking the above into account, the current proposal lacks the required supporting information to enable a proper assessment of the impacts of the development on the local highway network – without such information there is a significant risk of adverse impacts from the development in terms of the safe and efficient operations of the local highway network.</p>	<p>Action: Agreed for opportunities for continued NMU to be added to the NDO.</p> <p>Action: To share this information with NDO author. Good to have a clause added for appropriately designed and constructed forms of NMU.</p> <p>Action: Agreed that this material is to be shared with TA company and NDO author.</p>
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	<p><u>Therefore, the County Council cannot support the NDO until the required information and assessments are provided.</u></p> <p>Local Education Provision (including early years) Devon County Council as Education Authority would normally seek contributions for education provision on a development of this size but does not currently understand the mechanisms in place to secure these contributions. Until it is confirmed that these contributions can be secured and how this can happen, the County Council does not support the NDO. For the development to mitigate its impact and be considered acceptable, contributions towards pupil places will be required on all family type dwellings (2 or more bedrooms including affordable housing). The existing local primary schools are not forecast to have capacity for all pupils likely to be generated by the proposed development so contributions towards primary and secondary education would be sought. <u>60 family-type dwellings will generate an additional 15 primary pupils and 9 secondary pupils which would have a direct impact on the local schools.</u> The contribution sought towards primary would be £256,455 (based on the DfE extension rate of £17,097 per pupil). The contribution sought towards secondary would be £211,860 (based on the DfE extension rate of £23,540 per pupil). A contribution of £250 per dwelling would also be requested towards Early Years provision. Requests are made in accordance with Devon County Council's Education Infrastructure Plan 2016-2033, which has been approved by members. <u>A full education response has been appended to this letter which fully sets out the required contributions. It may be necessary for the required contributions to be recalculated when further detail regarding the final proposed housing mix is known. The County Council would be happy to provide this recalculation at the appropriate time.</u></p> <p>Surface water flooding Consideration of the Sustainable Drainage (SuDS) should be at the earliest site planning stage to ensure adequate space is provided. As well as mitigating flood risk and pollution, where possible, the SuDS should look to provide amenity and increase biodiversity.</p>	<p>Action: To check with viability author, as do not think this contribution has been added to assessments of the site. SA1 and SA3 are being deleted so the NP will only be bringing forward 9 houses.</p> <p>Action: NDO housing numbers are to be reviewed. If necessary, contact DCC once numbers have been finalised.</p> <p>Action: Link with NDO author on these issues of adequate space and advantages of amenity and increase biodiversity esp. to help with BNG.</p>
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	<p>Historic environment The Historic Environment Team has previously liaised with the parish council's archaeological consultant and welcomes the inclusion of the consideration of archaeology as well as the wording of the archaeological condition within the Neighbourhood Development Order. As such, the Historic Environment Team has no further comments to make.</p> <p>Steven Reed DCC Clyst Honiton NDO Site (Land East Of The Village Of Clyst Honiton): Archaeology</p> <p>My ref: Arch/DM/ED/35706</p> <p>Further to your recent consultation, the Historic Environment Team will be formally providing our comments as part of the overarching response from Devon County Council. However, in the meantime for your information please find below the comments that the Historic Environment Team will be making regarding the NDO and the historic environment:</p> <p><i>“Historic Environment Team comments</i> <i>The Historic Environment Team has previously liaised with the parish council's archaeological consultant and welcomes the inclusion of the consideration of archaeology as well as the wording of the archaeological condition within the Neighbourhood Development Order. As such, the Historic Environment Team has no further comments to make.”</i></p>	No action required.
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17 EA NP	<p>Clyst Honiton Neighbourhood Plan – Regulation 14 Draft Consultation</p> <p>Thank you for providing us with the opportunity to comment on the draft Neighbourhood Plan for Clyst Honiton.</p> <p>We are broadly supportive of the overall aims of the plan and note the intention to allocate development on several sites. We provide the following comments on specific policies and allocations to support the drafting of the plan in the next stages.</p> <p>Policy DS5 (Flood Defence): Whilst we recognise the intention of this policy, we advise that some of the wording and information within the ‘justification’ sections may be misleading. <u>Firstly, we would encourage that the title of the policy is changed to ‘Flood Risk Management’.</u></p> <p>This terminology includes traditional flood defences but also acknowledges that in some cases, other techniques provide greater benefits such as natural flood management, and a general drive to make space for water rather than building hard defences to steer it away. Using the correct terminology can be important when communicating risks and may encourage developers to consider alternative options to traditional flood defences where appropriate.</p> <p><u>Whilst we recognise the importance of moving towards a low-carbon society, careful consideration is required to the installation of Hydroelectric Power (HEP) systems due to the potential impact to habitats and biodiversity. We would recommend that the policy is reflected to reference that enhancements must be achieved should a HEP system be proposed.</u> The policy mentions that the HEP would be supported if deemed ‘viable’ by the EA and flood risk authorities. This may read as being ‘viable’ in a financial sense, whereas we would <u>review the proposal in the context of whether it is acceptable regarding impacts to habitats, biodiversity, geomorphological processes, water quality and flood risk.</u></p> <p>Further, in the ‘justification’ section of policy DS5, the plan references the ‘major development of Cranbrook Town up-stream’ as a cause (or contributing factor) to flooding in the plan area. However, we would advise that this isn’t the case we</p>	<p>Action: To change policy title to <u>Flood Risk Management</u> and to check this new title is used within the Plan.</p> <p>Action: Agreed to add some of this text into the NP.</p> <p>Action to take out viable and add italics</p>
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	<p>would recommend that this statement is either reworded or removed.</p> <p>Additionally, the justification section references dredging. Dredging is an unsustainable and costly (financially and to the environment) approach which would provide very limited, if any, benefit in reducing flood risk.</p> <p>Policy E4: Business sites in Clyst Honiton Village The following sites are located within or directly adjacent to the EA indicative flood maps. We provide the following comments on them in the context of flood risk.</p> <p>E4.1 Home Farm Business Park This site is within flood zone 1 (low risk). We would be comfortable with this allocation from a flood risk perspective. The site is elevated above the adjacent floodplain and is unlikely to be sensitive to increased fluvial flood risk posed by the effects of climate change. Notwithstanding this, any prospective developer will need to produce a robust assessment of risks over the lifetime of the development as part of any planning application submission.</p> <p>E4.2 Exeter Inn Car Park This site is located wholly in flood zone 3, which EA flood maps identify to have high risk of flooding. The proposed types of development: C1, E(d) and E(f) would include 'more vulnerable' development as defined in the Planning Practice Guidance. The National Planning Policy Framework requires "<i>All plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property</i>" (paragraph 161). <u>The site is likely to be sensitive to increase in fluvial flood risk posed by the effects of climate change. The Flood Risk Sequential Test will need to be satisfied at pre-adoption stage and this may be something you wish to discuss with the Local Planning Authority (LPA) at this stage/ when you submit the plan to the LPA.</u></p> <p>E4.3 Old School Business Park There is a small amount of flood zone encroaching on the site on the western boundary which is likely to be sensitive to increase in fluvial flood risk due to</p>	<p>Action to reword.</p> <p>Action: To remove</p> <p>Action: to add to design policy D1 a clause covering Flood Zones so that this issue is generically covered in the Plan for all sites. Clause 9 DS1: New development across the NP Area will be designed to: Take into account the location in relation to any flood zone and be sensitive to any increase in fluvial flood risk posed by the effects of climate change.</p> <p>Action: flooding is covered in D1.</p> <p>All class uses have agreed to be withdrawn from this policy for all three sites.</p>
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	<p>the effects of climate change. As such, the flood risk sequential test will be applicable (see above).</p> <p>Policy SA1: Existing allotment site, York Terrace (Housing allocation) This site borders flood zone 2/3 on the north eastern boundary. The site is elevated above the adjacent floodplain and unlikely to be sensitive to the increase in fluvial flood risk posed by the effects of climate change.</p> <p>Policy SA2: Slate and Tile Site, York Terrace (Housing allocation) About a third of this site is located within flood zone 3, the Flood Risk Sequential Test is applicable. Parts of the site are likely sensitive to increase in fluvial flood risk posed by the effects of climate change.</p> <p>Policy SA3: Site adjacent to the Clyst Honiton Bypass (Mixed use allocation) We will provide more detail on this in the consultation response to the Neighbourhood Development Order.</p>	<p>No action as SA1 has been removed from the NP.</p> <p>Housing sites : policy D1 will contain a clause covering Flood Zone sites so that this issue is generically covered in the Plan.</p>
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<p>18. EA NDO</p>	<p>Clyst Honiton Reg 21 Neighbourhood Development Order (NDO).</p> <p>Thank you for providing us with the opportunity to comment on the draft Neighbourhood Development Order for Clyst Honiton. We</p>	<p>No action</p>
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	<p>recognise that the proposed site borders the flood zone at this time. However, we are mindful that over time, this flood zone may encroach into the site, especially when assessing flood risk over the lifetime of the development (usually 100 years for residential development).</p> <p><u>We would support the inclusion of the conditions under section 3.24 regarding the provision of a flood risk assessment (FRA) prior to commencement of the development. However, we would advise that this FRA is required to consider all sources of flooding, not just surface water as well as the impact of climate change on the risks of flooding. The condition should also specify at what point and to who the FRA should be submitted for approval. This may be something that you wish to engage with the Local Planning Authority on directly regarding the legal process of the matter.</u></p>	<p>Action: To share with NDO author and consider strengthening and adding to this clause</p>
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<p>19. Sally Parish National Highways N DO</p>	<p>Clyst Honiton Neighbourhood Development Order (NDO) Regulation 21 Pre-submission consultation version, June 2023</p> <p>Thank you for consulting National Highways on the pre-consultation version of the Clyst Honiton NDO which comprises a 50 home residential-led development with approximately 3,200sqm of employment, 800sqm of community buildings, internal roads, parking, amenity space, pedestrian and cycle infrastructure and landscaping. The 2.4ha site is located approximately 270m north of the A30/B3184 Exeter Airport junction.</p> <p>Our comments relate to matters arising from our responsibilities to manage and maintain the strategic road network (SRN), in this case the A30 trunk road and M5 Junction 29.</p> <p>Traffic Impact</p>	
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	<p><u>National Highways will need to understand the impact of the proposed NDO on the safe operation of the SRN.</u> Page 6 of the consultation document confirms a Transport Assessment (TA) is in progress.</p> <p>The TA should consider the impact of the development (including during the construction phase), on the operation of the strategic road network, in this case the A30 trunk road and M5 Junction 29 in line with national planning practice guidance and DfT Circular 01/2022 ‘The Strategic Road Network and the Delivery of Sustainable Development’. Where the proposals would result in a severe congestion or unacceptable safety impact, mitigation will be required in line with current policy.</p> <p>Noise and Acoustic Mitigation</p> <p>Owing to the proximity of the site to the A30 trunk road the developer must ensure that adequate noise mitigation measures are implemented to safeguard against any adverse noise impact on the proposed residential properties. The NDO will need to be supported by a full acoustic assessment which details the measures proposed to mitigate the impact of noise on the proposed development arising from the operation of the adjacent A30 trunk road.</p> <p><u>The WHO Environmental Noise Guidelines (WHO), which is congruent with British Standard 8233:2014, advises “To protect the majority of people from being seriously annoyed during the daytime, it is recommended that the sound pressure level on balconies, terraces, and outdoor living areas should not exceed 55dB LAeq for a steady continuous noise. To protect the majority of people from being moderately annoyed during the daytime, the outdoor noise level should not exceed 50dB LAeq.”</u> Should a development propose any</p>	<p>Action TA to include impact during construction and when built out on SRN A30 and Junction 29.</p> <p>For TA to utilise and refer to references provided. and DfT Circular 01/2022 ‘The Strategic Road Network and the Delivery of Sustainable Development</p> <p>Action : NA does include road noise assessment and road mitigation is in place. Action: To share with NDO author</p> <p>Action: To share with NDO author</p>
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	<p><u>exceedance of the above levels, the justification for such should be clearly evidenced including why the recommended levels cannot be achieved and how the ‘desirability’ of the development offsets any likely adverse noise impact upon the residential properties. We therefore strongly advise that the Local Planning Authority satisfies itself that the development will deliver measures which adequately mitigate noise to levels as set out in BS8233:2014 and the WHO guidelines. National Highways must not be held liable for any adverse noise impact arising from the operation of the strategic road network should the development fail to deliver measures which adequately mitigate noise to levels as set out in British Standard BS8233:2014 and WHO guidelines.</u></p> <p><u>Should the need for acoustic mitigation be identified, National Highways must be consulted on the proposed design, construction and maintenance arrangements to ensure it will not result in an adverse impact on the safe operation of the strategic road network or its assets. Any fences, screening and other structures must be erected on the developers land, and far enough within the developers land to enable maintenance to take place without encroachment onto highway land, in accordance with paragraph 57 of DfT Circular 01/2022 ‘The Strategic Road Network and the Delivery of Sustainable Development’.</u></p>	<p>Action: To share with NDO author and to be processed by the Steering Group</p>
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<p>20 Sally Parish National Highways</p>	<p>Thank you for providing National Highways with the opportunity to comment on the pre-submission draft of the <u>Clyst Honiton Neighbourhood Plan</u>. We are responsible for operating, maintaining and improving the strategic road network (SRN) which in this instance consists of the A30 trunk road</p>	
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	<p>which runs horizontally through the centre of the Plan area and M5 Junction 29 located approximately 1.5km to the west.</p> <p>Following our review of the pre-submission draft we consider that the proposed policies within the Plan are unlikely to result in development which will result in an unacceptable impact on the safe operation of the SRN and we therefore have no specific comments to make. This does not however prejudice any future responses National Highways may make on site specific applications as they come forward through the planning process, and which will be considered by us on their merits under the prevailing policy at the time.</p>	No action required
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21. RSPB NDO	<p>Thankyou for inviting the RSPB to comment on the above.</p> <p>We are aware that East Devon District Council's Local Draft Plan</p> <p>commonplace-reg-18-final-071122.pdf (eastdevon.gov.uk)</p> <p>Draft Local Plan Consultation - East Devon</p> <p>is likely to be adopted shortly, may we assume the Clyst Honiton Np will support the policies outlined on pgs. 271-272. Para 13.56-13.60. which mostly relate to new developments.</p> <p>Needless to say we also support steps to mitigate climate change and to protect and enhance the biodiversity of the blue and green features of the parish.</p> <p>We look forward to reviewing the proposals set out in the NDO in due course.</p>	No action
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<p>22. Home Farm Acting Agents for Cladir Limited NP</p>	<p>Acting Agents for Cladir Limited</p> <p>Community facilities Important Design (and Climate change) Very Important Economy: Business and Jobs Very Important Housing Important Natural Environment Very Important Parking and Access Very Important</p> <p>Policy E4. The property owners of Site 1 Home Farm Business Park have obtained planning permission for the development of this site which the Development Plan appears to have ignored. The planning obtained is contrary to the development plan proposals. During the planning process, the property owner sought to include a number of small units which could be utilised by local small businesses, however Exeter Airport objected to this proposal due to its proximity to the flight path and the proposal had to be withdrawn. We respectfully request that Site 1 be withdrawn from the Development Plan for two reasons 1) <u>Planning has been granted for this site and it is the Owners intention to develop the planning which has been granted</u> and 2) the proposal put forward for site 1 is contrary to national policy in relation to developments in proximity to flight paths adjacent to Airports.</p>	<p>THIS RESPONSE NEEDS TO BE IN A LETTER FORMAT</p> <p>Action: The NP Steering Group would like the site to remain in the NP to support its development as it has been vacant for a long period of time. To accommodate yours and other statutory bodies it was agreed to make the following changes to the Policy. See new policy attached now relabelled E3</p> <p>The Policy no longer provides any details of class use, because there is full recognition that Exeter and Devon Airport Limited and national airport legislation will determine what business/es are provided on most of the sites within the policy.</p> <ol style="list-style-type: none"> 1. The Steering Group have checked the Planning Portal and there are at present no live planning applications that have been granted. The most recent one found was 18/2573/FUL Status withdrawn. 2. The Steering Group agree that the class of use was not in keeping with relation to airport noise contour legislation.
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New business and commercial development within Zone A, and new or improved business development at the following sites in Clyst Honiton Village

1. Home Farm Business Park (Site 1 in Figure 28):
2. Exeter Inn Car Par (Site 2 in Figure 28):
3. Old School Business Park (Site 3 in Figure28):

are supported where development proposals are:

- a) in keeping with the scale and form of its setting;
- b) designed where appropriate, to be compatible with the existing village townscape as seen in the Clyst Honiton Village Character Assessment;
- c) designed to ensure that residential amenity is not adversely impacted;
- d) designed to provide adequate off-street parking to avoid businesses using on-street parking ;
- e) designed so that the village road remains a cul de sac;
- f) designed so that the level and flow of traffic generated does not adversely impact on the safety and operation of the village road and/ or the highway network;
- g) to incorporate mitigation features where appropriate for aircraft related noise and flooding.

Development proposals for Old School Business Park should seek to retain and reuse the original school building and incorporate this structure’s design features into the wider scheme.

<p>23. EDAL Agent for Exeter and Devon Airport Ltd (EDAL)</p>	<p>NDO: Do you support this? NO: not in support of residential and economic units being built on the proviso that a community building is built and gifted to the community on the southern part of the site.</p> <p>Please comment on the various parts of the NDO Bypass site.</p> <p>3. Economic area Objection. The provisions in this regard are inconsistent with the Neighbourhood Plan. The Neighbourhood Plan is clear that all three components for this site (community, residential, commercial) must be delivered, but the NDO does not guarantee the commercial space. This undermines fundamentally the</p>	<p>Action : Not in support need to address all the issues raised.</p> <p>Action : check the discrepancy between NP and NDO on what has to be delivered. Share with NDO author.</p> <p>To note: The Steering Group with support by EDDC and</p>
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	<p>sustainability of the proposal. The commercial space should be treated in the same way as the community facility, i.e., as an imperative.</p> <p>4. Housing area The housing area is objected to for the reasons expressed in the response to the Neighbourhood Plan consultation, supplemented by the further “General Comments” submitted here.</p> <p>5. Natural spaces Comment. Paragraph 4.22.3 implies that risk of bird strike is avoided through landscaping reflecting the current species mix which is suitable for bird species already associated with the site. This is incorrect. <u>The risk is also a function of the amount of landscaping, not just the type, and an approach which seeks to avoid bird use (rather than continue / expand the existing position) might be sought. It should be made clear that a Wildlife Hazard Management Plan must be submitted and approved in consultation with the Airport alongside the details of any development approved by the NDO. In this regard paragraph 4.22.3 of the NDO might usefully cross refer back to paragraph 3.17, or include similar provisions.</u></p> <p><u>General comments:</u></p> <p>Any other comments on the Neighbourhood Development Order are welcomed.</p> <p>Please name the Section and then set out why you are supporting or objecting to it.</p> <p>General Comments These comments are overarching rather than specific to an individual element of the NDO, although they relate most directly to the proposed built development, and the housing in particular, so they are presented in this “general comments” section. They should be read alongside the extended comments made in relation to the Neighbourhood Plan to gain an</p>	<p>Locality has deleted SA3 from the NP.</p> <p>Action : To share with NDO author</p> <p>Action : For discussion and to share with NDO author</p>
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	<p>understanding of the Airport's position. Fuller details are provided separately to the Neighbourhood Plan, with briefer comments made here in circumstances where the NDO is parasitic on the Neighbourhood Plan. These comments should be understood as an objection to the NDO.</p> <p>The requirements for an NDO (paragraph 1.10 of the NDO) include consideration of whether it contributes to the achievement of sustainable development. As set out in the representations to the Neighbourhood Plan this is not the case here. <u>The number of houses promoted by the NDO is manifestly excessive in the context of a very small settlement with very few jobs, services and other facilities. That is unsustainable.</u></p> <p>The requirements also include consideration of whether it would be in general conformity with the strategic policies of the development plan. As set out in the representations to the Neighbourhood Plan this is not the case here. Those strategic policies seek to direct major residential development towards the larger settlements. This is not to preclude all growth in smaller settlements, but that growth should be proportionate, and sustainable; again, that is reflected in the Local Plan. In the case of this NDO the growth is neither proportionate nor sustainable. The overview of Local Plan policy provided at paragraph 5.9 of the NDO is silent on an important policy in this regard (Strategy 27).</p> <p>The representations made to the Neighbourhood Plan explain why the 2009 noise contours are to be preferred to the 2017 version relied on by the Neighbourhood Plan and the NDO. The NDO indicates (paragraph 3.2) that daytime noise levels would not exceed 60dB; in fact, using the 2009 contours, this should be 63dB. Reference is made</p>	<p>Action : For discussion and to share with NDO BCS author</p> <p>Action: Issue of NA and utilisation of noise contours needs further research and discussion with BAP.</p> <p>2017 contours used to inform development of Skypark (Commercial/Economic) so these contours could be argued appropriate</p>
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	<p>to not exceeding a nighttime noise level of 54dB but a demonstration of this is not provided for the 2009 contours; extrapolating from the 2017 position it appears that this level would be exceeded in the 2009 position. Reference is made (paragraph 3.15) to noise associated with the commercial units, but not whether a suitable noise environment can be achieved for their operation and occupiers; they would be situated between the 63 and 66dB lines on the 2009 contours.</p> <p>Even on the basis of the 2017 contours the <u>NDO acknowledges (paragraph 4.19.16) that in gardens the modelling demonstrates the noise will exceed desirable levels. That exceedance would of course be greater if the 2009 contours are used. The NDO states (paragraph 4.19.17) that, “In these circumstances, national planning and noise guidance suggests that for access for an off-site quiet space within a short distance (5 minute walk or around 400m) should be considered.”</u></p> <p>The NDO seeks to attend to this with the inclusion of amenity space, but this is separate from the proposed housing, with York Terrace intervening.</p> <p>In this setting where houses are to be provided with private gardens in a village environment it is likely to be unacceptable for residents that they may be prevented from enjoying them through noise.</p> <p>In this context, the national planning guidance referred to in the NDO states that, “Although the existence of a garden or balcony is generally desirable, the intended benefits will be reduced if this area is exposed to noise levels that result in significant adverse effects.” The guidance does make reference to the provision of an off-site quiet space as mitigation, but specifically as a measure such that noise impacts MAY be</p>	<p>for use for the economic area of the NDO.</p> <p>Action: these need resolving and is critical for the NDO.</p> <p>Action: to work with NDO author and Locality mentor and BAP who undertook the NA.</p> <p>Action: need to work with BAP and ascertain outdoor amenity acceptance levels and at what is the exact point at which there is a need to:</p> <ol style="list-style-type: none"> a. consider access for an offsite quiet space. b. actually provide access for an offsite quiet space <p>No action : NE3 is within the requirements a 5 minute walking criteria.</p> <p>Action: For all comments raised these need to be solved in partnership with Bikerdike Allen Partners who undertook the Noise Assessment.</p>
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	<p>PARTIALLY offset. It is not a solution. The noise environment in the proposed gardens will be unacceptable, the nighttime levels appear to be unacceptable, and the day time levels are greater than those suggested by the NDO. The proposed residential development is unacceptable, and the commercial element has not been proven to be acceptable.</p>	
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Stutory body	comments	SG Action response
<p>24.</p> <p>Name Robert</p> <p>Last Name Barnes</p> <p>Post Code DY9 9AF</p> <p>Email</p> <p>Position and organisation</p> <p>Agent on behalf of Exeter and Devon Airport Ltd (EDAL)</p>	<p>2. Community Facility Chapter: In the box below please provide comments on any of the 3 Policies.</p> <p>Please name the policies you wish to comment on and then set out why you are supporting or objecting to this policy. Policy C2 New community facilities and services (Comment) – A criterion should be added to require that any new facilities are designed to ensure an acceptable environment and amenity having regard to the noise impact of the Airport, and also to address all safeguarding requirements in consultation with the Airport.</p> <p>Policy C3 Future allotment provision at Pound Corner (Comment) – a criterion should be added to require a Wildlife Hazard Management Plan to be submitted and approved in consultation with the Airport as part of any proposal for any allotment.</p> <p>Policy C3 Future allotment provision at Pound Corner (Objection) – the proposed allotment is within the Airport’s PSZ. An allotment may be acceptable in a PSZ. However, the Airport’s (higher risk) PSRZ also crosses the proposed allotment site. An allotment use is unacceptable here from a safety perspective.</p>	<p>Action: SG agreed to add to DS1 a generic clause numbered 10 to ensure that all development proposals are designed to: Provide an acceptable environment and amenity with regard to the noise impact of the airport and to address all airport safeguarding requirements.</p> <p>Action: SA1 has been withdrawn from the NP and there is no longer a need for C3 which was only in the NP to provide for the loss of allotments created by SA1</p> <p>Action: to request map of the PSRZ zone at Clyst Honiton and for details of the legislation for PSRZ.</p>

	<p>3.Design and Climate Change Chapter: In the box below please provide comments on any of the 9 Policies.</p> <p>• Please name the policies you wish to comment on and then set out why you are supporting or objecting to this policy. Policy DS1 Development of high-quality design (Comment) – A criterion should be added to require that any new buildings are designed to ensure an acceptable environment and amenity having regard to the noise impact of the Airport, and also to address all safeguarding requirements in consultation with the Airport.</p> <p>Policy DS4 Sustainable drainage (Objection) – The use of retention ponds is unlikely to be acceptable from an Airport safeguarding perspective; this should be excluded.</p> <p>Care also needs to be taken in relation to biodiversity and habitat creation.</p> <p>Reference should be made to the requirement for a Wildlife Hazard</p>	<p>Action SG accepted this addition. DS1 states: New development across the NP Area will be designed to: Bullet 10. provide an acceptable environment and amenity with regard to the noise impact of airport and to address all airport safeguarding requirement.</p> <p>Action : To keep retention ponds in Policy DS4 as this policy applies to the whole NP area, but to add an asterisk at the bottom of the policy table *The use of retention ponds will be limited by airport safeguarding legislation</p> <p>Action: To add to policy NE1 d) New biodiversity enhancements and habitat creation are to be made acceptable to airport safety or operations where appropriate.</p>
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	<p>Management Plan to be submitted and approved in consultation with the Airport as part of any proposal.</p> <p>Policy DS5 Flood defences (Comment) – Reference should be made to the requirement for biodiversity enhancement and habitat creation to be made acceptable from an Airport safeguarding perspective.</p> <p>Policy DS8 Provision and use of renewable energy (Objection) – Measures of the type encouraged by this policy may give rise to concerns due to glint and glare. A criterion should be added (consistent with Policy DS9) to require that proposals must not impact Airport safety or operations.</p> <p>4. Economy: Business and Jobs Chapter: In the box below please provide comments on any of the 4 Policies.</p> <p>Please name the policies you wish to comment on and then set out why you are supporting or objecting to this policy. Policy E3 New business development (Comment) – A criterion should be added to require that any new buildings are designed to ensure an acceptable environment and amenity having regard to the noise impact of the Airport, and also to address all safeguarding requirements in consultation with the Airport.</p> <p>Policy E4 Business sites in Clyst Honiton Village (Objection) – For reasons expressed elsewhere in these representations the 2009 Airport noise contours should be used. On that basis Site 1 will be exposed to noise levels of 69dB, Site 2 sits between the</p>	<p>Action: To do further research on the requirement for a WHMP for sites. Action: To contact RB on whether there is a specific airport area/zone in which the need for WHMP is mandatory?</p> <p>Action: clause added to Policy DS5 to cover airport safeguarding legislation.</p> <p>Action: Agreed that Policy DS8 is to include the sentence “where they do not impact on airport safety and operations.”</p> <p>Action: All economic development is covered under Policy DS1. DS1 now addresses the airport requirements:</p> <p>Action: Agreed for all business class uses to</p>
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	<p>63 and 66dB contours, and Site 3 between the 66 and 69dB contours. No evidence appears to have been submitted to demonstrate that the full range of uses proposed by this policy for these sites would be acceptable from a noise perspective at these levels. Moreover, the majority of Site 1 and part of Site 3 lie within the Airport PSZ. Employment development of the type proposed by Policy E4 is unacceptable here, and these proposals should be removed.</p> <p>5. Housing Chapter: In the box below please provide comments on any of the 4 Policies.</p> <p>Please name the policies you wish to comment on and then set out why you are supporting or objecting to this policy. Policy SA1 Existing allotment site (Objection) – For reasons expressed elsewhere in these representations the land identified for the relocation of the existing allotment is unacceptable from a safety perspective. The allocation of this site is contingent on that relocation and so should not be supported. See also detailed remarks under “General Comments”.</p> <p>Policy SA2 Slate and tile site (Objection) – See detailed remarks under “General Comments”.</p> <p>Policy SA3 Site adjacent to the Clyst Honiton Bypass (Objection) – There is a disconnect between Neighbourhood Plan Policy SA3 and the parallel Neighbourhood Development Order. The former indicates that all three components for this site (community, residential, commercial) must be delivered, but the latter does not guarantee the commercial space. This undermines fundamentally the sustainability of the proposal. The proposal is also unacceptable for a range of other reasons; see detailed remarks under “General Comments”.</p> <p>Policy H1 Self-build / custom build houses (Comment) – A criterion should be added to require that any new houses are designed to ensure an acceptable environment and</p>	<p>be withdrawn for this policy so that EDDC and the airport in conjunction with EDDC will be determining the appropriate class use.</p> <p>To note that E3 and E4 have now been amalgamated.</p> <p>Action: SA1 withdrawn</p> <p>To note: This site has been withdrawn from the NP . This site will be brought forward in the NDO.</p>
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	<p>amenity having regard to the noise impact of the Airport, and also to address all safeguarding requirements in consultation with the Airport.</p> <p>6. Natural Environment Chapter: In the box below please provide comments on any of the 4 Policies.</p> <p>Please name the policies you wish to comment on and then set out why you are supporting or objecting to this policy. Policy NE1 Landscape and biodiversity (Comment) – The policy should make reference to any landscape and biodiversity measures needing to be compatible with the Airport’s requirements around safeguarding.</p> <p>7. Parking and Access Chapter: In the box below please provide comments on any of the 5 Policies.</p> <p>8. There are 6 Community Projects: (NP p 33-38, Summary p 5-11)</p> <p>9. General Comments</p> <p>Any other comments on the Neighbourhood Plan welcome. These comments are overarching rather than specific to an individual policy, although they relate most directly to proposed allocations anticipating built development, and particularly Policy SA3, so they are presented in this “general comments” section. They should be read alongside the similar comments made in relation to the Neighbourhood Development Order to gain an understanding of the Airport’s position. They should be understood as an objection to the Neighbourhood Plan.</p> <p>It should be readily apparent that policy decisions around (for example) the amount and distribution of new housing, employment, infrastructure and so on made by all authorities and bodies with a plan making function in this area all have a potential bearing on the future success of the Airport.</p>	<p>To note that this is now covered by the new bullet point in DS1.</p> <p>Action: To add clause NE1 and this will cover other policies</p> <p>These comments will go to the NDO author and the Steering Group will process these comments in relation to the NDO as SA3 no longer in the NP.</p>
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	<p>The Airport is a crucial piece of infrastructure and an important resource. It supports hundreds of jobs directly and indirectly, extensive skills and training opportunities, and an ecosystem of high technology enterprise. It benefits an area much wider than its “home” (East Devon) district; indeed, the Airport is positioned closer to the whole of Exeter than it is to much of East Devon. Clyst Honiton is located just beyond the end of the runway. Policy decisions there could have a fundamental effect on the future of the Airport and should be scrutinised very carefully.</p> <p>Central to the Airport’s concern is the reliance on the 2017 noise contours, rather than the 2009 ones. The latter are used in considering planning applications and policy implications. They should continue to be used on a consistent basis. They are the last set utilising a full prediction of airport growth and Air Traffic Movements based on passenger forecasting.</p> <p>The former were produced to assess the likely impacts of mitigation for the Engine Test Facility and the resultant benefits for Skypark. They did not incorporate a fully realised Masterplan or the related recasting of the passenger numbers and aircraft movements. This assessment was tailored to a particular end and not for wider planning reliance.</p> <p>It is acknowledged that there have been significant changes arising from broader economic and global events, but that does not serve to justify the use of 2017 contours. A longer-term perspective based on the well-established strategic requirements of the Airport is needed, not the 2017 snapshot.</p> <p>The Neighbourhood Plan states (page 91) that the three residential sites sit within the 60dB contour based on the 2009 Masterplan; as such they are in the 60 – 63dB range, in the daytime. This in itself would be unacceptable for anyone wishing peacefully to enjoy their home with a window open and</p>	<p>To note: discussions are to take place with NA authors.</p>
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	<p>would severely impact the use of gardens. The proposals effectively acknowledge this and anticipate use instead of land off-site beyond York Terrace to the north; this would be a helpful resource but is no substitute for the reasonable expectation in this setting that gardens should be usable. <u>The nighttime noise contour based on the 2009 position is not shown but would be expected to be particularly problematic.</u> There would be a very high likelihood of complaints from residents, and that would threaten the current and future operation of the Airport. As noted elsewhere in these representations similar comments apply in relation to the three employment sites.</p> <p>A secondary concern arises from a planning and sustainability perspective. It should be obvious that the Airport is not “anti-development”. New housing brings with it new customers who may wish to travel, and new employment space might attract businesses related to the aviation sector. This is beneficial. It is emphatically the case, though, that new development needs to be in the right place to avoid threatening the Airport’s operation. Questions around strategy and policy become relevant in this regard.</p> <p>Neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area. The strategy in the East Devon Local Plan is clearly one which seeks to direct major residential development towards the larger settlements. This is not to preclude all growth in smaller settlements, but that growth should be proportionate, and sustainable; again, that is reflected in the Local Plan. In the case of this Neighbourhood Plan the growth is neither proportionate nor sustainable.</p> <p>The Neighbourhood Plan acknowledges (page 83) that Clyst Honiton has previously been deemed unsuitable for housing growth, and that the LPA’s indicative housing</p>	<p>Action: SG noted this but the group are also aware that major strategic growth is in the “West End” in which Clyst Honiton sits and that a new town is proposed within the NP area. To note that with the withdrawal of SA1 and SA3 the NP will now be bringing forward a growth of 9 houses.</p> <p>The spatial context for Clyst Honiton NP area is that of being</p>
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	<p>requirement there is zero. Significant growth in the West End has been carefully planned through major allocations seeking to deliver a balance between housing and the jobs and facilities needed to serve it sustainably, but this is at locations other than Clyst Honiton.</p> <p>Reference is made (page 89) to the need for three affordable homes in the next 5 years. The number of dwellings proposed either through Policy SA1 (up to six) or SA2 (up to nine) might be considered appropriate for this size of settlement, albeit for reasons expressed elsewhere in these representations these allocations are opposed. The number of dwellings proposed for the village through Policy SA3 (up to 50) is manifestly excessive, noting that the parish as a whole only had 135 dwellings in 2011. Development of the amount anticipated by these three allocations (up to 65 dwellings) would result in growth within the parish approaching 50%.</p> <p>The Housing Needs Assessment dates back to 2016. This offers a range of figures in assessing housing needed. The lowest figure is eight. The two highest figures are 39 and 54. These high figures cannot be relied upon in generating a sensible requirement for Clyst</p>	<p>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. Small growth within a regionally sustainable area has to be seen as deliverable.</p> <p>Steering Group in agreement that SA2 growth is appropriate for this size of settlement.</p>
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	<p>Honiton.</p> <p>The figure of 39 is simply a pro rata value based on distributing district wide growth according to existing settlement population. As such, it implies all settlements should be treated equally with the same proportion of growth going to the most sustainable towns and large villages as the least sustainable small hamlets. This flies in the face of the Local Plan strategy and principles of sustainable development.</p> <p>The figure of 54 comes from projecting housebuilding rates from 2011 – 2016 (16 dwellings over five years, so about 3.2 per annum) through to 2033. However, the provision of 16 dwellings between 2011 and 2016 was highly unusual, unrepresentative of medium to long term trends, and cannot be used as the basis for forward planning. The period from 2001 to 2016 also saw 16 dwellings built – none were developed from 2001 – 2011. That equates to about one dwelling per annum. There is nothing here to justify planning for 65 new dwellings.</p> <p>This matters not only because of the concerns of the Airport and its operation but also because it is manifestly unsustainable. Clyst Honiton has very few facilities. <u>Commercial space is anticipated by the Neighbourhood Plan but there is no guarantee it will be delivered.</u> There are no schools (and no prospect of one). The Neighbourhood Plan identifies three sites for employment development but for the reasons set out in these representations those are unacceptable.</p> <p><u>Some housing growth to meet well evidenced local need, and noting in particular the requirement for three affordable homes, is appropriate.</u> Housing growth of the scale proposed, however, would simply create a dormitory community ill-served by local facilities and forced to travel for almost every purpose. That is unsustainable.</p> <p>As such, there are technical reasons why the</p>	<p>The Steering Group are aware that every site allocated in any NP has absolutely no guarantee of delivery as this is determined by the landowner.</p> <p>To note that site SA2 will match this scenario.</p>
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	<p>Airport has fundamental concerns with provisions running right through the Neighbourhood Plan. Allied to that is the sense that this is not a Plan well founded in policy, well justified in terms of the type, quantum and distribution of development, or likely to deliver a sustainable outcome. The desire to provide a community centre which is one of the core components of the Plan is understandable, as is much of the content around shaping the community. However, the development proposals sought by the Neighbourhood Plan are unacceptable as a device to pursue this.</p>	
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Date: 07 August 2023
Contact number: 01395 571740
Email: aking@eastdevon.gov.uk
Ref: AK/F/04/11



Mr Rob Martin
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By email

Dear Mr Martin

Clyst Neighbourhood Plan and Neighbourhood Development Order: Pre-submission (informal officer) Consultation Response (Reg. 14/Reg 21)

Firstly, we acknowledge that a lot of hard work has gone into developing the plan and proposals to the current stage, by the Parish Council and Neighbourhood Plan Steering Group and others, over a long period. Secondly, we would congratulate you on the well-presented and clearly written documentation, and the extent of the supporting technical information.

The documents have been circulated internally to officers in our various departments, and our response represents feedback drawn together from the comments of those who have responded at the time of writing.

We would stress that our response provides informal officer comments only for your consideration. We have not had the opportunity to formally seek member views on your consultation. Furthermore, given the large volume of documentation, it has not been possible for all departments to review the full suite of documentation in detail, nor to undertake site visits.

Please be aware that views are expressed without prejudice to any officer or Council opinion (including potential formal or informal objections) that may be made at a later date. However, we are seeking to provide honest and constructive feedback, comments of a procedural or technical nature where applicable, and observations on the various allocations and policy approaches as they currently stand. Our comments at this stage are based on officer knowledge, national and local planning policy, and the information available to us as part your consultation. Detailed comments (provided by various Officers) are given in the attached documents, and this letter seeks to set out key / overarching matters that we wish to highlight, and offer to discuss.

We are here to help support and guide you with the neighbourhood plan process as needed, but it is of course important to say that the clear onus will be on you justifying plan content and satisfying yourselves that through your work you have followed correct procedures, as applicable to your role in Neighbourhood Plan/Order production.

East Devon – an outstanding place

Chief Executive: Mark R Williams Deputy Chief Executive: Richard Cohen



General Comments

Firstly, we would observe that the draft neighbourhood plan is a very long and detailed document that seeks to cover a broad range of issues. While we appreciate the desire to do a thorough job in our experience there are benefits to making a plan more succinct and concise in terms of engaging the community and making it a readily useable document for all concerned. You may wish to consider whether the plan could be made more concise for these reasons.

Overall, we are broadly supportive of the Plan Vision and the majority of the aims and objectives of the Plan. There is much in the work undertaken to be congratulated including the intent to address identified community needs and aspirations, secure development with high environmental credentials, support a vital and viable rural economy, enhance community facilities etc. However, we continue to have fundamental concerns about the scale and appropriateness of new development proposed on the 'Bypass site' - particularly noise-sensitive residential development. Notwithstanding the various technical studies and reports to date relating to particular aspects of site characteristics, development constraints and scheme proposals, we consider there is currently insufficient justification. We also have some concerns about the robustness of the draft policy/conditions which seek to deliver this scheme, and the risks associated. Together with some of the other policy areas which could encourage unsustainable isolated residential development in the rural area, we consider there is potential for various unintended implications and outcomes.

We are also aware that some of the evidence, including of community views (and other aspects, such as economic market conditions) is now rather historic due to the length of time since work commenced. However, we also acknowledge there has been a significant effort at various points over the years to engage with the community. The current consultation clearly provides an important opportunity to capture a refreshed picture of the opinion and views of local people, and those of other key stakeholders, and to take stock/sense-check the current policies/proposals and inform the way forward.

On more administrative and general matters, we would suggest that as you move forward you:

- Number paragraphs (uniquely and consecutively) and policy clauses throughout the Plan and give policy titles in the index, in order to aid use of the document and referencing it in reports etc. Also to check policy referencing throughout the Plan as this is incorrect in numerous places, and;
- Cite sources of evidence throughout to increase robustness of reasoned justifications, and remove/reframe – or seek new evidence to support – any unsubstantiated statements of fact.

Scale of Development Proposed

The plan proposes a significant number of new dwellings (65 in total) and a significant amount of new (and regenerated) employment space for a Neighbourhood Area / village that is sparsely populated and considered to be 'open countryside' in strategic policy terms. It is noted that the proposals have gradually increased in scale over the years, even to some extent since we provided our EIA screening opinion in September 2020.

We understand that much of this is accounted for by the desire to secure a community facility in that it is sought/supported as 'enabling development' only, and to seek to ensure that this is viable/deliverable.

However, whilst viability/deliverability is key, and we are fully supportive of the valid aim to meet a long-standing identified local need for a community meeting space, we would question the size and nature of the community facility currently envisaged. This appears to be more than 4 times the floorspace in the most recent Viability Study (Jan 2023), compared to the 2016 report, and related to this (and the high-specification), now more than 4 times the cost (£1.5m), consequently requiring 50 (predominantly open market) new homes to enable it. This appears to us to be disproportionate and unjustified in the context of a parish with c.138 dwellings and c.313 resident population currently.

Whilst there is a clearly articulated need, and community support for, a community meeting space to enable a range of potential community activities and meetings to take place in the immediate locality without the need to travel, the limited evidence available does not appear to justify the currently envisaged scheme. We make this observation both in terms of the building in its own right to meet a very local need, and when viewed in context, with other facilities now existing and emerging within relatively short distances ((Cranbrook Younghayes Centre, for example, c1.5 miles) We would share the concern in the SWOT analysis in the Community Facility Business Plan about whether there is "enough local people to sustain the facility" and also suggest that the scheme as a whole may itself add to the identified threat of Clyst Honiton "being consumed by large housing and commercial developments".

Although we have concerns about any new residential development in such a noise sensitive location as the "bypass site" we would ask whether a much more modest community facility could be delivered with lower levels of 'enabling development'? Although a reduction in housing numbers on the site may not completely overcome our concerns; clearly the fewer new homes affected by the noise issues the better. We would also ask whether this would not also a) potentially go further towards protecting the clearly articulated value local people place on the 'semi-rural' feel/character of Clyst Honiton and green views and spaces that provide separation and relief from the nearby strategic development, and, b) be closer to the scale of new development that the majority of the community has articulated support for in consultations?

As you are aware, and perhaps even more fundamentally than scale, various Officers have raised concerns in the early stages and during the evolution of the proposals regarding the desirability of new noise-sensitive residential development in this location, as well as the issues as to whether it can be considered a sustainable location for any significant levels of residential growth. These are discussed further below.

Health & Well-being

Noise remains a critical and fundamental matter of concern to Officers in terms of the health and well-being of future occupiers of the proposed housing. This is particularly with regards to the Bypass site due to the number of new homes, which unlike the other 2 residential allocations cannot reasonably be considered to be limited 'infill development' where exceptions could be made to secure housing for local people.

We are aware that further to engagement with planning and environmental health officers that, minded to pursue development of this site, the PC commissioned expert consultants Bickerdike Allen Partners to undertake a Noise Assessment. We welcome the update in March of this year to refer to the 2009 Airport Masterplan Contours, and acknowledge it is unfortunate that the reliance on the 2017 data, which was specific to development at

Skypark only, was not flagged as inappropriate earlier for use in this context. It is not known if the Officer involved providing comments on the previous version was aware of the implications of changing the agreed contours. To ensure consistency within the development area surrounding the airport, it would be advisable to use one set of aircraft noise contours, and currently the most widely used set of noise contours by EDDC are the 2009 Masterplan contours.

As you will be aware, using the 2009 Masterplan contours places the noise sensitive residential development between the 60 and 63 dB LAeq,16h contours. In terms of National Planning Guidance, this level of noise is considered as a “significant observed adverse effect level” and guidance suggests that applications on sites with noise levels above the 63 dB LAeq,16h contour threshold should be opposed.

We note the conclusion of the updated Noise Assessment Report that applying the 2009 Masterplan contours “does not significantly change the conclusion of the noise assessment [that] the noise is not enough that development should normally be refused but noise mitigation will [...] be required”. Whilst this would be a higher level of mitigation, it is agreed that noise mitigation could be provided to the fabric of the buildings to achieve a good internal noise level (in line with the WHO’s recommendations). However, this would not be achievable externally, in gardens and green spaces, anywhere within the site boundary, and to some extent also within the off-site space safeguarded for provision of a ‘relatively quiet’ public amenity space. Furthermore, we are now very mindful of the need for consistency with/not undermining the approach successfully achieved at Cranbrook where with regard to the expansion areas we have applied the WHO standards for outside spaces at dwellings of 55 dB.

It has not been demonstrated that this standard can be achieved and while existing residents may be accustomed to the level of noise, bringing new residents into such a noise sensitive environment is a different proposition. A modest residential development to meet identified local needs within the community would not raise such concerns with regard to noise as existing residents whose needs it would meet would be aware of the issue and would have a genuine need to live in the locality. We are however concerned that the scale of development proposed would meet wider general housing needs and encourage those with no specific need to live in the area to be subject to “significant observed adverse noise levels” that they need not be subjected to and which would have a detrimental impact on their health and wellbeing.

We acknowledge that you are proposing alternative public amenity space but this is itself impacted by noise albeit in part to a lesser extent, is not that easily accessible to residents of the new development and is no substitute for a quiet private garden. Whilst the proposed amenity site is within the CVRP boundary and we would support this being secured for public access, we are aware the land is currently in private ownership and it is unclear how it would be delivered and maintained.

The approach taken at Cranbrook with regard to this issue and the need for quiet private external spaces, which likewise was to meet general housing needs, was developed based on a robust evidence base and found to be sound at the examination of the plan and therefore we consider this to be a sound approach to apply in this case as well.

We also have concerns with regards to night-time individual noise events (scheduled aircraft) that can cause sleep disturbance. A noise parameter which would correspond to an isolated loud event such as a landing or taking off aircraft is the LAmax. Currently there are only a limited number of night-time flights from Exeter but should the airport wish to expand this (potentially including for new freight/cargo operations), the residential element of this development could restrict the airport in terms of any night-time expansion due to its

close proximity and excessive LAmax levels. Any noise mitigation measures will need to reflect the possible adverse impact on sleep disturbance from aircraft noise at the 80-85 dB LAmax level.

In developments where the noise maxima is >80 dB, planning would normally be opposed. However, should planning still be pursued in such an area, a greater level of consideration will need to be given to the actual number of noise events per night, as even single noise events at or above this level has the potential of causing sleep disturbance/awakening. Further consideration will need to be given to each development area in terms of additional noise mitigation together with the provision of additional mechanical ventilation where necessary in order to address the predicted noise maxima criteria.

As you are aware, the airport is a very important facility for the regional economy and the Council will have significant concerns about any development which could prejudice the future operation of the airport. Policy TC12 of the adopted Local Plan states that "Permission will not be granted for developments that will unduly prejudice future development or expansion programmes or potential at Exeter Airport". Similarly, Strategy 17 of the adopted Local Plan is clear that developments affected by airport noise will not be allowed where significantly adversely affected taking into account mitigation. We would accept that mitigation for indoor spaces can be provided to some extent but mitigation options for outdoor spaces are very limited. There is therefore a significant risk your proposals for residential development would be considered to be contrary to these policies. The noise concerns are much less in respect of commercial/employment and community uses.

Viability/Deliverability

We welcome the reappraisal/commissioning of an independent viability appraisal in January 2023 to support the current consultation, and also note the inclusion of an outline Community Facility Business Plan (dated 2021) by the Parish Council in the supporting documentation.

Although the viability appraisal was recently produced, we would advise that this will need re-looking at again in terms of Gross Development Value as we have seen a reduction in house prices by 3.5% across the board. We would also query some of the cost assumptions (some higher, others lower, than we would expect) and seek clarification on those in respect of both the viability appraisal and the Business Plan. It would also be useful to have sight of and include in the documentation the original options appraisal for delivering a community space in Clyst Honiton that informed the decision to pursue the NDO approach on the Bypass site

In addition to financial viability, we remain concerned about the surety of securing (and sustaining) the community facility, as well as the proposed area of public amenity space, and also the replacement allotments in respect of the smaller allocation at York Terrace. We consider that if the proposals are taken forward this requires tightening up in the draft policies and conditions together with confirmation of the nature and terms of all necessary legal mechanisms, and the means of delivery. We can input into this, but it is vital that you satisfy yourselves ahead of submission that the developments for community use you are seeking can be insisted upon, to the standards you expect, and to avoid the risk of residential/commercial elements being delivered without the desired community benefits.

We would also flag up more fundamental concerns about whether requiring the delivery of the community building meets the tests for a planning obligation linked to the proposed development on the bypass site. As flagged at paragraph 20 of our legal advice from

November 2017 shared with you, any planning obligation must be: (a) necessary to make the development acceptable in planning terms, (b) directly related to the development and (c) fairly and reasonably related in scale and kind to the development. We are concerned that the requirement to deliver the proposed community building would not meet these tests and so we would not be able to secure it through a planning obligation. Paragraph 21 of the legal advice suggests alternative legal means of achieving this goal outside of the planning process and if the intention is to proceed with development of the bypass site we would strongly recommend pursuing these alternative options and ensuring that the proposed NDO and any allocation policy is reviewed by your legal advisors.

Given the above concerns with the bypass site we would also raise concerns about the proposed approach to both have an NDO and also to allocate the site in the neighbourhood plan. The NDO is the community's opportunity to essentially grant planning permission for the development in terms that they are happy with. In many respects this negates the need for an allocation in the neighbourhood plan. However by also allocating the site in the neighbourhood plan it leaves it open for a developer to make a planning application to us that seeks to bypass some of the requirements of the NDO. Although we would want to respect the wishes of the community in our decision on any such application we are concerned that legally we may not be able to and therefore we question whether it is necessary or desirable to pursue an allocation in the neighbourhood plan as well as the NDO.

Basic Conditions: General Conformity with Strategic Policies / Contribution to Sustainable Development

You will be aware that under the Basic Condition tests for both neighbourhood plans and NDOs, they will be examined for general conformity with the strategic local plan policies, regard to the NPPF and contribution to the achievement of sustainable development.

It is currently assumed that the NP and NDO will be submitted ahead of the emerging new Local Plan being adopted, and therefore would be examined for general conformity with the adopted East Devon Local Plan (2013-2031). Increasingly, however, the relationship with the emerging Local Plan, and particularly the evidence supporting it, will be of relevance.

As you are aware in Local Plan terms (both adopted and emerging) Clyst Honiton is not considered to be a sustainable settlement for growth and is consequently not a named settlement in the Settlement Hierarchy with a Built Up Area Boundary (or proposed Settlement Boundary). It is therefore currently considered, and anticipated to continue being considered, as 'open countryside' in strategic planning terms. There is recent evidence to support this in the form of the [Role and Function of Settlements Study](#) for the draft new Local Plan. This is not without acknowledging that it is within the wider 'west end' of East Devon which has been, and is envisaged to continue to be, a significant focal point for strategic growth in the district. Indeed, the pros and cons of this unique position are understandably referred to from a community perspective in many places throughout the Neighbourhood Plan.

As you know, this means therefore that all 3 site allocations are in the countryside in planning terms, and there is no housing requirement under the adopted Local Plan for the neighbourhood plan to meet. As such, they are proposed under the adopted Local Plan Strategy 6 (Development Within Built Up Area Boundaries) where development can come forward in a Neighbourhood Plan 'outside of boundaries' policy provision, in combination with Strategy 27 (Development at Small Towns and Larger Villages) which allows Neighbourhood Plans to promote development elsewhere if 'justified how and why, in a local context, the development will promote the objectives of sustainable development'.

As set out in the NPPF and Local Plan Strategy 3 (Sustainable Development), sustainable development is multi-faceted, covering economic, social and environmental considerations, and the proposals clearly support a number of these objectives. However, access to shops and services and avoiding the need to travel by car are clearly key considerations. By the NP's own admission, there are a lack of shops/services/facilities in walking distance, and in spite of a half hourly bus service and improvements in walking/cycling links, "The need to have a car in Clyst Honiton and the surrounding hamlets is paramount". Whilst the Plan also reasonably assumes that "through the enhancement of the existing pedestrian network, this reliance on the car should lessen and more sustainable travel practices, such as walking, and cycling should form a greater percentage of the journeys completed across the Plan Area.", and there is potential for the proposals to improve the local service offer, there is little or no evidence it will meet the type of daily needs identified in the Plan (on p.28 paragraph 3.3.2). We consider the draft SEA (paragraphs 5.27 and 5.28) to make a rather optimistic assessment of the situation. We note the currently incomplete sustainability appraisal and would endorse the proposed approach and encourage early completion of this to inform the Regulation 16 version of the Plan.

In terms of affordable housing, Strategy 34 of the Local Plan would require 50% affordable housing on a site such as the site covered in the proposed NDO. Although it is acknowledged that this is not viable based on the information provided, this would appear to be largely because of the size and scale of the community facility proposed. Strategy 34 does not envisage enabling development and associated viability issues as being a grounds to depart from requirements and so there is concern that the proposal does not comply with Strategy 34. It is difficult to understand the justification for the reduced affordable housing requirement when the size and scale of community building that is being used to justify this approach has not itself been justified.

Regarding noise/quality of life, we have already commented extensively above, but would again highlight Local Plan Strategy 17, "Developments that are near to or could be affected by noise from the airport will not be allowed unless evidence is provided that current or futures users or occupiers of new dwellings, schools, open spaces or other sensitive uses will not be significantly adversely affected, taking proposed mitigations into account, by airport related noise".

Finally, we have also noted that in places the plan appears to be particularly accommodating to development in the countryside ('Zone B' of the Neighbourhood Area). Whilst the NPPF and the Local Plan is supportive of the rural economy and rural diversification, there is some concern about the development that could be permitted through some policies in particular in relation to self-builds, live-work units, conversion or replacement of unsuitable agricultural structures, which could all (ultimately) lead to residential development in unsuitable/isolated locations. In this respect we would suggest you review these policies against the need to demonstrate their appropriateness with regard to paragraph 80 of the NPPF.

We would acknowledge, as you are aware, that this area is largely/partly within 2 broad options (Options 1 preferred option and Option 2) identified in the emerging Local Plan for a potential second new community. However, this Plan is at an early stage of development, no decisions have been taken, including about the possible new community proposal. As a result we do not think that these emerging options for growth in the district should influence your approach to development in 'Zone B'.

Relationship with the Airport

We are aware that the site identified for the replacement allotments and the Home Farm site identified for regeneration both fall within the current Public Safety Zone, and that development more generally in the area lies within the Aerodrome Safeguarding Zone. This clearly needs careful consideration, and we have highlighted some possible areas of risk in our appended comments.

These aspects, together with proximity of proposed significant additional noise-sensitive development and the relationship/implications of this on both current operations (most likely levels of complaints) and future expansion/diversification (including re freight/logistics sector), mean the views of the airport and the CAA are critical.

We would very much appreciate if you could share their response to the consultation, together with Devon County Council as another key stakeholder with multiple roles relevant to your proposals.

Illustrative Masterplan

We should also advise that Officers from various service areas/specialisms have expressed concerns about the proposals as indicated on the illustrative masterplan for the Bypass/NDO site. These include that:

- It appears to be an overdevelopment of the site.
- The layout/street scene of the new housing development appears to be visually car-dominated with the amount of car parking in front of the houses.
- The layout is considered likely to have adverse impacts on existing trees and hedgerows.
- The practicalities of the 'Left in Left out' only vehicular access into the site, and connectivity of the pedestrian links with the rest of the village and from the site entrance at London road.
- Whether the incorporation of a large attenuation pond could attract birds and present issues for aircraft in terms of bird strike.

It would be useful to clarify the extent to which the NDO intends to insist on adherence to this 'illustrative' scheme.

Next Steps

We fully appreciate that our comments and concerns are wide-ranging and that it may well be disappointing that some of the issues raised by Officers at much earlier discussions remain in spite of the additional evidence and detail now available. We would welcome the opportunity to discuss these, including with other key stakeholders as appropriate, to consider the key issues and how to most appropriately move forward.

In responding to this consultation, we note that several key items in the supporting document are not available at this stage. These include the Transport Assessment and the Legal Agreement to secure transfer of the land and completed community facility from the landowners to the community. It is considered that these are critical to be shared and discussed, as required, ahead of formal Submission.

We also recall earlier conversations regarding a possible independent 'health check' of the Neighbourhood Plan/NDO. We think this would be really helpful to you and ourselves and would be happy to discuss what financial and other support we can provide to help with this.

We trust that our comments made at this stage will be made available to your technical support package leads at Locality and Aecom.

We look forward to hearing from you in due course once you have had the opportunity to review all responses received to your consultation. In the meantime, please do not hesitate to contact me if you have any questions.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ed Freeman', with a long horizontal flourish extending to the right.

Ed Freeman

Assistant Director Planning Strategy and Development Management

Cc Janvrin Edbrooke, Neighbourhood Plan led, Clyst Honiton Parish Council

Encs.

Clyst Pre-Submission Neighbourhood Plan Policy Schedule Informal EDDC Officer Comments v1.0

Clyst Honiton NP – non-policy comments

Clyst Honiton NDO – informal officer comments

Clyst Honiton Neighbourhood Plan

Regulation 14 Pre-submission consultation version, June 2023

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THIS IS A COMMUNITY DOCUMENT AND HAS BEEN CREATED BY THE FOLLOWING PEOPLE AND GROUPS.

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DEVON COUNTY COUNCIL
EAST DEVON DISTRICT COUNCIL
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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, 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 more cohesive working in partnership with others have already started to be seen, not least the closure of the road through the village to the airport, making Clyst Honiton a much quieter and safer place.

The Neighbourhood Plan has been eight years in the making, slightly less for the NDO. The geographic location of the village adjoining an international airport as well as areas already marked for strategic development created a complex situation. However, thanks to good will and patience on all sides these problems were overcome, and we have been able to secure a clear and confident reference and map for future decisions made within the parish neighbourhood plan boundary.

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) and (NDO) 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 and for being instrumental in bringing about the first Mixed Use NDO in Devon.

I invite you, the reader, to explore for yourself this, the Clyst Honiton Neighbourhood Plan and Neighbourhood Development Order: the result of dedication, commitment, and plain hard work in response to a real 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 were introduced under the Localism Act 2011 as part of a suite of new community rights. They are a new tool to give more control over the type, location, size, space and design of development in a community area.

NP's sit within a planning framework as seen in see Figure 1. These Plans come underneath the umbrella of national planning policy in the Government's National Planning Policy Framework 2021¹ 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. An extra level is shown to show what documents are used in assessing planning applications.

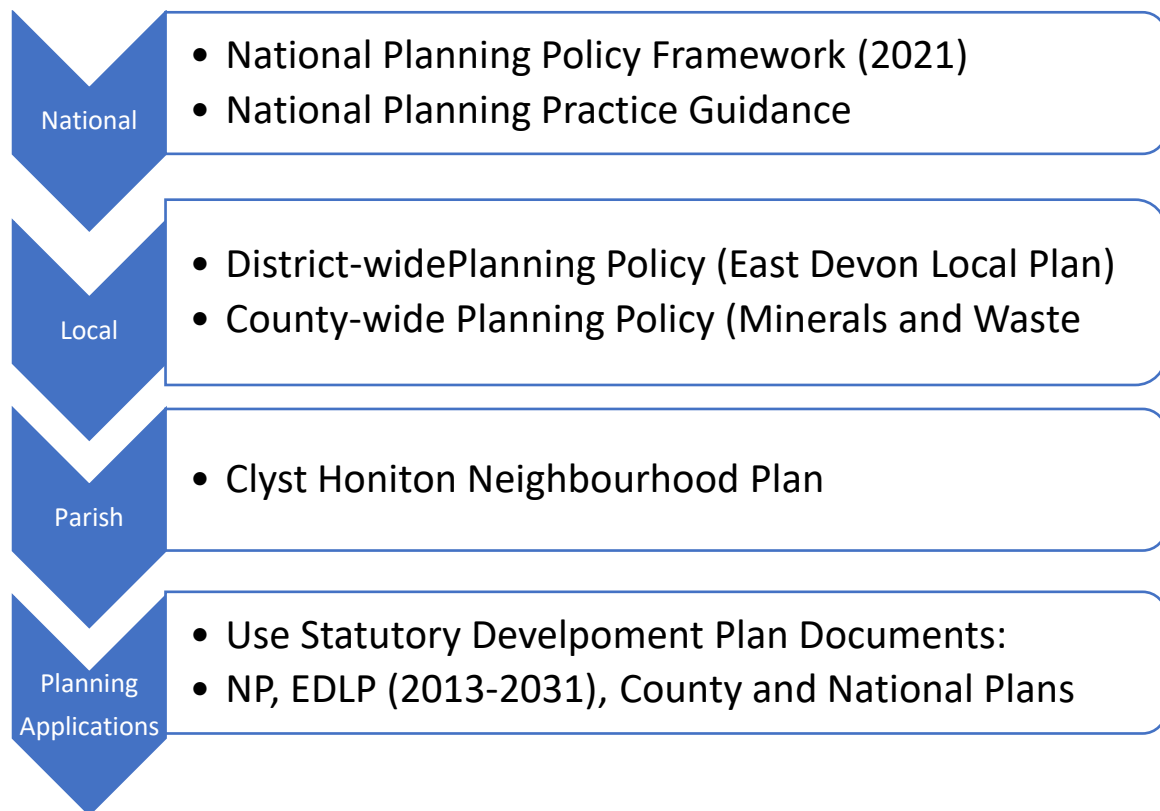



Figure 1: Planning Framework

¹ NPPF (2021) <https://www.gov.uk/government/publications/national-planning-policy-framework--2>


² NPPG (2018) <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 conformity with the existing Local Plan. However, it should be noted that EDDC have an Emerging Local Plan⁵. that will replace the existing Local Plan. This will cover the period from 2020 to 2040. It is envisaged that a draft Plan could be submitted by March 2023 and adopted by February 2024. 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 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 plan process has been put on hold until the new government housing numbers have been released. 

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  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 Parish NP when making decisions on planning applications in the Parish; it is a powerful tool with statutory weight. Policies in a Neighbourhood Plan (NP) take precedence over the Local Plan in delivering planning permission for local (non-strategic) development, until the NP is superseded by a new local plan and / or by national frameworks and guidance. In some cases, the Neighbourhood Plan policies may appear to be seeking similar outcomes as other policies at National and Local level, but they are in fact adding a local dimension or detail to those more strategic policies.

1.3 A Neighbourhood Plan.

The Clyst Honiton NP (see Fig 2) has three main content areas: it allocates sites, 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

Today the designated area for a Neighbourhood Plan is usually the whole of a Parish, but as the Clyst Honiton designation predated this criterion, a different process took place and this 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 already 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.

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

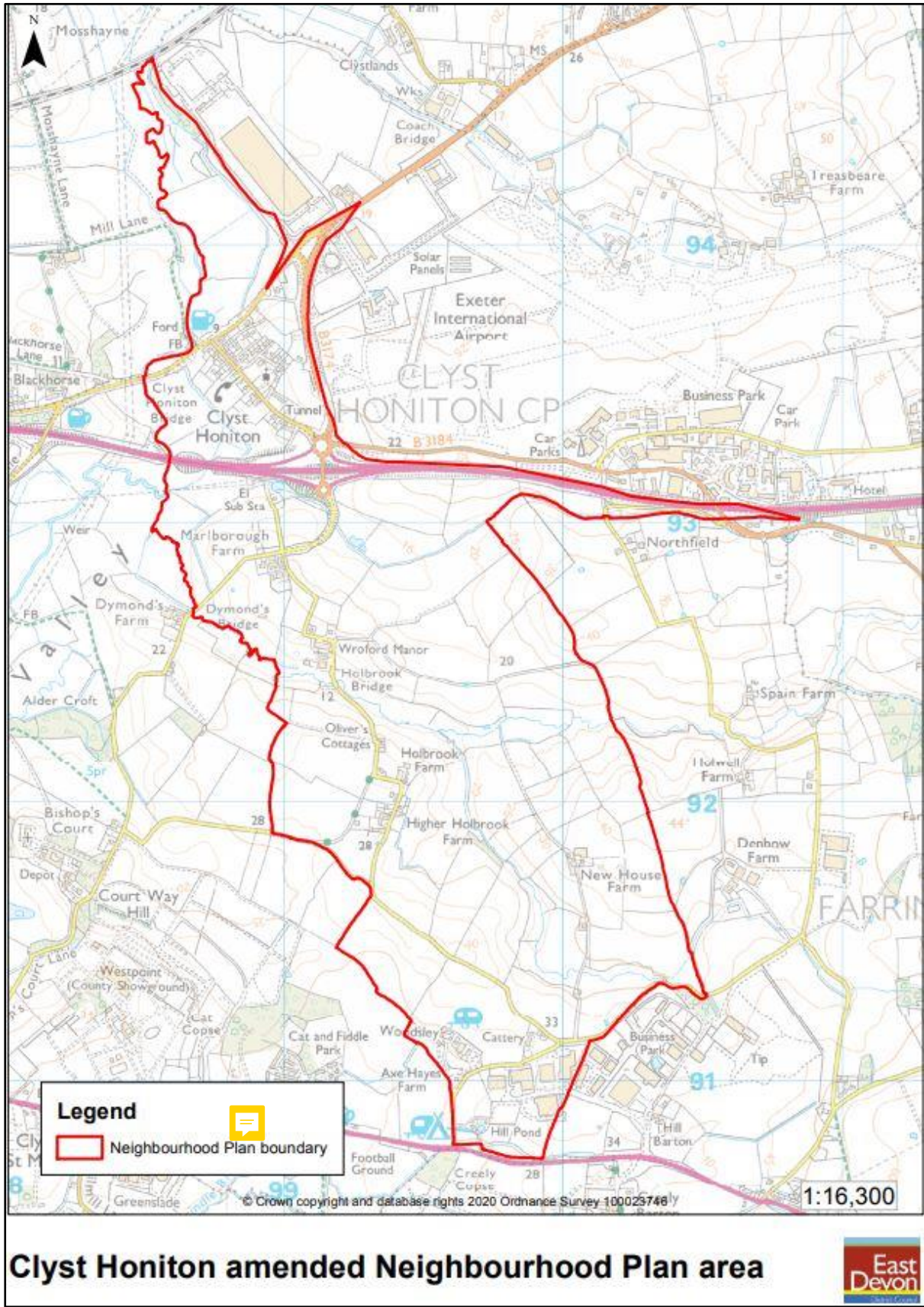


Figure 3: Designated Neighbourhood Plan Area

1.5 What if we do not have an NP?

It is not compulsory to write a Plan, allocate sites, draw-up policies or try to fill gaps in current provision - indeed many towns and parishes do not - but without a Plan we have no power to decide what happens to Clyst Honiton Parish in the future and what little influence we do have as a planning consultee, we know is often not enough. If a site is allocated in the Plan, the community has control over what it is, how it looks, and what it offers. The long and short of it is that without a NP the Plan Area will remain more vulnerable to unwanted development, with the community who will continue to be frustrated at having no statutory weight or voice. However, there is still recognition that strategic developments allocated by EDDC can still overrule a Neighbourhood Plan.

1.6 Why are we writing one?

Clyst Honiton Parish land and life of its residents have been greatly affected by EDDC strategic development. The NP changes the community's position from reactive to proactive, creating a planning template for specific areas in the Plan Area; a clear mandate from the community; a proactive way to move forward.

1.7 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's parishioners' *Community's 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. The NP is evidenced-based being created, chosen, and approved by local people. It 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.

1.8 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 in 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.

1.9 Sustainable Development

The National Planning Policy Framework (NPPF (2021)) and National Planning Practice Guidance (NPPG) set out the Government’s planning framework to which all plans and proposals for development should comply. The NPPF (2021) includes, at its heart, a “presumption in favour of sustainable development”.

Achieving sustainable development is set out in NPPF (2021) (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.

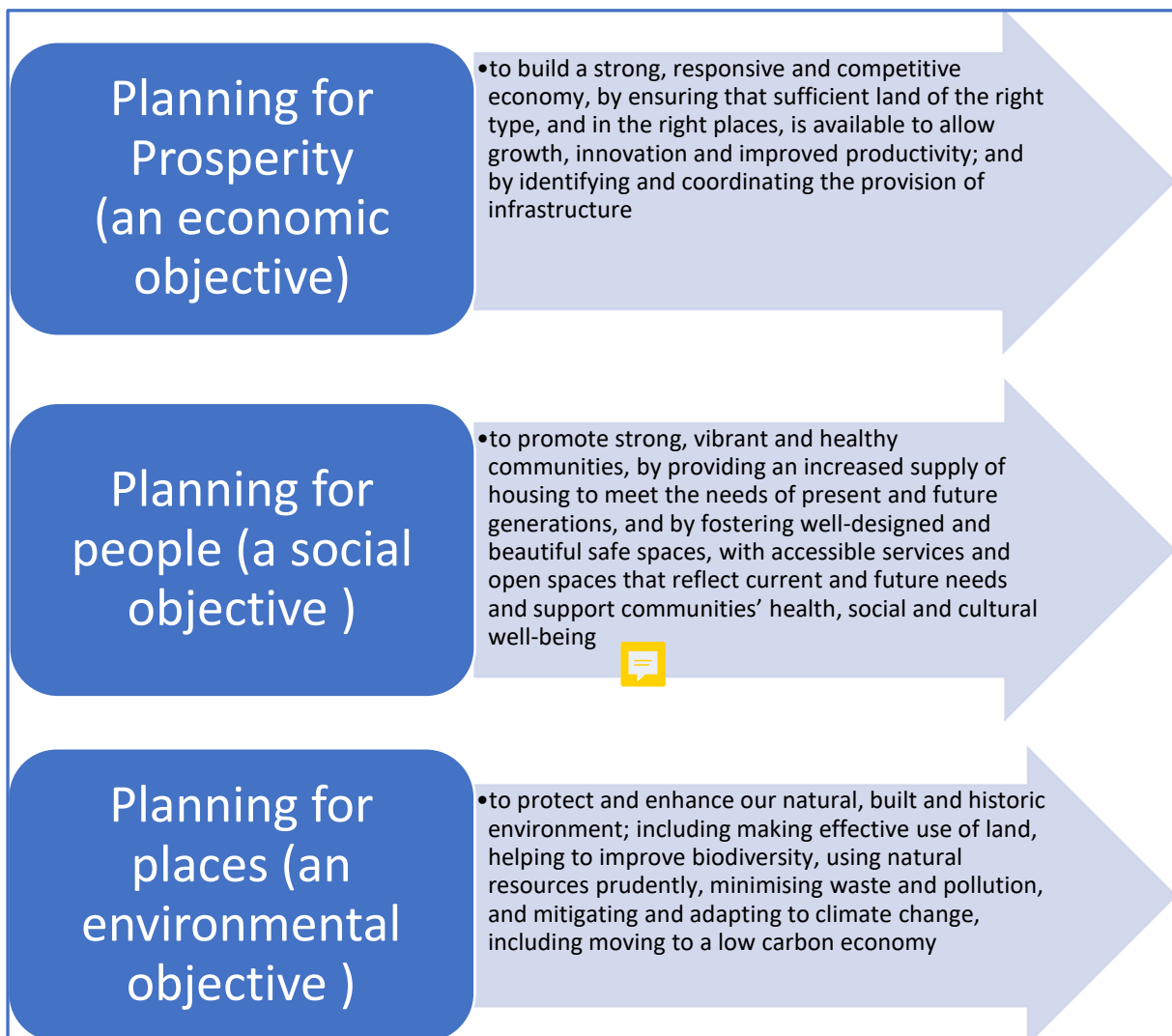


Figure 4: NPPF (2021) The three sustainable development objectives

The NPPF (2021) also advised that Neighbourhood Plans should reflect Local Plan sustainable development policies and plan positively to support them,

“The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood Plans must be in general conformity with the strategic policies of the Local Plan.”

1.10 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 draft 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 will be completed at Reg 16 and then amended, if necessary, after Examination when final versions of all the policies are available. The Basic Conditions Statement also provides further evidence of sustainability.

1.11 Basic Conditions Statement

The Basic Conditions Statement (BCS) (Appendix 5) will demonstrate how our 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 EU obligations / 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 links with and is in general conformity with both the NPPF (2021) and the EDLP (2013-2031).

1.12 The Structure of The Plan

The Plan is divided into three Sections.

Section 1: Labelled 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 for why we need the policy this is 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, however, when development proposals are being assessed, the whole Plan (i.e., all the policies) should be considered as any development covers several policy areas.

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

1.13. Accessibility

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 results in failing the single document accessibility checker.

1.14 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) Appendix 1

The SEA Scoping Report⁹ in 2020 focused on areas and for each of these areas in the report baseline data and evidence, key issues and opportunities are provided. The conclusion of each section provided a list objectives and assessment questions.

The SEA in Appendix 1 concluded that the current version of the CHNP is likely to lead to significant positive effects in relation to the 'Population and Community' SEA theme. These benefits largely relate to the Neighbourhood Plan's focus on delivering housing which meets

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

⁹ The SEA for the Clyst Honiton Neighbourhood Plan Scoping Report (May 2020) supporting paper on the <https://www.clysthoniton.org.uk/>

local needs, delivering significant enhancements to community facilities in the village, improving the quality of life of residents and promoting community vitality.

In addition, the Neighbourhood Plan's close focus on green infrastructure enhancements, pedestrian and cycle network improvements and the delivery of a high-quality public realm will lead to significant positive effects in relation to the 'Health and Wellbeing' and 'Transportation' SEA themes.

With regards to the 'Land, Soil and Water Resources' SEA theme, the main housing allocation proposed through the Neighbourhood Plan at the site Adjacent to Clyst Honiton Bypass will take place on greenfield land which has the potential to be classified as the best and most versatile agricultural land. This will lead to the loss of agricultural land. Whilst the allocation on the Existing Allotment site will lead to the loss of an allotment site which has been established for over 20 years, this will be offset by the provision of a larger area of land for new allotments.

In relation to the 'Climate Change' theme, the Neighbourhood Plan seeks to deliver energy efficient development, facilitate renewable energy provision and encourage sustainable transport and electric vehicle use. This will support climate change mitigation. It also closely recognises the flood risk issues present in 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. As such, it is considered that the Neighbourhood Plan will have overall positive effects in relation to climate change adaptation.

In relation to the 'Landscape' and 'Historic Environment' themes, 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). The Neighbourhood Plan will also initiate a number of beneficial approaches regarding the 'Environmental Quality' and, 'Biodiversity' SEA themes. However, these are not considered to be significant in the context of the SEA process given the scope of the Neighbourhood Plan and the scale of proposals.

Draft Habitats Regulation Assessment (HRA) Appendix 2

This report concluded that,

"Three Site Allocations and three additional policies have been identified to provide net new residential development and tourism accommodation. There were subject to Appropriate Assessment as they were located within 10 km of the Exe Estuary international sites and / or the East Devon Heathland international sites and could result in adverse effects on the integrity of an international site in combination with other projects and plans. These were:

- *Policy E1: Supporting the rural economy*
- *Policy E2: Rural economy: live-work units*
- *Policy E3: Local priority development areas for business and enterprise*
- *Policy SA1: Existing allotment site, York Terrace*

- Policy SA2: Slating and Tiling Site, York Terrace
- Policy SA3: Site adjacent to the Clyst Honiton Bypass.

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

The Plan Area and its History

2.1 Location

Clyst Honiton parish is located in the West End of East Devon and the East End of Exeter. The village of Clyst Honiton is a historic, rural and modest settlement beside the river Clyst, located along the old carriage route from London to Exeter. In the past it was a self-supporting community which had its basic needs supplied within its own area. In the Parish farming was the main source of occupation, and the 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 rural community ‘off the beaten track’.

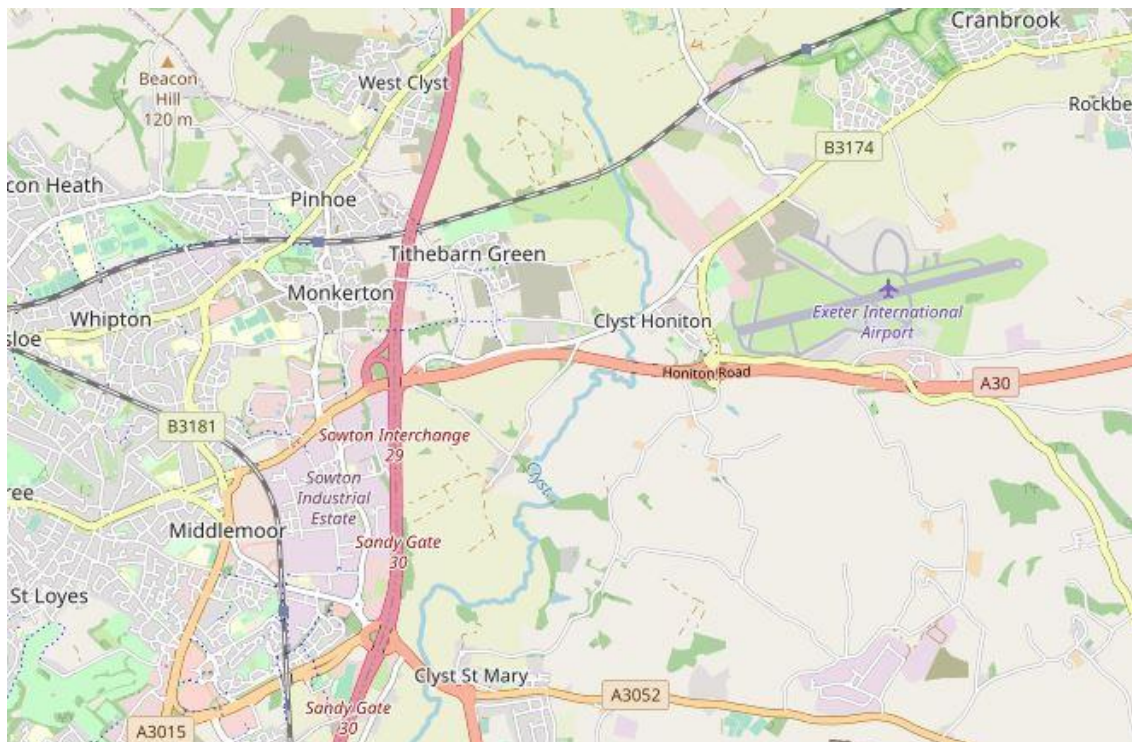



Figure 5: Clyst Honiton showing main routes, City of Exeter and Cranbrook Town (Open Street Maps)

2.2 Land and landscape

Most of the 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 for this community. The rural landscape has changed little in character and includes the hamlet of Holbrook with six homes. What has

changed is the completion of the A30 in 1999 which effectively divided the Parish Plan area into two distinct zones which are shown in Figure 6.

Zone A: includes the village and the flood plain with the river Clyst forming part of the parish boundary. It also includes the airport and land north of the new A30 within the parish boundary although much of this has been excluded from the Neighbourhood Plan area due to strategic value.

Zone B: lies south-east of the A30 and includes the remainder of the parish. 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 with fields varying in size from small paddocks to approximately 20 plus acres. A stream runs through the valley to join the  Clyst. The farms have all been dairy farms in the past, however, only one remains as a dairy farm. As well as mixed cereal and arable crops and some permanent grassland, historically, most, if not all farms and landholdings included a significant acreage of apple or cider orchards. Most, if not all these orchards have now been removed.

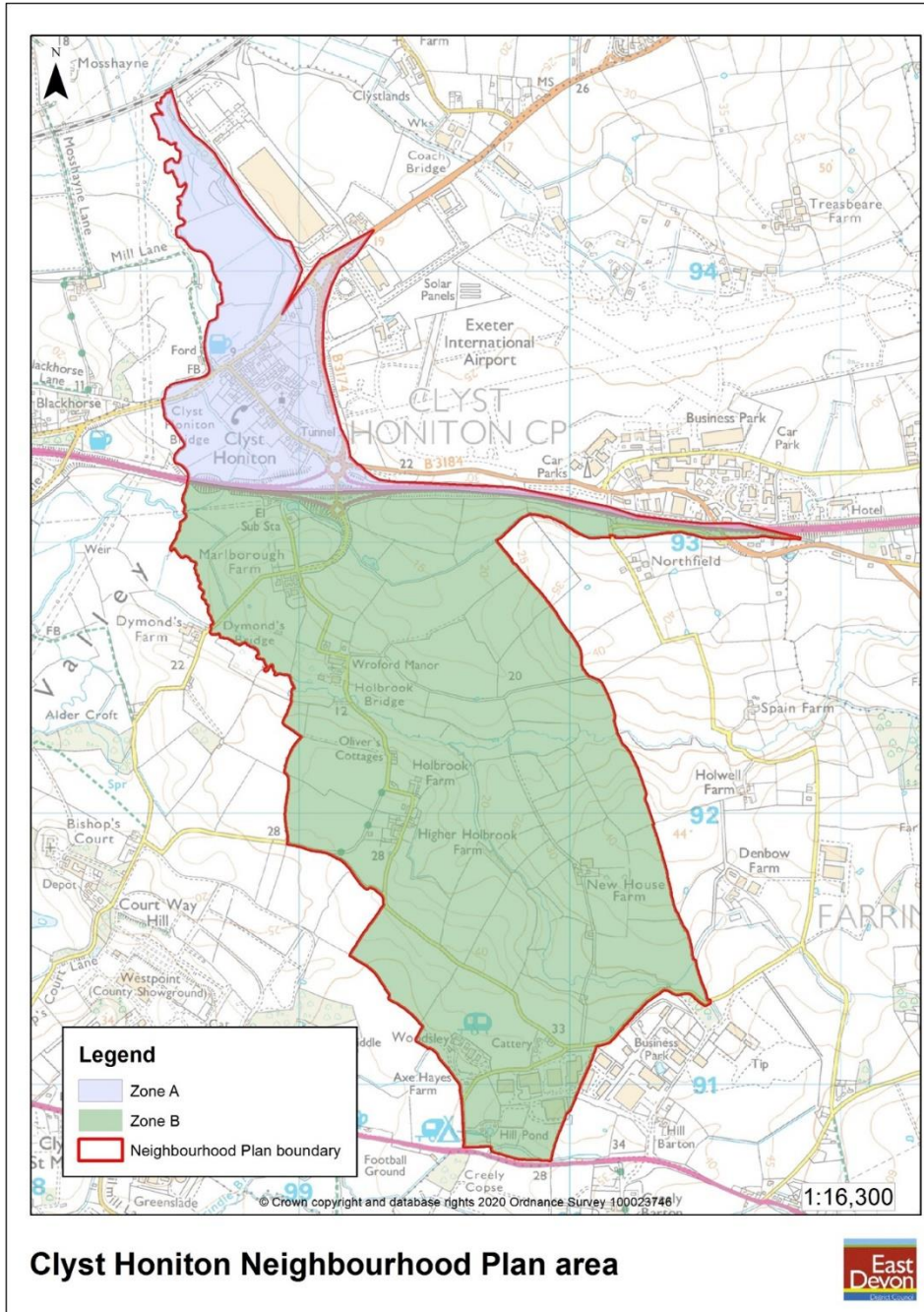


Figure 6: Neighbourhood Plan area showing Zone A and B

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



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

2.3 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. The part of East Devon designated an Area of Outstanding Natural Beauty (AONB) is close by, as is 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 the 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 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 airport (2015). Provision of sustainable travel networks (cycle paths and footpaths) have also been recently constructed.



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

Old A30 (now C832)

The London Road to Exeter has traversed the parish for centuries with the village becoming a logical staging post on route to London. This road was originally the A30 but has been 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 in memory of its use 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, A 30 Bypass and the new Clyst Honiton Bypass cater for traffic in and out of the area. The return of the C832 back to maximum capacity levels has created tensions over the nature of traffic using the section of the C832 in the village.

Other roads

Local roads within the Plan Area and between Clyst Honiton and neighbouring villages remain single tracked roads with no pull in provision. These are made narrow by high Devon banks or hedges. The change in size of agricultural vehicles has meant that these roads are constantly in poor state of repair and flood, as the road drains and road structure have collapsed under such 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 poor.

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.





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 the main road through the village to the airport in 2018 was turned into a cul-de-sac. The acquisition from Devon County Council (DCC) of the former school playing fields by the Parish Council (2013) has further enhanced this area being an oasis. One of the aspirations of this Plan is to maintain and promote the pleasant rural and residential character of Clyst Honiton village. Despite all that is happening around it, the locals want the Plan Area to remain a good place in which to live.

Exeter Airport

Exeter Airport was built in the parish (on the land originally known as Waterslade Farm) and opened in 1939 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 9. Exeter Airport Business Park is a popular site for airport-related and other businesses, all enjoying the easy access from the road networks and close link to the airport.



Figure 10: Exeter Airport

2.4 Cranbrook Town.

The emerging new town of Cranbrook has caused significant changes to this 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 gives rise to an increase in heavy construction traffic, and as the houses become occupied and employment buildings open, this in turn generates more traffic movement. Whatever the aspirations were about disengaging from the car, the present phase of twenty-first century life is still very much vehicle orientated.

2.5 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)¹⁰. A lot of the economic space is allocated within the Clyst Honiton Parish at

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

¹⁰ EDLP (2013-2031 (2016) <https://eastdevon.gov.uk/planning/planning-policy/local-plan-2013-2031/>

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

The presence of new businesses within the Parish should create jobs but as most are distribution and warehousing businesses with low level job provision or local businesses relocating have done little to create jobs for locals. Many businesses are automated and require few staff. The locals view these developments as generators of significant volumes of traffic.

Hill Barton Business Park located next to the Sidmouth Road is a large site which is split between two parishes. The sector in the Plan Area has a variety of business classes, ranging from food production, light industrial, general industrial, warehouse and distribution as seen in Figures 10 and 11. 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 centres, two public houses and a Slate and Tile supplier. The Old School site offers office space, while the derelict Home Farm site offered a range of businesses when it was open, 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 12.



Figure 13: Range of businesses in Zone The B

Community: Involvement and Themes

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 the years the village had lost its local butcher, baker, dairy and Post Office /village shop, and then the 2012 Clyst Honiton Church of England Primary School was relocated to the new town of Cranbrook. This loss of the school, football pitch and social club, which provided the only community spaces, was the last straw for the community. All that was left were the two public houses and a limited bus service which did not operate in the evening or on a Sunday. It seemed that the village community and their well-being and aspirations were lost in the surrounding development process. As a result of this, 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 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.



It soon became clear that a Neighbourhood Development Order (NDO) was the best, indeed the only viable option to allow the provision of a community building to be delivered alongside the Neighbourhood Plan on a suitable site. It was also recognised that for the Plan to be truly representative of the planning issues impacting the parish and to be a community's plan, the Neighbourhood Plan process would need to conduct thorough engagement with those who live and work in the parish. The whole community have become more confident in their 'voice' and celebrate opportunities to ensure the best options are going forward for the people and place of Clyst Honiton. It was also recognised that the Plan could not be properly developed without the input and support of organisations, landowners and agencies with a district, county, sub-regional and national status.

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 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 outcome of 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 becoming a permanent closure in 2019¹¹.

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



Figure 16: Breakfast consultation event hosted by Hampton Hilton.

3.3 Themes

In order to ensure the delivery of the Neighbourhood Plan Vision, six themes were identified from the initial drop-in voice events. The community wishes and needs identified in the initial drop-in sessions, helped to inform the design and content of two formal surveys completed in 2014 and 2019 (Appendix 3). The 2014 survey results are detailed below under a theme heading. 

3.3.1 Being

Clyst Honiton residents are keen to ensure that the Area has facilities within it that are community focused and enhance community mental and physical activity provision. These facilities are to make their lives safer, richer, healthier and easier, so that their sense of wellbeing is maximised. These facilities need to provide for the community, enhance community spirit and support a vibrant community events calendar.

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 and/or at the Football club house, both of which were lost because of changes due to the Strategic

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

developments of Cranbrook and Skypark. This left Clyst Honiton bereft of an indoor community building in which to meet, socialise, run events and vote. It is therefore no surprise that in the drop-in consultations the request for a community facility 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 respondents agreed with this statement. The question was asked again in the Bypass Masterplan site allocation consultation in April 2019 which received the same level of support.


The local footpath network is inadequate for leisure or dog walking. The nearest designated accessible green spaces are the Pebblebed Heaths locally known as Woodbury Common, or Killerton Estate, both of which require a car journey. The development of the Clyst Valley Regional Park (EDLP (2013-2031 Strategy 10) might provide a closer area, but this is not in place yet locally and still requires a car journey to access dog walking areas.

The development of a Local Green Community Space adjacent to the village, which provides the community with an area to walk; exercise; have family picnics; fly kites; observe nature close up; and to meet with fellow residents; was supported by 94% of the 2014 survey respondents. Working with these survey results the Steering Group produced the following aims for the NP.

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.

3.3.2 Moving

Using a car or public transport is embedded into their lives of Clyst Honiton residents. A lack of services within walking distance necessitates using transport to go to schools; shops; dentists; doctors; hairdressers; library; day care centres etc. 

Although served today by a half hourly bus to Exeter, visits to doctors and dentists by public transport require the use of at least two different bus routes. The need to have a car in Clyst Honiton and the surrounding hamlets is paramount. The 2014 Survey revealed that 64% use a car to get to work, with only 10% using public transport. The 10% walking or cycling to work (10%), equal to those using public transport, shows that an improved footpath and cycle path provision, requested by 80% of residents, could encourage increased walking and cycling to work. Since this survey an improved cycle network has been created. 

Although traffic is a nuisance to most people, despite being close to the A 30 and the airport, noise is not high on the list of traffic nuisances experienced by locals. This might be because those who move into the area know that these traffic features exist.

Residents seem to enjoy their proximity to the airport and are knowledgeable about flight timetables and aircraft traffic, including the Red Arrows.


Traffic nuisance takes several forms. The top four are:

- volume of traffic,
- speed of vehicles,
- rat running, and
- HGV traffic


Several of the higher rated concerns relate to safety matters.

When asked,

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

- “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.
- There is overwhelming 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. 

Working with the survey results the Steering Group produced the following aims for the NP.

1. To integrate old and new residential areas with improved multi-use infrastructure for pedestrians, wheelchairs and cycles.
2. To develop multi use (footpath, cycle path and mobility) networks, with safe road crossings to encourage use for health, leisure and work purposes. 
3. To provide maximum levels of off-street parking provision in new development, and for opportunities for more off-street parking in the village.
4. 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.

3.3.3 Living

The 2014 Survey revealed that there was evidence of full-market and affordable local housing need in Clyst Honiton village.

- 1 in 5 respondents said that there was someone in their household needing alternative accommodation in the near future.
- 85% of these would like to stay in the village.

- With 24% of the population being over 65 and the 45 – 64 age group being 40% of the population, there was potentially a growing need for housing for the elderly.
- The village seems to be a place where people put down their roots and stay with 70% of the respondents having lived in the Area for over five years, 51% for more than 10 years and 26% for over 20 years.

The 2020 Housing Needs Survey (Appendix 6) updated this information with the following conclusions:


The movement of people into the village in the recent years (18%) revealed that is a desirable place to settle.

The range of reasons why people chose to live and stay in the Area are:

- Family/ Relatives 46%,
- Affordability 37%,
- Love of the countryside 32%,
- Commutability/ Transport network 30%, and
- Work nearby 27%.

These are all factors that need be considered in the growth and provision of housing in the Plan Area.

In the original survey, local people indicated that if new housing resulted in improved community facilities, it would be acceptable. The correct mix of housing types and tenures would be critical to ensuring the continued vibrancy and sustainability of the community. This survey indicated a preference for full-market housing, and a demand for single storey dwellings and housing specifically for the elderly in the parish.

In the survey, the majority would prefer the scale of development to be small less than 20, but a third would be content if that number was up to 35 over 10 years. Consultation on the Bypass Site Masterplan in March 2019 which was looking to allocate over 40 dwellings had an 89% positive return, showing that this scale of residential development and business units was acceptable if in lieu of getting a community building. 

The Housing Needs Survey 2020 indicate that there is a need for 3 affordable houses in the village.

Working with these survey results the Steering Group produced the following aims for the NP.

1. To provide new housing in Clyst Honiton village to fund a community building.
2. To provide a mix of housing types, including provision for the elderly and those wishing to downsize.
3. To provide 1- and 2-bedroom properties to balance the existing housing stock in the Plan Area.

4. To support appropriate development outside of the village which supports the rural economy and local needs.

3.3.4 Seeing

The Plan Area's location sitting within the West End of East Devon's strategic development, (EDLP (2013-2031 Strategies 1 & 9)), is unusual. 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.

Residents envisage this 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 these survey results the Steering Group produced the following aims for the NP.

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

3.3.5 Sustaining

Clyst Honiton has witnessed great changes in the last 15 years.

- The building of new roads in the Area have brought increases to light, noise and air pollution levels, alongside existing roads seeing increased levels of traffic, both in numbers and type.
- The growth of business parks which provide for B8 storage and warehousing have added to the number and frequency of HGV traffic also resulting in an increase in all three pollutants.
- The country lanes are no longer able to provide for the increased size of agricultural machinery, with hedge and ditch biodiversity suffering as these areas are reduced and, in some instances, destroyed.

- Increases in the capacity of Exeter Airport have created new noise decibel contours and Public Safety Zones, both of which have affected land use within the footprint of Clyst Honiton village.
- Climate change, alongside the loss of hundreds of acres of farmland to housing developments up-stream on the river Clyst, has meant that flooding and rising sewage are real concerns to Clyst Honiton's residents.
- Flooding is already widespread across the Area. Residents voiced their concerns that sewage and flooding issues will only increase with the withdrawal of the parish lengths-man services, particularly since there is apparently no work being done to increase the capacity of the river Clyst to carry increased water levels.

For these reasons, 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.
- Residents frequently commented on the need to address widescale flooding and sewage issues.

Working with the findings the Steering Group produced the following aims for the NP.

1. To plan for climate change and work with the environment to utilise natural energy resources.
2. To direct new development to areas of low flood risks and to support new flood defence schemes and any longer-term effective flood management proposals.
3. To protect and increase the Areas' biodiversity.
4. To protect and increase the Area's habitats and wildlife corridors.
5. To encourage energy efficient and sustainable development to both existing and new residential buildings and business premises.
6. To support climate change by prioritising development of previously used sites.

3.3.6 Working

Clyst Honiton village which is situated on the historic Trafalgar Way (London Coach Route) has always had good links with Exeter and towns on route to London. Today the Area has an outstanding network location with the A30, M5 and the airport, providing links locally, throughout the country and abroad for business.

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.

Despite the small numbers working locally, residents clearly see small business activity as being part of Clyst Honiton.

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.

Residents would welcome:

- The improvement of existing small-scale businesses and further development of small-scale retail outlets within the village.
- Outside the village, development of high standard small holiday let units to extend rural tourism provision.
- Work/live units and small businesses located on farms to encourage and support agricultural diversification.
- Development of businesses which provide small business units, live/work units and artisan/craft workshops.

Working from home was an aspiration of 53 % of residents.

The lack of reliable high-speed broadband service was cited as the reason why this was not achievable for most. Provision of broadband was also labelled as poor by Hill Barton businesses, some of whom have had to resort to utilising an unsatisfactory satellite broadband service, as present land-line provision was inadequate. Development of wireless technology has led to improved provision; however, the Plan Area still has poor cable to door provision.

Working with the findings the Steering Group produced the following aims for the NP.

1. 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.
2. To provide new business space in Clyst Honiton village
3. To support development of businesses that fulfil landscaping and design protocols for the Area.
4. 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.

3.3.7 Relationship of Themes and Policy Chapter Headings

Under each theme there are several aims. The themes utilised in Section 2.3 provided aims which could be further sub divided under different headings. For example, under the theme “Being” the subheadings Community Facilities (CF), and Natural Environment (NE) were created

1. To protect, enhance and develop community assets, facilities, and services. **CF**
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**

The NP Steering Group decided that the policies of the Plan were best placed under these subheadings rather than using the theme titles.

Vision

3.3 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.

Aims and Objectives.

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.

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.

3.4.1 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. These projects may fall to the Parish Council to lead or to community groups or partners such as local authorities or statutory agencies. The community projects provide an indication, of what local infrastructures are seen as a priority by the community that live and work in the Plan Area.

3.4.2 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 assets, facilities, and services.	<p>To support the retention and enhancement of Clyst Honiton’s Villages existing community facilities by designating them as community assets.</p> <p>To develop a community building to provide a space for community events and services.</p> <p>Provision of new or re-development of existing community facilities.</p> <p>To identify and safeguard the land at Pound Corner for future community allotment provision.</p> <p>C1, C2, C3, NE3</p>

Community Projects

Infrastructure Project

1: Community Building.

- Furnish the inside of the Community building to include technological infrastructures.
- Provide infrastructure for the designated public area outside the Community building.

Infrastructure Project 2: Bypass Site.

- 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, low carbon homes and the production of renewable energy.	<p>To plan for climate change and work with the environment to utilise natural energy resources.</p> <p>To support sustainable community energy schemes in the Plan Area.</p> <p>DS2, DS8, DS9</p>
For development to include designs and structures that provide effective flood management and minimize flood risk.	<p>To support new flood defence schemes and any longer-term effective flood management proposals.</p> <p>For all development to include sustainable drainage measures to minimize flooding.</p> <p>DS4, DS5,</p>
To encourage energy efficient and sustainable development.	<p>For existing and new residential buildings and business premises to be well designed and built with sustainable features.</p> <p>For new build to include provision of electric charging points.</p> <p>DS2, DS3, DS6, DS7</p>
To support the development of residential and businesses of high-quality design.	<p>For new and existing developments to adhere to the Clyst Honiton high quality design specifications.</p> <p>For adequate storage areas to be designed into new builds.</p> <p>For new developments outside the village to preserve and enhance the rural landscape setting and outlook.</p> <p>To retain and enhance the semi-rural, non-urban character of the Clyst Honiton village.</p> <p>DS1, DS3, DS6, DS7</p>
To improve access to high-speed communication services.	To provide all residents and businesses in the Area with high-speed communication service., and for

	<p>this to especially extend to serve the Zone B rural area residents and businesses.</p> <p>DS3</p>
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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 area at Airport End of Village Road

Economy: Businesses and Jobs Chapter

Aims	Objectives and policy codes
<p>To provide new businesses and employment within the Plan Area.</p> <p></p>	<p>To provide a new business site in Clyst Honiton village.</p> <p></p> <p>To provide development of the following in the Plan Area:</p> <ul style="list-style-type: none"> • start-up micro -enterprise businesses. • micro and small enterprise businesses. • work live  its. • food/ drink production businesses. <p>To support a rural economy and to increase the provision of holiday accommodation, office space and live-work units.</p> <p>SA3, E1, E2, E3, E4</p>

<p>To support the regeneration of sites for business in the village.</p>	<p>To support regeneration of three economic sites within the village.</p> <p>To support regeneration of old buildings and agricultural buildings in Zone B.</p> <p>E1, E2, E4</p>
<p>To support the growth of new and existing business premises in Clyst Honiton village.</p>	<p>To support new development offering a range of class uses in Clyst Honiton Village.</p> <p>E3, E4</p> 

Housing Chapter

Aims	Objectives and policy codes
<p>To provide new housing in Clyst Honiton village.</p>	<p>To allocate three sites for housing in Clyst Honiton Village.</p> <p>To support self-build/ custom build houses.</p> <p>SA1, SA2, SA3, H1</p>
<p>For housing to provide a community building.</p>	<p>For a community building to be provided on site SA3 through a Neighbourhood Development Order.</p> <p>SA3</p>
<p>To provide a balanced housing stock to enable local people to stay in the parish throughout their lifetime.</p> <p>To ensure a range of tenure is provided across the new developments.</p>	<p>To provide 3-5 affordable houses subject to a local connection requirement.</p> <p>To provide a greater proportion of smaller properties (1/2 bed) for those elderly villagers wishing to downsize and for young singles, couples or families needing their first home.</p> <p>To provide a range of housing tenures, to include as well as open market a variety of other tenures such as: first homes, shared ownership, affordable, social models.</p> <p>SA1, SA2, SA3, H1</p>
<p>To support appropriate development outside of the village (Zone B) which supports the rural economy and local needs.</p>	<p>To support development of work- live units.</p> <p>To support self-build/ custom build houses.</p> <p>E1b, H1</p>

Natural Environment Chapter

Aims	Objectives and policy codes
<p>To protect, develop and extend local green spaces.</p>	<p>Safeguard a local green community space to promote increased activity levels and outdoor opportunities for residents.</p> <p>To allocate areas in Clyst Honiton Village as Local Green Spaces.</p> <p>To allocate a green landscaped corridor.</p> <p>For the parish field to remain as a public open space to allow for large numbers to gather for community events and field games.</p> <p>NE2, NE3, NE4</p>
<p>To retain and enhance the semi-rural, non-urban character of the Clyst Honiton village.</p>	<p>To ensure that new development responds positively to Clyst Honiton’s existing landscape setting whilst protecting and enhancing local wildlife habitats.</p> <p>NE1, NE2, NE4</p>
<p>To protect and increase the Areas’ landscape and biodiversity.</p>	<p>To protect and increase the Plan Area’s habitats and wildlife corridors. To ensure a minimum 10% net gain in biodiversity where there is development.</p> <p>For new developments outside the village to preserve and enhance the rural landscape setting and outlook.</p> <p>NE1, NE2</p>

Community Projects

Infrastructure Project 4: River Clyst Park

- Provide community infrastructure in the River Clyst Park. (See Policy NE4)
- Tree planting alongside River Clyst.

Infrastructure Project 5: Green Ring Public Access Route.

- To provide a permissive footpath and necessary infrastructure (A 30 side of the Village) to link in with Green Ring Route around the Clyst Honiton Village (See GIS Document)
- To provide access structures and signage of Green Ring Route.

Parking and Access Chapter

Aims	Objectives and policy code
To improve car parking provision for existing and new residents and businesses.	To improve car parking provision for existing residents in Clyst Honiton Village. To support improvements of car parking provision of existing businesses in Clyst Honiton Village. To provide maximum levels of off-street parking provision in new development. To support the development of car charging facilities for all new residential and business developments. AC1, AC2, SE3
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. AC3
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 with improved multiuser routes. To develop a new network of pedestrian paths/trails within the Plan area. To extend the number of cycle routes across the Plan area. AC4, AC5

Community Projects

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.

Plan Policies

Community Facilities

1. Section 3.2.1 succinctly reports 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.

Policy C1

Intent

Policy C1 promotes the retention and enhancement of Clyst Honiton's existing community facilities by designating them as Assets of Community Value.

C1: Community facilities and services

The Neighbourhood Plan identifies the following community facilities as assets 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 that will enhance the viability and/or community value of any of the above assets will be supported.

The loss of community facilities will not be supported unless:

- the proposal involves an alternative community facility that would provide equal or greater benefits to the local community, and is no less accessible to the community and where possible, offer greater levels of accessibility; or
- it can be demonstrated that the community facility is no longer viable (in the case of public houses, they should be marketed for a minimum of 12 months).

Justification C1

1. Paragraph 93 of the NPPF (2021)¹² recognises the importance of community facilities to the prosperity of rural economies and encourages the use of Neighbourhood Plans to promote ; the retention and development of local services and community facilities and to “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

¹² NPPF (2021) <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

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 assets 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.

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

Intent

Policy C2 promotes the provision of new community facilities in the Neighbourhood Plan Area.

C2: New Community facilities and services

Proposals for new or enhanced community facilities in the Neighbourhood Plan Area will be supported where they meet the following criteria:

- it is replaced by equivalent or better community provision (applicable only for redevelopment proposals);
- it is of a scale and design would be in keeping with the character of their location;
- the impact on the amenity of surrounding residential properties would be acceptable,

- the proposal is designed to minimize its environmental impacts, including where necessary and appropriate, controlled hours of working;
- for development to extend the existing leisure and or recreation experience for the community;
- for provision of sufficient and safe parking provision on the development site; and
- the access arrangements enable and encourage active travel for pedestrians and cyclists and safe vehicular access.

Proposals for the following sites to bring forward new community facilities are supported:

1. A community building within the Bypass Development site (Policy SA3), and
2. Community infrastructures within the space designated as River Clyst Park (Policy NE3)

Justification C2

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 process identified significant support for:

- the provision of a new community building.
- the provision of facilities in the River Clyst Park.
- the provision of facilities on the Bypass site.
- the provision of facilities to include all ages and abilities.

2. Accordingly, Policy C2 responds to this need for improved community facilities in accordance with the guidance set out at paragraph 93 of the NPPF (2021).

Policy C3

Intent

The existing allotment provision at Ship Lane, is allocated for housing development under Policy SA1 of this plan '*Existing allotment site, York Terrace*'. When this land comes forward for development there is a need for alternative allotment provision, and Policy C3 identifies and safeguards the land at Pound Corner for future community allotments.

Policy C3: Future allotment provision at Pound Corner

The land denoted in Figure 18 extending to 0.22ha is to be safeguarded for future community allotment provision for the replacement of the existing allotments at Ship Lane.

Proposals for the provision of allotments on this site will be supported.

Justification C3

1. Under Policy H1 '*Existing allotment site, York Terrace*' the current allotments are allocated for housing. A key requirement of Policy SA1, however, is that the existing allotments can only be redeveloped subject to an alternative and suitable allotment site being successfully provided.
2. The land at Pound Corner is a suitable site for alternative allotment provision and the landowners have confirmed availability of the land for this purpose. The available land extends to 0.22ha which is 50% larger than the existing allotment site at Ship Lane and it also has the benefit of a mains water supply.
3. The Pound Corner site will therefore provide an enhanced level of allotment provision compared to Ship Lane, sufficient for future need.
4. The recreational and environmental benefits of allotment gardens are widely accepted. In addition to the advantages of producing good quality, local, low cost, fresh food, those who use allotments gain from the health benefits of outdoors exercise in a socially inclusive environment that reflects the ideals of sustainability and well-being.
5. Allotments can also contribute to the quality of the environment and can offer vital habitats that provide refuge for wildlife in developed areas. On this basis, the continued provision of allotments within Clyst Honiton is a key priority for the community.
6. Support for allotments as a valuable asset is also provided by both the local plan, EDLP (2013-2031 RC 3), as well as NPPF (2021) (92c) with the emphasis being: 'enabling and supporting healthy lifestyles and access to healthier food.'

Key: Darker green coloured area is the space of the existing allotment provision, and the lighter green area shows how much more land is being provided in Policy C3
The Site in Policy C3 is a total of 0.329-hectares.
Red area shows the access to the allotments.

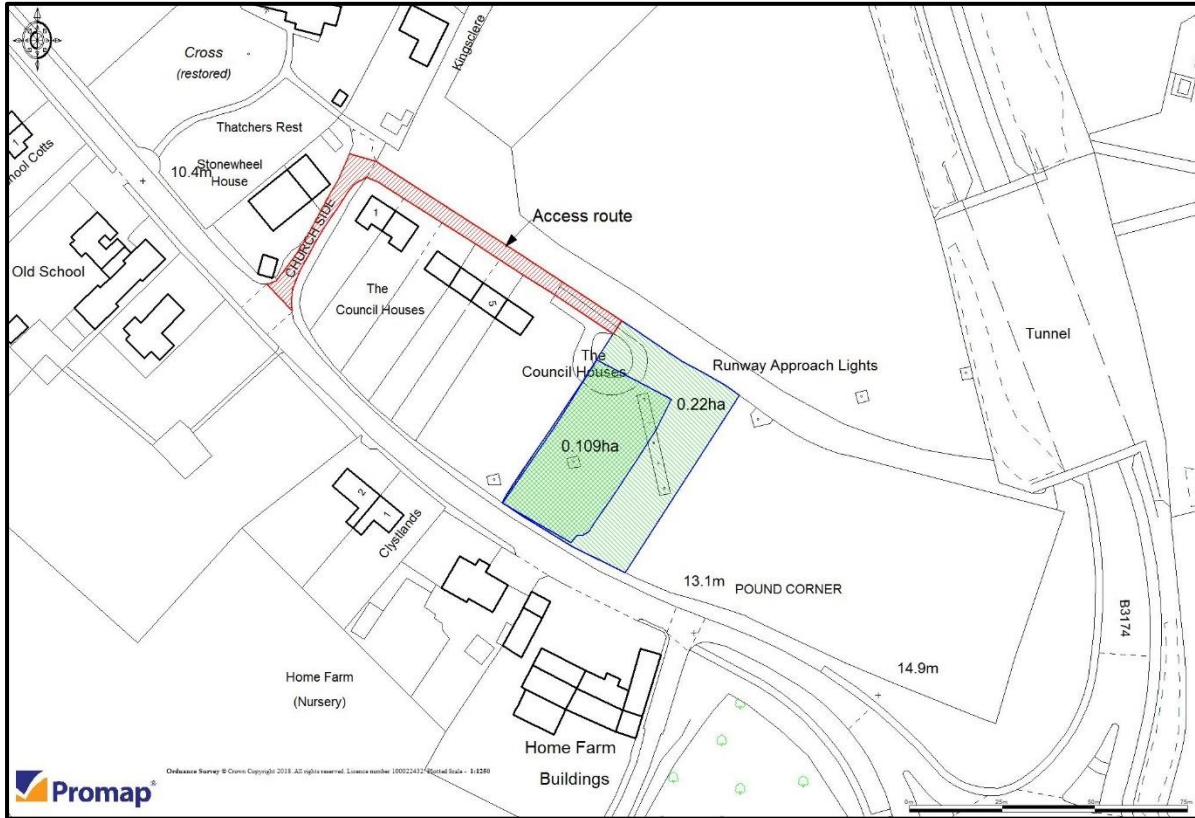


Figure 18: Pound Corner allotment provision

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 resilience 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 19:

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 19: 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 129 in the 2021 NPPF (2021) 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 6 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. NPPF (2021)

The 2021 NPPF (2021)¹³ contains a section on design unlike the previous versions. Section 12, achieving well designed 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.

*“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 126)*

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.

¹³ NPPF (2021) <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

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

The national design guide¹⁴ 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.

10. East Devon Local Plan 2013-2031 – Adopted in 2016¹⁵

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 Plan¹⁶ 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.

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

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. In existing areas of poor or uninteresting character, development proposals should take the opportunity to create new buildings and areas of distinction on suitable sites, taking inspiration from the best elements of Clyst Honiton's built environment.

¹⁴ National Design Guide <https://www.gov.uk/government/publications/national-design-guide>

¹⁵ <https://eastdevon.gov.uk/planning/planning-policy/local-plan-2013-2031/>

¹⁶ <https://eastdevon.gov.uk/planning/planning-policy/emerging-local-plan/>

DS1: Development of high- quality design

Proposals in the Plan Area should have regard to the Clyst Honiton Village Character Assessment (2015), and the Clyst Honiton Design Code (2020) which sets out the unique qualities, key features and design codes for development.

New development across the NP Area should 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 /or native planted hedgerows is encouraged. (Design Code 5)
3. Conserve and enhance designated and non-designated heritage assets and their settings. Proposals that would adversely impact upon designated assets or their setting will not be supported.
4. Create well defined, attractive and secure streets and spaces benefiting from good levels of natural surveillance and designed for 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 hedgerows, grass 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. To 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. The use of more than 50% coverage by artificial grass will not be permitted in gardens. (Design Code 2/4)


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 ((2021). 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 'Character Assessment of Clyst



Honiton¹⁷ was prepared to support this policy, and it provides an overview of the key qualities and characteristics that define the village and the surrounding landscape setting. The NPPF (2021) recognises the value of local distinctiveness and supports the use of such characterisation studies to underpin and inform planning policy.




Figure 20: New high-quality build next to church with material and the turret design taken from the church.

2. When designing development, proposals within the village should have regard to the content of the Clyst Honiton Character Assessment and 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 20 is a good example of a high-quality design which has taken the turret  a from the Church and replicated this within the design of the dwelling. 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.

3. Designs that introduce new and innovative architectural forms to the area will be supported where they would enhance the reputation of the village and overall design quality in the local area and are underpinned by a coherent sustainable design rationale.

4. Sales of artificial turf are booming. Replacing grass with fake lawn saves time on lawn care, that requires no mowing, weeding, watering, stops children and dogs tracking muddy footprints into homes, and creates a surface for outdoor play throughout the year. However, there is evidence that use of artificial grass has a serious downside  which includes loss of vital wildlife habitat, that it heats up in hot weather and ends up in landfill as it is made from a mix of polyethylene, polypropylene and nylon. There is no escaping the fact that artificial grass is made of plastic which is generated with processes which release greenhouse gasses. Most artificial turf is imported from outside Great Britain, meaning that each square meter pollutes the planet more than real grass  Real grass purifies the air, stores carbon, generates oxygen,

¹⁷ Clyst Honiton Character Assessment (2015) Appendix 5

purifies ground water and more. It is for these environmental reasons that use of artificial grass is being limited to 50% of garden coverage. This percentage has been agreed by the Steering Group as a total ban was not deemed achievable but that a 50% level would acknowledge the reasons behind why artificial grass is used, but more importantly setting a percentage is to highlight the environmental impact caused by utilising artificial grass. 

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 ¹⁸, 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 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.

¹⁸ <https://www.theccc.org.uk/publication/uk-housing-fit-for-the-future/>



Unlocking the opportunities of a low carbon  goes far beyond building design issues and embraces renewable energy potential in the countryside, low carbon farming and local food, and local employment. All of these are essential to meet the national and local challenges of tackling environmental constraints and climate change, as well as developing far more resilient and flexible development and economies.

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

The 2016 Local Plan precedes the NPPF (2021) 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 in support of Climate Change  and 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- 25¹⁹, 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
- 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 dietary patterns
- 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.

¹⁹ <https://democracy.eastdevon.gov.uk/documents/s7944/EDDC%20Climate%20Change%20Strategy.pdf>

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 presented in Figure 21, shows that with the predicted climate changes the key design issues for the Plan Area: 


Predicted Climate Changes	Key Design Considerations
Flooding.	<ul style="list-style-type: none"> • Treatment of surface water, • Property flood mitigation designs, • An increase in green spaces, • Permeable surfaces for parking, • Good garden designs. • Separate surface water • Fit for purpose sewage systems. • River Clyst flood prevention schemes.
Rise in Temperature.	<ul style="list-style-type: none"> • Efficient water use. • Water collection systems. • Heat efficiency of buildings. • Drought resistant planting schemes. • Utilisation of solar power.
Air Quality	<ul style="list-style-type: none"> • Housing ventilation and windows designs. • Increase sustainable transport options. • Reducing levels of traffic. • Reducing carbon emissions. • Increase carbon storage capacity through planting and landscaping.
Noise Quality	<ul style="list-style-type: none"> • House building designs. • Use of landscaping, planting and noise buffers.
Light Pollution. 	<ul style="list-style-type: none"> • Change of energy source used for lighting. • Reduction in lighting hours by use of activated lighting.
Existing or increased emission levels	<ul style="list-style-type: none"> • 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. •

Figure 21: Key climate change issues for NP Area

2. The six effects of climate change for the Plan Area shaded blue in Figure 21 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.

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

- New-builds 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 2011²⁰ 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

Intent

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

Policy DS2: Sustainable design and construction of buildings

- A. The design and standard of any new development should aim to meet a high level of sustainable design and construction and for energy efficiency to deliver the latest zero-carbon emissions target. To include those listed in Table DC2A.
- B. The design and standard of any retrofit of existing development, including conversion and extensions where appropriate should aim to meet a high level of sustainable design and construction and for energy efficiency to deliver the latest zero-carbon emissions target. To include where appropriate those listed in Table DC2A.

²⁰ <https://www.gov.uk/government/publications/the-carbon-plan-reducing-greenhouse-gas-emissions--2>

- C. Locating and implementing appropriate sustainable design and construction measures to mitigate air and noise pollution that arise from the proximity to Exeter Airport and/ or the nearby road network are to be provided.

Listed below are a list of sustainable designs and building construction information for the retrofit of existing properties (including conversions and extensions) and for all new developments:

- Appropriate siting and orientation to optimise passive solar gain.
- The use of high quality, thermally efficient building materials.
- Installation of energy efficiency measures such as loft and wall insulation and double 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 energy and for efficient use of water and other natural sources.
- Passivhaus standard to be prioritised to ensure airport noise levels are mitigated.
-

Table DC2A: Sustainable design and construction list.

Justification DS2

1. The UK Government declared a Climate Change Emergency in May 2019, since when most Principal Authorities have also declared the emergency and are looking to bring their policies into line with this status.
2. 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 reflects the aim of carbon-neutrality.
3. 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 fit well with high levels of sustainable design and construction of Passivhaus standard which involves 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.
4. 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. Table DC2A provides examples of ways in which this can be achieved, with the recognition that technological advances will result in some of these examples being superseded.

Policy DS3

Intent


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

DS3: Communications Infrastructure

Development proposals across the Plan Area, especially in Zone B, to incorporate the latest high-speed telecommunication networks including fibre optic connections.

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. Equipment that is no longer in use is to be removed and the site reinstated.

Justification DS3

1. In NPPF (2021) paragraph 114, 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.
2. 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.
3. The topography of the Plan Area means that outlying settlements and isolated properties will not be offered access to the fibre-optic system and are likely to have to rely on wireless options for the foreseeable future. 
4. The 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.
5. 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.
6. In recent years, Clyst Honiton 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, 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.

Flooding and Water Management Policies

Policy DS4

Intent

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

DS4: Sustainable Drainage

All new commercial and residential developments and proposals requiring planning to convert or extend properties should demonstrate a net reduction in surface water run off to minimise the impact of development upon the drainage regime of the River Clyst, reduce incidents of localised sewage levels and release, and flooding, and to maximise water storage and release.

All development to maximise use of DCC²¹ natural flood management and artificial SuDS) and water recycling features including those listed below:

- a) permeable paving for driveways and parking areas;
- b) water harvesting and water storage features;
- c) green roofs;
- d) swales;
- e) soakaways;
- f) retention ponds;
- g) filter strips; and/or
- h) detention basins.

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

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.

Proposals to retrofit, convert and extend should comply with the requirements in this policy but are to be proportionate to their scale, nature and location.

²¹ DDC: <https://www.devon.gov.uk/floodriskmanagement/planning-and-development/sustainable-drainage/>

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 altering the present flood zone map within the Plan Area.

2. Additionally, climatic changes can affect local flood risk in several ways.

- Climate change is likely to result in wetter winters 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.

3. Good drainage systems 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.


4. Approaches 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 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
- 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 DS5 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.

5. The old pumping sewage station at Clyst Honiton and the new one provided to take Cranbrook and the economic Park 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 data on page 20  is provided,

“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 Tresbeare 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 ²² provides more recent sewage release data and for 2022 data showed an increase to sewer overflow 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 are designed so as to manage its own water run off according to sustainable drainage principle has been clearly evidenced and this policy will help to ensure that these issues are raised at the development proposal stage.

6. The paving of front gardens 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 legislation²³, 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

²² <https://theriverstrust.org/key-issues/sewage-in-rivers#main-content>

²³ *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.*

to a lawn or border to drain naturally. Therefore, not only is it in the interest of the wider community and local environment for permeable surfacing to be used for such small-scale, domestic projects, but it is also representing a more hassle-free and straight-forward process for the homeowner.

7. The resourcing of water on a local level is supported nationally and is seen in Safeguarding our Soils: A Strategy for England (2009)²⁴, which sets out a vision for soil use in England. Furthermore, the Water White Paper²⁵ 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

Intent

Policy DS6 seeks to facilitate the development of flood defence measures in order to protect Clyst Honiton from flooding and rising sewage.


Policy DS5: Flood defences

Proposals for new flood defences that will help to improve river water quality and management and reduce flooding in the Plan Area will be supported.

Flood defence proposals should seek opportunities for natural biodiversity enhancement and habitat creation and mitigate against damage to the river environment.

The combination of a river flow regulation structure on the River Clyst with a micro – hydro renewable energy scheme, is supported if deemed viable by the specialist bodies (Environment Agency and Flood Risk Authority).

Justification DS5

1. Climate change and the loss of hundreds of acres of farmland to housing and economic developments up stream, 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 22 and 23 show the Clyst at a low level of flow and in flood. 

2. During the Plan preparation, residents voiced their concerns that sewage and flooding issues have recently become more severe. In the past, a lengthsman service cleared drainage gully grills and ditches to ensure the effective discharge of surface water. The

²⁴ DEFRA (2009) Safeguarding our Soils: A Strategy for England.

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

²⁵ DEFRA (2011(Water for Life) The Water white Paper <https://www.gov.uk/government/publications/water-for-life>

withdrawal of this service, major development of Cranbrook Town up-stream and a change in rainfall patterns has exacerbated the flooding and sewage issues in the Plan Area.

In the past, the River Clyst was regularly dredged, but in recent times there have been no initiatives to increase the river's capacity to accommodate higher water levels, or to offer the village increased infrastructure protection from flood water.



Figure 22 : River Clyst with flood prevention walls and footbridge over.


3. Proposals for enhanced flood defences are therefore for very welcome and supported by the Plan. It is also 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, where possible seeks to incorporate measures that can help to enhance the biodiversity value of the River Clyst. A return to the rivers natural meandering course and effective water side planting as a flood defence scheme could be an option. 



Figure 23: River Clyst in flood.

4. The river water flow which ranges from the depth of 0.58 m to 1.87 (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.

Sustainable Transport Policies.

Policy DS6

Intent

Policy DS6 seeks to ensure that new development has sufficient storage space to allow residents to maximise the enjoyment of their home and promotes a design-led approach to the provision of electric and non-electric cycle ownership; mobility aid use and storage, refuse and recycling.

DS6: Storage Spaces

All new development should be designed to facilitate occupants to recycle and use modes of low carbon active travel.

The use of the following dedicated storage spaces will be supported:

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

Design of such storage facilities are to ensure that there is:

- Minimal visual impact on the public realm, and
- Minimum obstruction to pedestrians and vehicular access.

* Such storage spaces should be both sufficiently spacious for containers provided by the district council and readily accessible at ground level.

Justification DS6

1. To maximise people’s enjoyment of their property and workspace, and to ensure the long-term adaptability of residential and commercial units, it is essential that all new dwellings include dedicated storage areas. Without adequate storage space, people’s belongings will take space away from the rooms of the home and limit their enjoyment of them. Such storage space is particularly important to dwellings intended for family or wheelchair user occupation.
2. Inadequate or poorly designed refuse and recycling storage areas can be detrimental to the enjoyment of individuals, the residential amenity and aesthetic quality of the wider area. Similarly, they can make the segregation of waste into refuse and recyclables problematic and difficult, ultimately discouraging good recycling practices amongst households. It is therefore critical that the way refuse and recycling is stored and removed, is considered at the outset of the development design process. Care should be taken to ensure that the 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.
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 (2021) Section 9, and to widen transport choices and modes, it is critical that the way cycle and mobility equipment is to be stored and accessed is considered at the outset of the development design process.

Policy DS7

Intent

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

Policy DS7: Provision of charging points

All new housing development proposals, in which dedicated parking per house is provided are required to provide appropriately located charging points for electric or low emission vehicles and bicycles.

All new employment, commercial, leisure and retail developments, in which cycle/ scooter parking is provided, are required to include secure covered cycle parking with charging points.

All new employment, commercial, leisure and retail developments are required to provide vehicular electric charging points for use by staff and customers.

Justification DS7

1. Delivering a step change in lowering carbon dioxide emissions will require new developments to provide charging facilities. The policy provides a framework for a variety of change to improve energy efficiency for new development. Promotion of charging facilities is supported in Para 112e in the NPPF (2021) 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 DS8 is to ensure that charging provision for all vehicles, including bikes and scooters is provided at new commercial and residential properties across the Plan Area.

Renewable energy policies

1. At present, the Plan Area Clyst Honiton 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 to reduce reliance on carbon-based energy sources.

2. Within the Parish of Clyst Honiton is the Eon Energy Centre which provides a heat and energy source for Cranbrook Town and 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, is within the red line boundary shown on the LDO map (Appendix 8.) and will potentially benefit from the development rights. The district heating scheme is however not yet zero-carbon, as the heating source is mains gas. It does however 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 renewable energy to developments wishing to connect to it.

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 will limit the options for low and zero carbon energy production.

Policy DS8

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.

The design and standard of any new development should aim to meet a high level of sustainable design and construction and be optimised for renewable energy to comply with zero-carbon emissions.

Innovative approaches to the construction of low carbon buildings, which demonstrate sustainable use of resources and high renewable energy levels will be supported. These include:

- Incorporation of on-site energy generation from renewable sources such as photovoltaic and/or solar heating panels.
- Installation of ground-source and/or air-source heating.
- Linking to zero carbon renewable energy district heating schemes.
- Construction of dwellings with high energy efficient standards such as Passivhaus and /or a comparable standard.

For existing buildings (residential and commercial) there is support for:

1. The retrofit of heritage properties to reduce energy demand and to generate renewable energy where appropriate providing it safeguards historic characteristics and development is done with engagement, and permissions of relevant organisations.
2. Refurbishment and extension to maximise their contribution to the energy efficiency of building and of renewable energy sources. designed with increased renewable energy in mind and to comply with zero-carbon sustainable design and construction standards.

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 towards a zero-carbon energy and transport position. Policy DS9 promotes the use of renewable energy, either on the premises or considering other low carbon renewable energy options. As new houses are going to be such a small proportion of the Plan area housing stock, there is support for existing building to move towards zero- carbon design and construction as well as renewable energy production systems.

Policy DS9

Intent

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

Policy 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 if utilising the following:

- Micro hydro-electricity.
- Solar technologies.
- Ground Source and Air Source Heating.
- Other emerging renewable technologies.

Development proposals for such schemes should be designed to ensure the following:

1. The siting and scale are appropriate to its setting and position in the wider landscape;
2. They do not have an unacceptable impact on the amenities of local residents (including noise, vibration, views and vistas, shadow flicker, water pollution, emissions,) and the road network;
3. They do not have an unacceptable impact on a character of the natural environment and its biodiversity;
4. Where appropriate, provide natural screening perimeters and important wildlife habitats;
5. They do not impact airport safety and operations.


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

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 preferred. National planning policy stresses the need for plans to provide a positive strategy for renewable energy, to help increase its use and supply. 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 DS10 sets out a policy giving support to a range of community small-scale renewable energy projects. 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.

Economy: Business and jobs


Background

1. The Plan Area has become a commuter settlement for Exeter. The Shared Economic Strategy 2017-2020²⁶ recognises, within its list of threats and weaknesses, that rural communities such as Clyst Honiton are becoming dormitory areas which increases commuting and consequently results in a loss of sustainability. EDDC²⁷ recognised the need to balance economic growth with the need to manage adverse effects on the local road network, but, despite a new bypass having been built to accommodate Cranbrook Traffic, the London Road remains at full capacity  with its traffic affecting village life.

2. Throughout history, Clyst Honiton has been a rural Parish with a village serving travellers along the main road from Exeter to London. Employment was mainly farming, but with vibrant businesses supporting the London Road clientele, such as bakers, shoemakers, a dairy and two road-side public houses which are still there today.

3. The loss of the Primary School, village hall and the post office has meant there is a loss of sustainability for Clyst Honiton as a village. The Home Farm small business centre in a gateway position in the village closed in 2017, which closed four businesses which provided 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 Report²⁸. The attraction to work in Exeter is evident in the EDDC Dec 2019 Employment Land Review²⁹ data from the 2011 census³⁰ 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.

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 24.

²⁶ Shared Economic Strategy 2017-2020 Exeter and Heart of Devon Economic Partnership Nov 2016 Version 1.1

²⁷ EDDC November 29th 2017 Cabinet Item 122

²⁸ Centre for Cities Outlook Report 2018 <https://www.centreforcities.org/>

²⁹ <https://democracy.eastdevon.gov.uk/ieListDocuments.aspx?CId=154&MId=1348>

³⁰ <https://www.nomisweb.co.uk/census/2011/WU03UK/chart/1132462159>

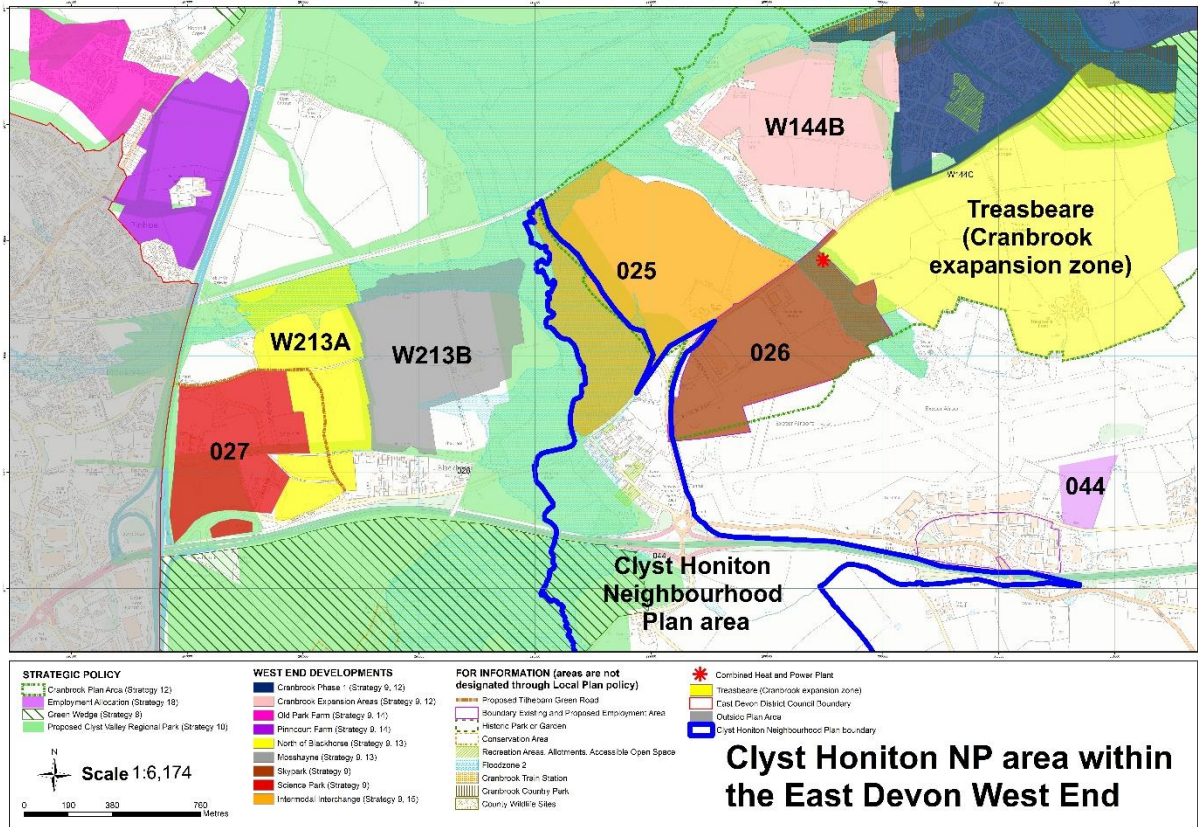




Figure 24: EDLP (2013-2031) Strategic development in relation to the Clyst Honiton NP Area.

6. This level of extensive growth and change sees the Neighbourhood Plan area moving into a more economically sustainable and vibrant phase. Recent development and expansion of Axe Hayes  business park, a potential Hotel located close to the Sidmouth Road and a B2 warehouse in the hamlet of Holbrook shows that varied economic growth is being supported.

7. A number of businesses are scattered across the Plan Area, but there are specific economic sites such as the School Yard, Home  farm, Hill Barton Trading Estate, Axe Hayes all of which currently offer a range of business locations and classes. Figure 25 shows a map with the number, size and location of economic spaces across the Plan Area. The largest economic site is in south is the Hill Barton Business Park. 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 a cluster of economic spaces.

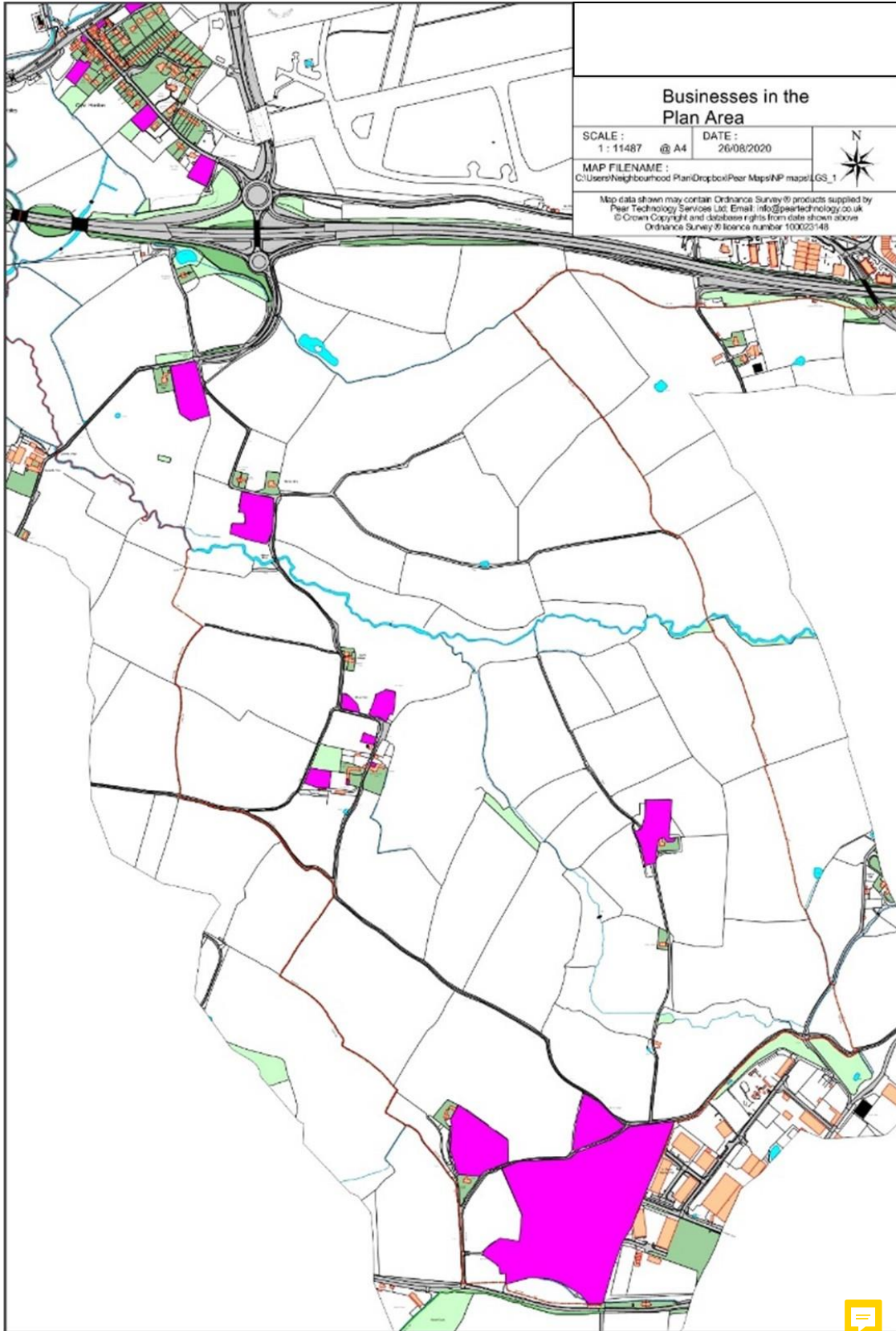


Figure 25: Economic Sites across the Plan Area.

8. Most of the businesses in the Plan Area fall within the category of small and medium-sized enterprises (SMEs) which have fewer than 250 persons employed; SME's 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;

The biggest enterprises within the Plan Area are at Hill Barton. However, as well as a centre for medium and small categories there are micro-enterprise businesses here as well. Figure 26 below reveals the current structure of East Devon's enterprise sector, showing the enterprises that flourish within East Devon.

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 26: Business enterprises in East Devon.

9. There is support for economic development at both national and local authority level. Discussions by EDDC from 2017³¹ 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 vitally important as community facilities, both must be protected.

10. 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.

11. The East Devon Local Plan³² and the NPPF (2021) 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 85 of the NPPF (2021) there is recognition that economic sites in rural locations may be found adjacent to, or beyond, existing settlements, and/ or in locations not well served by public transport if sites meet

³¹ EDDC Overview Committee 5th Oct 2017 item 103

³² East Devon Local Plan 2013-2031 <https://eastdevon.gov.uk/planning/planning-policy/>

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

12. Answers to questions in the Community Survey 2015 provided guidelines for the type of economic growth that would be supported by the local community. The economic aims are:

- To support for less commuting to work and to provide more employment within the Plan Area.
- To support the growth and retention of existing businesses and business premises.
- To encourage opportunities for new business start-ups suitable for the village and rural environment in the Plan Area.
- To provide new business space in Clyst Honiton village.
- To support development of businesses that fulfil landscaping and design protocols for the Plan Area.

Included in this 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. This provision is covered in Policy DS3. Figure 27 lists in more detail the specific areas of economic growth and the type of businesses the community wish to protect and/ or provide for their growing community.

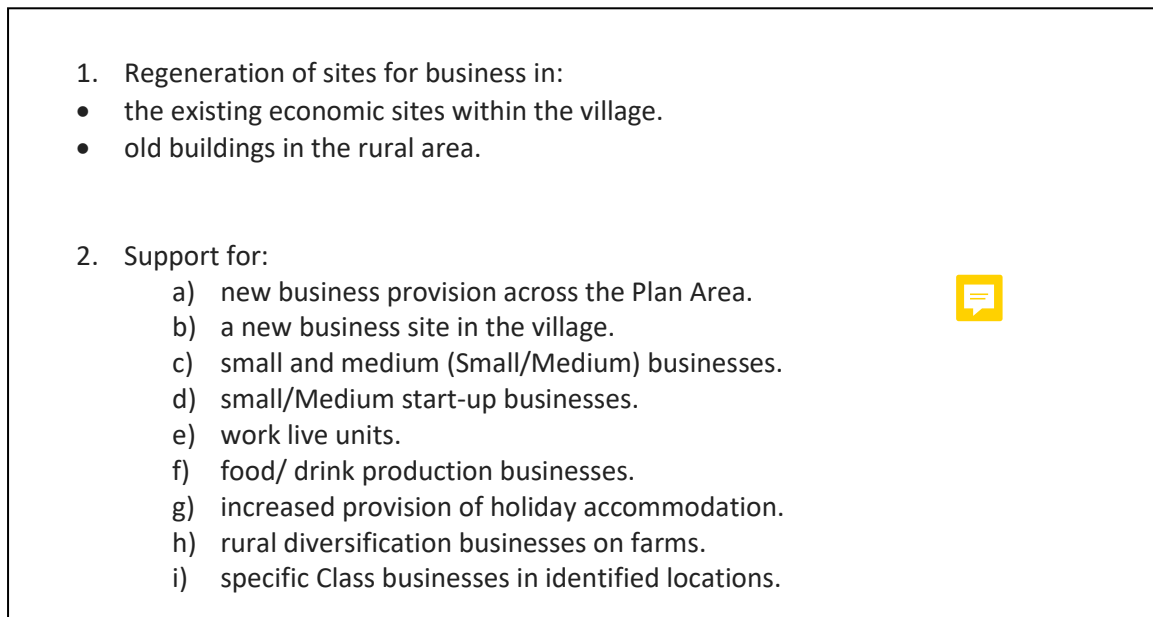


Figure 27: Economic growth supported by the Community.

Policy E1

Intent



Policy E1a 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 and micro sized businesses classes E(c) and E(g)(i) in Zone B (Fig 6), excluding Hill Barton Business Park, will be supported where they:

- a) are proposed on previously developed land or through the conversion of existing buildings.
- b) are in keeping with the scale, form and countryside setting.
- c) are physically located adjacent to or well related to existing rural settlements.
- d) are compatible with the existing landscape setting; and
- e) would not result in adverse impacts to residential amenity or highway safety.

Where proposals involve the conversion of existing buildings, this should not entail disproportionate extensions.

Policy E2

Intent

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

E2: Rural economy: live-work units

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

- Proposals involve the change of use of an existing building and/ or 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 to take into consideration the setting and are to be:
 1. in keeping with the scale, form and countryside setting
 2. physically located adjacent to, or well related to, existing dwellings, clusters of dwellings, and/or existing settlements such as Holbrook.
 3. of high-quality design to enhance the existing landscape setting, and
 4. would not result in adverse impacts to residential amenity or highway safety.

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


* To be a live work unit there needs to be provision of a room with a separate external door (on either floor) that is designated as an office/ workspace for those residing therein. The workspace should therefore be designed to be functionally separate from the dwelling to which it relates.

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 (2021) (para 84 - 85), which states that planning policies should enable and support a prosperous rural economy.

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. 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/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.


3. This will in turn 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 Plan Area is a good balance to the large-scale strategic employment land provision in and around the Plan Area.

4. Covid 19 pandemic in 2020- 2021 highlighted the need for houses to have the flexibility to be live-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 has triggered home working and increased working levels in live work units and work hubs. 

5. There is community support for live work developments within the Plan Area and by being restricted in site location and in design terms it ensures that proposals are restricted in the total number coming forward and that the developments to provide the right provision in the right place. Thus, ensuring that this policy is not about green field, ad hoc development in a predominately rural area.


6. There was concerns that development of live work units should be constrained by the term being defined. Utilising existing definitions from rural planning³³ and local planning

³³ [Live Work Units \(theruralplanningco.co.uk\)](http://theruralplanningco.co.uk)

definitions³⁴ a definition was agreed by the Steering Group. The definition was thought to ensure that such a workspace was in addition to living spaces within a house. The need for an external door meant that a specific feature was required for a work live unit. 

Policy E3

Intent

Policy E2  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.

E3: Opportunities for new and/or improved business development in Zone A (Fig 6)

Proposals for new business and commercial development (Use Class E (a)-(f), E(g) i-ii, F2(a)-(b) or the small-scale expansion of existing employment premises in the village is supported where developments:

- a) are in keeping with the scale, form and character of its' setting.
- b) would be compatible with the existing village townscape as seen in the Clyst Honiton Village Character Assessment and the Clyst Honiton Design Code.
- c) are designed to ensure that residential amenity and highway safety and operation are not adversely impacted.
- d) provide adequate off-street parking to avoid businesses using on-street parking and adding to street congestion.

Proposals for the small-scale production and/or sale of local food and drink products, and/or artisan/craft products will be particularly welcome and supported.

Justification E3

1. The health and vitality of the local economy is inseparable from the success and happiness of the community. Ensuring that local residents and businesses have the opportunity to establish and expand premises for business uses within Clyst Honiton will maximise opportunities for local job creation and employment. This 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.

2. As a semi-rural area with a strong agricultural economy and good transport links to the wider region, Clyst Honiton is perfectly positioned to capitalise on the recent resurgence and popularity of locally produced speciality foods and drinks. Not only would the establishment of small-scale businesses focused on the production and/or sale of locally produced food and drink products help to strengthen and diversity the local economy and provide employment opportunities they would also make an important contribution to local

³⁴ [Local Plan Policy H/7 v\) - Draft Guidance Note - Housing in Defined Villages - Policy H/7 v\) Draft Guidance Note - North Somerset Council Consultations \(inconsult.uk\)](#)


1. Home Farm Business Park (Site 1 in Figure 28):
 - Proposals for new or improved business and commercial facilities Class E (a) (c) (e) and g (i)-(ii) would be supported.
 - Proposals will be restricted to low density employee numbers in accordance with airport public safety zone legislation.
 - Proposals that provide multiple small sized units would be supported.
2. Exeter Inn Car Par (Site 2 in Figure 28):
 - Proposals for the following (C1) (E(d) and E (f) would be supported.
 - Proposals to manage and mitigate for flooding.
3. Old School Business Park (Site 3 in Figure28):
 - Proposals for new or improved business and commercial facilities class uses E(c) i-iii, E(g)i would be supported.
 - 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.

Development proposals for these sites should:

- a) be in keeping with the scale, form and character of its' setting.
- b) be compatible with the existing village townscape as seen in the Clyst Honiton Village Character Assessment.
- c) be designed to ensure that residential amenity and highway safety and operation are not adversely impacted.
- d) provide adequate off-street parking to avoid businesses using on-street parking and adding to street congestion.
- e) incorporate mitigation features for aircraft related noise.

Justification E4

1. 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).
2. Furthermore, 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. These locations therefore offer significant opportunities to enhance the village townscape and overall design quality in the local area and create additional employment opportunities in accessible and sustainable locations.
3. 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 gateway site is not as strong as previously. However, the non-permanence of this road closure means that Home Farm must still be considered and included as a gateway site.

4. 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 main road. Development proposals for the Old School Business Park should therefore seek to incorporate the original 19th century school building and its design characteristics into the wider scheme. The development of more houses on this site is not supported and the house recently completed in 2023 was not supported by the parish or district council. This policy is in place to avoid any further residential properties being developed in this location.

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 29.

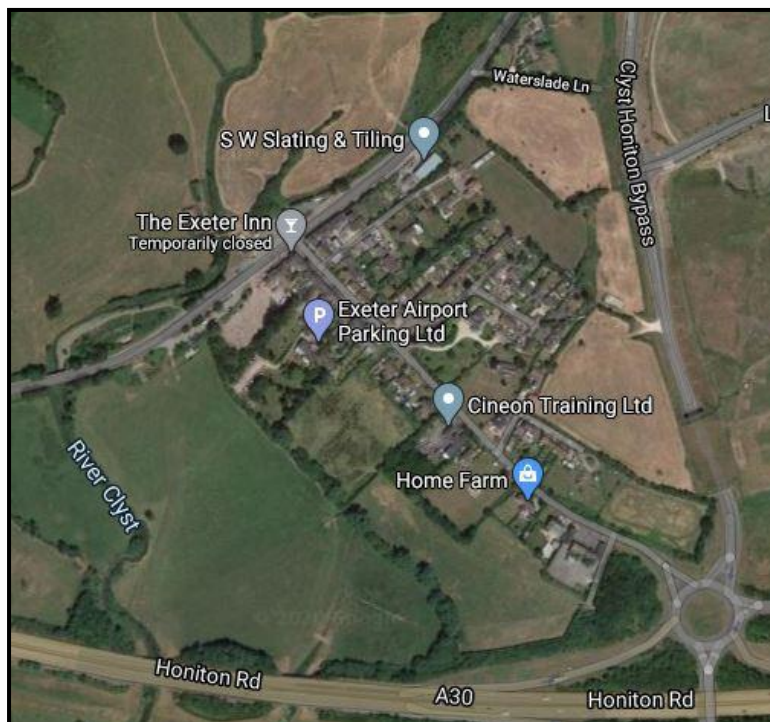


Figure 29: Clyst Honiton Village settlement and boundary constraints.

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 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 30.



Figure 30: 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 the Close. In the centre area are two distinct detached properties of the old vicarage and the converted one and half storey village hall. South Clyst Honiton is the most disparate and least coherent area with detached, semi-detached, terraced, a bungalow and one and a half 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)
- 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 31.

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 31: 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 and they are in all the character areas of the village as well as making up nearly 50% of the detached properties in the rural part 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 Need Survey (2020) local need for houses is for:

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

Tenure of Housing:

23. The 2011 Census (Figure 32) shows home ownership at 64%, with shared 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.

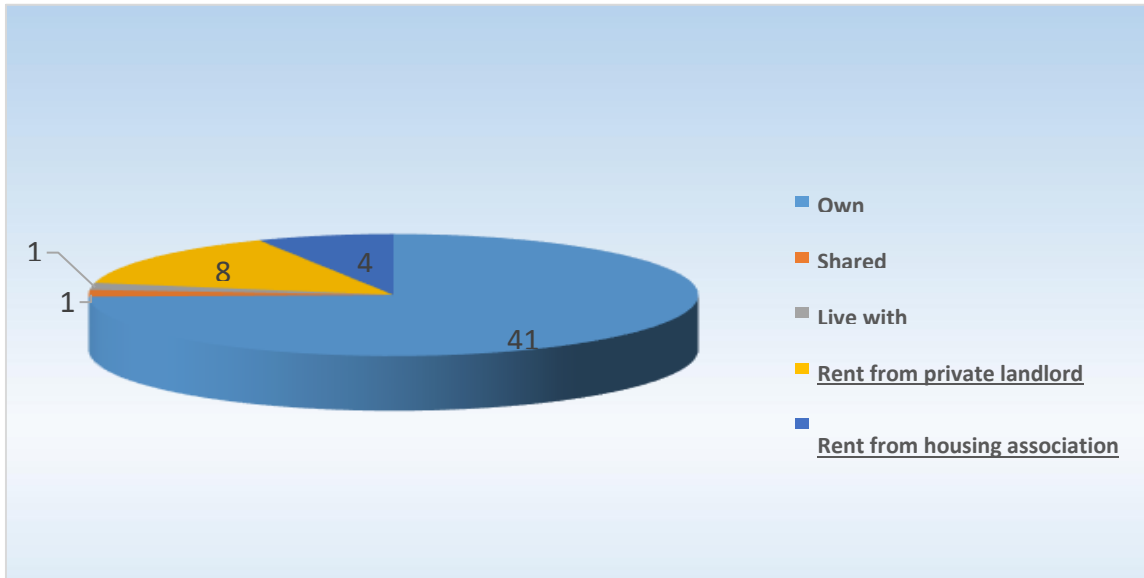


Figure 32: HNS 2020 housing tenure data

The HNS asked, what type of accommodation respondents would consider moving into, the results (Figures 33 & 34) showed that rental options for both existing homeowners and those seek 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 33: Tenure of property demanded by those in Clyst Honiton who were considering moving. (HNS 2020)

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

Figure 34: Tenure of property requested by HNS respondents considering moving. (HNS 2020)

Property prices and affordability.

1. The Land registry recorded 8 property sales in the Parish during the last two years, 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.

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 35.

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

Figure 35: Estimated property affordability (HNS2020)15.



The data shows that average property sale prices (£367.119) 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 / 2 bed properties available for either rental or purchase. This shows that the lack of availability of housing for diverse groups is not solely due to affordability, but also to the existing housing stock.



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 2014 Community Survey 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). A small majority would prefer the scale of development to be small i.e., less than 20 new dwellings over the next ten years. A third of people would be content if that number was up to 35 homes over 10 years, whilst the remainder acknowledge that more than 35 homes would be best.
4. Opinion is divided as to what type of housing is most needed as seen in Figure 36. 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 36: Housing tenure from the HNS

5. In the 2019 Bypass 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 2014 Community Survey 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 2014 Community Survey.

The findings of this consultation showed 89% were in favour of the Masterplan, including the proposed level of housing on the site. The answers to a question requesting information about the things the community ‘particularly liked’ and those they found ‘more challenging’.

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 Assessment³⁵, Clyst Honiton was not included. This assessment recommended which smaller settlements were suitable for strategic growth. Clyst Honiton subsequently had its BUAB removed and was deemed as unsuitable for housing growth. In EDLP (2013-2031) Strategy 7, development of such villages and areas 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 Politimore.

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 37.

³⁵ <https://eastdevon.gov.uk/media/2883008/small-town-and-village-assessment-2014.pdf>

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 37: EDDC Indicative housing requirement for Clyst Honiton.

4. Figure 37 also shows that there has been a low-level of housing development in Clyst Honiton, with the NP Area having 1 detached, 2 semi-detached and 2 annexes, built since 2013. 

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 38 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.

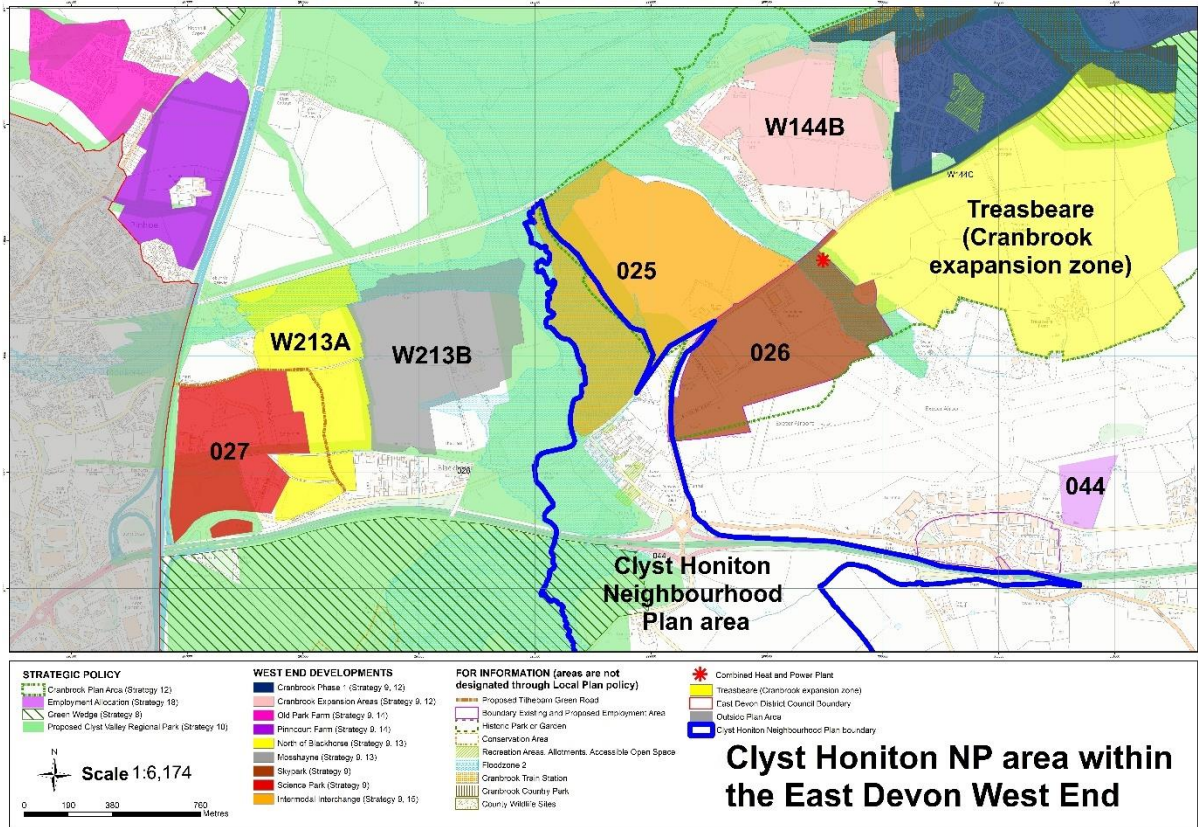


Figure 38: EDLP (2013-2031) West End Strategic Development.

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

- Cranbrook (Dark Blue) 6300 homes,
- Cranbrook Blue Hayes Expansion area (Pink) 1,550 homes
- Cranbrook Tresbeare 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, it is not surprising that Clyst Honiton Parish had 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 (2021)

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

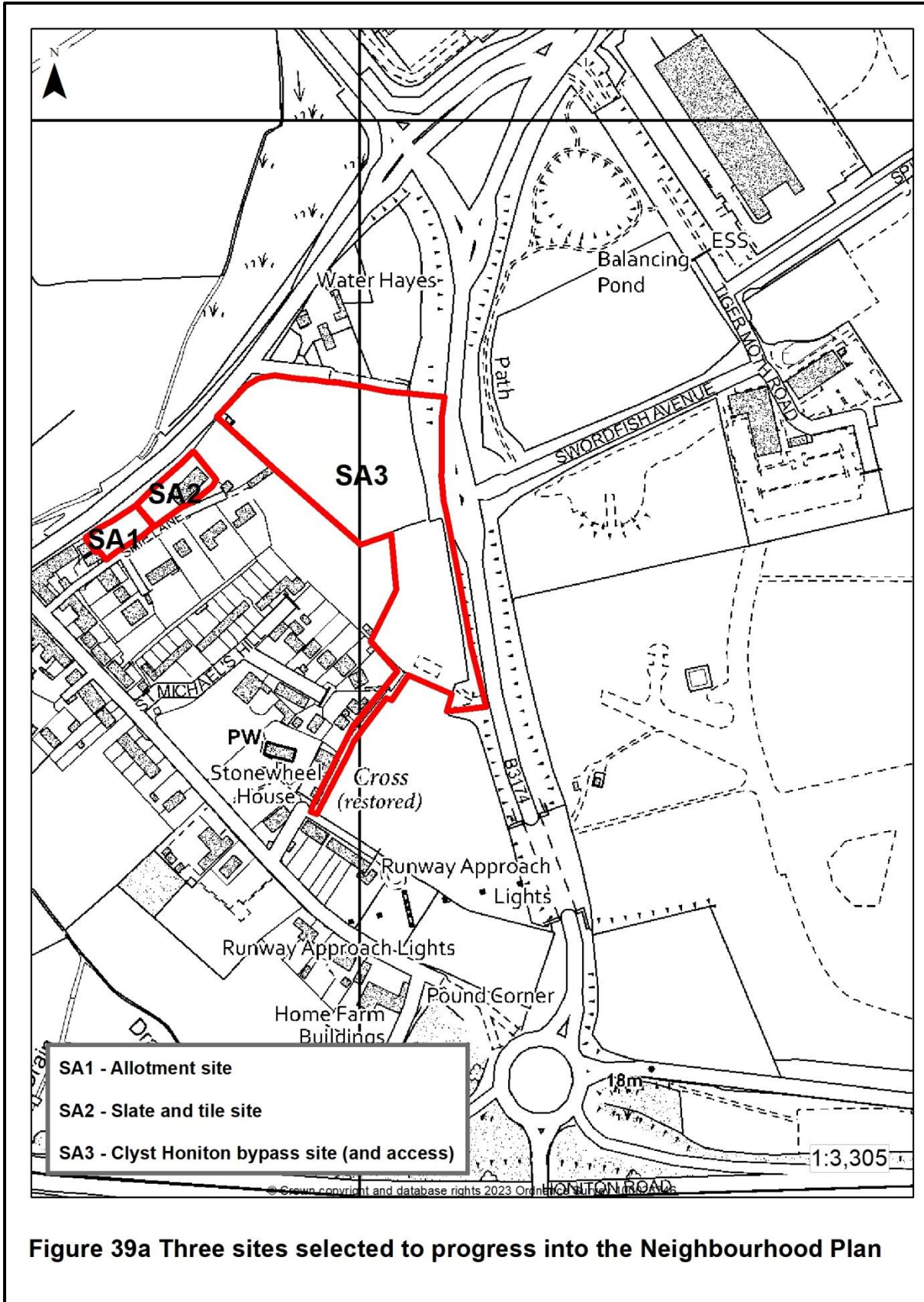
suggests that a thriving rural community in a living, working countryside depends, in part, upon retaining local services and community facilities such as schools, local shops, cultural venues, public houses and places of worship and that rural housing is essential to ensure viable use of these local facilities. It also states that assessing housing need and allocating sites can be considered through the Neighbourhood Plan process.

Site Allocation Process

Call for Sites

1. In response to community support for housing in the community survey to enable the provision of a community building, a call for sites was undertaken. Eight potential sites came forward which were assessed by AECOM (Appendix 9). Three of the eight sites bringing forward five or more houses were selected to progress within the Neighbourhood Plan process as these sites would facilitate a level of CIL money that could go towards the building of a community building. These sites were also located on sites away from the Exeter Airport Runway and at the north-eastern edge of the village. These sites seen in Figure 39a were,

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



2. At the housing sites consultation events, two of the three sites were well received by the community. The Allotment site was not so well received, which was not unexpected, because

having lost so many of their community assets the residents did not wish to lose the allotments as well. At the time of the consultations, the provision of alternative allotments could not be promised to the locals as it had not been finalized by the landowner. After the consultation alternative allotments were agreed and are presented in policy C5.

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 by Clyst Honiton in its Neighbourhood Plan, as EDDC had allocated no houses in its indicative Housing Allocation analysis.

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 neighbouring Exeter Airport, that 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 40.

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 40: HNA 2016 Table 13: Characteristics of housing needs

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 / 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

2. In the 2016 the Clyst Honiton Neighbourhood Plan Sites Viability Assessment (Appendix 11a) 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. The conservative modelling also applies to be Bypass site.

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 as laid out 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 were utilised by AECOM so that mitigation for noise 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. Viability for each housing site is provided in the justification section.

Noise Assessment.

All three sites allocated in the Neighbourhood Plan require noise mitigation due to their proximity to Exeter Airport and the local road infrastructures. The three sites sit within the airport noise contours 60 **on** the 2009 Masterplan. (Figure 39b) A noise study of the area³⁶ was undertaken by acoustics consultants Bickerdike Allen Partners in 2000 and then updated in 2015 and 2016. The study was commissioned by EDDC with the purpose of informing residential development at Cranbrook.

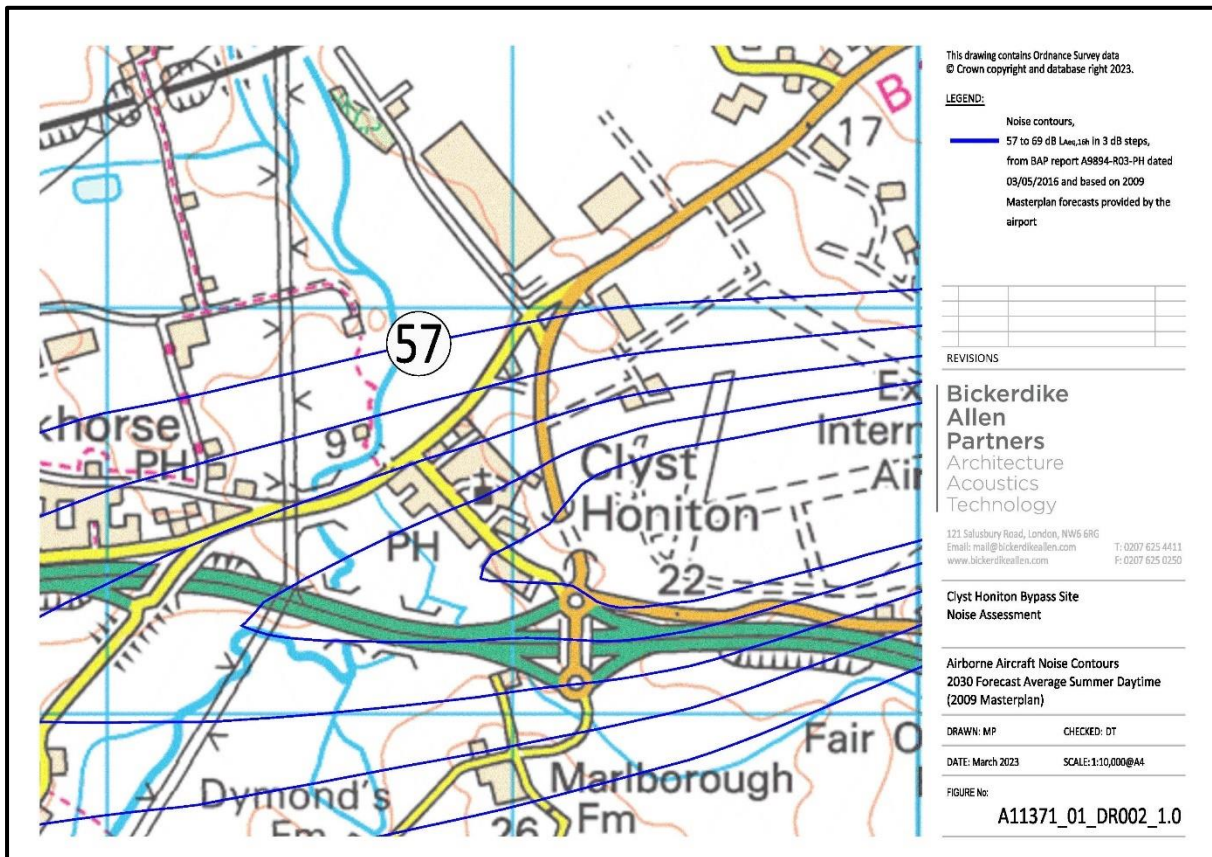



Figure 39b: Housing sites sit within the 60 dcB: 2030 Forecast airborne noise levels using the 2009 noise contour Masterplan.

In 2020, Bickerdike Allen Partners were commissioned by the Clyst Honiton NP group to undertake a noise assessment of the NDO site. The report was updated in March 2023. (Appendix 12) The report includes two different sets of noise contours for Exeter Airport. One set, produced in 2009 were based on 2006 actual aircraft movements factored up to allow for predicted growth – as set out in the 2009 Airport Masterplan - by 2015 and 2030. The forecasts assumed considerable growth in the 2015 and 2030 scenarios. The second set were produced in 2017 as part of the 2017 Joint Noise Study, commissioned by Exeter Airport and

³⁶ 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.

Devon County Council in relation to the Sky Park development. The contours in this report were based on updated information as, by this time, the 2015 actual aircraft movements were available. These were used as the basis for the updated 2030 forecasts which assumed limited growth. These contours were significantly smaller than the 2009 Masterplan.

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

Housing policies.

1. Three sites allocating housing are contained in this section. The justification for these sites 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 and balance the current housing stock. The community's wish for houses to provide a free community building is fulfilled in SA3.

2. Whilst the modest level of development being planned for by 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 suitable for first time buyers, those looking to rent their first home and for downsizers, to contribute to a more balanced community in the longer 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.

3. To distinguish between the general housing policies and the site allocation policies these sites are prefixed by SA.

Policy SA1

Intent.

Policy SA1 seeks the provision of smaller properties close to existing village amenities suitable for occupation by older people who are seeking to downsize from their existing property and by those starting on the property ladder who wish to remain within the community.

Policy SA1: Existing allotment site, York Terrace

Land fronting onto York Terrace identified in Figure 41 is allocated for a small development of up to six dwellings, subject to an alternative allotment site at Pound Corner being secured for community use through Policy C5.

Proposals should meet the following site-specific requirements:

- Housing to be 1 and 2 bed properties.
- Development proposals should incorporate mitigation features for aircraft related noise, road noise and flooding.
- The development of a comprehensive masterplan including positive frontages, with service areas and car parking to the rear of properties.
- The provision of safe vehicular, pedestrian and cycle access.

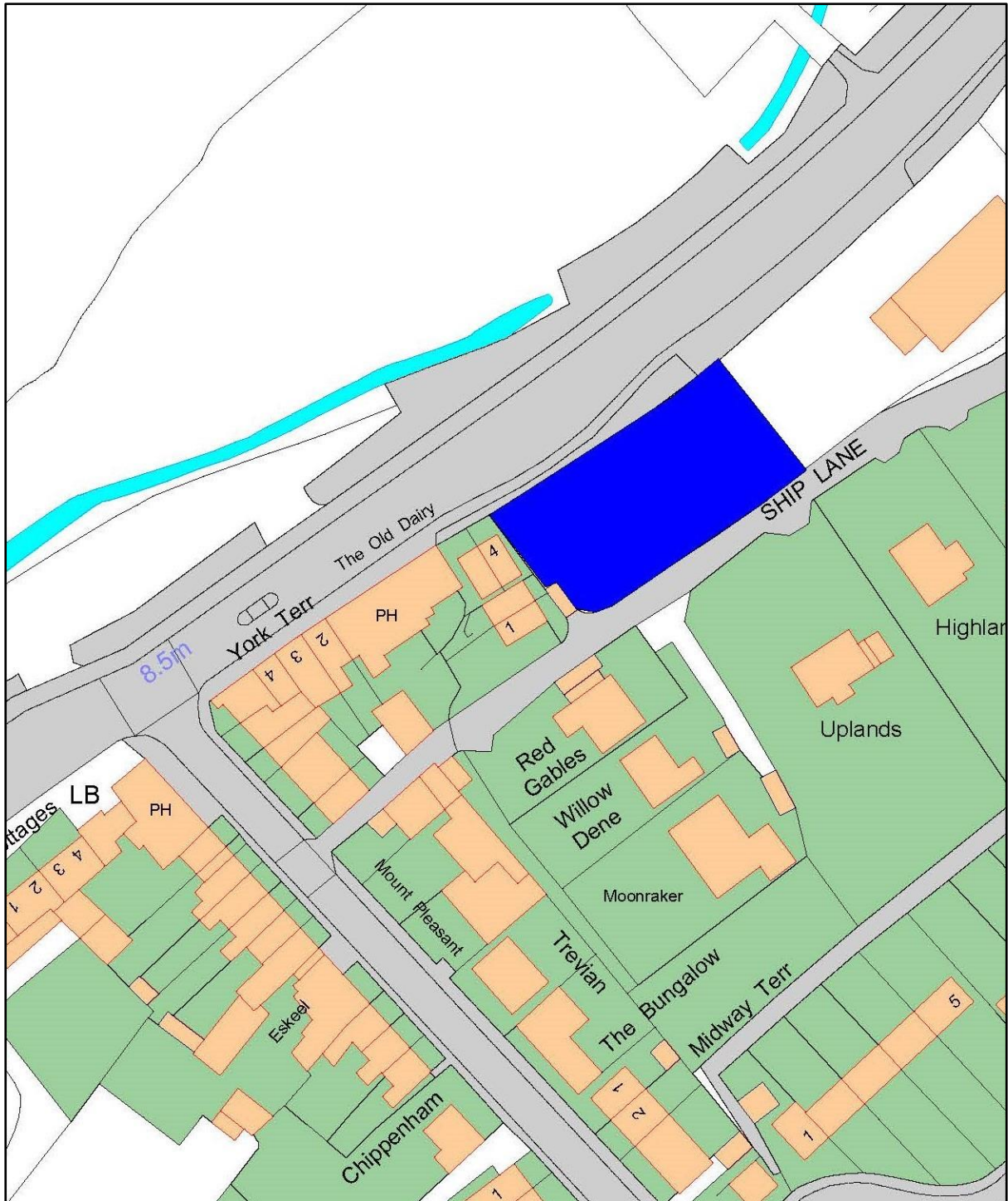


Figure 41: Policy SA1 Site

Justification SA1

1. The redevelopment of this site would result in the loss of the only existing allotment land. As one of only two community facilities that has survived it is essential that the allotments as an important local community resource for Clyst Honiton are replaced in connection with this proposal. This is achieved in Policy C5.

2. The Housing Need Survey (2020); Housing Needs Assessment (2015), and community consultations all show a need for 1 and 2 bed properties to enable locals to downsize and/or



to provide starter 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. This is in line EDLP (2013-2031 Strategy 4, 'Balanced Communities' point c) getting more age balanced communities. The provision of 1 and 2 bed properties will help with the housing mix and stock of Clyst Honiton.

3. Positioned beside the road and next to the bus stop and on level ground makes these properties appealing to those with less mobility and/or no private transport. The site is also accessible to the local cycle network into Exeter, Cranbrook and to the London Waterloo rail network. Location encourages sustainable development Strategy 3 and sustainable transport options are supported in EDLP (2013-2031) Strategy 5b.

4. The Noise Assessment Report 2020, although based on the Bypass site provides evidence of the need for noise mitigation for these houses. The viability assessment has taken noise and flood mitigation into account and the site is still seen as deliverable.

5. The 2023 Viability Assessment for SA1 first looked at a fully open market development is modelled to determine the scope for planning obligations, allowing for CIL at the published rate. The model derives a residual land value of £277,701 equivalent to £2.5m per hectare. This is well above the benchmark land value of £245,000 derived from existing use value plus a premium and would be considered to be viable and scope for further planning obligations. Secondly a model incorporating 50% affordable housing is undertaken, with 2 homes for affordable rent (1 bed flat and 2 bed terraced house) and 1 home for intermediate ownership (1 bed flat). This model generates a residual land value of £107,951 equivalent to £980,000 per hectare which is considered to be viable.

6. These houses will have little amenity space but the area located the other side of York Terrace has been safeguarded as a Community Space (NE3) which can be easily accessed by a toucan crossing. There is also a right of way footpath on this side of the road which links up with green spaces provision linked to the Tithebarn development.

7. This site comes forward under the EDLP (2013-2031) Strategy 6 where development can come forward in a Neighbourhood Plan 'outside of boundaries' policy provision.

Policy SA2

Intent

Policy SA2 seeks the provision of small properties close to existing village amenities suitable for the occupation of older people wanting to downsize from their existing property and those starting on the property ladder who wish to remain within the community.

Policy SA2: Slate and Tile Site, York Terrace.

Land fronting onto York Terrace identified in Figure 42 is allocated for a small development of up to nine dwellings.

Proposals should meet the following site-specific requirements:

- Housing to be 1 and 2 bed properties.
- Development proposals should incorporate mitigation features for aircraft related noise, road noise and flooding.
- The development of a comprehensive masterplan to be designed to acknowledge the site's key gateway location. Innovative proposals that deviate from the existing character and scale of the surrounding area will be supported.
- The provision of positive frontages, service areas and "off street location" parking.
- The provision of safe vehicular, pedestrian and cycle access.

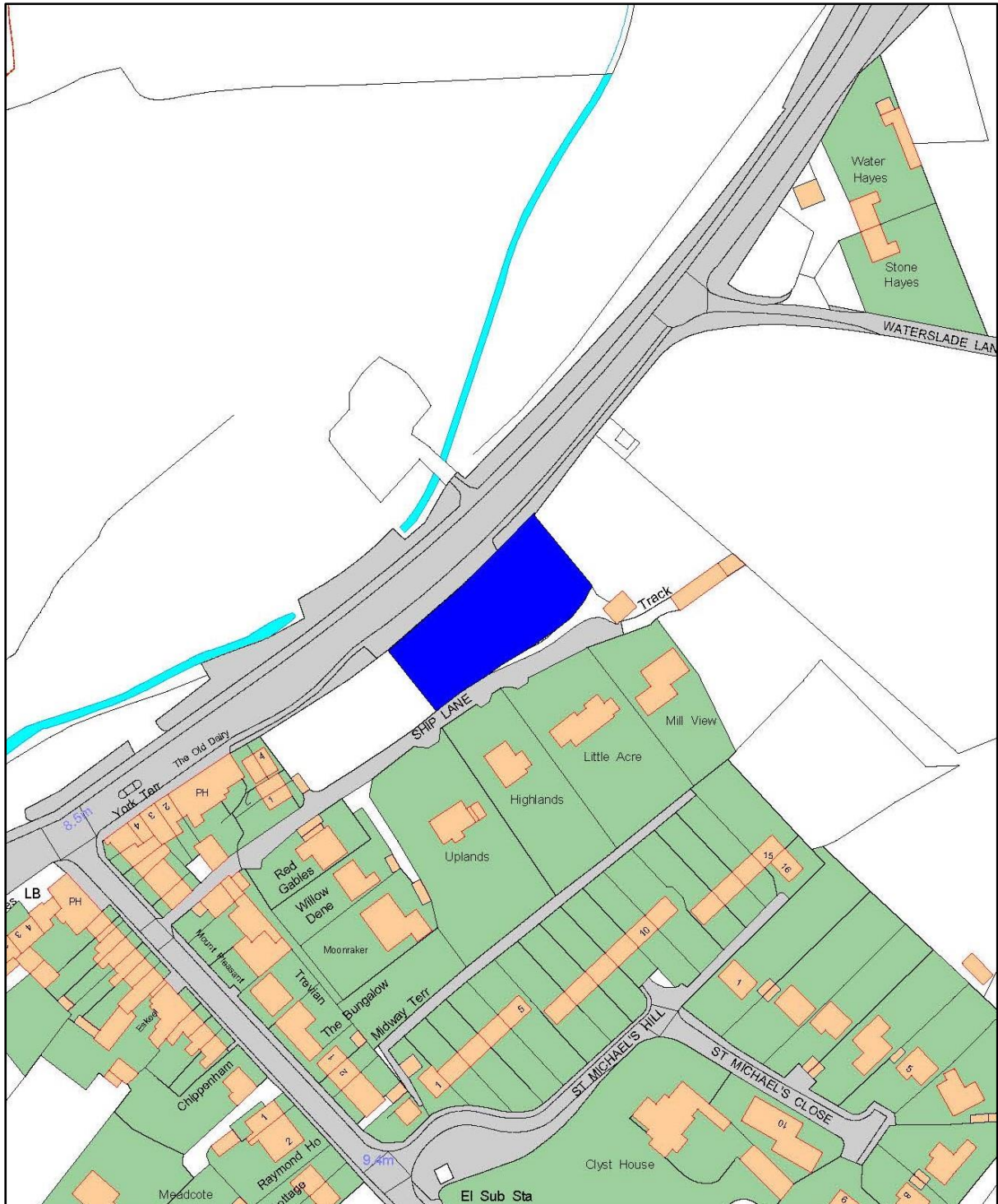


Figure 42: Policy SA2 Site

Justification SA2

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 settlement. It is 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 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. On this basis, proposals of a scale and character that deviate from that of the surrounding area and is based on a clear and coherent design rationale will be considered.

2. The site has good access from York Terrace and is located close to the main bus-stop in the village. The site is also accessible to the local cycle network. The area located opposite to the site across the road has been safeguarded as a Community Space (Policy NE3) and will not only provide a space for walking and leisure, it will also ensure a green outlook and views to Ashclyst Forest in the distance.

3. 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) 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 Strategy 32 is now less effective in resisting loss of employment sites and is supportive of such sites as this coming forward for residential use.

4. The 2023 Viability Assessment for SA2 first looked at a fully open market development 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 and scope 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.

5. Like SA1, this site is also required to incorporate mitigation features for aircraft related noise, road noise and flooding. The viability assessment has taken noise and flood mitigation into account and the site is still seen as viable for specific models.

6. This site has in place a dropped curb and it might be that access could be shared for Site SA1 and 2, this would help to enable the provision of one safe vehicular, pedestrian and cycle access for the sites. Utilisation of a shared access would also ensure that Site SA1 access would be placed at a good distance away from the existing bus stop.

7. Like SA1 this site will bring forward 1 and 2 bed properties and it will therefore provide yet more dwelling of this size to the housing stock. It will also provide for the downsizing needs evidenced in the housing needs survey and community consultations.

Policy SA3

Intent

Policy SA3 seeks the development of a mixed-use site (Figure 43) to enable the delivery of a new community facility which is the key driver underpinning the production of the Clyst Honiton Neighbourhood Plan.

A Neighbourhood Development Order (NDO) will bring forward the site in line with Policy SA3. The Masterplan in Figure 44 shows the layout of the site and the location of the community facility, houses, and an employment area (comprising a number of small commercial units).

The NDO includes full details of the scheme with detailed maps and plans. As with the neighbourhood plan, the NDO will be subject to a six-week period of consultation at Regulation 21 and 22 and, following this, will be submitted, and subjected to an independent examination and a referendum.

SA3: Site adjacent to the Clyst Honiton Bypass.

The site shown in Figure 43 is allocated for mixed use development comprising a maximum of 50 residential units, up to 2400 square metres of employment space (Footprint plus parking and landscaping) and a community facility.

To be supported, development proposals must comprise a comprehensive scheme, and deliver all the three components (A-C) listed below:

A. Community Facility, comprising a community building, a community space and parking.

Building:

Provide land and construction of a finished community building in the area shown on the site masterplan (Figure 44). The community building is to include provision of the following:

- A large community room for events and meetings.
- Smaller rooms for Parish council office and other meeting spaces
- Storage space

- Café area with kitchen facilities
- Toilets.

Community space: A secure fenced community space outside the building with provision of the following:

- An area for community planting.
- A seated area.
- An outdoor kitchen area.
- An awning to partially cover the outdoor space.

Parking: provision of covered and secure cycle storage racks and provision of parking spaces to meet the needs of the development.

The community facility has to be finished in full and signed over to the Parish Council before any residential dwellings and economic units are occupied.

B. Residential Development.

Residential development of up to 50 units is to:

- be located where airport noise levels are lowest, with no dwellings located in areas that are forecast (by 2030 and beyond) to be exposed to greater than 54 dB $L_{Aeq, 8hrs}$ during the night from airport related noise (airbourne traffic, engine testing) or 63dB $L_{Aeq, 16 hrs}$ during the day (Appendix 12);
- have a building envelope that is equipped with high performing fabric, glazing and adequate ventilation mechanisms and/or other measures which satisfactorily mitigate air and noise pollution from Exeter Airport and surrounding roads;
- achieve low or net zero carbon energy performance standards such as certified Passivhaus and or a comparable standard.
- incorporate a mix of housing in terms of size and tenure, including up to 10 one-bedroom and 16 two-bedroom, three and four-bedroom homes to balance the villages existing housing stock;
- provide access to a public amenity space for all residential dwellings.

C. Commercial Space

Commercial development is to:

- Provide approximately 846 sqm of employment floorspace, divided into 6 to 13 plots;
- incorporate ONLY the following use classes: Class E (a) - (g), Class F 1 (a) – (e) and F2 (a) –(b).

A, B and C are to be developed in relation to the following site-specific requirements:

Safe operation of the airport:

1. The design and layout of A, B and C, the landscape scheme and the construction works must ensure the safe operation of Exeter airport and to be in line with CAA advice notes.³⁷ To include, for example, limiting the height of buildings and structures, noise mitigation design and not increasing the risk of bird strike.

Noise Pollution measures:

2. Construction work shall not begin until a scheme of noise mitigation conditions³⁸ for protecting the proposed noise sensitive development has been submitted to and approved by the Local Planning Authority and statutory aviation authorities.

Movement

3. To provide safe vehicular access to and from the site for all users and to the satisfaction of the highway's authority.
4. For commercial access and community building access to come directly from the Bypass, and that no commercial traffic is to be directed past any residential frontages.
5. Provision of a design and site layout that successfully prioritises the needs of pedestrians and cyclists over motorised users throughout the site and successfully designs in choices for active travel by taking opportunities to connect footpaths and cycleways, directly with neighbouring areas, the surrounding footpath and cycle network and public transport services as seen in Policy AC4
6. Provision should include a publicly accessible footpath, suitable for pedestrians, through the site and to link this up with the community building and onward to the Parish field via Churchside. (Route 7 in Policy AC4)
7. Create new safe and attractive off-road pedestrian and cycle links from the site to the village along York Terrace and to Churchside, to ensure good connectivity with the existing village settlement.

Open Space

8. Publicly accessible open space to meet the needs generated by the development. In addition to the space associated with the community building (see above), the scheme should include all the public accessible open spaces on the masterplan.

Ecology

³⁷ See <https://www.aoa.org.uk/policy-campaigns/operations-safety/>

³⁸ Conditions are based on recommendations set out in Noise Assessment at Clyst Honiton ByPass Site, prepared by Bickerdike Allen Partners in 2020. In particular Sections 7.2 to 7.5 and CAA authority guidelines.

9. Measures to avoid or mitigate against any adverse effect of the development on the Pebblebed Heaths and Exe Estuary Special Protection Area (SPA), in accordance with the Habitats Regulations, the South-East Devon European Site Mitigation Strategy, and Strategies 47 and 50 of the East Devon Local Plan. This can be achieved through a contribution³⁹ per dwelling on commencement.
10. Demonstrate, through the use of the DEFRA Biodiversity Impact Assessment Calculator Metric (or equivalent), that the proposals will achieve the biodiversity net gain in line with Policy NE1.
11. For construction of parking to be designed in line with Policy DS4.

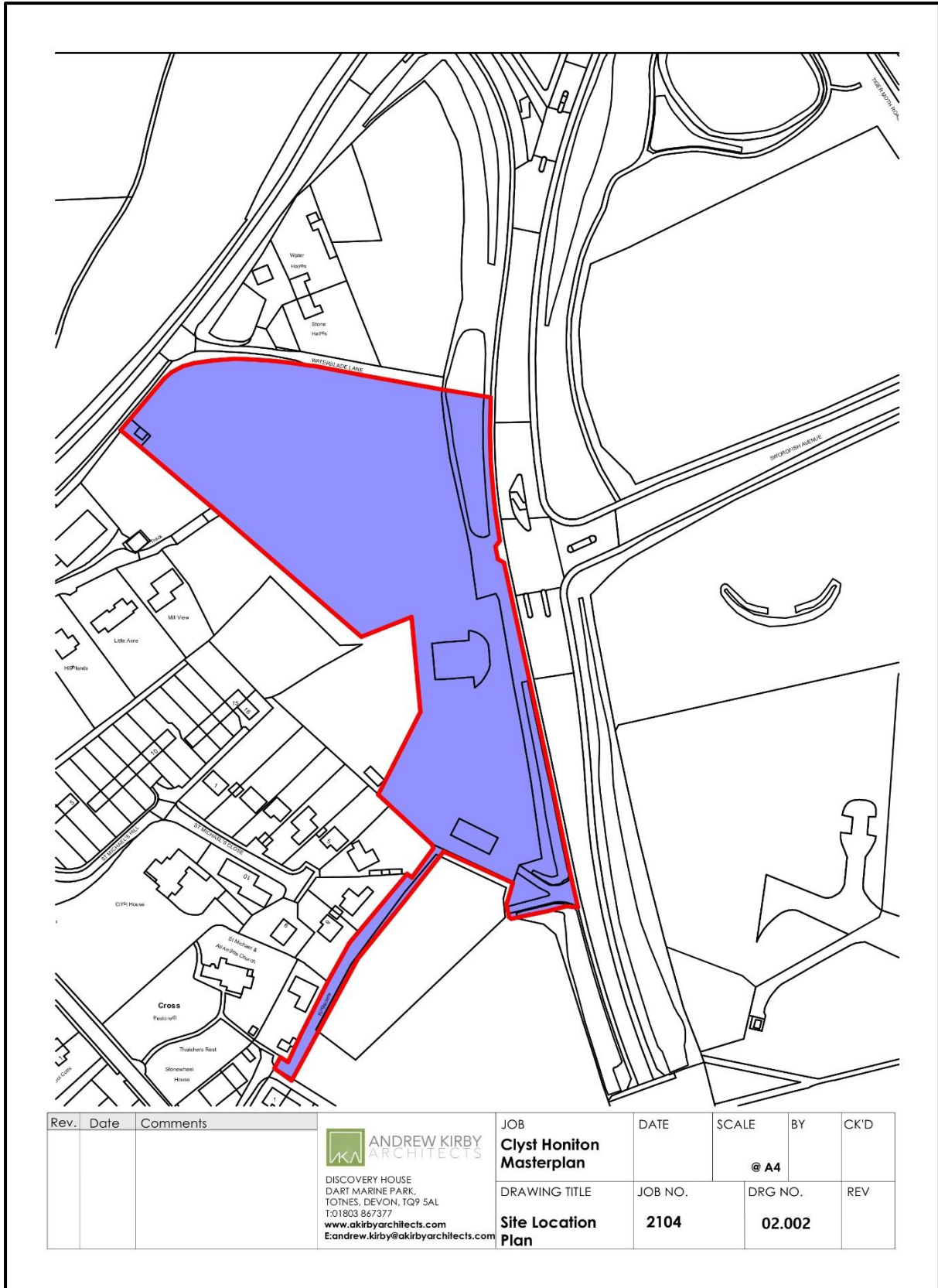
Contamination

12. Prior to commencement of works, a desk based Preliminary Environmental Risk Assessment (PERA) will be completed by the developer to assess the potential sources of on-site and off-site contamination.

Heritage

13. Prior to commencement of work, an assessment will be completed by the developer which provides the following:
14. Demonstrates an understanding of the significance and contribution made by heritage assets such as St Michael's Church, and their setting.
15. Quantifies the impact of the development on the heritage assets.
16. Illustrates and justifies the mitigation measures taken in designing the scheme to avoid or limit harm to the heritage assets and their setting.

³⁹ <https://eastdevon.gov.uk/media/3723525/hab-reg-rates-apr-21.pdf>



Rev.	Date	Comments

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JOB Clyst Honiton Masterplan	DATE	SCALE @ A4	BY	CK'D
DRAWING TITLE Site Location Plan	JOB NO. 2104	DRG NO. 02.002	REV	

Figure 43: Policy SA3 Site

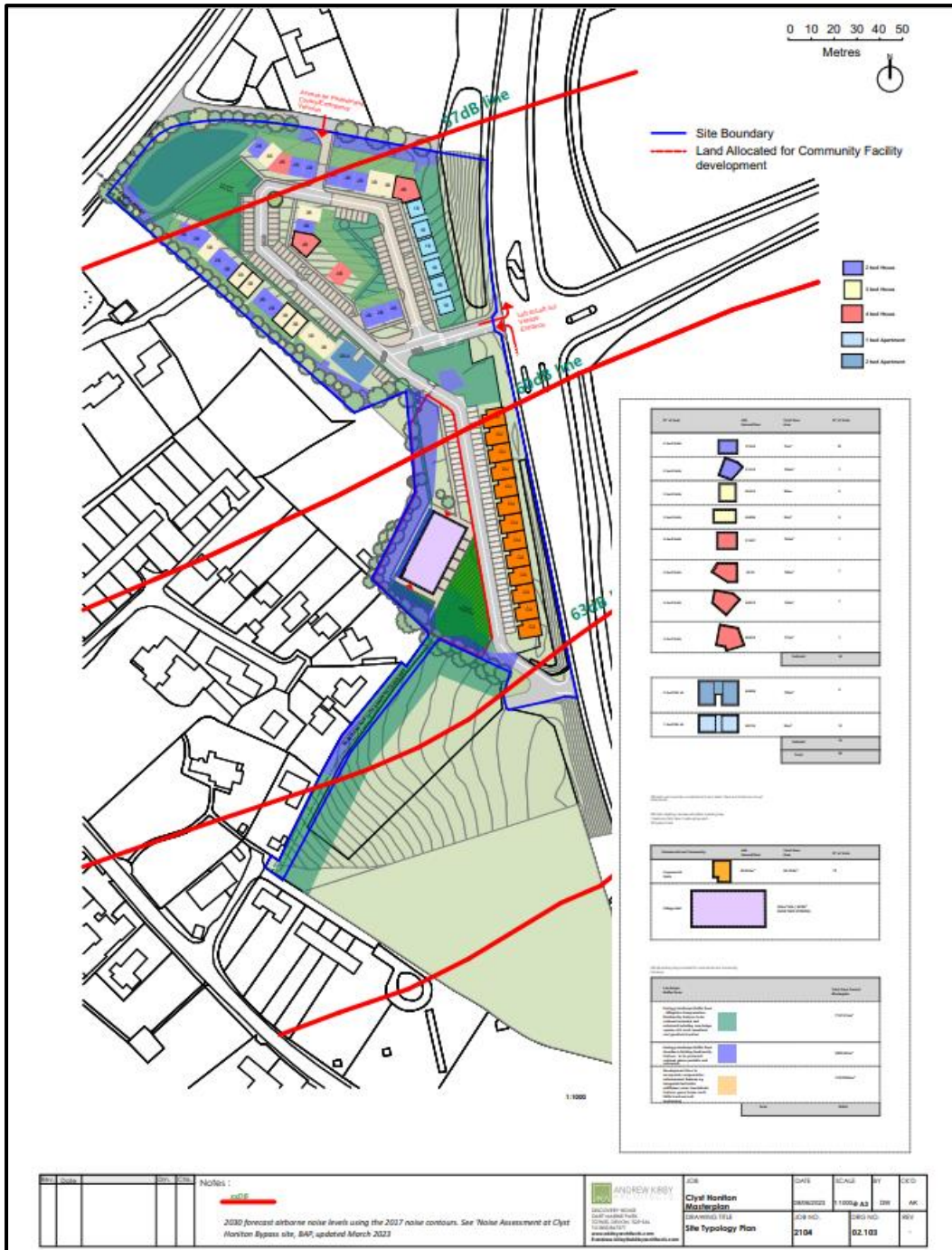


Figure 44: Policy SA3 an indicative Masterplan⁴⁰ showing the location of the community facility (building and car parking area)

⁴⁰ A PDF version of the masterplan is available in NP/ NDO supporting documents [Neighbourhood Plan - Clyst Honiton Parish Council](#)

Justification SA3

Community Building

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 Clyst 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 (2014) 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 Bypass Masterplan site allocation consultation in April 2019. In this consultation the draft Bypass 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 (2021) in Section 8 (92a) which states that,

Planning policies and decisions should aim to achieve healthy, inclusive and safe places 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 (2021) Paragraph 93 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 facilities, community facilities and other local services to enhance sustainability of communities and residential environments.

7. SA3 policy specifications reveal that the community have planned positively (See Community Facility Business Plan (2021)⁴¹ for the provision and use of the community building ensuring that the building is designed to accommodate several revenue sources and or end users to help with sustainability and the long-term success of the building. The Business Plan informs the proposal with specific details on the community building being included within the Policy.

Houses

1. As detailed in Appendix 9 this site was first identified as being suitable for development for a mixed-use scheme in the Site Assessment report prepared by AECOM in 2017. This site assessment report and a whole tranche of assessments and report including the work undertaken as part of the scoping and full Strategic Environmental Assessment (2022), Habitats Regulations Assessment (2022) and the Viability Assessments (2017 and 2022) all support bringing forward housing on this site.

2. Right from the first survey in 2014 Survey the argument was for a fully equipped community building to be provided in lieu of housing. In order for the houses to fund such a building, a legal agreement has been set up between the Parish Council and the developers that commits the developer to delivering a finished community building as part of the development, funded by the delivery of market housing, prior to first occupation of the housing (See Appendix 21 Clyst Honiton Legal Agreement). Details of the community building hand over has also been embedded into the Policy.

3. As this site is in close proximity to Exeter Airport, the site allocation is supported by the Noise Assessment Report 2020. Part of this report and Civil Aviation Association (CAA) guidelines provide the need for mitigation requirements for houses falling within the airport noise contours of 57– 60dB during the day. Airport noise is a key consideration in the planning of new homes in the plan area. Strategic Policy “Strategy 17” in the Local Plan stipulates that developments that are near to or could be affected by noise from the airport will not be allowed, unless evidence is provided that current or futures users will not be significantly adversely affected by airport related noise. Policy SA3 therefore requires that new housing is located in areas of the site least affected by noise levels and also requires that materials and design to build-in mitigation measures so that the residential amenity of occupiers is protected.

4. It is only at the design stage of a home that we get the best chance of building it right, and once that dwelling has been built it is likely to stand for hundreds of years. It therefore

⁴¹ In NP and NDO supporting documents: [Neighbourhood Plan - Clyst Honiton Parish Council](#)

makes sense to design all new homes, right from the start, to minimise lifetime emissions. This is necessary to meet our national carbon budget targets over the coming decade⁴² and to be compliant with our objective of being nationally net zero by 2050, and locally carbon neutral by 2040. Unfortunately, it is not always possible to match this target with the rate of house-building required by government to meet housing needs and current building regulations Part L fall short of net-zero emissions. However, where economic viability of new housing allows, it makes sense to focus on raising standards where possible, and to adjust our ambition upwards and build houses that will not have to be up-graded again in order to meet the net-zero target. Passivhaus or a comparable standard have also been supported as houses whose ventilation and window construction that provide noise mitigation benefits required for houses in this location.

5. The Clyst Honiton Housing Needs Assessment (2016) and Housing Needs Survey (2020) reveal that there is evidence of support for housing, as well as a local housing need in Clyst Honiton village and an affordable housing need of three houses. Whilst smaller homes are needed that are suitable for the young as well as for an ageing population, larger houses remain popular among families, a trend is likely to continue up to 2031. Policy SA3 is the largest housing allocation in the plan and is key to contributing towards meeting a variety of housing needs (smaller 1- and 2-bedroom properties as well as family sized dwelling with three or more bedrooms The Masterplan (Figure 44) provides a breakdown of houses, and this covers the range of houses in need.

6. Development of this site is considered as enabling development to facilitate the provision of a much-needed community building to meet the needs of Clyst Honiton community. Affordable housing provision will need to take account of the effect on the viability of the development as a whole and its requirement to deliver the community building. In the Viability Assessment (2023) when the proposed masterplan for SA3 is modelled at the policy level of affordable housing as set out in the Local Plan (50% affordable housing for sites such as this) then a significantly negative land value results and such a housing mix would not be deliverable. Site SA3H provides a positive return when modelled with 5 intermediate homes, together with the provision of the community centre of 774m² provided to the community.

7. It is important that any new residential development in the plan area can be integrated into the existing settlement and its community. It is also important that all villagers can easily access the new community building. The provision of safe and attractive pedestrian and cycle routes from the village to the new site and beyond is therefore essential. These routes have been included in the policy to ensure their provision.


8. The 2018 Green Infrastructure Strategy (GIS) (Appendix 13) provides a long-term plan to assist in shaping pedestrian and cycle access, enhancing biodiversity, diversifying landscape, within this site as well as improving the public realm and providing a coherent green edge to the village and surrounding areas. The Masterplan and the NDO Design and Access


⁴²<https://www.theccc.org.uk/publication/the-fifth-carbon-budget-the-next-step-towards-a-low-carbon-economy/>


Document include the GIS recommendations. Airport noise mitigation also requires specific public amenity space requirements, to safeguard the amenities of future occupants has been built into the Plan, by the provision of the parish field and the land in policy NE3 these spaces will provide outdoor and accessible amenity space within a 5-minute walk away from the new dwellings.

Employment

1. In East Devon the largest areas of employment are in agriculture and tourism.

Traditionally these have among the lowest average wages and the lowest levels of gross value added. This makes East Devon the fourth lowest productivity level of any Devon  district. This persistently lower level of productivity is important when looking at what local employment land is offering. Locally the SkyPark, Exeter Business Park and Science Park provide very specific employment land class uses.

2. With over 89% of businesses classified as micro enterprises in East Devon there is little employment land in the area specifically allocated to provide for such expertise and need. Website hits on the Exeter Business Portal show that the request for leasehold and freehold land for small enterprises had the highest level of demand and interest. This level of need and lack of micro and small enterprise space recently resulted in houses in Cranbrook  undergoing a change of use to BI space to cater for small and start-up businesses needs from the new town community.

3. The 2018 Review of Employment land by EDDC (Appendix 14) showed that the area around Clyst Honiton has the most employment land available with the five West End Sites all of which fall into the Enterprise Zone providing in excess of 58.95 hectares of  employment land, a third of the available employment land in East Devon. The location and infrastructure to support the employment beside Clyst Honiton bodes well for the success of micro enterprise units on the Bypass site.

4. Clyst Honiton Economy report (2019) (Appendix 15) looked at the commercial elements of the proposed development, namely the commercial units and the community centre. For each of these elements in turn, the report considers the demand, rental values and recommended marketing approach, and for the commercial units, it also considers the freehold sale values and provides an informal opinion of the likely commercial viability. It concluded that in relation to demand that,

“The demand for small units (in this case, 128.08 sq.m (1,379 sq.ft) over two floors) is considered to be strong, while supply of such units to the market has been very limited for a number of years. Hence, the lack of market evidence relating to such units is more a reflection of the lack of supply than a lack of demand, and we must refer to circumstantial evidence of demand. The length of time for SME units being marketed, ranges from nothing up to around 3 months, demonstrating the demand over the last couple of years for small units in the area to the east of Exeter.”

5. The Clyst Honiton village already has had a history of providing small business space and the locals were supportive of the Bypass economic site providing different work to those offered in the local strategic employment sites. The Bypass Masterplan event in 2018,

revealed that the community felt that there were positives to be gained by this new employment site, with the new units adding to the job opportunities and with the community gaining from units which offer retail and a gym/ fitness provision. This evidence has led to Policy SA3 to provide small units contributing to the variety of economic spaces available locally and suitable for micro and small enterprises which are the most predominant type of businesses in East Devon.

General Housing Policy.

Despite development restrictions in the Plan Area Zone B being imposed by EDLP (2013-2031) under Strategy 7 “Development in the Countryside “, there is support for housing policies to be written to cover any development of houses coming forward in the future both within and outside the Clyst Honiton village. Zone B has recently been allocated as the preferred location of a new town in the Emerging Local Plan, so this general housing policy will support the development of houses and self-build and custom houses, especially as East Devon District Council have a registered need.⁴³

Policy H1

Intent

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

Policy H1: Self – Build/ Custom Build Houses.

Development of self and custom-build dwellings will be supported in the following locations:

- On single plots where the dwelling is a conversion of an existing building, and
- On single infill plots in which the new build is in scale with surrounding properties and is located within or adjoining:
 - an existing cluster of dwellings
 - the established settlements of Holbrook and Clyst Honiton Village.

Provision of 10% self-build and custom build dwellings will be required on all residential schemes of 30 houses or more as follows, unless superseded by Local or National requirements:

- An offer of serviced plots for custom build, either on an individual basis or for a duly constituted self-build group to organise a collective self-build construction programme, a minimum of whichever is the higher.
- Alternative negotiated compliance with this policy for several sites in order to provide a larger self-build site will also be considered, as long as it offers a genuine self-build opportunity of equal value to the community and is well integrated within the surrounding built form and community.

⁴³ <https://eastdevon.gov.uk/planning/planning-policy/housing-issues/self-build-and-custom-build/how-to-register/>

Exception sites for this policy are the Hill Barton Business Park and the Bypass site in Policy SA3.

Justification H1

1. Self and custom build housing is about people bringing forward homes that they want to live in and having 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 and at consultations, stating that it provides an affordable route and provides an innovative bespoke design to house building.

2. Self and custom build housing is a more consumer friendly form of self-build, the developer provides plots with services already provided (sometimes known as 'serviced plots') and outline planning permission. An individual may then work with a small house builder or specialist custom build developer who would do all the building to the family or future owner's vision and specifications.

3. Self and custom build homes are about bringing greater choice and diversity in 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 hit 20,000 two years ago.

4. This policy promotes community self-build (otherwise known as custom build) in order that communities can benefit from the wider choice it offers and the possibility of lower cost home ownership it can promote.


5. The policy is deliberately worded in favour of single plot self-build for local people. The policy has support from the local community and this support has strengthened because the two latest detached buildings in Clyst Honiton 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 Plan Area so long as the proposal was suitable for the countryside location and so long as the development "would not harm the distinctive landscape, amenity and environment qualities within which it is located".

7. In the Call for Sites Process several 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. These buildings include structures such as a piggy minging pens and corrugated iron sheds /farm buildings, which are no longer part of a farm today but are close to or adjacent to residential properties or within large residential plots. These old structures therefore sit outside the legislation of permitted development rights (Town and Country Planning Order 2018⁴⁴) linked to agricultural buildings but are supported by the community as building

⁴⁴ <https://www.legislation.gov.uk/ukxi/2015/596/contents/made>



suitable for development as they are close to or adjoining existing residential buildings within established settlements. The actual number of properties which could come forward under this policy are limited in number with only 5 being brought forward in the Call for Sites process. 

8. The Policy also includes aspiration for self-build 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 Plan⁴⁵ and more recently in the East Devon emerging local plan⁴⁶.

9. The policy recognises that Policy SA3 and Hill Barton are excluded from this policy as Site SA3 is prioritised for houses that will help to bring forward a community building and 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. (Appendix 16)

⁴⁵ www.gesp.org.uk

⁴⁶ <https://eastdevon.gov.uk/planning/planning-policy/emerging-local-plan/>

Natural Environment

Introduction

1. Clyst Honiton Parish contains a single village. This village is separated from the rest of the Parish'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 comprising of rural land being 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 development 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, which is 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 45a and b shows 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 trees, woods and copses.
- Distant views to Haldon, West Hill and Woodbury Common.
- Single track lanes with extreme angled corners.

Figure 45a : Rural landscape south of A30 (Zone B) of the Plan Area.

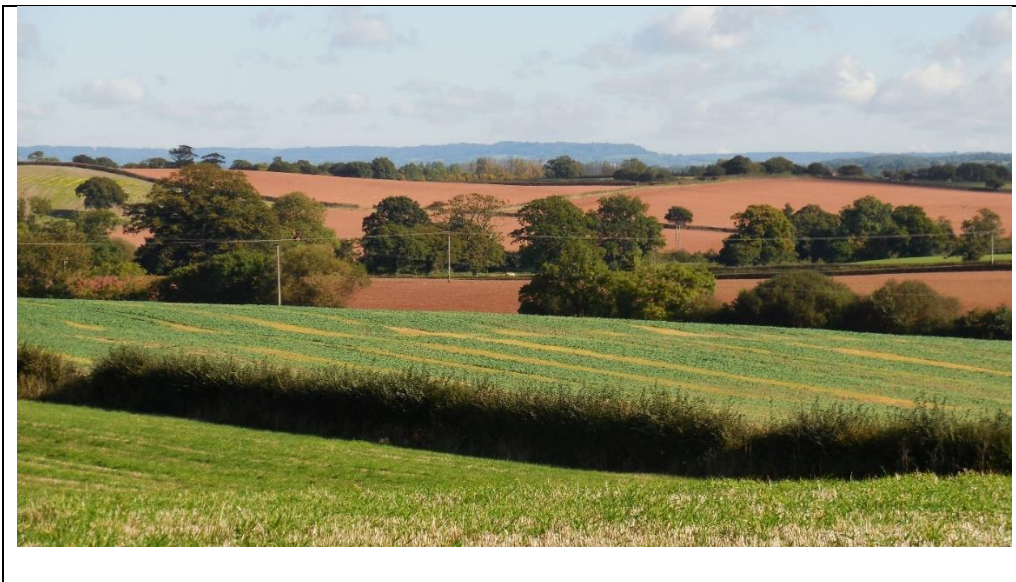




Figure 45b: Aerial view showing farmland and meandering stream in Zone B of the Plan Area.

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 46.



Figure 46: 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 also supports natural environment in local and wider context, greenspaces, views, visual enclosure and in connectivity.**

Community Survey Findings 2015.

1. The Community survey 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 dissenters **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 49. 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 and adapt to climate change
- To manage population growth and economic development
- To improve the health and well-being of local communities.

A GIS appraisal was undertaken which 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.
- Suffers from noise from the airport, local highways alongside surrounding warehouses and distribution depots. 
- Has a landscape character which ranges in 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 47 sets out the green infrastructure proposals for the Plan Area. The proposals within the GIS have directly informed the policies within this Chapter.



Figure 47: GIS Proposals map

East Devon Local Plan (2013- 2030).

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. In the EDLP (2013-2031, Strategy 1 and 2 set out the Strategic Development in East Devon, Strategies 9 to 18 cover the biggest scale development in East Devon’s West End Strategies 20 – 27 cover smaller pockets of development. The effects of these strategies will see the natural environment of the West End of East Devon change significantly, from predominately farmland to new housing and economic sites.

EDLP (2013-2031) 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.”

3. The aerial photographs in Figures 48 and 49 provide evidence of how the natural environment has changed in the West End of East Devon, close to Clyst Honiton village.



Figure 48: Clyst Honiton Bypass and Lidl Site under construction with Clyst Honiton Village in the foreground.



Figure 49: 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 Park (Strategy 10) containing the community space (River Clyst Park NE4). 

4. 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 of the NP.

National Context.

NPPF (2021)

1. The NPPF (2021) 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 (2021), 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,
- sustainable transport,
- making effective use of land
- achieving well designed places,
- protecting green belt,
- meeting the challenge of climate change, flooding and coastal change and

- conserving and enhancing the natural environment.

3. The natural environment is seen as the glue that is required to achieve sustainable development and to 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: The Facts* there were 11 days of protest by environmental group Extinction Rebellion which paralysed parts of London. This has marked a renewed 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 – 25⁴⁷ setting the target to reduce carbon emissions annually and to be carbon neutral by 2040.

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.

4. 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.

5. In this plan, policies have been put forward to address awareness of Climate Emergency and the importance of the role of the natural environment and green infrastructure. The effect of future legislation on the subject will have to be built into revised versions of this Plan.

⁴⁷ <https://democracy.eastdevon.gov.uk/documents/s7944/EDDC%20Climate%20Change%20Strategy.pdf>

Natural Environment Policies.

Policy NE1

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 to be addressed:

- a) **Retaining and integrating existing landscape features** including hedgerows, 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.
- b) **Requiring biodiversity gains of at least 10% on all development** (unless exceeded by Local or National policy) and a requirement that developers use the 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.
- c) **Using locally distinct landscaping 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 and castellated brick borders are supported as the preferred boundary treatments to be in keeping with the Clyst Honiton Character Assessment and the Clyst Honiton Design Codes (Appendix 7).
- d) **Creating new habitats and enhancing wildlife connectivity.** Existing wildlife corridors should be retained and enhanced, and new wildlife corridors created. The introduction of artificial nesting and roosting sites, such as bird and bat boxes, should be provided in line with the latest legislation.
- e) **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 East Devon's 'Landscape Character Assessment and Management Guidelines (LCA & MG) for East Devon' (2008).

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

Justification NE1

1. Clyst Honiton occupies a unique strategic position within East Devon, which has attracted significant development pressures on the village and its wider setting. However, despite this, Clyst Honiton still enjoys a pleasingly rural and open landscape setting as seen in the Figure 50. 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 and Exeter.



Figure 50: Views in and out of the Village showing a rural landscape setting.

2. On this basis, 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 East Devon’s ‘Landscape Character Assessment and Management Guidelines (LCA & MG) for East Devon’ (2008)⁴⁸.



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

⁴⁸ <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 habitat at all scales of development, 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%, which is in accord with national planning policy, 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 Trust⁴⁹ sets high standards to ensure that all development land includes a minimum of 30% tree canopy cover. This level of cover is not adopted in the Policy but a gain in canopy cover is a requirement.

5. Protection of local European Designated Sites will continue to be ensured through EDLP (2013-2031 Strategy 47 'Nature Conservation and Geology' and, where mitigation measures are required, these will be designed in accordance with the South-east Devon European Site Mitigation Strategy (2014).

Policy NE2

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.

Policy NE2: Green Landscaped Corridor

The land denoted in Figure 51 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.

Other than development requirements associated with maintaining the strategic road network, only minor proposals associated with managing and improving the wildlife corridor will be supported.

⁴⁹ <https://www.woodlandtrust.org.uk/>



Figure 51: 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 however 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.

2. 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 rural settlement, in addition to offering a habitat 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

Intent

To safeguard land to be accessed and used by the community, for leisure and recreational purposes.

Policy NE3: River Clyst Park

The land denoted in Figure 52, is safeguarded as a publicly amenity space.

Proposals relating to the enhancement of the River Clyst Park will be supported, if the developments are to provide:

- Easy access to the site for those walking and using appropriate terrain mobility vehicles,
- interpretation/ information boards,
- litter bins,
- picnic area, and
- cycle parking structures.

Proposals will need to take into consideration the seasonal community use of this area and the water management role of this flood plain area.

Proposals for alternative development of this area will not be supported.

proposal was to designate part of this area as a community green space specifically for Clyst Honiton residents. However, a much smaller area was eventually selected to be allocated in NE3.

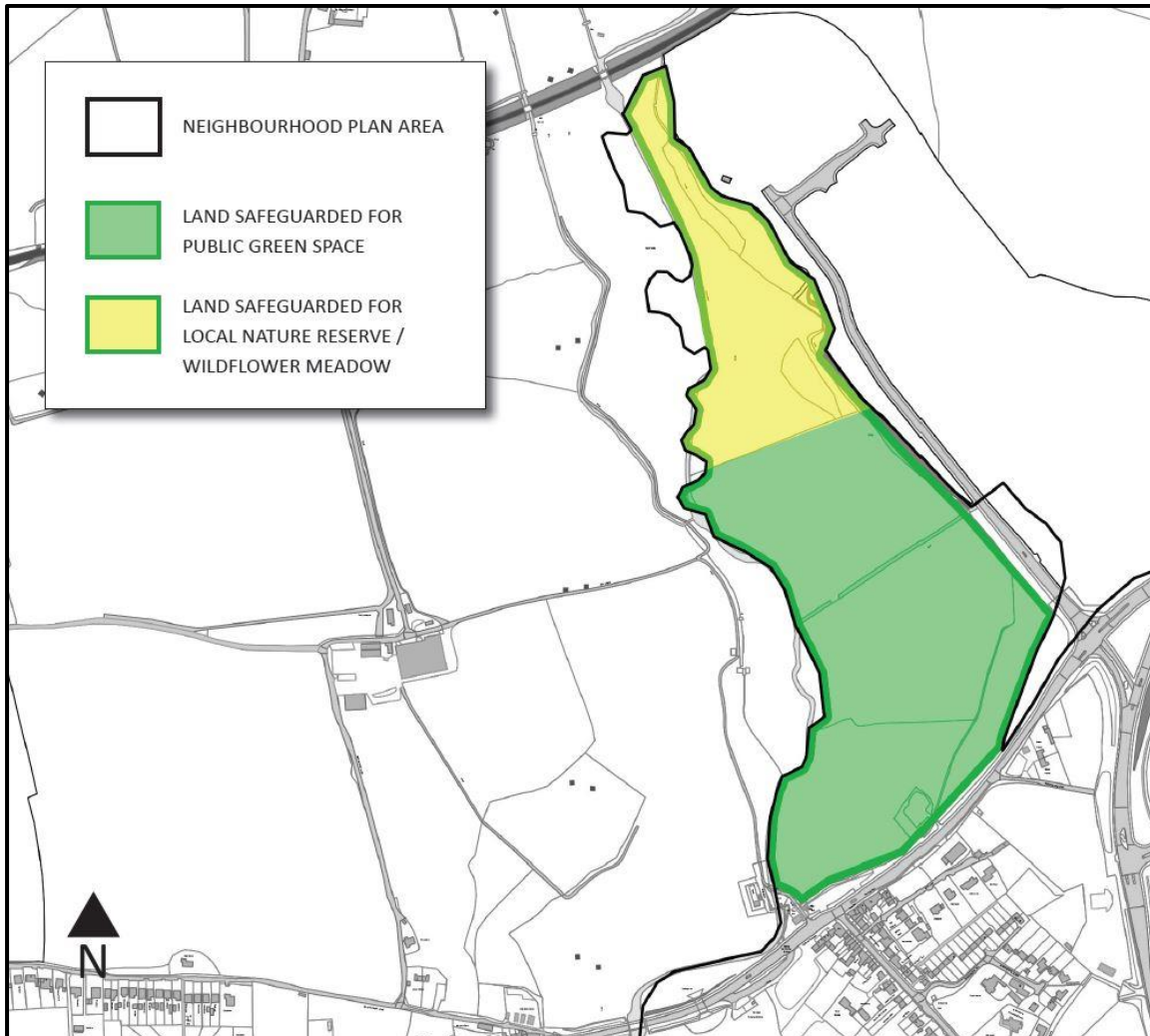


Figure 53: GIS Proposal for the Clyst Valley Park north of Clyst Honiton Village.

2. Policy NE3 safeguards an area of land within the Clyst Valley Regional Park for the creation of a public amenity space for the community of Clyst Honiton, as seen in Figure 52. This land will be addressing two of the key issues identified by the GIS;


- 1) a lack of locally accessible green space, and
- 2) a lack of diversity of landscape and biodiversity.

The Clyst Valley Regional Park Draft Document (2021) included the whole of the land identified as projects HF1 and HF2 Hayes Farm. The use of this land in these projects is detailed as,



“HF1 with HF2, this land forms a green buffer between allocating houses at Mosshayne and the Lidl warehouse. It is the only remaining recreational green space of useable size for the community of Clyst Honiton. The land is managed to enhance wetland habitat, with further potential to restore natural river processes. A planning obligation requires the laying out of

public paths. Areas HF1, HF2 MH should be considered as all part of project CC3 for river restoration. Projects HF2 Hayes Farm states that part of this land is as a sanctuary for wildlife with no public access (except by arrangement for nature study).

3. NE3 is looking to safeguard a small parcel of the land as seen in Figure 52 the most southern end of the Draft Plan project area HF1 and HF2. The rest being left for enhance wetland habitat and the area in the north being a sanctuary for wildlife with no public access. 

4. The land allocated as the River Clyst Park not only serves a much-wanted public space for both Clyst Honiton and the Mosshayne residents it would also be the best location to fulfil the 106-planning obligation which requires the laying out of public paths.

5. The Clyst Valley Regional Park HF1 and 2 land has two discrete areas with differing roles: one for community use by the communities close to it as well as an important role in providing land for enhanced habitat and biodiversity. The area designated for the latter role is much more extensive than the area for community use which is about one fifth of the total area.

6. The River Clyst Park with the allocated community space will form a local green asset that helps to:

- increase the area's biodiversity value,
- support net gains for local flora and fauna, whilst also
- reinforcing and encouraging community cohesion, and
- offering opportunities for outdoor leisure and recreation that should positively contribute to the health and well-being of the local community.

7. During the preparation of the Plan, there was a clear consensus amongst the local community that the most valued local green spaces should be protected and eventually allocated, so that the community could continue to enjoy simple outdoor activities such as walking, family picnics, and kite flying.

8. The NPPF (2021) makes provision for neighbourhood plans to identify for special protection green areas of particular importance to local communities. It also sets out the following requirements for an area, and the requirements in order for the space to be considered suitable for Local Green Space designation.

9. Policy NE3 has been assessed against the NPPF (2021) criteria and meets the requirements. This is presented at the end of Appendix 17. This assessment indicates that this parcel of land could be designated as local green space in future revisions of the NP. The assessment of the green space criteria provides evidence and justification as to how and why the community value this land and why this piece of land use is being safeguarded for community use in this policy.

10. The site allocated in SA3 lies within the 2030 Airport noise contours 57 – 63. Part of the mitigation required for new residential dwellings such locations is that there is public amenity space within a five-minute walk. The River Clyst Park is within 500 metres of the new houses and a safe road crossing is provided by an existing push button activated traffic light on York terrace. Despite acting as a water meadow, the number of days lost in a year is not significant to its provision as an area of public amenity space. Under Policy NE3 of the emerging Clyst Honiton NP, this space is safeguarded as a publicly accessible amenity space. In addition, residents will be able to access the Parish Field which is owned by the Parish Council and is designated as a Local Green Space in Policy NE4.

11. Joint funding and projects with the Clyst valley Regional Park⁵⁰ could facilitate infrastructure to be placed in the park to allow higher levels of access. Such infrastructures have been included within the policy to facilitate such joint projects. The Clyst Valley Regional Park Masterplan supports such projects with the river Clyst being a key area for a variety of projects.

Policy NE4

Intent

Policy NE4 seeks to protect important local green spaces from inappropriate development.

Policy N4: Local Green Community Spaces

The following accessible community green spaces in Figure 54, have been demonstrated to be of significance to the local community. These sites which are all in Clyst Honiton village have been designated as Local Green Spaces (in accordance with paragraphs 100 and 101 of the NPPF (2021) in Appendix 17:

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 on Airport Road.
4. The green verges at the entrance to the village and on both sides of the B3174 in Clyst Honiton village.

Development within these local green spaces will be limited to works that would that enhance their accessibility, biodiversity, and community and/or educational value.

⁵⁰ <https://eastdevon.gov.uk/planning/planning-policy/environment-and-green-infrastructure/clyst-valley-regional-park-masterplan/>

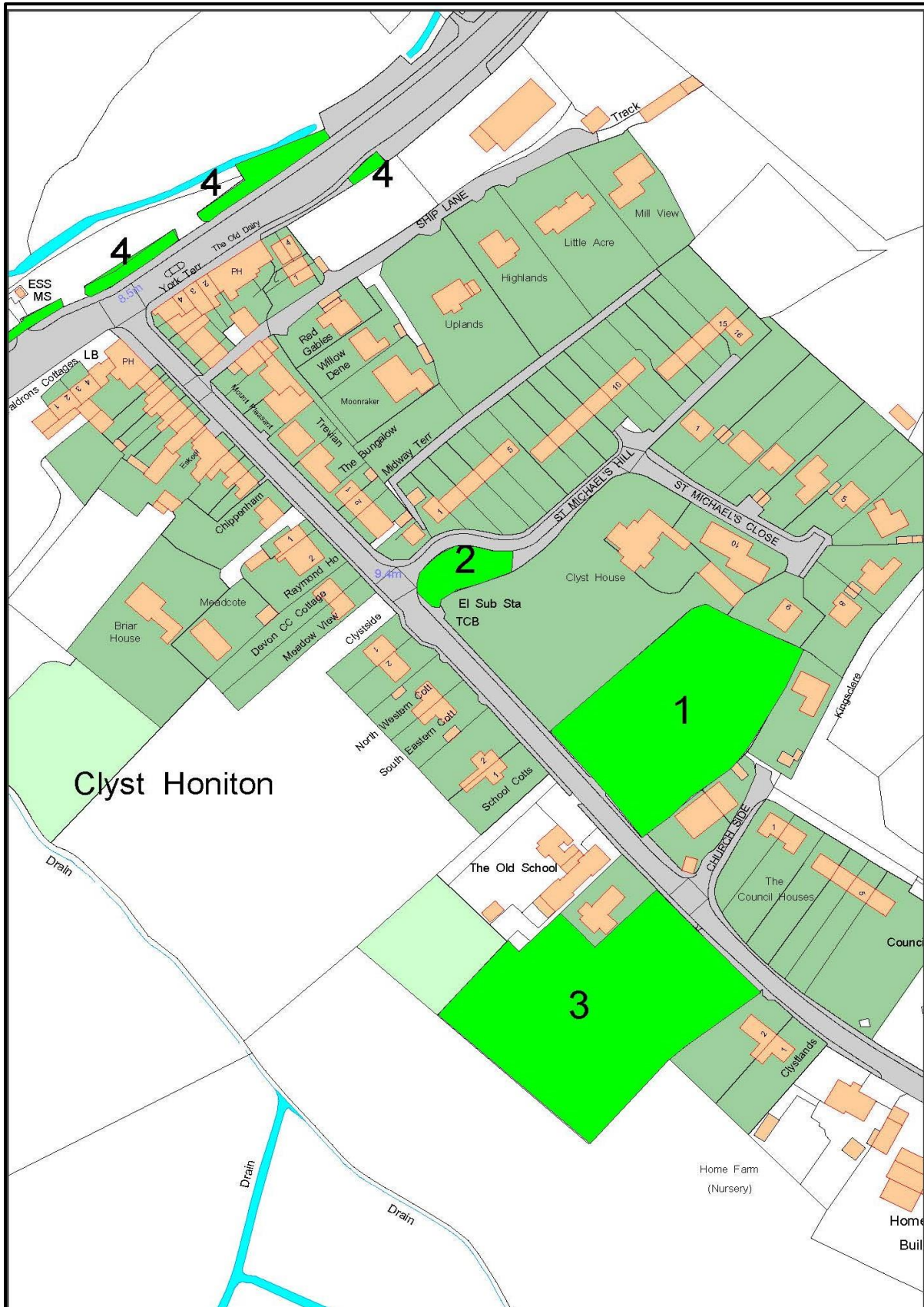


Figure 54: Four allocated Local Green Spaces

Justification NE4

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 54.



Figure 55: 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 rural 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 Mind⁵¹ 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 (2021) makes provision for neighbourhood plans to identify for special protection green areas of particular importance to local communities and sets out the following

⁵¹ <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.

Each Local Green Space designation contained within Policy NE4 has been assessed against these criteria to meet the requirements of the NPPF (2021) paragraphs 100 and 101. 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 recognise its value and as such it is a much-valued community asset. The other areas provide much less active open spaces but provide green breaks within a built-up environment. Policy NE4 also responds to the need for improved community facilities in accordance with the guidance set out in paragraph 92c of the NPPF (2021). The balance between open public green space and provision of facilities is critical to ensure these spaces remain 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 four 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 too.

Policy AC1

Intent

Policy AC1 promotes the provision of additional off-street parking within the village of Clyst Honiton to address the currently insufficient levels of off-street public parking.

AC1 – Improved car parking provision

Development proposals providing parking are to provide surfaces with maximum surface permeability.

Development proposals which provide additional off-street parking spaces for Clyst Honiton village residents in locations close to or adjacent to housing will be supported where they do not have an adverse impact on:

- a) local character,
- b) residential amenity,
- c) highway safety,
- d) flood risk (including local surface water flooding).

Justification AC1

1. Clyst Honiton currently experiences poor car parking practices (See Figures 56 & 57) 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.

2. These inappropriate parking practices can partially be attributed to the fact that there are more than 30 dwellings within Clyst Honiton 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.



Figure 56: On street parking in the village, showing that vehicle movement hinders two-way access



Figure 57: Movement into and out of Ship Lane (by left double telegraph poles) affected by on street parking

3. 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 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.

4. The provision of additional off-street parking should help to 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.

Policy AC2

Intent



Policy AC2 sets parking provision requirements for new and existing non-residential development proposals, which are aimed at ensuring adequate levels of off-street parking are provided to meet the anticipated parking demands of commercial development.

AC2 – Parking provision for non-residential development

Non-residential development proposals on new sites, should deliver car 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. 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.

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

- a) further onsite parking spaces, and
- b) charging facilities (see 7 above)

Proposals from commercial development close to housing that provide extra residential parking would be welcome.

Justification AC2

1. As a semi-rural community with few local services and at present limited employment opportunities within walking distance, movement and transport is embedded into the lives of residents in Clyst Honiton. Although served by a half hourly bus to Exeter, visits to doctors and dentists requires the use of at least two different bus routes. Consequently, car usage is high amongst residents, with the surveys revealing that 64% of residents rely on using a car to get to work, with only 10% using public transport.
2. Existing businesses in the village are also reliant on car use for the same reasons as the locals. 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 car parking. The Road Closure Survey in 2016 which included local businesses as well as residents evidenced their car reliance and the attractiveness of Clyst Honiton to work or live in due to its proximity to an exceptionally good infrastructure network. There was less support from businesses for the village road to be closed at one end, as this would add to their journey times.
3. To ensure that existing and new economic development adequately caters for the parking needs of current and future users, Policy A2 sets out parking provision expectations for any new non-residential development.

Policy AC3

Intent

Policy AC3 seeks to ensure that development is provided that improves the safety for the community moving and utilising Clyst Honiton Village Road.

AC3: Public realm improvements to Clyst Honiton village road, its road junctions and the enhancement of the historic core.

Development proposals to provide enhancement of and /or safe community use and access along Clyst Honiton village road will be supported where they provide:

- safe pedestrian zones,
- street furniture and seating,
- cycle parking,
- appropriate planting,
- infrastructure to ensure safe vehicular access to and from Ship Lane.

Justification AC3

1. 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.

2. The summary report from the Neighbourhood Plan (NP) Survey (2014) (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.

3. 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 stages as seen in Figure 58 which eventually led to the closure of this road at the roundabout in 2018.

Stages leading to the closure of the Village Road at the Airport End	Date
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 30 th Oct 2017 – 30 th 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.	2018
DCC closed the road at the roundabout end and signage adjusted.	2018

Figure 58: Village Road - closure process

4. The village road today is a cul-de-sac and has a marked reduction in the amount of traffic. The community now want the changes to further improve the village road and Policy AC3 is to enable this.

1. Improve the local environment of the road and to enhance quality of life in the village and to encourage active travel and community interaction.
2. Improve access into and out of Ship Lane to ensure service and emergency vehicles full access, which the current road layout does not provide.



5. 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. This policy supports these recommendations.

Policy AC4

Intent

Policy AC4 promotes the retention and enhancement of key pedestrian routes, and the expansion of permissive and the rights of way network.

AC4: Pedestrian movement

Development proposals which would provide a new and would extend and/or improve existing routes for active travel contribute will be supported,

- New Routes (Figure 47)
- Clyst Park route N° 3
- Bypass site route N° 7
- Orange Meadow route N° 9

as well as those linking to:

- Sky Park Fitness Trail
- Clyst Valley Trail
- WW2 Fighter Pen
- Clyst Valley Regional Park

Development proposals should provide appropriate and safe pedestrian access and should link up with the existing pedestrian network.

Development proposals should be designed to create natural surveillance of footpaths, and such routes should include sufficient lighting to make users feel safe and secure.

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

Justification AC4

1. Clyst Honiton, due to its location, limited public transport connections to open public spaces and lack of local services and facilities, currently results in the community having an over-reliance on car usage. Through the enhancement of the existing pedestrian network, this reliance on the car should lessen and more sustainable travel practices, such as walking, and cycling should form a greater percentage of the journeys completed across the Plan Area.

2. The importance of being able to walk/ cycle from the home or place of work is widely recognised as important to the health and well-being of people.

3. 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.

4. 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 AC3, 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 pedestrian links that extend beyond the Neighbourhood Plan Area and connect Clyst Honiton to the wider region.

5. Some of the land mapped as the Clyst Valley Regional Park lies within the Plan Area. However, the Park is not developed locally and as yet does not provide any community access. The need for good paths and the links is provided and supported in the policy.

Policy AC5.

Intent

Policy AC5 promotes the retention and enhancement of key cycle routes, and the expansion of the existing cycle lane network for use by bicycles, e-bikes and scooters.

AC5: Active Travel Provision

Support will be given to proposals which would add to or improve the existing network of multi-use routes as seen in Figure 59.

Development proposals that contribute to the creation of new links to the following network of cycle paths and key destinations in the wider region will be particularly welcome:

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

Development proposals should provide appropriate and safe bike access and should link up with the existing cycle network.

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

Development proposals should be designed to create natural surveillance of routes and should include sufficient lighting provided by renewable energy to make users feel safe and secure.

Proposals for the provision of cycle racking and E bike hire stations will be supported.

The loss of existing cycle routes will be resisted unless a replacement route of equal or better quality is provided as part of the development.

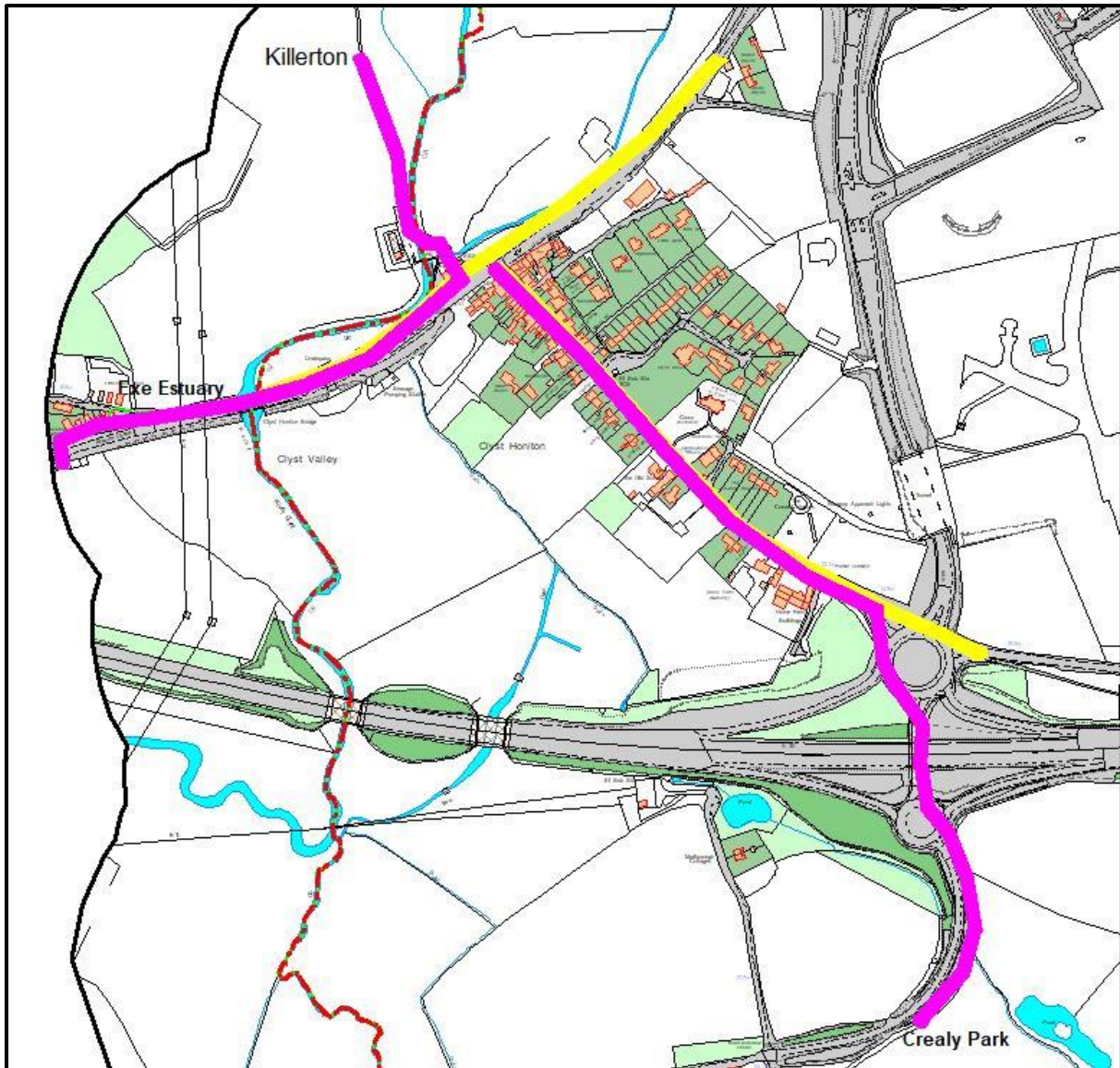


Figure 59: Existing (in yellow) and potential (in pink) cycle routes in Clyst Honiton Plan area



Justification AC5

1. 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 routes to and from this route.

2. Beyond Clyst Honiton exists a far-reaching network of cycle routes (National Cycle routes 2 and 4) that offers links to the wider region. However, these national cycle routes are presently disconnected from Clyst Honiton. The creation of connections into this cycle wider network would be a significant boost to Clyst Honiton, 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.

3. For locals and residents of Cranbrook Town the short route to Crealy Theme and Resort by bike is through the lanes of the Parish as seen in Figure 60. This could be developed and signed which would provide a much more sustainable way to access this award-winning family theme park that has been voted the best day out in Devon for eight years running.



Figure 60: Rural lanes as a potential cycle route to Crealy in Zone B

4. The improvement and expansion of Clyst Honiton's cycle network is a key recommendation within the '*Green Infrastructure Strategy – Clyst Honiton Neighbourhood Plan 2013 – 2031*'. 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 cycle enhancement strategy for Clyst Honiton.

5. Recognising the need for a pro-active approach to achieving this vision for a better connected and more cyclist friendly settlement, in parallel with Policy AC5, 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 local projects as well as more far-reaching links that extend beyond the Neighbourhood Plan Area and connect Clyst Honiton to a wider region.

6. E bikes and scooters look set to become 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.

7. 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 stations will facilitate the transition to a mode of low carbon, travel that increases well-being and health.

Implementation, Monitoring and Reviewing the Plan



Figure 61: 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 in question. 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 an infrastructure and project delivery focus. 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.

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”.⁵²

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. A responsibility for monitoring Neighbourhood Plans also rests with the Local Planning Authority and this function will be carried out by East Devon District Council.

To make sure that its plan continues to be effective, Clyst Honiton Parish Council will, however, need to adopt local level monitoring. An example 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 being used?
- Which policies are ineffective?
- Are there any policies missing?
- Do policies need rewriting?

⁵² (see section 38(6) of the Planning and Compulsory Purchase Act 2004).

The Parish Council's monitoring framework should focus on whether or not proposals are approved and also look at conditions where planning 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.

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.

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 2008⁵³ which can be levied by planning authorities on new development in their area.

MHCLG (2014) CIL⁵⁴ 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 (ie Clyst Honiton Parish Council)

Strategic Infrastructure Projects

9. There are five priority strategic infrastructure projects 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).

There are also several Community projects that comply with the 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 will compile a list of the projects which the community see as priorities for delivery and would like to see funded by CIL funds. These priorities will be informed by the adopted Neighbourhood Plan and the community will be consulted further on any new proposals.

⁵³Planning Act (2008) Part II Community Infrastructure Levy

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

⁵⁴ 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>

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 / 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: Broader Objectives

11. Monitoring should also consider whether the broader objectives of the Clyst Honiton Neighbourhood Plan are being achieved. Monitoring of planning decisions, projects and actions are all part of this, 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, considering 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 Plan⁵⁵ 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

⁵⁵ Emerging Local Plan <https://eastdevon.gov.uk/planning/planning-policy/emerging-local-plan/>

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 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.

Appendix 1: Clyst Honiton Strategic Environmental Assessment (Draft)

Appendix 2: Clyst Honiton Habitats Regulation Assessment. (Draft)

Appendix 3: Consultation Statement (submitted at Reg 16)

Appendix 4: Draft Sustainability Appraisal

Appendix 5: Basic Conditions Statement (submitted at Reg 16)

Appendix 6: DCT: Housing Needs Survey (2020)

Appendix 7A: Clyst Honiton Character Assessment (2015)

Appendix 7B: Clyst Honiton Design Code (2020)

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 Bypass Site Noise Assessment (2020) updated (2023)

Appendix 13: Green Infrastructure Strategy (2018)

Appendix 14: EDDC Review of Employment Land (2018)

Appendix 15: Stratton and Creber Clyst Honiton Economy Report (2019)

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 Legal Agreement. (2023)

Appendix 22. EDDC SEA, HRA and EIA Screening Report (2020)

Clyst Honiton Neighbourhood Plan – Pre Submission Version
(Dated June 2023)

Plan vision:

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

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

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

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
	Community Facilities	<p><i>Aims:</i> To protect, enhance and develop new community assets, facilities, and services.</p> <p><i>Objectives:</i> To support the retention and enhancement of Clyst Honiton’s Villages existing community facilities by designating them as community assets. To develop a community building to provide a space for community events and services. Provision of new or re-development of existing community facilities. To identify and safeguard the land at Pound Corner for future community allotment provision. To encourage and support opportunities for sustainable and local food production.</p>
Policy C1	Community Facilities & Services	<p>The Neighbourhood Plan identifies the following community facilities as assets which make an important contribution to creating a cohesive and inclusive local community:</p> <ol style="list-style-type: none"> 1. St Michaels and All Angels Church. 2. The Duke of York Public House. 3. The Exeter Inn Public House. 4. The Parish Field. <p>Proposals that will enhance the viability and/or community value of any of the above assets as facilities for use by the whole community will be supported.</p> <p>The loss of all or part of a community facility(ies), including but not limited to those identified above[?] will not be supported unless:</p> <ul style="list-style-type: none"> • the proposal involves an alternative community facility that would provide equal or greater benefits to the local community, and is no less accessible to the community and where possible, offer greater levels of accessibility; or • it can be demonstrated that the community facility is no longer viable (in the case of public houses, they should be marketed as a going concern at a reasonable market value for a minimum of 12 months).
Policy C2	New Community Facilities & Services	<p>Proposals for new or enhanced community facilities in the Neighbourhood Plan Area will be supported where they meet the following criteria:</p> <ul style="list-style-type: none"> • It is replaced by equivalent or better community provision (applicable only for redevelopment proposals);

Commented [AK1]: Advisable to engage with the asset owners directly about the inclusion of their assets in this policy if not done so already. Possible that assets could be separately registered with EDDC as ‘Assets of Community Value’ to give community the opportunity to take them on if they go on the market.

Commented [JE2R1]: None registered

Commented [JE3R1]: All landowners informed

Commented [AK4]: May be an element of risk in this clause of supporting proposals that make the facilities more viable only but could reduce or lead to loss of community use. Suggested amends to avoid risk and also be clear that ‘proposals’ should not include the loss of part of the community facility either. If there are no other facilities at all in the Plan Area omit ‘including but not limited to’.

Commented [JE5R4]: Changes have been made but use by the whole community is difficult for public houses so this has been deleted

Commented [AK6]: Suggested amends to avoid the currently worded clause being able to be satisfied by marketing the public house for residential use at twice the value it would be as a pub. It could potentially be stricter still – see our emerging LP policy 58 for our latest thinking.

Commented [JE7R6]: Be in line with 58 so wording has been inserted

Commented [AK8]: Some awkward wording - suggestions made for better flow. Would also be good practice to number/letter the criteria here and throughout the plan policies to aid referencing.

Commented [JE9R8]: Taken out existing facilities as these are cover in C1

Commented [AK10]: Suggestion to put this as standalone clause but also to consider if this is unnecessary duplication of Policy C1?

Commented [JE11R10]: agree

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<ul style="list-style-type: none"> • it is they are of a scale and design that would be in keeping with the character of their location; • there would no significant adverse impact on the amenity of surrounding residential properties; would be acceptable, • they are proposal is designed to minimize it their environmental impacts, including where necessary and appropriate, controlled hours of working; • for development to extend the existing leisure and or recreation experience for the community; • they to include 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. <p><u>Proposals for the redevelopment of existing facilities will be supported where they are replaced by equivalent or better community provision and are available for use by the whole community.</u></p> <p>Proposals for the following sites to bring forward new community facilities are supported:</p> <ol style="list-style-type: none"> 1. A community building within the Bypass Development site (as specified in Policy SA3), and 2. Community infrastructures within the space designated as River Clyst Park (as specified in Policy NE3)
Policy C3	Future allotment provision at Pound Corner	<p>The land denoted in Figure 18 extending to 0.22ha is to be safeguarded for future community allotment provision for the replacement of the existing allotments at Ship Lane.</p> <p>Proposals for the provision of allotments on this site will be supported.</p>
	Design	<p>Aims:</p> <p>To support zero carbon energy use, low carbon homes and the production of renewable energy. For development to include designs and structures that provide effective flood management and minimize flood risk. To encourage energy efficient and sustainable development. To support the development of residential and businesses of high-quality design. To improve access to high-speed communication services.</p> <p>Objectives:</p> <p>To plan for climate change and work with the environment to utilise natural energy resources. To support sustainable community energy schemes in the Plan Area. To support new flood defence schemes and any longer-term effective flood management proposals. For all development to include sustainable drainage measures to minimize flooding. For existing and new residential buildings and business premises to be well designed and built with sustainable features. For new build to include provision of electric charging points. For new and existing developments to adhere to the Clyst Honiton high quality design specifications. For adequate storage areas to be designed into new builds. For new developments outside the village to preserve 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 all residents and businesses in the Area with high-speed communication service, and for this to especially extend to serve the Zone B [see Plan page 19] rural area residents and businesses.</p>
Policy DS1	Development of high-quality design	<p>Proposals in the Plan Area should have regard to the Clyst Honiton Village Character Assessment (2015), and the Clyst Honiton Design Code (2020) which sets out the unique qualities, key features and design codes for development.</p> <p>New development across the NP Area should be designed to:</p>

Commented [AK12]: Whether or not there is a need for the facility in the community could be a planning consideration (if that is the intention, but we consider the current wording to be unclear. Perhaps instead, 'there is a proven need for the facility to serve the local community' or similar? Could also encourage particular types of proposals that would be supported, if any from the evidence base, aside from the 2 sites already mentioned.

Commented [JE13R12]: Sentence not deleted by added where there is proven need so that development is need evidenced

Commented [AK14]: To make it clearer that this is referring to the proposals detailed in Policy SA3 & NE3.

Commented [JE15R14]: SA3 deleted but NE3 changes made

Commented [AK16]: This would appear to need cross reference to link it to delivery of allocation SA2. Overall and crucially, just safeguarding the land for this use will not guarantee this will happen. The Plan needs to require that this alternative provision be provided before the houses are built, otherwise there may be a gap in provision/not provided at all.

In terms of suitability, it is noted that this land is situated in the airport Public Safety Zone. The NP should ensure it has given consideration to the policy paper 'Control of development in airport public safety zones' (updated 8 October 2021) regarding the restricted and controlled zones. Allotments are included as an example of certain forms of new or replacement development which involve a low density of people living, working or congregating may be acceptable within a PSZ.

The allotments are also within the Aerodrome Safeguarding Zone. The NP may need evidence about whether the use of allotments and the plants grown may attract additional birds for feeding/roosting/ nesting which is a consideration for the safeguarding of aerodromes. Particularly given the very near proximity of the proposed allotments to the airport (including being close to the western end of the Public Safety Zone). The NP should consider whether there is an increased risk regarding aerodrome safeguarding of introducing allotments at this location, and what is the appropriate action to minimise the risk.

Overall, the view of the Airport/CAA as to the acceptability of this proposal is key.

Further considerations that do not appear to be referred to in the Plan are the loss of existing well-established allotments (and their biodiversity) – as flagged as an issue in the initial [...]

Commented [JE17R16]: SA3 deleted on advice from EDAL

Commented [AK18]: No harm, but as general good practice - should keep this kind of explanatory text out of the policy wording and in the supporting text by way of justification. This applies here and elsewhere but the comment is not repeated.

Commented [JE19R18]: Agree deleted

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<ol style="list-style-type: none"> 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) 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 for native planted hedgerows/hedgebanks is encouraged. (Design Code 5) Conserve and enhance designated and non-designated heritage assets and their settings. Proposals that would adversely impact upon the significance of designated assets or their setting will not be supported. Create well defined, attractive and secure streets and spaces benefiting from good levels of natural surveillance and designed for climate change resilience. (Design Code 2-4) 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, wildflowergrass verges and green corridors into the proposal. To use native and or climate resilient planting of green corridors and hedgerows. Link into and enhance the existing pedestrian and cycle network and facilitate future connectivity and sustainable transport options. (Design Code 7) Minimise the visual impact of parking on the built landscape and rural landscape, and for parking areas to have maximum surface permeability. To 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. The use of more than 50% coverage by artificial grass will not be permitted in gardens. (Design Code 2/4)
Policy DS2	Sustainable design and construction of buildings	<p>Any new development and conversionschemes</p> <ol style="list-style-type: none"> The design and standard of any new development should aim to meet a high level of sustainable design and construction and for energy efficiency to deliver the latest zero-carbon emissions target. To include those listed in Table DC2A. The design and standard of any retrofit of existing development, including conversion and extensions where appropriate should aim to meet a high level of sustainable design and construction and for energy efficiency to deliver the latest zero-carbon emissions target. To include where appropriate those listed in Table DC2A. Locating and implementing appropriate sustainable design and construction measures to mitigate air and noise pollution that arise from the proximity to Exeter Airport and/ or the nearby road network are to be provided. <p>(Text in Table DC2A: Listed below are a list of sustainable designs and building construction information for the retrofit of existing properties (including conversions and extensions) and for all new developments:</p> <ul style="list-style-type: none"> • Appropriate siting and orientation to optimise passive solar gain. • The use of high quality, thermally efficient building materials. • Installation of energy efficiency measures such as loft and wall insulation and double 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 energy and for efficient use of water and other natural sources. • Passivhaus standard to be prioritised to ensure airport noise levels are mitigated.)
Policy DS3	Communications Infrastructure	Development proposals across the Plan Area, especially in Zone B, to incorporate the latest high-speed telecommunication networks including fibre optic connections.

Commented [AK20]: To align with national policy, this should refer to impact upon 'significance' specifically.

Commented [JE21R20]: added

Commented [AK22]: To be aware that except perhaps in relation to new-builds and therefore first installation, this is not in planning control and therefore cannot be controlled, other than where it might cross over with biodiversity net gain, surface water management, or agreed landscape management plan. And in any case, in new developments it would be better to be lower or none at all.

Commented [JE23R22]: Sadly deleted and 2 more clauses added on request of EA and EDAL

Commented [AK24]: To be aware that most of the measures would not need planning permission in the case of a retrofit to an existing buildings so we would suggest a single clause to simply refer to 'any new development and conversion schemes'.

More generally, whilst we support the intent, the policy wording is vague (including Table DC2A) in terms of being clear what precisely it is seeking and being able to be enforced. For instance, 'loft and wall insulation and double glazing' will already be required through the Building Regs so the question is whether you are seeking those to be exceeded?

Here and generally be aware that the use of 'should' in policy terms arguably makes compliance with clauses optional. 'Where appropriate' is a grey area too. For clauses which you are seeking to be enforced across the board, (and from our own experience on some Local Plan policies), we would advise using 'shall' or 'will be required to' to be definitive. As currently worded this would allow developers to say that they tried but couldn't do it for any reason and there would be nothing we could do.

Also – references in here to airport noise could be confusing and suggest better dealt with elsewhere.

Commented [JE25R24]: Policy reduced to two sentences with table placed in justification as an example. Second sentence added on request of EDAL

Commented [AK26]: To be aware that all we can do is ensure that new developments are designed so that they are ready for connection to the fibre network through provision of infrastructure (ducting etc) to enable such a connection. Installing any fibre connection is not within our control or the developers and will be down to open reach and other broadband providers.

By way of example, this wording is in several adopted NPs: "All new residential, educational and business premises development will be required to make provision for the latest high-speed telecommunication networks including broadband."

Commented [JE27R26]: Sentence above utilised. Second sentence has been made more locally specific as requested by the Health checker

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		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. Equipment that is no longer in use is to be removed and the site reinstated <u>as soon as it is practicable to do so</u> .
Policy DS4	Sustainable Drainage	<p>All new commercial and residential developments and proposals requiring planning <u>permission</u> to convert or extend properties <u>should</u> demonstrate a net reduction in surface water run off to minimise the impact of development upon the drainage regime of the River Clyst, reduce incidents of localised sewage levels and release, and flooding, and to maximise water storage and release.</p> <p>All development to maximise use of <u>EC21</u>-natural flood management and artificial SuDS, and water recycling features, <u>with reference to the latest guidance from DCC21</u>, including those listed below:</p> <ol style="list-style-type: none"> permeable paving for driveways and parking areas; water harvesting and water storage features; green roofs; swales; soakaways; retention ponds; filter strips; and/or detention basins. <p>All development proposals should seek to minimise the amount of green space lost to hard surfacing.</p> <p><u>Appropriate to the scale and nature of proposals</u>, SuDS measures should also be designed to enhance the local river environment and seek to provide additional benefits including:</p> <ul style="list-style-type: none"> water treatment and the removal of pollutants; infiltration and groundwater replenishment; recreation and amenity space provision; and/or biodiversity and habitat creation. <p><u>Proposals to retrofit, convert and extend should comply with the requirements in this policy but are to be proportionate to their scale, nature and location.</u></p>
Policy DS5	Flood defences	<p>Proposals for new flood defences that will help to improve river water quality and management and reduce flooding in the Plan Area will be supported.</p> <p>Flood defence proposals should seek opportunities for natural biodiversity enhancement and habitat creation and mitigate against damage to the river environment.</p> <p>The combination of a river flow regulation structure on the River Clyst with a micro – hydro renewable energy scheme, is supported if deemed viable by the specialist bodies (Environment Agency and Flood Risk Authority).</p>
Policy DS6	Storage Spaces	<p>All new development should be designed to facilitate occupants to recycle and use modes of low carbon active travel.</p> <p>The use of the following dedicated storage spaces will be supported:</p> <ul style="list-style-type: none"> facilities for waste and recycling space * secure and dry external storage to accommodate <u>bicycles</u>, scooters and/ or mobility aids.

Commented [AK28]: Some suggested wording changes for clarity. Part duplication with the 1st sentence of the policy in respect of conversions and extensions. Suggest the reference to applying this proportionately remains in this last clause and the start of the policy could be simplified to read 'Development proposals should' (or 'shall')

Commented [JE29R28]: Changes suggested agreed and last sentence was brought forward in the Policy box

Commented [JE30]: Policy retitled as requested by EA. Second and third sentences have been added to as requested by DCC & AE

Commented [AK31]: Would be useful to define minimum provision particularly for apartments e.g. minimum 2 spaces per dwelling or 1 per bedroom, whichever is the greater.

Commented [JE32R31]: Comments from Health checker implemented. Minimum specification for bikes was agreed and added.

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<p>Design of such storage facilities are to ensure that there is:</p> <ul style="list-style-type: none"> Minimal visual impact on the public realm, and Minimum obstruction to pedestrians and vehicular access. <p>* Such storage spaces should be both sufficiently spacious for containers provided by the district council and readily accessible at ground level.</p>
Policy DS7	Provision of charging points	<p>All new housing development proposals, in which dedicated parking per house is provided are required to provide appropriately located charging points for electric or low emission vehicles and bicycles.</p> <p>All new employment, commercial, leisure and retail developments, in which cycle/ scooter parking is provided, are required to include secure covered cycle parking with charging points.</p> <p>All new employment, commercial, leisure and retail developments are required to provide vehicular electric charging points for use by staff and customers.</p>
Policy DS8	Provision and use of renewable energy	<p>The design and standard of any new development should aim to meet a high level of sustainable design and construction and be optimised for renewable energy to comply with zero-carbon emissions.</p> <p>Innovative approaches to the construction of low carbon buildings, which demonstrate sustainable use of resources and high renewable energy levels will be supported. These include:</p> <ul style="list-style-type: none"> Incorporation of on-site energy generation from renewable sources such as photo-voltaic and/or solar heating panels. Installation of ground-source and/or air-source heating. Linking to zero carbon renewable energy district heating schemes. Construction of dwellings with high energy efficient standards such as Passivhaus and /or a comparable standard. <p>For existing buildings (residential and commercial) there is support for:</p> <ol style="list-style-type: none"> The retrofit of heritage properties to reduce energy demand and to generate renewable energy where appropriate providing it safeguards historic characteristics and development is done with engagement, and permissions of relevant organisations. Refurbishment and extension to maximise their contribution to the energy efficiency of building and of renewable energy sources designed with increased renewable energy in mind and to comply with zero-carbon sustainable design and construction standards.
Policy DS8	Community led renewable energy production	<p>Development proposals for renewable energy schemes which are community led or are promoted in partnership with a community organisation and a developer (commercial or non- profit) will be supported if utilising the following:</p> <ul style="list-style-type: none"> Micro hydro-electricity. Solar technologies. Ground Source and Air Source Heating. Other emerging renewable technologies. <p>Development proposals for such schemes should be designed to ensure the following:</p> <ol style="list-style-type: none"> The siting and scale are appropriate to its setting and position in the wider landscape; They do not have an unacceptable impact on the amenities of local residents (including noise, vibration, views and vistas, shadow flicker, water pollution, emissions,) and the road network; They do not have an unacceptable impact on a local landscape character of the natural environment and its biodiversity;

Commented [AK33]: These clauses seems most likely to apply to the NDO site where communal provision could be incorporated.

Commented [JE34R33]: Second and third sentence amalgamated and simplified. Agreed that there is a need to keep commercial developments specification in (Home Farm and other sites)

Commented [AK35]: Much duplication/overlap with Policy DS2: Sustainable design and construction of buildings here – need to avoid duplication between policies by either combining into a single policy or ensuring they cover distinct and complementary aspects.

Could refer here (or in DS2) to following a 'fabric first approach'

Commented [JE36R35]: Agreed took out construction

Commented [AK37]: This implies that they would not have to connect to the existing district heat network because it is not currently zero carbon. Wouldn't it make more sense to refer to connection district heat networks that are/or are working towards being zero carbon?

Commented [JE38R37]: Community feel strong about this issue and for 9 houses coming forward they should have choice to select a more zero carbon option.

Commented [JE39R37]: The list has been placed in the justification section on advice of the HealthChecker

Commented [AK40]: Some difficult to follow wording here. Also need to ensure this is worded as implementable policy and not just a statement. E.g. insert 'Where planning permission is required, and reword to support proposals where. As previously, should be in line with national policy wording regarding 'significance' rather than historical characteristics.

Commented [JE41R40]: This has been altered to suggestions

Commented [AK42]: Suggest the examples are best located in the supporting text and the appropriateness of any proposals is determined by the criteria.

Commented [JE43R42]: List removed to justification

Commented [AK44]: Ok with this as worded but to be aware the policy justification describes the policy as giving support to a range of community small scale RE projects – but 'appropriate scale' and 'small scale' are not the same.

As general point any requirements need to be in policy or cross-referred to in order to be insisted upon, so a review to ensure the justification and the policy marry up is a useful exercise ahead of Submission.

Commented [JE45R44]: Amendments made and an extra 6 point has been added EDAL has provided input.

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<p>4. Where appropriate, provide natural screening perimeters and new important wildlife habitats;</p> <p>5. They do not impact airport safety and operations.</p> <p>As technology evolves the renewable energy developments that are no longer in use are to be removed and the site reinstated.</p>
	Economy: Business and Jobs	<p><i>Aims:</i> To provide new businesses and employment within the Plan Area. To support the regeneration of sites for business in the village. To support the growth of new and existing business premises in Clyst Honiton village.</p> <p><i>Objectives:</i> To provide a new business site in Clyst Honiton village. To provide development of the following in the Plan Area:</p> <ul style="list-style-type: none"> • start-up micro -enterprise businesses. • micro and small enterprise businesses. • work live units. • food/ drink production businesses. <p>To support a rural economy and to increase the provision of holiday accommodation, office space and live-work units. To support regeneration of three economic sites within the village. To support regeneration of old buildings and agricultural buildings in Zone B [see Plan page 19]. To support new development offering a range of class uses in Clyst Honiton Village.</p>
Policy E1	Supporting a rural economy	<p>Proposals for holiday accommodation and micro sized businesses (classes E(c) and E(g)(i)) in Zone B (Fig 6), excluding Hill Barton Business Park, will be supported where they:</p> <p>a) are proposed on previously developed land or through the conversion of existing buildings. b) are in keeping with the scale, form and countryside setting. c) are physically located adjacent to or well related to existing rural settlements. d) are compatible with the existing landscape setting; and e) would not result in adverse impacts to residential amenity, biodiversity or highway safety.</p> <p>Where proposals involve the conversion of existing buildings, this should not entail disproportionate extensions.</p>
Policy E2	Rural economy: live-work units	<p>Developments of live work units * in Zone B (Fig 6) excluding Hill Barton Business Park, will be supported when:</p> <ul style="list-style-type: none"> • Proposals involve the change of use of an existing building and/ or 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 to take into consideration the setting and are to be: <ol style="list-style-type: none"> 1. in keeping with the scale, form and countryside setting 2. physically located adjacent to, or well related to, existing dwellings, clusters of dwellings, and/or existing settlements such as Holbrook. 3. of high-quality design to enhance the existing landscape setting, and 4. would not result in adverse impacts to residential amenity, biodiversity or highway safety. <p>5</p>

Commented [AK46]: Understand the intent, but we question the need for this policy given the Permitted Development Rights (PDR) that would largely allow these types of conversions anyway. Suggest considering those and then deciding if wanting to go any further.

On the policy as worded, we would make the following observations:
1. 'Micro-sized business classes' are not development. Planning policy can only control buildings used for business purposes but not how many people they employ. We could grant a small business space and then it could employ 20 people which would ultimately would not be in accordance with this. To keep it to small spaces, a size of unit could be defined but even then a lot of conversions will be PD.

2. Suggest supporting text needs to explain this exclusion as it is not referred to. As the adopted Local plan does not support expansion of Hill Barton Business Park (Policy E7) this could be used as a basis for the exception.

3. Notwithstanding the reasonably restrictive criteria already included and the PDR, we would suggest this should be 'redundant existing buildings' as most will be agricultural and without this specification it could encourage farmers to apply for consent to convert perfectly good buildings that are in agricultural use to business units or holiday lets and then argue that they need a replacement agricultural building which we would then have to grant because of the agricultural need.

4. Some of these policies are ambiguous and would benefit from greater clarity so they can be applied e.g. in keeping with the scale and form of what? Presumably nearby/adjacent buildings? What is meant by rural settlements in this context and what is the rationale for excluding Clyst Honiton village from this policy?

Commented [JE47R46]: This policy has remained there have been some word changes made and the justification section has been strengthened and the exclusion have been explained.

Commented [AK48]: Overall we are concerned about sustainability as nowhere in 'Zone B' can be considered a sustainable place to live even if your work and home are in the same building. Residents would still need to travel by car for everything else and the areas is characterised by narrow lanes. We are unclear why the policy excludes supporting such development at Clyst Honiton village?

We could potentially support this for conversion of existing redundant buildings only, but to be aware that as above PD rights allow many of these to be converted to full residential anyway.

Notwithstanding the outcome of the recent Broadclyst NP examination which employed this condition, we would be seeking a more robust definition which is less open to abuse. Simply having a room with an external door does not ensure that it will be used exclusively for employment, or that it will be used at all. Since the move towards hybrid working and increase in internet availability, it is not unreasonable to expect that home-office space is now more the norm. If ...

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		Proposals of live work units on greenfield sites are not supported in Zone B. * To be a live work unit there needs to be provision of a room with a separate external door (on either floor) that is designated as an office/ workspace for those residing therein. The workspace should therefore be designed to be functionally separate from the dwelling to which it relates.
Policy E3	Opportunities for new and/or improved business development in Zone A (Fig 6)	Proposals for new business and commercial development (Use Class E (a)-(f), E(g) i-ii, F2(a)-(b) or the small-scale expansion of existing employment premises in the village are supported where developments: a) are in keeping with the scale, form and character of its their setting. b) would be compatible with the existing village townscape character as seen identified in the Clyst Honiton Village Character Assessment and the Clyst Honiton Design Code. c) are designed to ensure that residential amenity and highway safety and operation are not adversely impacted. d) provide adequate off-street parking to avoid businesses using on-street parking and adding to street congestion. Proposals for the small-scale production and/or sale of local food and drink products, and/or artisan/craft products will be particularly welcome and supported.
Policy E4	Business sites in Clyst Honiton Village	Proposals for new or improved business facilities at the following sites are supported: 1. Home Farm Business Park (Site 1 in Figure 28): <ul style="list-style-type: none"> Proposals for new or improved business and commercial facilities Class E (a) (c) (e) and g (i)-(ii) would be supported. Proposals will be restricted to low density employee numbers in accordance with airport public safety zone legislation. Proposals that provide multiple small sized units would be supported. 2. Exeter Inn Car Park (Site 2 in Figure 28): <ul style="list-style-type: none"> Proposals for the following (C1) (E(d) and E (f) would be supported. Proposals to manage and mitigate for flooding. 3. Old School Business Park (Site 3 in Figure 28): <ul style="list-style-type: none"> Proposals for new or improved business and commercial facilities class uses E(c) i-iii, E(g)i would be supported. 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. Development proposals for these sites should: a) be in keeping with the scale, form and character of its' setting. b) be compatible with the existing village townscape as seen in the Clyst Honiton Village Character Assessment. c) be designed to ensure that residential amenity and highway safety and operation are not adversely impacted. d) provide adequate off-street parking to avoid businesses using on-street parking and adding to street congestion. e) incorporate mitigation features for aircraft related noise.
	Housing	Aims: To provide new housing in Clyst Honiton village. For housing to provide a community building. To provide a balanced housing stock to enable local people to stay in the parish throughout their lifetime. To ensure a range of tenure is provided across the new developments. To support appropriate development outside of the village (Zone B [see Plan page 19]) which supports the rural economy and local needs.

Commented [AK49]: As rest of 'Zone A' would appear to be unsuitable for development, suggest align the policy title to development in Clyst Honiton Village? As this does not have a Built Up Area Boundary, how is location to be defined/applied in consideration of proposals – adjacent and well related to existing built form?

Commented [JE50R49]: E3 and E4 have been combined. The policy is to support home working developments as well as new or improved development at the 3 sites in the village.. New clauses have been added to support appropriate development. Class uses have been excluded.

Commented [AK51]: No harm stating this but to be aware the type of products that are produced or sold from a premises cannot generally be controlled by planning policy, beyond the use classes and many changes are now covered by PD. We do use conditions on farm shops to require a proportion of goods to be produced on the holding and proportions produced within the local area and then define that by being within x miles of the site so there are things we can do but the current wording is too vague to be implemented, beyond giving a general statement of support.

Commented [AK52]: Overall we support the intent however we are unclear whether this is seeking to allow new build units at Sites 1 and 3, or just subdivision and "improvements". If it does include new build is this just within the site areas shown in Figure 28 which we would have no objection to – or is this intended to allow expansion onto adjoining land, which we would question the appropriateness of in a village with no BUAB? Also, we are unclear about the justification for the different mix of uses at the different sites – this appears rather random.

Commented [AK53]: Airport comments will clearly be key as this is in the Public Safety Zone as to what uses could be advisable.

Commented [AK54]: Presumably the policy should be ensuring that adequate parking is retained to support the public house use? As above, we do not see the justification for the uses proposed and would think it

Commented [AK55]: This is already in use as lettable business space, and given change of uses between business tenants is likely to be PD will not constitute development, what is the envisaged development/regeneration? As above

Commented [AK56]: Would make same suggest wording amends as above but also suggest considering if E3 and E4 could be combined, and if not, why noise mitigation is not included in E3.

Commented [JE57R56]: This has happened

Commented [AK58]: It is considered that the scale of growth envisaged in the Plan (plus any completions 2021 to 2023, and commitments from planning approvals not yet completed) suggests that the allocations could meet some needs beyond 2031, including contributions to affordable

Commented [JE59R58]: SA1 and SA3 have been deleted. Affordable provision is now included. 1/2 bed houses are being provided in SA1 which seems to match DHC need

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<p>Objectives: To allocate three sites for housing in Clyst Honiton Village. To support self-build/ custom build houses. For a community building to be provided on site SA3 through a Neighbourhood Development Order. To provide 3-5 affordable houses subject to a local connection requirement. To provide a greater proportion of smaller properties (1/2 bed) for those elderly villagers wishing to downsize and for young singles, couples or families needing their first home. To provide a range of housing tenures, to include as well as open market a variety of other tenures such as: first homes, shared ownership, affordable, social models. To support development of work- live units. To support self-build/ custom build houses.</p>
Policy SA1	Existing allotment site, York Terrace	<p>Land fronting onto York Terrace identified in Figure 41 is allocated for a small development of up to six dwellings, subject to an alternative allotment site at Pound Corner being secured and available prior to the loss of the existing allotments for community use through Policy C3.5.</p> <p>Proposals should meet the following site-specific requirements:</p> <ul style="list-style-type: none"> Housing to be 1 and 2 bed properties. Development proposals should incorporate mitigation features for aircraft related noise, road noise and flooding. The development of a comprehensive masterplan including positive frontages, with service areas and car parking to the rear of properties. The provision of safe vehicular, pedestrian and cycle access.
Policy SA2	Slate and Tile Site, York Terrace	<p>Land fronting onto York Terrace identified in Figure 42 is allocated for a small development of up to nine dwellings.</p> <p>Proposals should meet the following site-specific requirements:</p> <ul style="list-style-type: none"> Housing to be 1 and 2 bed properties. Development proposals should incorporate mitigation features for aircraft related noise, road noise and flooding. The development of a comprehensive masterplan to be designed to acknowledge the site's key gateway location. Innovative proposals that deviate from the existing character and scale of the surrounding area will be supported. The provision of positive frontages, service areas and "off street location" parking. The provision of safe vehicular, pedestrian and cycle access.
Policy SA3	Site adjacent to the Clyst Honiton Bypass	<p>The site shown in Figure 43 is allocated for mixed use development comprising a maximum of 50 residential units, up to 2400 square metres of employment space (Footprint plus parking and landscaping) and a community facility. To be supported, development proposals must comprise a comprehensive scheme, and deliver all the three components (A-C) listed below:</p> <p>A. Community Facility, comprising a community building, a community space and parking.</p> <p>Building: Provide land and construction of a finished community building that is fit for purpose in the area shown on the site masterplan (Figure 44). The community building is to include provision of the following:</p> <ul style="list-style-type: none"> A large community room for events and meetings. Smaller rooms for Parish council office and other meeting spaces Storage space

Commented [AK60]: Housing Officer has requested for accuracy changing Affordable to Affordable Rent and Social to Social Rent and also include Rent to Buy, "in accordance with the District Council's adopted Affordable Housing SPD". Overall, however, in this location where the LP only supports community-led housing, the tenure mix and size of housing should be informed by and respond to your evidence of local community need.

Commented [JE61R60]: Tenures deleted from objectives. Tenure and mix of Sa1 match evidenced need

Commented [AK62]: Further to comments above, this policy is silent about affordable housing relating to this site. Page 95 of the CHNP refers to viability assessment evidence that affordable housing could be viable. Under Local Plan policy a site of 5-9 dwellings should provide a contribution for off-site affordable housing, subject to viability. The CHNP justification could signal this.

Commented [AK63]: This requirement in policy needs to be strengthened as between Policy SA1 and Policy C3 as currently stated the delivery of the allotments is not secured. Policy C3 states that "A key requirement of Policy SA1, however, is that the existing allotments can only be redeveloped subject to an alternative and suitable allotment site being successfully provided." If so, then Policy SA1 needs to state this clearly.

It is also essential that Policy SA1 is amended with a specific clause that precludes the housing development unless there is a mechanism to secure the provision of new allotments at Pound Corner (this could be e.g. through a legal agreement and offsite contribution).

Currently it is unclear how delivery of the new allotments is to be achieved (e.g. are the landowners of the Pound Corner land giving the land for free and funding necessary)

Commented [JE64R63]: Sa1 and C3 deleted

Commented [AK65]: Same comments on affordable housing provision (& viability – this time ref paragraph 4 p.98 of the NP) apply as at SA1.

Commented [JE66R65]: Affordable section has been added

Commented [AK67]: Ensure consistency with the NDO and suggest cross-referring to it in the policy and/or supporting text.

Commented [AK68]: Policy seems to lack requirements re. parking which could exacerbate existing issues identified in the village? and bullet no.5 under Movement would support minimal provision - this is

Commented [AK69]: Notwithstanding our comments in the letter about size, suggest for consistency in the policy this should also give the floorspace for the community element.

Commented [AK70]: Strongly recommend adding the words, 'The Building should be Fit for Purpose' here and elsewhere, including in any contract with the developer.

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<ul style="list-style-type: none"> • Café area with kitchen facilities • Toilets. <p>Community space: A secure fenced community space outside the building with provision of the following:</p> <ul style="list-style-type: none"> • An area for community planting. • A seated area. • An outdoor kitchen area. • An awning to partially cover the outdoor space. <p>Parking: provision of covered and secure cycle storage racks and provision of parking spaces to meet the needs of the development.</p> <p>The community facility has to be finished in full and signed over to the Parish Council before any residential dwellings and economic units are occupied.</p> <p>B. Residential Development. Residential development of up to 50 units is to:</p> <ul style="list-style-type: none"> • be located where airport noise levels are lowest, with no dwellings located in areas that are forecast (by 2030 and beyond) to be exposed to greater than 54 dB LAeq, 8hrs during the night from airport related noise (airbourne traffic, engine testing) or 63dB LAeq, 16 hrs during the day (Appendix 12); • have a building envelope that is equipped with high performing fabric, glazing and adequate ventilation mechanisms and/or other measures which satisfactorily mitigate air and noise pollution from Exeter Airport and surrounding roads; • achieve low or net zero carbon energy performance standards such as certified Passivhaus and or a comparable standard. • incorporate a mix of housing in terms of size and tenure, including up to 10 one-bedroom and 16 two-bedroom, three and four-bedroom homes to balance the villages existing housing stock; • provide access to a public amenity space for all residential dwellings. <p>C. Commercial Space</p> <p>Commercial development is to:</p> <ul style="list-style-type: none"> • Provide approximately 846 sqm of employment floorspace, divided into 6 to 13 plots; • incorporate ONLY the following use classes: Class E (a) - (g), Class F 1 (a) – (e) and F2 (a) –(b). <p>A, B and C are to be developed in relation to the following site-specific requirements:</p> <p>Safe operation of the airport:</p> <ol style="list-style-type: none"> 1. The design and layout of A, B and C, the landscape scheme and the construction works must ensure the safe operation of Exeter airport and to be in line with CAA advice notes.37 To include, for example, limiting the height of buildings and structures, noise mitigation design and not increasing the risk of bird strike. <p>Noise Pollution measures:</p> <ol style="list-style-type: none"> 2. Construction work shall not begin until a scheme of noise mitigation conditions for protecting the proposed noise sensitive development has been submitted to and approved by the Local Planning Authority and statutory aviation authorities.

- Commented [AK71]:** Electric vehicle charging points? Check consistency with DS7.
- Commented [AK72]:** Scope of provision seems optimistic. It's more common for outside space, for example, to be provided as a blank canvas and seating, awning, planting etc. be carried out by the community. 'finished in full' and 'signed over' will need to be tightened up. The separate legal agreement setting out the terms is important, e.g. is it leasehold, will there be rental costs, management fees etc.
- Furthermore, considered highly unlikely this could/would be delivered before any units are occupied – likely to be more like 50%...Elsewhere the documentation suggests that a clause would be added into the s106 agreement to say this facility must be built out and completed first prior to any of the housing. Current views of Officers is that this is highly unlikely and even 50% occupation of the housing could be a challenge.
- Commented [AK73]:** As per covering letter, appreciate the housing is enabling development but affordable housing provision needs discussion. As the Policy is again silent on this, as written it might deliver only market housing for sale or rent. Notwithstanding our concerns expressed in the letter about, development for residential, if developed this site should provide for affordable housing as well, and the mix of type of affordable housing should be clear. Further to comments above, the policy should also consider not ...
- Commented [AK74]:** Meaning of 'building' envelope' is not clear - sometimes used to refer to a settlement or development boundary but here assume it means (external) building structure? Suggest define in glossary or re-phrase.
- Commented [AK75]:** This isn't clear – 'Up to' can be argued to mean that 1-2 are acceptable. Up to 16 x 2, 3 and 4 bed houses isn't many. At best there could be 24 x 5+ bedroom houses, at worst, over 40. The wording should be clear so that the majority of units are 1 and 2 bedrooms, or 1, 2 and 3 beds if that is what the intent is to achieve.
- Commented [AK76]:** Similar to comments at SA1, this needs to be linked to the site proposed in Policy NE3 and be made available prior to first occupation of the dwellings. Also as per comments elsewhere, unclear how this site will be secured.
- Commented [AK77]:** Economic development officers consider there is demand for this type of space which could support supply of small and affordable commercial units for local businesses. This would not be expected to compete with the Enterprise Zone which needs to remain key in landing high-value inward investment. The preference would be for any units here to support businesses and trades peo ...
- Commented [AK78]:** Note nothing in the requirements in this policy about noise mitigation in the layout/build of the commercial/community element for airport/road noise – aware these are not as noise sensitive use as residential – but still seems like an omission not to refer to mitigating in some way for users. ...

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<p>Movement</p> <ol style="list-style-type: none"> To provide safe vehicular access to and from the site for all users and to the satisfaction of the highway's authority. For commercial access and community building access to come directly from the Bypass, and that no commercial traffic is to be directed past any residential frontages. Provision of a design and site layout that successfully prioritises the needs of pedestrians and cyclists over motorised users throughout the site and successfully designs in choices for active travel by taking opportunities to connect footpaths and cycleways, directly with neighbouring areas, the surrounding footpath and cycle network and public transport services as seen in Policy AC4 Provision should include a publicly accessible footpath, suitable for pedestrians, through the site and to link this up with the community building and onward to the Parish field via Churchside. (Route 7 in Policy AC4) Create new safe and attractive off-road pedestrian and cycle links from the site to the village along York Terrace and to Churchside, to ensure good connectivity with the existing village settlement. <p>Open Space</p> <ol style="list-style-type: none"> Publicly accessible open space to meet the needs generated by the development. In addition to the space associated with the community building (see above), the scheme should include all the public accessible open spaces on the masterplan. <p>Ecology</p> <ol style="list-style-type: none"> Measures to avoid or mitigate against any adverse effect of the development on the Pebblebed Heaths and Exe Estuary Special Protection Area (SPA), in accordance with the Habitats Regulations, the South-East Devon European Site Mitigation Strategy, and Strategies 47 and 50 of the East Devon Local Plan. This can be achieved through a contribution 39 per dwelling on commencement. Demonstrate, through the use of the DEFRA Biodiversity Impact Assessment Calculator Metric (or equivalent), that the proposals will achieve the biodiversity net gain in line with Policy NE1. For construction of parking to be designed in line with Policy DS4. <p>Contamination</p> <ol style="list-style-type: none"> Prior to commencement of works, a desk based Preliminary Environmental Risk Assessment (PERA) will be completed by the developer to assess the potential sources of on-site and off-site contamination. <p>Heritage</p> <ol style="list-style-type: none"> Prior to commencement of work, an assessment will be completed by the developer which provides the following: Demonstrates an understanding of the significance and contribution made by heritage assets such as St Michael's Church, and their setting. Quantifies the impact of the development on the heritage assets. Illustrates and justifies the mitigation measures taken in designing the scheme to avoid or limit harm to the heritage assets and their setting.
Policy H1	Self – Build/ Custom Build Houses.	<p>Development of self and custom-build dwellings will be supported in the following locations:</p> <ul style="list-style-type: none"> On single plots where the dwelling is a conversion of an existing building, and On single infill plots in which the new build is in scale with surrounding properties and is located within or adjoining: <ul style="list-style-type: none"> an existing cluster of dwellings the established settlements of Holbrook and Clist Honiton Village. <p>Provision of 10% self-build and custom build dwellings will be required on all residential schemes of 30 houses or more as follows, unless superseded by Local or National requirements:</p>

Commented [AK79]: Correct name and the standard Government adopted/approved methodology.

Commented [AK82]: Although we do not suggest we need to require affordable self-build on the scale of development involved here, suggest consideration should be given to restrict the floorspace allowed under the policy. By way of example, this has been included in the 'made' Farringdon NP policy although the circumstances are different.

Commented [JE83R82]: This section has been rewritten and scale is determined by criterion within the policy.

Commented [AK80]: The justification states the policy promotes community self-build and also self-build for local people, but to be aware it does not specifically address these aspects.

Commented [JE81R80]: amended

Commented [AK84]: As noted elsewhere, nowhere in Zone B is considered to be a sustainable location for housing. Holbrook is considered unsuitable for new housing. We are also concerned about the unsuitable structures being considered suitable to support for self-build in the policy justification in the wider rural area and could not support this. Clist Honiton is not considered to be a sustainable location for growth by the LP, but given the scale of growth in the vicinity if this is what the community want to see we would be unlikely to object in principle to that.

Commented [JE85R84]: Only 1 site bringing forward up to 9 houses so the last sentence was agreed. Sustainability is presented in the SA App 4

Commented [JE86R84]: In relation to H1 we feel that the NP is in general conformity with Strategy 7 NP policy.....

Commented [AK87]: 10% is high – the draft LP policy is 5% on sites of over 20 homes and the wording of the 2 bullet points that follow are considered unclear. However, in any case it appears that this could only apply to the NDO site proposals as there is no Built Up Area Boundary and as the final clause below confirms it will not apply to that site, it is considered superfluous and should be deleted.

Commented [JE88R87]: Some amendments have been made and justification section has been adjusted

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<ul style="list-style-type: none"> An offer of serviced plots for custom build, either on an individual basis or for a duly constituted self-build group to organise a collective self-build construction programme, a minimum of whichever is the higher. Alternative negotiated compliance with this policy for several sites in order to provide a larger self-build site will also be considered, as long as it offers a genuine self-build opportunity of equal value to the community and is well integrated within the surrounding built form and community. <p>Exception sites for tThis policy will not apply toare the Hill Barton Business Park and/or the Bypass site in Policy SA3.</p>
	Natural Environment	<p><i>Aims:</i> To protect, develop and extend local green spaces. To retain and enhance the semi-rural, non-urban character of the Clyst Honiton village. To protect and increase the Areaenhance local landscape character and biodiversity.</p> <p><i>Objectives:</i> Safeguard a local green community space to promote increased activity levels and outdoor opportunities for residents. To allocate areas in Clyst Honiton Village as Local Green Spaces. To allocate a green landscaped corridor. For the parish field to remain as a public open space to allow for large numbers to gather for community events and field games. To ensure that new development responds positively to Clyst Honiton's existing landscape setting whilst protecting and enhancing local wildlife habitats. To protect and increase the Plan Area's habitats and wildlife corridors. To ensure a minimum 10% net gain in biodiversity where there is development. For new developments outside the village to preserve and enhance the rural landscape setting and outlook.</p>
Policy NE1	Landscape and biodiversity	<p>As appropriate to their scale, nature and location development proposals should contribute to a high quality and biodiversity-rich natural environment by demonstrating how the following are to be addressed:</p> <ol style="list-style-type: none"> Retaining and integrating existing landscape features including hedgerows/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. 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. Using locally distinctive landscaping 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 and castellated brick borders are supported as the preferred boundary treatments to be in keeping with the Clyst Honiton Character Assessment and the Clyst Honiton Design Codes (Appendix 7). Creating new habitats and enhancing wildlife connectivity. Existing wildlife corridors should 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, should be provided in line with the best practice guidance, including BS 42021:20221, and/or as specified in latest legislation. Permeability for wildlife should also be provided at ground level within boundary featureslatest legislation. 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's and Blackdown Hills 'Landscape Character Assessment' (2019) and the Clyst Lowland Farmlands Devon Landscape Character Area, and Management Guidelines (LCA & MG) for East Devon' (2008).

Commented [AK89]: To avoid any confusion in terminology because exception sites have particular connotations in planning policy terms and are allowed by exception.

Commented [JE90R89]: adjusted

Commented [AK91]: This bit is not relevant in a landscape and biodiversity policy - should be/is in design policy and therefore duplication. Also unclear what 'castellated brick borders' are - presumably boundary walls?

Commented [JE92R91]: adjusted

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		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
Policy NE2	Green Landscaped Corridor	The land denoted in Figure 51 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. Other than development requirements associated with maintaining the strategic road network, only minor proposals associated with managing and improving the wildlife corridor will be supported.
Policy NE3	River Clyst Park	The land denoted in Figure 52, is safeguarded as a publicly amenity space. Proposals relating to the enhancement of the River Clyst Park will be supported, <u>where they if the developments are to provide appropriate:</u> <ul style="list-style-type: none"> • Easy access to the site for those walking, <u>cycling?</u> and using appropriate terrain mobility vehicles, • <u>Surfaced paths within the site?</u> • interpretation/ information boards, • litter bins, • <u>seating/picnic area, and</u> • <u>cycle stands/parking structures</u> • <u>planting and site/habitat management.</u> Proposals will need to take into consideration the seasonal community use of this area and the water management role of this flood plain area. Proposals for alternative development of this area will not be supported.
Policy NE4	Local Green Community Spaces	The following accessible community green spaces in Figure 54, have been demonstrated to be of <u>particular importance/significance</u> to the local community. These sites which are all in Clyst Honiton village have been designated as Local Green Spaces (in accordance with paragraphs 100 and 101 of the NPPF (2021) in Appendix 17: <ol style="list-style-type: none"> 1. The churchyard, adjacent to St Michaels and All Angels Church. 2. The green spaces <ul style="list-style-type: none"> • adjacent to noticeboard and village seat on St Michaels Hill, and • beside the Southwest Water pumping Station. 3. The Parish Field on Airport Road. 4. The green verges at the entrance to the village and on both sides of the B3174 in Clyst Honiton village. <u>Development within these local green spaces will be limited to works that would that enhance their accessibility, biodiversity, and community and/or educational value.</u>
	Parking and Access	Aims: To improve car parking provision for existing and new residents and businesses. To improve the public realm of Clyst Honiton Village Road and its junctions. To develop new footpaths, cycle paths and mobility networks for health, leisure and work purposes across the Plan Area.

Commented [AK93]: In CVRP and prone to flooding /waterlogging so not seemingly under development pressure, but suggest this needs to tie back to SA3 if this is part of the noise mitigation. As per comments elsewhere, safeguarding is one aspects, but how will it be delivered/secured? Also, given the ground conditions, is this going to be available as an 'all year round' as the 'relatively quiet public open space' for the noise mitigation purpose? See comments elsewhere in our response about suitability of this site for the noise mitigation function.

In terms of our strategic work on habitat mitigation and SANGS to deliver the CVRP, we are content with the wording of Policy NE3. The land would be suitable for amenity space, but we agree there will be seasonality issues due to localised flooding. For the record, we can confirm it would not be required for SANGS resulting from NP development. Instead it is likely we would accept CIL payments, to support the delivery of offsite and onsite habitat mitigation. However, it could fit in our wider network of public access space that includes SANGS, within the Clyst Valley Regional Park.

Commented [JE94R93]: Offsite noise mitigation is not required by SA1. We have done more work with BAP in order to be more definitive about exactly what noise mitigation is required. Delivery of public access will be triggered by PROW 106 obligation. Management of area to be determined between EDDC and CCE

Commented [AK95]: Aware the PC own the parish field but have they written to the other LGS owners? Owners approval is not required for designation but good practice they are notified of the intention and have the opportunity to comment. The examiner at the recent Kilmington NP examination wanted that evidence. Also in that instance it is worth noting that the churchyard was removed as a proposed LGS through the examination process as it was deemed to have sufficient protection from other means and the Diocese of Exeter did also objects whether designation as LGS is appropriate may need some further consideration.

Commented [JE96R95]: Have email trail re notification of intention for all spaces

Commented [AK97]: Terminology - to accord with NPPF and avoid confusion (N.b. Also suggest the Community Green Space label on the NDO site masterplan should also be renamed to avoid using 'Green Space' for risk of confusion with LGS.)

Commented [JE98R97]: amended

Commented [AK99]: From experience of other examinations this will not be NPPF compliant and will simply need to say 'Development proposals affecting the designated local green spaces will only be supported in very special circumstances.' If this is likely to preclude any works the community would wish to support, LGS may not be appropriate, although likely these works referred to here may well not equate to ...

Commented [JE100R99]: Last sentence has been altered utilising Health checker suggestiondeleted

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
		<p><i>Objectives:</i></p> <ul style="list-style-type: none"> To improve car parking provision for existing residents in Clyst Honiton Village. To support improvements of car parking provision of existing businesses in Clyst Honiton Village. To provide maximum levels of off-street parking provision in new development. To support the development of car charging facilities for all new residential and business developments. To support the develop of infrastructures to change the layout, use and safety of the Village Road. To integrate old and new residential areas with improved multiuser routes. To develop a new network of pedestrian paths/ trails within the Plan area. To extend the number of cycle routes across the Plan area.
Policy AC1	Improved car parking provision	<p>Development proposals providing parking are to provide surfaces with maximum surface permeability.</p> <p>Development proposals which provide additional off-street parking spaces for Clyst Honiton village residents in locations close to or adjacent to housing will be supported where they do not have an adverse impact on:</p> <ol style="list-style-type: none"> local character, residential amenity, highway safety, flood risk (including local surface water flooding).
Policy AC2	Parking provision for non-residential development	<p>Non-residential development proposals on new sites, should deliver car parking arrangements which address the following matters:</p> <ol style="list-style-type: none"> The type and mix of the development. Parking areas are to provide maximum surface permeability. The accessibility of the location. Projected staff and visitor numbers. Off-road space for turning and dropping off, by service and delivery vehicles. Disabled parking provision. Covered and secure area for bike storage. A mix of rapid, fast or trickle electric charge points appropriate to the type of development. Identification of likely peak visiting times and associated parking requirements during this period. <p>Development proposals on existing commercial sites which enable the provision of the following are supported:</p> <ol style="list-style-type: none"> further onsite parking spaces, and charging facilities (see 7 above) <p>Proposals from commercial development close to housing that provide extra residential parking would be welcome.</p>
Policy AC3	Public realm improvements to Clyst Honiton village road, its road junctions and the enhancement of the historic core	<p>Development proposals to provide enhancement of and /or safe community use and access along Clyst Honiton village road will be supported where they provide:</p> <ul style="list-style-type: none"> - safe pedestrian zones, - street furniture and seating, - cycle parking, - appropriate planting, - infrastructure to ensure safe vehicular access to and from Ship Lane.

Commented [AK101]: Would support, but appears to be an odd place to start the policy as this is secondary to the intent, and might fit better under the SUDS policy, or moved to the end of this policy.

Commented [JE102R101]: Placed further down the policy

Commented [AK103]: Requiring more parking is rather counter to the climate change/sustainability credentials of the plan, but understand there is a local issue/concern with parking in the village.

However, what sort of development is in mind here as it seems to be envisaged to offer parking for EXISTING development. Understand the aspiration but unlikely we could require any proposal to reasonably do that, or refuse a development that did not (as long as it did exacerbate the issue and met its own parking need), although outside the planning system, the PC could perhaps come to an arrangement with the site/business owner.

We also consider there is some risk the policy sets out that you will support a proposal that you may not otherwise wish to, just because it includes a few designated spaces for residents. Although the criteria cover most aspects of concern, they do not refer to traffic generation - only safety. There is a risk that something comes forward as airport car parking and we cannot resist it under this policy or control who could use the spaces.

The issues with people parking here for the airport shuttle ideally need taking up (with evidence) with the airport and highways authority, if not done so already.

Commented [JE104R103]: This policy has been amalgamated with AC2. Agree with unforeseen circumstances and have removed "Development proposals which provide".

Commented [AK105]: Note no policy re. residential development parking provision. This can be left to the Local Plan, but as its not tied down in the allocation policies either and the current adopted LP is not prescriptive and just a guide, this may be a gap / something to consider further. We would suggest as ...

Commented [JE106R105]: Agreed this needs to be in the NDO

Commented [AK107]: This appears to be duplication with AC1 and again we are concerned about the support it could lend to development you would otherwise not wish to support because it offers some parking for nearby housing. Would need the same ...

Commented [JE108R107]: Agreed deleted

Commented [AK109]: No objection to intention to secure these enhancements but we would query what development is envisaged coming forward that could reasonably be required to provide these things? It could be identified as potential use for PC share of CL perhaps?

Commented [JE110R109]: Steering Group want this in and Health checker thought it was ok

Plan Ref	Topic/ Policy Title	Plan/Policy Wording
Policy AC4	Pedestrian movement	<p>Development proposals which would provide a new and would extend and/or improve existing routes for active travel contribute will be supported,</p> <ul style="list-style-type: none"> • New Routes (Figure 47 [see Plan page 118]) • Clyst Park route No 3 • Bypass site route No 7 • Orange Meadow route No 9 <p>as well as those linking to:</p> <ul style="list-style-type: none"> • Sky Park Fitness Trail • Clyst Valley Trail • WW2 Fighter Pen • Clyst Valley Regional Park <p>Development proposals should provide appropriate and safe pedestrian access and should link up with the existing pedestrian network.</p> <p>Development proposals should be designed to create natural surveillance of footpaths, and such routes should include sufficient lighting to make users feel safe and secure.</p> <p>Development proposals should also consider future opportunities to enhance connectivity to neighbouring sites and should be designed in a manner that facilitates future connections.</p>
Policy AC5	Active Travel Provision	<p>Support will be given to proposals which would add to or improve the existing network of multi-use routes as seen in Figure 59.</p> <p>Development proposals that contribute to the creation of new links to the following network of cycle paths and key destinations in the wider region will be particularly welcome:</p> <ul style="list-style-type: none"> - National Cycle Network Route 2 and Route 34 (Exe Estuary Trail) - Killerton Trail and Ashclyst Forest - Crealy Theme Park and Resort <p>Development proposals should provide appropriate and safe bike access and should link up with the existing cycle network.</p> <p>Development proposals should also consider future opportunities to enhance connectivity to neighbouring sites and should be designed in a manner that facilitates future connections.</p> <p>Development proposals should be designed to create natural surveillance of routes and should include sufficient lighting provided by renewable energy to make users feel safe and secure.</p> <p>Proposals for the provision of cycle racking and E bike hire stations will be supported.</p> <p>The loss of existing cycle routes will be resisted unless a replacement route of equal or better quality is provided as part of the development.</p>

Commented [AK111]: And/or?

Commented [JE112R111]: done

Commented [AK113]: Active travel would be walking as well - so pedestrian/shared routes too. Perhaps just change policy title or consider if AC4 and AC5 can be combined into 1 active travel policy?

Commented [JE114R113]: AC4 and 5 have been combined

Commented [JE115R113]: combined

Commented [AK116]: Re. lighting by renewable energy we are happy with this clause but note it does not require this on the same clause in the pedestrian route policy - suggest they are consistent.

Commented [JE117R116]: Included for both

Commented [JE118R116]: Done by amalgamating

Commented [AK119]: Suggest defining in justification or using different term as this could potentially be construed as an operational building for bike hire? Also some locational and design criteria might be beneficial as these can be very 'urban' in appearance.

Commented [JE120R119]: Altered

Commented [AK121]: Suggest need to define what quality means in this context in some way, or at least saying an "appropriate replacement route"...

Commented [JE122R121]: agreed

Clyst Honiton Neighbourhood Plan

Steering Group agreed policy changes document. (December 2023)

The Reg 16 policies are presented below. The text in blue is to show where changes have been made to the policies post regulation 14.

It is to be noted that text shaded in blue includes sentences with single word changes and or whole sentence changes.

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 for the redevelopment of these existing facilities will be supported where they are replaced by equivalent or better community provision.

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

- the proposal involves an alternative community facility that would provide equal or greater benefits to the local community, and is no less accessible to the community and where possible, offer greater levels of accessibility; or
- **it can be demonstrated that the community facility is no longer viable (in the case of public houses, they should provide marketing information and viability studies that evidence that the current use or an alternative use of similar value to the community is not viable).**

C2: New Community Facilities and Services

Proposals to bring forward new community facilities at the following sites are supported:

1. The Bypass Site (Clyst Honiton Neighbourhood Development Order Site) and
2. The River Clyst Park (as specified in Policy NE3)

Proposals for the above, and other 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;
- where there is proven need for development to extend the existing leisure and or recreation experience for the community;
- 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.

C3 Policy deleted.

DS1: Development of High-Quality Design

Proposals in the Plan Area should have regard to the Clyst Honiton Village Character Assessment (2015) and 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 and enhance designated and non-designated heritage assets and their settings.](#) Proposals that would adversely impact upon the significance of such assets or their setting will not be supported unless justified due to public benefits arising (in the case of designated assets).
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 where appropriate an acceptable environment and amenity with regard to the noise impact of the airport and to address all airport safeguarding requirements.

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 and for energy efficiency to deliver the latest zero-carbon emissions target.

Where appropriate, any new development and conversion/extension schemes will be required to meet high level design and construction to mitigate for air and noise pollution that arise from the proximity to Exeter Airport and/ or the nearby road network.

DS3: Communications Infrastructure

All new residential, 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.

DS4: Sustainable Drainage

All developments proposals requiring planning permission (to include conversion or extensions) shall demonstrate a net reduction in surface water run off to minimise the impact 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 and release.

Proposals to retrofit, convert and extend will be required to comply with the requirements of this policy but are to be proportionate to their scale, nature and location.

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 DCC¹ 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 will be limited by airport safeguarding legislation

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.

Flood management and / or flood defence proposals should seek opportunities for natural biodiversity enhancement and habitat creation and mitigate against damage to the river

¹ DDC: <https://www.devon.gov.uk/floodriskmanagement/planning-and-development/sustainable-drainage/>

environment. Any biodiversity enhancement and habitat creation to 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).

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.

Design of such storage facilities are to ensure that there is:

- Minimal visual impact on the public realm,
- Minimum obstruction to pedestrians and vehicular access and,
- Minimum space for the storage of 2 bikes per dwelling.
- Minimum space to accommodate containers provided by the district council for waste and recycling.

DS7: Provision of Charging Points

All new housing development proposals, in which dedicated parking per house is provided are required to provide appropriately located charging points for electric or low emission vehicles and 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.

~~All new employment, commercial, leisure and retail developments are required to provide vehicular electric charging points for use by staff and customers.~~

DS8: Provision and Use of Renewable Energy.

New development shall aim to meet a high level of sustainable design and be optimised for renewable energy to comply with zero-carbon emissions.

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

1. The retrofit of significant heritage assets to reduce energy demand and to generate renewable energy providing it safeguards significant characteristics and development is done with engagement, and permissions of relevant organisations.
2. Refurbishment and extension to maximise contribution to the energy efficiency of a building and /or provision of renewable energy sources designed with an increased renewable energy and to comply with zero-carbon sustainable design and construction standards.

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.

Development proposals for such schemes should be designed to ensure the following:

1. To be in keeping with the scale, form and character and or countryside setting;
2. To ensure that the following : including noise, vibration, views and vistas, shadow flicker, water pollution, emissions, do not have an unacceptable impact on the amenities of local residents and the road network;
3. That there is not an unacceptable impact on local biodiversity;
4. Where appropriate, provide natural screening perimeters and new wildlife habitats;
5. 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 reinstated.

E1: Supporting a Rural Economy

Proposals for holiday accommodation and businesses classes (E(c) and E(g)(i) in Zone B (Fig 6), excluding Hill Barton Business Park, will be supported where they:

1. Are proposed on previously developed land or through the conversion of existing redundant buildings.
2. Are in keeping with the existing scale and form.
3. Are physically located adjacent to or well related to an existing dwelling.

4. Are consistent with the existing countryside landscape setting; and
5. Do not result in adverse impacts to residential amenity, biodiversity or highway safety.

Where proposals involve the conversion of existing buildings, this should not entail disproportionate extensions.

E2: Rural economy: Live-Work Units

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

1. A live work unit conforms to the following requirement: The residential element can only be occupied in conjunction with the operation of the dedicated working space.
2. Proposals involve the change of use of an existing building and/ or on a brownfield site.
3. Proposals for demolition and/ or conversion of an existing buildings should not entail substantial building beyond the existing footprint or disproportionate extensions.

Proposals are to meet the following site-specific requirements:

- To be in keeping with the existing scale, form and their countryside setting.
- To be physically located adjacent to, or well related to, existing dwellings, or clusters of dwellings such as Holbrook.
- To be of high-quality design to enhance the existing landscape setting, and
- Will not result in adverse impacts to residential amenity or highway safety.

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

Policy E3 and E4 have been amalgamated.

NEW E3

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

Development proposals for new businesses within Zone A and new and/or improved business development at the three sites in Clyst Honiton Village (listed below),

1. Home Farm Business Park (Site 1 in Figure 26):
2. Exeter Inn Car Par (Site 2 in Figure 26):
3. Old School Business Park (Site 3 in Figure 26):

Will be supported where the development is:

- in keeping with the scale and form of their setting;
- designed where appropriate, to be in conformity with the existing village character as identified in the Clyst Honiton Village Character Assessment;
- designed to ensure that residential amenity is not adversely impacted;
- designed to provide adequate off-street parking to avoid businesses using on-street parking ;
- designed so that the village road remains a cul-de-sac;
- designed so that the level and flow of traffic generated does not adversely impact in any way on the safety and operation of the village road and/ or the highway network;
- to incorporate mitigation features where appropriate for aircraft related noise and flooding.

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.

Policy SA1 and SA3 have been deleted.

New SA1

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.

Proposals to meet the following site-specific requirements:

1. Housing to be 1 and 2 bed properties.
2. Provide 50% of the affordable housing allocation as social rented houses for those with a local connection criterion as set out in EDLP Strategy 25.
3. Development proposals should incorporate mitigation features for aircraft related noise, road noise and flooding.
4. To be designed to acknowledge the site's key gateway location (Design Code 4). Innovative proposals that deviate from the scale and design of the North Clyst Honiton Character Area will be supported.
5. The provision of "off street location" parking.
6. The provision of safe vehicular, pedestrian and cycle access.

H1: Self – Build and Custom Build Houses.

Development of self and custom-build dwellings will be supported in the following locations:

1. On single plots where the dwelling is a conversion of an existing building, and
2. On single plots in which the new build is in scale with surrounding properties and is located within the plot and / or adjoining an existing dwelling.

Provision of 10% self-build and custom build dwellings will be required on all residential schemes of 30 houses or more as follows, unless superseded by Local or National requirements.

Such provision could be provided through: Serviced plots for self-build and custom build, either on an individual basis or for a duly constituted self-build group (to include a community group)

This policy will not apply to Hill Barton Business Park or the Clyst Honiton Neighbourhood Development Order Site.

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/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

NE2: Green Landscaped Corridor [Policy Unchanged](#)

NE3: River Clyst Park

The land denoted in Figure 48, is safeguarded as a public amenity space.

Proposals relating to the enhancement of the River Clyst Park will be supported, where they provide appropriate:

1. [Access infrastructures for those walking and using appropriate terrain mobility vehicles.](#)
2. Interpretation/ information boards.
3. Litter bins.
4. [Cycle racking.](#)

Proposals will need to take into consideration the seasonal community use of this area and the water management role of the flood plain area.

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

NE4: 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 (in accordance with paragraphs 100 and 101 of the NPPF (2021) in Appendix 17:

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.

Inappropriate forms of development within any area of LGS will not be permitted unless justified by very special circumstances.

Policy AC1 and AC2 have been amalgamated.

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, and
- charging facilities (see 7 above)

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

Additional off-street parking spaces for Clyst Honiton village residents in locations close to or adjacent to housing will be 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).

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

Development proposals to provide enhancement of and /or safe community use and access along Clyst Honiton village road will be supported where they provide:

1. Safe pedestrian zones.
2. Street furniture and seating areas.
3. Cycle racking.
4. Infrastructure/s for planting to include trees.
5. Infrastructure to ensure safe vehicular access to and from Ship Lane.

Policy AC4 and AC5 have been amalgamated.

AC3: Active Travel Provision

Development proposals which would provide a new and/or would extend and/or improve existing routes for active travel will be supported,

1. New Routes (Figures 49 and 55)
2. Clyst Park route N° 3
3. Bypass site 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

Development proposals that contribute to the creation of new links to the following network of cycle paths and key destinations in the wider region will be particularly welcome:

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

Development proposals should provide appropriate and safe access and should link up with existing networks.

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 to provide cycle and E bike racking.

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

Summary of the Steering Groups' (SG) actions in relation to EDDC Reg14 response documents July 7th 2023.

EDDC officers had access to the Reg 14 Draft CHNP, its Appendices and supporting NP documents on the Parish Council website.

It must be noted that neither the Consultation Statement nor the Basic Conditions Statement were available at Reg 14. These documents are completed post Reg 14 and are a requirement at Reg 16 submission.

1. Consultation Statement (CS): All comments within the EDDC Reg 14 responses on the CS were noted and forwarded for the attention of the CS author.
2. Basic Conditions Statement (BCS) All comments within the EDDC Reg 14 responses on the BCS were noted and forwarded for the attention of the BCS author.

The EDDC Reg 14 response comprised of:

1. A covering letter,
2. NP document and a
3. Policy Document.

In this summary the feedback from the CHNP (Clyst Honiton Neighbourhood Plan) Steering Group is ONLY for the Neighbourhood Plan.

Withdrawal of Sites:

It is to be noted that the CHNP SG agreed for the following sites: SA1, SA3, and C3 to be withdrawn from the NP. This has resulted in the Neighbourhood Plan and the Clyst Honiton Neighbourhood Development becoming two stand-alone planning documents. The Steering Group welcomed this decision for the following reasons:

- For the NP to progress to submission ahead of the NDO.
- For extra work required on the NDO.
- For the NDO to be recognised and progressed as a specific planning model [The Neighbourhood Planning \(General\) Regulations 2012 \(legislation.gov.uk\)](#) Part 6
- For the NP to progress as specified in [The Neighbourhood Planning \(General\) Regulations 2012 \(legislation.gov.uk\)](#) Part 5

EDDC comments on SA1, SA3 and CF will not be actioned, but it is to be noted that, where relevant these comments will go to the NDO author and the Steering Group. These comments will be processed but as yet no timeframe has been set.

Covering letter:

Most of this letter is about quantum of housing and issues associated with Site SA3. However, NP content has been reviewed and the NP SG response and action/s on a page-to-page basis are presented in the Table below.

Page number	CH NP Steering Group responses / agreed action/s
2 p1	Action: reduced to 23 policies and a reduction of total content by 14 pages.
2 p3	Action : The consultation statement will provide a refreshed picture.
2 p 4	All paragraphs numbered. Policy template is: Numbered list, bullet points and further list of small case letters. Policy referencing and references checked. Cite sources updated and checked.
2 p5	NP now bringing forward up to 9 houses
4 p2	2009 contours adopted
4 p3	Noise mitigation: SA1 includes this and new section is provided.
4 p 5	On site SA1 amenity space is restricted, and quarry wall at the back of the site will act as a noise buffer. NE3 is within CVRP, and 106 obligations require the Church commissioners to deliver public access routes. NE3 Site is in a lowest airport noise contour in Clyst Honiton Village.
5 p2	Nighttime mitigation is achievable see additional section in SA1
5 p5	Viability assessment is recent and produced by AECOM. AECOM are national providers assigned for such technical work. AECOM technical packages are well received by Examiners.
6 p 4	The Plan is seen aspirational and policies although in general conformity with LP they are at times closer to the emerging Plan policies.
6 p 6	The Sustainability Appraisal will provide details of how each policy promotes the objectives of sustainable development.
7 p2	Affordability has been addressed with a section in the Housing section and within the SA1 policy.
7 p 4	Self Builds and work live developments are nationally supported and within the NP the scale of this development is limited within the policies. The other policies within the NP will also serve to limit this type of development.
7 p 5	The NP provides details of the emerging Plan and the new community in zone B of the NP Area.
8 p 1	C3 deleted and class use at Home farm have has been deleted.

8 p 7	Health check completed September 2023

NP Document with comments:

The Steering Group found this a useful document. Some comment boxes could not be fully read as not able to scroll through the whole comment box .

In most cases the response of the Steering Group was to agree to make the changes.

Page Number	SG response/ action/s
2, 6, 12 iii, 17, 18 20, 24, 49, 54 i and ii, 57,59,60,61,63, 65 66,67, 68, 69, 72, 73, 74 ii and iii, 75 ii, 78 81, 82 91, 92, 95 ii, 109, 110, 115, 119, 124, 137, 142, 146	All Done
9ii	Deleted section 1.2
11	Map requested
12i	1.5 deleted
12ii	1.6 deleted
21	Inserted a new section using this material
25	adjusted
27i	Date adjusted
27ii	P 27 – 34 on themes has been deleted and some of the text now lies within policy justification sections and/ or in introduction sections
28i	Sustainability section added to Housing section.

29	This section no longer exist has been deleted or reinserted into chapters.
35	Taken out technological infrastructures.
37 i	Has been amended.
37 ii	Done
37iii	Deleted
38	Deleted top box
51i	rewritten
51ii	done
51 iii	Artificial grass deleted
52	deleted
53 i	deleted
53ii	altered
57	deleted
63	adjusted
74i	added
95	Text added
105	site deleted
130	rewritten
139	Agreed for this to stay within the NP

The Policy Document:

The 23 policies within the Reg 16 Draft Neighbourhood Plan have all been adjusted. Comparison of the Reg 14 to the Reg 16 documents evidence just how much policy wording has been adjusted in response to the EDDC comments and to a lesser extent those made in the Health Check.

The changes made to the policies have ensured that the policies are clearer, concise, well presented and do not have unintended circumstances.

The EDDC Policy Word document attached shows how the NP Steering Group responded to both the comments and adjustments made by EDDC.

The Reg16 Draft Document is a much-improved planning document for having gone through this process. The CHPC NPSG are grateful for the level of input made by EDDC officers at this stage of the Clyst Honiton Neighbourhood Plan.

Janvrin Edbrooke December 2023

PART 1 HEALTH CHECK REPORT

TO CLYST HONITON PARISH COUNCIL IN RESPECT OF CLYST HONITON

NEIGHBOURHOOD PLAN

(Pre-submission version for Regulation 14 Consultation August 2023)

Author: Andrew Seaman BA (Hons) MA MRTPI

Report (Ver. 1.1): 19 September 2023

Clyst Honiton Neighbourhood Plan

Produced by Clyst Honiton Parish Council

Health Check – September 2023¹: Undertaken by Andrew Seaman BA (Hons) MA MRTPI

The Clyst Honiton Neighbourhood Development Plan (CHNP) has clearly been informed by a knowledge of the local area and the views of the local community, which are integral elements of the neighbourhood planning process. The CHNP has reached the consultation stage under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012 (as amended). It is not yet supported by a draft Basic Conditions Statement or a draft Consultation Statement which are important documents that should be produced as soon as possible to explain the process and community engagement that has occurred in producing the plan. These are critical to the overall content and justification of the CHNP and are crucial to demonstrating how the CHNP meets the relevant Basic Conditions. A Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) Report have been issued.

The following Health Check report notes the clearly expressed issues for the parish and identifies that there is scope to enhance and improve the content of the plan and its evidence to maximise its chance of proceeding to submission, a successful examination and referendum. In the next phase of the plan process, there is an opportunity for the plan length to be reduced and the policies to be edited and linked more clearly to their supporting evidence.

Taking into account this report and the Regulation 14 consultation responses, the CHNP should be reviewed to ensure a clear link between the policies and their justification/evidence. Some suggestions for consideration are made below. The Basic Conditions Statement and Consultation Statement will help to present the CHNP as a clear and cohesive product of community engagement that has regard to the national and local planning context such that it will deliver appropriate forms of sustainable development within the area, albeit these will also benefit from further updates following the current consultation.

In essence, the current CHNP provides a robust foundation for additional work which it is recommended to be undertaken prior to its submission to East Devon District Council (EDDC). Further discussion with EDDC officers is recommended to assist in developing the content and evidence of the plan.

¹ This report is based on the Regulation 14 version of the CHNP. Regard has been had to the additional information supplied and available on the Clyst Honiton Neighbourhood Plan page of the Parish website: [Neighbourhood Plan - Clyst Honiton Parish Council](#) This includes the Appendices and the information produced in relation to the Neighbourhood Development Order (see the Part 2 Health Check).

Summary of Recommendations

1. Process

- The CHNP has been developed by the Parish Council. Much work has clearly been undertaken leading to the current draft plan which has been subject to consultation under Regulation 14. The Consultation Statement and Basic Conditions Statement will need to be produced to support the CHNP prior to the submission of the plan to EDDC. These should contain the appropriate details of procedural compliance and an up-to-date consideration of the applicable Basic Conditions that should be met by any neighbourhood plan (NP) intending to be made. Both should include narrative explanations of what activities were undertaken and with what results and effect upon the draft CHNP. It may be helpful to look at the approaches taken towards the content of such statements in other made neighbourhood plan areas.
- Further liaison and correspondence with EDDC would be prudent to ensure, as far as practical, that the authority is in agreement with the process of the CHNP production and its draft content. EDDC may be able to assist in policy drafting where necessary. These matters are particularly relevant to the general conformity of the CHNP to the strategic policies of the development plan, which principally comprises the East Devon Local Plan (2013-2031) (LP). Regard should also be had to the advice in the Planning Practice Guidance (PPG) in relation to the emerging EDDC draft Local Plan (draft/emerging LP)², which has been subject to consultation under Regulation 18 but has not progressed further.³
- Evidence must also be provided indicating how the issue of equality has been considered. An Equalities Impact Statement would be a helpful addition and EDDC may be able to advise further on this matter.

² See PPG Reference ID: 41-009-20190509.

³ [Emerging Local Plan - East Devon](#)

2. Content

- The CHNP is drafted to take into account national planning policy⁴, including the requirement to plan positively for sustainable forms of development (which is also a Basic Condition). The Basic Conditions Statement should include clear commentary to explain how the CHNP meets this requirement.
- The CHNP has a 'vision' (page 34) and a series of 'aims and objectives' which inform the policies of the plan. The rationale for the 'vision' and the 'aims and objectives' should be explained with reference to any available evidence (e.g., demographic changes, local needs, community feedback etc). The CHNP should contain a summary of this process with greater details in the Basic Conditions Statement and/or Consultation Statement.
- There are 29 policies within the draft CHNP. Some of the policies require further review before submission is undertaken and there may be scope to reduce their overall number where the existing provisions of national policy and the extant development plan apply. Whilst the policies appear rooted in the community, specific amendments are necessary in certain instances to ensure they are adequately justified, have regard to national policy, are in general conformity with the strategic policies of the development plan and will be effective in implementation. Some suggested amendments for consideration are set out in Section 3 of this Health Check. EDDC may be able to assist further.
- Liaison with EDDC should be made to ensure the general conformity of the CHNP with the current strategic policies of the relevant development plan. A 'Statement of Common Ground' (SoCG) with EDDC would be a useful addition to the evidence base prior to formal submission for examination.

⁴ A revised version of the National Planning Policy Framework (NPPF) was published during the period of the Health Check assessment on 5 September 2023. It sets out focused revisions (to the previously published version of 20 July 2021) only to the extent that it updates national planning policy for onshore wind development. As such, all references in this Health Check read across to the latest 5 September 2023 version.

- The helpful implementation and monitoring section could be expanded within the CHNP explaining how the policies will be monitored for their effectiveness. A useful guide is available [here](#).

Section 1 – Process

	Criteria	Source	Response/Comments
1.1	Have the necessary statutory requirements been met in terms of the designation of the neighbourhood area?	CHNP	<p>The CHNP refers to the designation of the neighbourhood plan area and the area is shown on Figure 3. The plan states that EDDC made its designation decision on 2 April 2014.</p> <p>The Basic Conditions Statement should set out, with documentary evidence, the designation process including the final decision of EDDC. In the absence of documentation, it cannot be confirmed if the necessary statutory requirements have been met in the designation of the neighbourhood area albeit there is no suggestion otherwise. This should be clarified accordingly.</p> <p>Subject to the inclusion of necessary documentation within the CHNP and its supporting evidence, the statutory requirements appear capable of being demonstrated.</p>
1.2	If the area does not have a parish council, have the necessary statutory requirements been met in terms of the designation of the neighbourhood forum?	CHNP	The CHNP is being produced by Clyst Honiton Parish Council.
1.3	Has the plan been the subject of appropriate pre-submission consultation and publicity, as set out in the legislation, or is this underway?	CHNP	<p>The CHNP has been subject to Regulation 14 consultation which concluded in August 2023.</p> <p>A draft Consultation Statement has not yet been produced. This is a critical document which should be created to support the progress of the CHNP. It should include a timeline of activities setting out what consultation has occurred, how it was conducted, when and with what outcomes. It should include what changes are made to the CHNP in response to the feedback received (at Regulation 14).</p>

			The CHNP helpfully includes references to the various consultation/engagement activities. At present, the balance of evidence suggests that the CHNP will be subject to appropriate pre-submission consultation, and this would appear capable of being demonstrated through the CHNP and the Consultation Statement in due course.
1.4	Has there been a programme of community engagement proportionate to the scale and complexity of the plan?	CHNP	<p>The CHNP provides some details of community engagement and consultation activities, including the Masterplan on a key allocated site.</p> <p>The Consultation Statement should include a clear narrative to support the list of activities undertaken which explains the outcome of each engagement activity, who was involved and specifically how they informed the content of the CHNP.</p> <p>The indications suggest that there will have been a programme of community engagement proportionate to the scale and complexity of the plan albeit the details must be captured within the Consultation Statement in due course.</p>
1.5	Are arrangements in place for an independent examiner to be appointed?	No source	<p>There is no information provided on this. Whilst the qualifying body has not yet reached the stage of submitting the CHNP to EDDC under Regulation 15, it is advised that discussions could begin or be scheduled on how to identify a suitable independent examiner.</p> <p>Whilst the general approach is to assess the resumes/CVs provided by prospective examiners, you may also find it helpful in coming to a decision by reading examples of their reports on other NPs.</p>
1.6	Are discussions taking place with the electoral services team on holding the referendum?	No source	It is not yet appropriate to put in place arrangements for a referendum after the examination of the plan. However, as the plan continues to advance, discussions should be held with EDDC.
1.7	Is there a clear project plan for bringing the plan into force and does it take account of local authority	No source	There is no process set out for bringing the CHNP into force. This could be developed in liaison with EDDC.

	committee cycles?		
1.8	Has a SEA screening been carried out by the LPA?	CHNP SEA Report 2023	<p>EDDC issued a Screening opinion on 23 November 2021. Mindful of the consultation comments received and the context of the parish, EDDC confirmed that the CHNP is likely to have significant environmental effects such that a full SEA is required.</p> <p>A SEA Scoping Report has been undertaken followed by a SEA Report. The Report found both positive and negative effects dependent upon the SEA theme under consideration.</p>
1.9	Has a HRA screening been carried out by the LPA?	CHNP HRA Report 2023	<p>Under the HRA legislation, the CHNP and its site allocations has been subject to an Appropriate Assessment. This states that “Following Appropriate Assessment, it was concluded that, combined with the overarching East Devon Local Plan, the Clyst Honiton Neighbourhood Plan contains sufficient policy framework to ensure no adverse effects on the integrity of international designated sites will occur in isolation or in combination with other projects and plans.”</p>

Section 2 – Content

	Criteria	Source	Response/Comments
2.1	Are policies appropriately justified with a clear rationale?	CHNP	<p>The CHNP is informed by a general understanding of the existing development plan in the EDDC area. The CHNP acknowledges that EDDC are in the process of bringing forward a new local plan albeit progress has been delayed.</p> <p>The CHNP has a ‘vision’ (page 34). It would be helpful to draw together an explanation (including its preceding text) of how this has been derived (e.g., expand upon the input of the community?). Thereafter, the CHNP contains a number of aims and objectives and, once again, the rationale behind these areas could be explained more fulsomely; feasibly with reference to community engagement and the input of other stakeholders. The Consultation Statement may be the appropriate means for the detailed explanation with a summary in the CHNP itself.</p> <p>There are 29 planning policies within the CHNP. These are grouped under 6 separate sections.</p> <p>The policies are supported by text which seeks to explain the justification for the policies. In some instances, the supporting text should be reviewed to ensure it is clearly explaining the evidence and justification for the policies which follow. There is scope to reduce the length of some of the text to produce a pithier plan. Thereafter, the policies should be further reviewed, and this should be undertaken with regard to the outcome of the Regulation 14 consultation.</p> <p>The policies are generally worded reasonably. Some suggestions for potential amended wording are identified below (see detailed comments in Section 3). Liaison with EDDC is recommended to discuss the policy wording/approach.</p> <p>There is useful advice to be found here: https://neighbourhoodplanning.org/wp-content/uploads/Writing-planning-policies-toolkit-HK-071218-0907-COMPLETED-JS-complete-.pdf</p>

			Each policy is clearly identified by separated, colour coded text boxes. There is no doubt what constitutes proposed planning policy.
2.2	Is it clear which parts of the draft plan form the 'neighbourhood plan proposal' (i.e., the neighbourhood <i>development plan</i>) under the Localism Act, subject to the independent examination, and which parts do not form part of the 'plan proposal', and would not be tested by the independent examination?	CHNP	<p>The CHNP is supported by a contents table and runs to 150 pages excluding appendices. Whilst the document is legibly laid out there is scope to reduce its length to ensure an appropriate focus on land use aspirations and policies.</p> <p>Subject to amendments (as recommended), there is sufficient clarity as to what is the CHNP and what will be the subject of examination.</p>
2.3	Are there any obvious conflicts with the NPPF?	CHNP	Section 3 below identifies matters where clarity could be enhanced.
2.4	Is there a clear explanation of the ways the plan contributes to the achievement of sustainable development?	CHNP	<p>The CHNP is drafted in a broadly positive manner. Whilst the plan refers to sustainable development within the context of national policy, clearer references within the CHNP itself would be helpful, providing an explanation and commentary on how it will contribute towards sustainable forms of development.</p> <p>In producing the Basic Conditions Statement, it must include narrative commentary as to how the CHNP will contribute towards sustainable development.</p> <p>Subject to additional explanation, the CHNP and its evidence should be capable of indicating how a suitable contribution to the achievement of sustainable development will be secured.</p>
2.5	Are there any issues around compatibility with human	CHNP	There is no specific evidence on the matter of Human Rights. The Basic Conditions Statement should include details which show how Human Rights have been

	rights or EU obligations?		<p>considered during the CHNP production process. This could be supplemented by the production of an equalities impact assessment/statement clearly indicating how equality has been addressed in the plan production process.</p> <p>From an assessment of the documents received it cannot be concluded that there are no outstanding issues regarding compatibility with human rights and EU obligations (as retained in UK law) albeit there is no evidence of any clear breaches.</p>
2.6	Does the plan avoid dealing with excluded development including nationally significant infrastructure, waste and minerals?	CHNP	The CHNP policies do avoid dealing specifically with such excluded development.
2.7	Is there consensus between the local planning authority and the qualifying body over whether the plan meets the Basic Conditions including conformity with strategic development plan policy and, if not, what are the areas of disagreement?	CHNP	<p>There is no evidence to demonstrate a clear consensus (or otherwise) between Clyst Honiton Parish Council and EDDC, albeit the former is liaising with the latter.</p> <p>This should be remedied (by further minuted meetings/correspondence) ideally before submission. Any areas of obvious disagreement should be obviated or minimised. A SoCG would be helpful and could also address any matters arising with the emerging EDDC Local Plan.</p> <p>If appropriate, the Parish Council could consider the Locality advice on establishing a Memorandum of Understanding with EDDC (and others). A guide is available here.</p> <p>The Basic Conditions Statement must address the issue of conformity including a narrative explanation, ideally referencing agreement with EDDC. At present it cannot be concluded that there is consensus with EDDC and that there are no potential issues of general non-conformity (i.e., disagreement) with the strategic development plan policies of the extant development plan.</p> <p>Advice on the issue of 'conformity' is available here</p>

2.8	Are there any obvious errors in the plan?	CHNP	Some suggestions are made in Section 3 below.
2.9	Are the plan's policies clear and unambiguous and do they reflect the community's land use aspirations?	CHNP	<p>Detailed comments are made below on the content and drafting of the CHNP's policies, which appear to reflect the community feedback.</p> <p>It is recommended that the policies should be further reviewed in light of the Regulation 14 consultation responses. Some policies would benefit from clearer links to supporting evidence without which they would not be justified. A further 'sense check' and refinement to ensure that they are clear and effective is required (regard should be had to the advice in the PPG⁵).</p>

⁵ See PPG Reference ID: 41-041-20140306.

Section 3 - Detailed Comments

1. These detailed comments address all matters, **both of significance and of a more minor nature**, across the current CHNP and are presented in page order.
2. Title Page: the intended plan period should be included; the start date could reasonably be 2023, albeit the reasoning for these dates should be explained within the plan itself. DONE
3. Pages 2-5. A contents page is always helpful and good to see.

About Clyst Honiton Plan Area: Our Story

4. Pages 8-34. Whilst it is always useful to set out the context for a neighbourhood plan, there is scope to reduce the length of the initial section of the CHNP. For example, pages 8 and 9 could be reduced in size to avoid undue repetition of established planning policy (e.g., the NPPF).
5. Paragraph 1.2 states that the CHNP will have precedence over the local plan. That is technically incorrect as the two plans will work in tandem as both will form part of the development plan which provides the legal basis for decision making on planning applications. It is feasible that some content of a neighbourhood plan may attract greater weight in the decision-making process if it is more up to date than any existing local plan. A revision to the wording of this paragraph is recommended to ensure accuracy. EDDC officers may be able to advise.
6. Some of the content of this section of the CHNP repeats national policy and the evidence base in addition to providing a contextual narrative of the plan area. This could be edited to focus upon the key content which is necessary to support the plan and the policies which follow.
7. Page 25. Minor typographical error in the final paragraph 'limited bus service ~~with~~ which did not...'.
~~with~~
8. Page 34. The CHNP vision is clearly expressed. However, whilst paragraph 3.3 refers to the feedback of the community, it is not clear why the vision is phrased as it is and how it has been derived. The rationale for this statement should be provided with some additional narrative text: presumably with reference to the process of community engagement and an explanation as to how the evidence (e.g., parish engagement etc) has led to the final

wording. Similarly, the vision is supported by a number of aims and objectives but how these have been derived is unclear. It would be helpful and prudent to provide a brief explanation. The tabular approach shown within the CHNP could be adopted for the purposes of implementation and monitoring (see below).

General Matters

9. Throughout the CHNP and before submission, all policies should be reviewed against the advice of the PPG which states: “A policy in a neighbourhood plan should be clear and unambiguous. It should be drafted with sufficient clarity that a decision maker can apply it consistently and with confidence when determining planning applications. It should be concise, precise and supported by appropriate evidence. It should be distinct to reflect and respond to the unique characteristics and planning context of the specific neighbourhood area for which it has been prepared”.⁶
10. Regard should also be had to the helpful Locality advice on how to write planning policies⁷ which includes the following, “The golden rule is that your policies should be clear, precise, positive, relevant and capable of being delivered. They also need to be evidence based (see Box 1)”.

[See next page]

⁶ PPG Reference ID: 41-041-20140306.

⁷ <https://neighbourhoodplanning.org/toolkits-and-guidance/write-planning-policies-neighbourhood-plan/>

Box 1 – Top tips for writing planning policies

Write in everyday English – try to avoid jargon and stick to common sense language.

Avoid duplication – there is little point in addressing issues that are already covered by the policies in your Local Plan.

Be clear – avoid ambiguity and be as precise as you can about the intention of your policy.

Vision and objectives – each planning policy should stem from a clear vision for your neighbourhood and help deliver at least one of your plan's objectives.

Stand out – the policies are the centrepiece of your neighbourhood plan – make them stand out by putting them in a box in clear bold text.

Evidence – you can't just include policies on a whim, they need to be backed up by robust evidence and rooted in the feedback from your public engagement.

Keep it local – your planning policies cannot conflict with Central Government policy or challenge the strategic elements of your local authority's planning policies.

Targets – use your policies to set targets or provide indicators which can be used to monitor success.

Be positive – word policies to welcome development that meets your expectations instead of turning development away.

Delivery – your policies need to be capable of being delivered within the time frame.

11. Whilst the majority of the CHNP policies are clear, some would benefit from clearer justification in the supporting text and, in some instances, further review and amendment to maximise their effectiveness.

12. The Locality 'Roadmap'⁸ advises that the input of district council officers will often be useful in ensuring that the planning policies of any NP are suitably drafted as it can be a time consuming and challenging task. It is recommended that further liaison be undertaken with EDDC prior to

⁸ <https://neighbourhoodplanning.org/toolkits-and-guidance/create-neighbourhood-plan-step-by-step-roadmap-guide/>

consultation in order to refine the CHNP policies and its content/evidence. This could ensure that the extant (and any emerging) LP policies are appropriately referenced, and that unnecessary repetition is avoided.⁹

Community Facilities Pages 42-46

13. The preamble to Policy C1 states that the policy will designate Assets of Community Value (ACV). The formal process for nominating and designating ACVs is separate to that of neighbourhood planning. Consequently, the text of the CHNP should be altered accordingly. For the avoidance of doubt, Policy C1 should ensure that it does not conflate the formal designation of ACVs with a list of assets deemed to be important within the parish. EDDC officers may be able to assist further on appropriate wording and the separate process pertaining to ACVs. All affected landowners should be made aware of Policy C1. **The reference to the loss of facilities in Policy C1 replicates LP Policy RC6 and could be deleted to avoid unnecessary repetition.**
14. Policy C2 seeks to support new facilities and services and is reasonable. In the interests of ensuring an effective policy, it would be helpful to explain what is meant by 'community infrastructures' at River Clyst Park.
15. Policy C3 safeguards land for allotments. The policy is clear albeit it would be helpful to explain why Pound Corner is deemed the most appropriate site for such provision and how the process of site identification has been undertaken.

Design Pages 47-67

16. The CHNP sets out why design is important to the parish. **Policy DS1 is somewhat repetitious of Local Plan Policy D1 and it may be possible to review the former to ensure that it is distinct from the latter. Criterion 3 refers to the need for new development to conserve and enhance heritage assets. To ensure that due regard is had to national policy, it is recommended that the policy be amended to include reference to the 'significance' of such assets. The latter part of the criterion states that proposals adversely impacting such assets would not be supported. However, this conflicts with national policy that makes allowance for a balanced judgement to be made where schemes may harm an assets significance but may be justified due**

⁹ NPPF, paragraph 16 f).

to public benefits arising (in the case of designated assets). Therefore, Policy D1(3) appears to run contrary to national policy and should be amended to avoid such a conflict.

17. Page 51. Reference is made to the booming sales of artificial turf and the deleterious effects arising from its use and popularity. Such narrative requires evidential justification without which the requirements of the CHNP would not be justified and would thereby require amendment.
18. Policy DS2 relates to the sustainable design and construction of buildings with reference to examples of good practice cited in Table DC2A. It would be helpful to explain how table DC2A has been established and whether it represents the optimal list of elements to secure the policy aims. EDDC officers may be able to assist on this matter.
19. Policy DS3 reasonably relates to communications infrastructure albeit it should be reviewed against the terms of LP Policy TC1 and amended to avoid the unnecessary repetition of requirements (e.g., removal and impacts).
20. The CHNP approach to sustainable drainage is expressed by Policy DS4. The policy requirement for a net reduction in surface water run off should be justified with reference to evidence of both necessity in the plan area and achievability. As worded, the policy would apply to conversions wherein a net reduction may be impractical which would result in an ineffective policy. The final sentence of the policy indicates a proportionate approach to be taken towards conversions and extensions, but this results in a lack of clarity as to how the policy would be implemented. It would be helpful to clarify how the policy is expected to work in practice and to ensure that it is internally consistent.
21. The second paragraph could be amended to enable some flexibility in the policy, for example: "All development to maximise use of DCC natural flood management and artificial SuDS} and water recycling features *as appropriate*, including those listed below:..."
22. Policy DS5 supports flood defences and is reasonable.
23. Policy DS6 should explain what is meant by the term 'storage spaces' and what dedicated spaces would be in practice. Without such clarity, the policy is imprecise and would be less effective in operation and in achieving its aims.

24. Policy DS7 requires the provision of electric vehicle charging points for new houses but as worded it replicates current Building Regulations.¹⁰ As a consequence, it is unnecessary and should be amended (and feasibly deleted).
25. Policy DS8 refers to renewable energy. The first sentence could be amended to improve its coherence (e.g., “~~The design and standard of any n~~New development should aim to meet a high level of sustainable design and construction and be optimised for renewable energy to comply with zero-carbon emissions.”) albeit the plan should explain what a ‘high level of sustainable design’ means in practice. Criterion 1 should refer to the *significance* of heritage assets.
26. Policy DS9 supports community led renewable energy production as listed by the four bullet points. There is no explanation why these particular technologies are supported over any others, which should be remedied. The 5 criteria to be assessed as part of any development proposal are quite broad and may limit the achievement of renewable energy production in practice, which may nullify the aims of the policy. This should be further reviewed and amended to secure its effectiveness.

The Economy: Business and Jobs Pages 68-78

27. The CHNP acknowledges appropriately the context provided by the local plan and national policy. Policy E1 supports certain use classes¹¹ within the rural economy subject to five criteria. It is advised that the reasoning for the business uses that are supported within Class E (and those that are not) is provided in the supporting text to ensure that the policy can be assessed for its suitability.
28. CHNP Policy E2 supports live-work units on previously developed land in the rural part of the plan area (Zone B). The reasoning for why live-work units on greenfield sites is not supported should be explained alongside how the definition is most appropriate to the plan area. The policy makes no reference to the range of permissible use classes which would enable any form of business as part of a live/work unit where the remaining criteria are met. Is this intended?

¹⁰ See [Document S](#)

¹¹ The Town and Country Planning (Use Classes) Order 1987 (as amended).

29. Policy E3 supports new business development in Zone A where existing business development and the built form of the village exist. Once again, the reasoning for excluding elements of Classes E (when E(g) has the caveat of uses being capable of being carried out without amenity harm) and F from the supported range of uses should be provided to ensure that the policy is appropriately justified.
30. CHNP Policy E4 identifies and provides limited support for three business sites within the village subject to criteria being met. Whilst the criteria (a-e) are reasonable, the reasoning for limiting the supported uses at the 3 sites is unclear and not explained in the supporting justification to the policy. This should be remedied.

Housing Pages 78-111

31. As noted in the CHNP, the main settlement in the plan area is Clyst Honiton village. The current development plan does not deem the village as suitable for housing growth and Strategy 7 of the local plan indicates that development within such villages is to be regarded as development in the countryside and should only be permitted under specific conditions. EDDC indicative housing requirements for the parish are zero notwithstanding an established need elsewhere which is directed towards growth areas, including the 7 main towns of the district. Nonetheless, the LP supports the principle of neighbourhood plans being a means where communities may wish to promote sustainable development.
32. The CHNP is supported by its community engagement activities which indicate some support for modest new housing development, particularly affordable homes and housing for the elderly. Two housing needs assessments have been undertaken (2016 and 2020), the former indicating a need for a net additional 40-45¹² homes in the period 2011-2031; the latter indicating a need for 3 affordable homes. Against this background, the CHNP allocates three sites for new development which would yield in the region of 65 new homes. The evidence relating purely to housing needs does not readily support the level of development allocated within the CHNP and this is a matter that should be explained more clearly in the plan. In addition, the housing allocations include no specific requirement for affordable housing, notwithstanding the general requirements of the LP and the viability evidence which indicates that some provision is achievable. This matter should be explained.

¹² See 2016 Housing Needs Assessment paragraph 4.1.9.

33. The CHNP and its evidence reference a Bypass Site Masterplan Consultation (2019) and summarises that the majority of those responding were in support of the proposed levels of development at that site which is subject to a separate and parallel Neighbourhood Development Order (NDO).¹³
34. It appears that the level of development proposed within the CHNP is designed to deliver the benefits of a new community facility. However, the current narrative explanation of the strategy could be clearer within the plan. It is recommended that the justification for Policies SA1-SA3 should ensure that the reasons for the overall housing strategy are reviewed and clarified, that the reasons for identifying three sites is clearer, including why the total level of anticipated development exceeds assessments of need and why that is nonetheless appropriate (based on the desire for a new community building addressed by Policy SA3).
35. The CHNP is informed by a site assessment undertaken by consultants in 2015¹⁴ (before any housing needs assessments). The site assessment references a 'call for sites' which identified 6 potential development sites although page 86 of the CHNP refers to 8 sites being identified by the call for sites. This should be clarified. In any event, the site assessment reviewed 6 sites and identified three as being most appropriate for development (land adjacent to the bypass, Clyst House and the slate/tile site (York Terrace)). However, the CHNP allocates land at the bypass (Policy SA3), the slate/tile site (Policy SA2) and the allotments (Policy SA1). It is unclear why Clyst House was not taken forward and why the allotment site was included. This should be more clearly explained in the plan and in its evidence. Without a clear explanation of the reasoning of the site allocations, the plan is weakened in its overall justification. I note that viability assessments have been undertaken in support of the allocated sites.
36. Policy SA1 allocates land at the existing village allotment site for up to 6 dwellings subject to criteria being satisfied, including the provision of new allotments elsewhere. The policy is reasonably clear although the mechanism by which new allotments will be secured should be explained more fully in the supporting text; EDDC officers may be able to advise on this matter. The policy requires a comprehensive masterplan to be produced. Given the limited scale of the site and its future development, this is not justified; alternatively, the policy could simply reference the need for appropriate frontages and parking etc.

¹³ See the Part 2 Clyst Honiton Neighbourhood Development Order Health Check.

¹⁴ Note: The assessment appears to be incomplete in terms of site sizes and residential yields.

37. Policy SA2 identifies the land at the slate/tile site, York Terrace , for up to 9 dwellings subject to criteria being satisfied. There is no clear justification for requiring a comprehensive masterplan for this modest site and this element of the policy should be reviewed. The policy refers to the potential for 'innovative proposals' but this is not referenced further in the supporting justification. It is recommended that this element of policy be explained or removed.
38. Policy SA3 is a large site adjacent to the bypass and is subject to an NDO to enable its delivery. Please see separate report on the NDO detail. The policy requirements are relatively extensive. Whilst the rationale for the housing strategy of the CHNP requires further clarity and explanation, the policy content itself is relatively straightforward. The supporting justification refers to the need for affordable housing, but this is not reflected in the policy itself and clarification should be provided on how Policy SA3 is in general conformity with the LP (e.g., affordable housing), feasibly with cross references to the available viability evidence. This element of the CHNP should be reviewed for accuracy. The policy makes no reference to the noise mitigation measures referenced in the NDO pertaining to the River Clyst Park. This absence of reference undermines the legitimacy of the policy given that an off-site area of amenity space is deemed necessary to mitigate airport noise on the occupants of the proposed new dwellings. Whilst Policy NE3 refers to the Park, there is no clear linkage between the two – it is assumed the Park is necessary to ensure the housing within SA3 is acceptable and therefore this matter should be resolved.
39. Policy H1 is a general housing policy designed to support self-build and custom build homes. The justification for the policy is somewhat unclear and should be reinforced with evidence as to why the policy is necessary, particularly in the context where the housing needs assessments make very limited reference to the concept of self-build.

Natural Environment Pages 112-134

40. Clyst Honiton parish has one main settlement in a predominantly rural setting divided by the A30 Trunk Road. The CHNP is reasonably informed by community feedback, a Character Assessment and a bespoke Green Infrastructure Strategy (GIS).
41. Policy NE1 seeks to ensure proportionate contributions are made by new development proposals to ensuring a high quality and biodiversity rich environment. The content is reasonable.

42. Policy NE2 safeguards a green landscape corridor along the southern and south western edge of the village which is appropriate in the context of the plan area.
43. Policy NE3 safeguards land for the River Clyst Park as a public amenity space which reflects community feedback. A link should be made with Policy SA3. Notwithstanding this requirement, the policy appears appropriate albeit it is unclear how the Park will be delivered, and this should be addressed. There is a typographic spelling error in the first sentence of the policy (publicly).
44. Policy NE4 refers to Local Green Community Spaces and Local Green Spaces. For consistency it is recommended that the policy refer to Local Green Spaces (LGS). The policy identifies 4 areas of LGS as shown on Figure 54 and evidenced within Appendix 17. Where LGS proposals affect private landowners then each should be notified of the proposed CHNP designation.¹⁵ As currently presented, the CHNP areas of LGS are assessed against the NPPF criteria¹⁶ and as a consequence their inclusion appears justified.
45. The NPPF (Paragraph 103) makes clear that policies for managing development within a LGS should be consistent with those for Green Belts. CHNP Policy N4 does not achieve this. Within Green Belts certain forms of development are not considered inappropriate and would be permissible. It is recommended that Policy N4 is reviewed to ensure adequate regard has been had to national policy. For example, the last sentence of the policy could alternatively state: “Inappropriate forms of development within any area of LGS will not be permitted unless justified by very special circumstances”.

Parking and Access Pages 134-143

46. Policy AC1 supports appropriate car parking provision albeit the second paragraph of the policy would be capable of more flexible and effective implementation with the addition of “...where they do not have an unacceptable adverse impact on: ...”.

¹⁵ PPG Reference ID: 37-019-20140306.

¹⁶ NPPF, Paragraph 102. See also Paragraph 101 and PPG Reference IDs: 37-005-20140306 to 37-022-20140306.

47. Policy AC2 relates to non-residential development and parking requirements. It may be prudent to delete the reference to 'car' parking in the first paragraph in order to be clearly applicable to other forms of vehicles.
48. Policy AC3 encourages the enhancement of access in the village and appears reasonable.
49. Policy AC4 seeks to enhance pedestrian routes in the plan area and reflects the GIS. It is a reasonable policy inclusion.
50. Active travel provision is addressed by Policy AC5 which supports proposals which would add or improve the existing network of multi-use routes. Given the GIS and the rural nature of some of the plan area, the policy appears appropriate.

Implementation and Monitoring Pages 144-149

51. The inclusion of a clear section and a commitment to the implementation and review of the CHNP is entirely appropriate and the template at Appendix 19 should prove helpful in assessing the efficacy of the plan in its operation. Consideration could also be given to linking the tabular expression of the aims and objectives of the plan (page 35 onwards) with the template so that the delivery of the objectives can be assessed and the achievement of the vision gauged over time. For example, an additional column could be added to the template which notes the aims/objectives of the plan to which the policy relates (and would thereby enable a note on the success or otherwise of the policy in meeting the objectives).

General

52. The main focus of this report has been on undertaking an assessment of the CHNP, and in particular its policies, in its current draft form. Following collation of the results of the Regulation 14 consultation, the CHNP should be reviewed and updated to accommodate the necessary amendments. A thorough proof-read and sense check should be made of the plan and its supporting documents (including completion of the Basic Conditions Statement, Consultation Statement etc) prior to the subsequent submission stage. The CHNP itself should also be proof-read by an independent person to check for typographical and presentational errors which are commendably few and far between.
53. Finally, it is recognised that the above comments will involve amendments to the CHNP and its evidence. However, the time and effort that has clearly been put into the CHNP to date is noteworthy. If it can be amended with regard to the above suggestions, then it will have an increased likelihood of ultimately being submitted for a successful examination.

Andrew Seaman
Examiner
19 September 2023

PART 2: HEALTH CHECK REPORT
TO CLYST HONITON PARISH COUNCIL IN RESPECT OF CLYST HONITON
NEIGHBOURHOOD DEVELOPMENT ORDER
(Consultation Version Regulation 21 August 2023)

Author: Andrew Seaman BA (Hons) MA MRTPI

Report (Ver. 1.1): 19 September 2023

Clyst Honiton Neighbourhood Development Order

Produced by Clyst Honiton Parish Council

Health Check – September 2023¹: Undertaken by Andrew Seaman BA (Hons) MA MRTPI

The Clyst Honiton Neighbourhood Development Order (NDO) has been prepared in parallel to the Clyst Honiton Neighbourhood Plan (CHNP). It is once again, clearly the product of considerable endeavours by the Parish Council. The NDO has reached the consultation stage under Regulation 21 of the Neighbourhood Planning (General) Regulations 2012 (as amended). It is supported by a range of evidence listed as appendices and available on the Parish website.²

The following Health Check report notes the intentions for the affected site which is a product of community engagement. Comments and suggestions are added where clarity is required.

At present there is no Consultation Statement which is a key document that is required to support the submission NDO. This will be required to confirm that appropriate consultation has been undertaken, including with landowners/tenants of the affected land, the relevant highway authority (re A30), the Civil Aviation Authority/NATS Holdings Ltd, neighbouring parishes (See Schedule 1 paragraph 2 et al). There is also no statement addressing how the applicable Basic Conditions will be met. This is a critical matter for any future examination and should be addressed as a matter of priority.

Taking into account this report and the Regulation 21 consultation responses, the NDO should be reviewed and amended prior to submission to East Devon District Council (EDDC).

¹ Regard has been had to the information available on the Parish Council website.

² <https://clysthoniton.org.uk/neighbourhood-plan>

Summary of Recommendations

1. Process

- The NDO has been developed by the Parish Council. Prior to its submission to EDDC, the Parish Council should assure itself that legislative requirements have been met. The 2012 Regulations apply.³
- The Consultation Statement will need to be produced to support the NDO prior to the submission of the NDO to EDDC; this must explain how the Regulation 21 consultation has been undertaken and with what outcomes. A statement explaining how the NDO meets the Basic Conditions is also required. These should contain the appropriate details of procedural compliance and an up-to-date consideration of the applicable Basic Conditions that should be met by the NDO.
- Further liaison and correspondence with EDDC would be prudent to ensure, as far as practical, that the authority is in agreement with the process of the NDO production and its draft content. EDDC may be able to assist in further drafting amendments.

2. Content

- The NDO is drafted to take into account the community aspirations and draft CHNP. Further work is recommended to explain how national planning policy⁴, including the requirement to plan positively for sustainable forms of development (which is also a Basic Condition) has been taken into account. The Basic Conditions Statement should include clear commentary to explain how the NDO meets this requirement. This should also address the conformity of the NDO with the strategic intentions of the Local Plan.

³ In addition to the Town and Country Planning Act 1990 (as amended) ('the 1990 Act').

⁴ A revised version of the National Planning Policy Framework (NPPF) was published during the period of the Health Check assessment on 5 September 2023. It sets out focused revisions (to the previously published version of 20 July 2021) only to the extent that it updates national planning policy for onshore wind development. As such, all references in this Health Check read across to the latest 5 September 2023 version.

- The NDO proposal is reasonably clear although consistent references to the number of dwellings proposed should be provided. In the interest of clarity, it is recommended that a clear overview summary is added which states exactly what the NDO is to provide consent for and the conditions which are to be imposed. The proposed conditions are generally reasonable notwithstanding the need for some review and amendment. Consideration should be given to the need for further conditions addressing matters such as phasing, the River Clyst Park and foul drainage. Some suggested amendments for consideration are set out in Section 3 of this Health Check. EDDC may be able to assist further.
- Liaison with EDDC should be made to ensure the general conformity of the NDO with the current strategic policies of the relevant Development Plan. A 'Statement of Common Ground' (SoCG) with EDDC would be a useful addition to the evidence base prior to formal submission for examination, alongside (and to supplement) the necessary Basic Conditions Statement.

Section 1: Process

	Criteria	Source	Response/Comments
1.1	Have the necessary statutory requirements been met in terms of the designation of the neighbourhood area?	NDO	<p>The NDO is being produced by Clyst Honiton Parish Council. The NDO area is wholly within the parish of Clyst Honiton, a neighbourhood area designated by EDDC on 2 April 2014. The Parish Council is a qualifying body and authorised to act in respect of this area.</p> <p>The NDO refers to the parallel process of producing the Parish Neighbourhood Plan and the site area is shown on Figure 1.</p> <p>As noted in the Part 1 Health Check, subject to the inclusion of necessary documentation within the CHNP and its supporting evidence, the statutory requirements appear capable of being demonstrated.</p>
1.2	Has the NDO been the subject of appropriate pre-submission consultation and publicity, as set out in the legislation, or is this underway?	NDO	<p>The NDO has been subject to Regulation 21 consultation which concluded in August 2023.</p> <p>A draft Consultation Statement has not yet been produced. This is a critical document which should be created to support the progress of the NDO. It should include details of how the legislative requirements have been met (including specific consultees and landowners)⁵, a timeline of activities setting out what consultation has occurred, how it was conducted, when and with what outcomes. It should include what changes are made to the NDO in response to the feedback received (at Regulation 21).</p> <p>The NDO helpfully includes references to the historic production process, relationship to the CHNP and previous community involvement. At present, the balance of evidence suggests that the NDO will be subject to appropriate pre-submission consultation, and this would appear capable of being demonstrated through the NDO</p>

⁵ See Regulation 21(b) and Schedule 1 (Consultation Bodies).

			and the Consultation Statement in due course.
1.3	Are arrangements in place for an independent examiner to be appointed?	No source	<p>There is no information provided on this. Whilst the qualifying body has not yet reached the stage of submitting the NDO to EDDC under Regulation 22, it is advised that discussions could begin or be scheduled on how to identify a suitable independent examiner. It is assumed the NDO will be a joint examined with the Neighbourhood Plan.</p> <p>Whilst the general approach is to assess the resumes/CVs provided by prospective examiners, you may also find it helpful in coming to a decision by reading examples of their reports on other NDOs/NPs.</p>
1.4	Are discussions taking place with the electoral services team on holding the referendum?	No source	It is not yet appropriate to put in place arrangements for a referendum after the examination of the NDO. However, as the NDO continues to advance, discussions should be held with EDDC.
1.5	Is there a clear project plan for bringing the NDO into force and does it take account of local authority committee cycles?	No source	There is no process set out for bringing the NDO into force. This could be developed in liaison with EDDC.
1.6	Has an Environmental Impact Assessment (EIA) screening been carried out by the LPA?	NDO	<p>EDDC issued a Screening opinion on 3 September 2020. EDDC confirmed that “The overall conclusion is that it is not considered that the proposal would have any significant environmental effects that would trigger the requirement for an EIA.”</p> <p>It is noted that the Screening opinion considered a scheme for up to 46 dwellings whilst the NDO refers to 50 dwellings. The Parish Council should check that this matter does not alter the opinion of EDDC (and confirm in writing).</p>
1.7	Has a Habitats Regulations Assessment (HRA) screening been carried out by the LPA?	NDO HRA Report 2023	Under the HRA legislation, the NDO (and the CHNP) has been subject to an Appropriate Assessment. This found that “Following Appropriate Assessment, it was concluded that, combined with the overarching East Devon Local Plan, the Clyst Honiton Neighbourhood Plan contains sufficient policy framework to ensure no

			adverse effects on the integrity of international designated sites will occur in isolation or in combination with other projects and plans.”
1.8	Has an archaeology statement been produced, if required?	NDO (Section 6)	Yes. The statement makes clear that archaeological potential of the NDO site is limited and can reasonably be resolved through the use of a planning condition. (See also further comments in Section 3 re the proposed planning condition).

Section 2: Content

	Criteria	Source	Response/Comments
2.1	Is the NDO proposal clear and justified by evidence?	NDO	<p>The NDO is linked to the CHNP which provides additional context for the Order.</p> <p>The Order is described in section 3 of the NDO albeit the reference to 50 dwellings is not consistent with other references to 46 units. This must be resolved.</p> <p>It is recommended there should be a clear overview summary which states exactly what the NDO is to provide consent for and the conditions which are to be imposed.</p> <p>The Order contains a number of conditions which require review and amendment to ensure that they are clear and enforceable. Some suggestions are made in Section 3 below.</p> <p>The Order is supported by a range of evidence and various appendices including an illustrative masterplan, village hall site plan, HRA, noise assessments and design code. The balance of evidence suggests sufficient justification for the NDO is available to support the submission of the Order to EDDC.</p>
2.2	Are there any obvious conflicts with the NPPF?	NDO	<p>Section 3 below identifies matters where clarity could be enhanced. The requirement to plan for sustainable development must be addressed more clearly (see below) feasibly with an explanation as to how the proposal meets housing needs, including affordable homes.</p>
2.3	Is there a clear explanation of the ways the NDO contributes to the achievement of sustainable development?	NDO	<p>The NDO is drafted in a broadly positive manner. Commentary on how the proposal will contribute towards sustainable forms of development is required.</p> <p>The Basic Conditions Statement must include details as to how the NDO will contribute towards sustainable development, particularly given the context of the Local Plan (LP) which indicates that the site lies within an area where development of the proposed scale is generally not supported.</p>

			Subject to additional explanation, the NDO and its evidence should be capable of indicating how a suitable contribution to the achievement of sustainable development will be secured.
2.4	Are there any issues around compatibility with human rights or EU obligations?	NDO	<p>There is no specific evidence on the matter of Human Rights. The Basic Conditions Statement should include details which show how Human Rights have been considered during the NDO production process. This could be supplemented by the production of an equalities impact assessment/statement (as per the CHNP) clearly indicating how equality has been addressed in the NDO production process.</p> <p>From an assessment of the documents received it cannot be concluded that there are no outstanding issues regarding compatibility with human rights and EU obligations albeit there is no evidence apparent at this stage of any clear breaches.</p>
2.5	Is provision in the NDO limited only to land in a neighbourhood area; any part of that land; or a site in that area specified in the Order?	NDO	The site area is 2.3 hectares and the boundary is shown on Figure 1 within the designated neighbourhood area.
2.6	Does the NDO relate to more than one neighbourhood area?	NDO	No, the site is wholly within the designated neighbourhood area.
2.7	Does the NDO avoid dealing with excluded development including nationally significant infrastructure, waste and minerals?	NDO	The NDO avoids dealing with such excluded development. ⁶

⁶ As defined in Section 61K of the 1990 Act.

2.8	Does the NDO grant planning permission for a development where planning permission is already granted?	No Source	A NDO may not grant planning permission for any development where planning permission has already been granted. It should be confirmed that there are no extant permissions in this regard (or applications).
2.9	Does the NDO allow for the completion of development permitted by the order that was commenced before the Order expires?	NDO	The NDO does not specify the period for which it is in force from the date it is made. ⁷ Is it intended that the NDO be aligned with the Neighbourhood Plan period? The Parish Council's intentions should be clarified in this regard and explained in the NDO.
2.10	Is there consensus between the local planning authority and the qualifying body over whether the NDO meets the Basic Conditions including conformity with strategic development plan policy and, if not, what are the areas of disagreement?	NDO	<p>There is no evidence to demonstrate a clear consensus (or otherwise) between Clyst Honiton Parish Council and EDDC albeit the former is liaising with the latter.</p> <p>This should be remedied (by further minuted meetings/correspondence) ideally before submission. Any areas of obvious disagreement should be obviated or minimised. A SoCG would be helpful and could also address any matters arising with the emerging EDDC Local Plan. This could clarify the position with regard to the Local Plan settlement hierarchy, development strategy and provision of affordable housing.</p> <p>If appropriate, the Parish Council could consider the Locality advice on establishing a Memorandum of Understanding with EDDC (and others). A guide is available here.</p> <p>The Basic Conditions Statement must address the relevant Basic Conditions, including:</p> <p>(a) having regard to national policies and advice contained in guidance issued by the Secretary of State,</p> <p><i>[The NDO contains only limited information setting out how regard has been had to</i></p>

⁷ Section 91 of the 1990 Act - General condition limiting the duration of planning permission (3 years in England) - is disapplied to NDOs by virtue of s.91(4)(a).

			<p><i>national policies and advice]</i></p> <p>(b) having special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses,</p> <p><i>[The NDO has a heritage statement which addresses some elements of this Basic Condition]</i></p> <p>(c) having special regard to the desirability of preserving or enhancing the character or appearance of any conservation area,</p> <p><i>[The NDO does not affect any conservation area]</i></p> <p>(d) the making of the order contributes to the achievement of sustainable development,</p> <p><i>[There is no clear explanation as to how the making of the NDO would contribute to the achievement of sustainable development – this must be addressed]</i></p> <p>(e) the making of the order 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),</p> <p><i>[The NDO includes some policy context pertinent to the Development Plan; this must be addressed at submission, including the provision of affordable housing and why the scale of development is suitable in the Development Plan context which, in general terms, indicates otherwise]</i></p> <p>(f) the making of the order does not breach, and is otherwise compatible with, EU obligations⁸,</p> <p><i>[Specific information should be included on this matter at the submission stage]</i></p>
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⁸ As retained in UK law.

			<p>(g) prescribed conditions are met in relation to the order and prescribed matters have been complied with in connection with the proposal for the order.</p> <p><i>[The NDO is not EIA development⁹]</i></p> <p>The Basic Conditions Statement should set out, with documentary evidence, how the applicable Basic Conditions have been met.</p>
2.11	Are there any obvious errors in the NDO?	NDO	Some suggestions are made in Section 3 below.
2.12	Is the NDO clear and unambiguous?	NDO	<p>Detailed comments are made below on the content and drafting of the NDO and its conditional intentions, some of which require clarification.</p> <p>It is recommended that the NDO be further reviewed in light of the Regulation 21 consultation responses and to ensure consistent references to the scale of residential development. Some conditions would benefit from clearer links to supporting evidence without which they would not be justified. A further 'sense check' and refinement to ensure that they are clear and effective is required (regard should be had to the advice in the Planning Practice Guidance (PPG)).</p>

⁹ See Regulation 33 and Schedule 3 of the 2012 Regulations (as amended).

Section 3: Detailed Comments

1. These detailed comments address all matters, both of significance and of a more minor nature, across the current NDO and are presented in page order.
2. Pages 2. The contents page is helpful.

What is an NDO? Pages 3-5

3. Pages 3-5 provide an overview of the NDO process and how it has been applied within Clyst Honiton. In general terms, the content is informative but should be reviewed in conjunction with the Consultation and Basic Conditions Statements to ensure a consistent narrative in due course.
4. Paragraph 1.11 refers to 46 dwellings which appears to be incorrect.
5. Paragraph 2.4 contains the word 'sadly' which may be better omitted to leave the factual statement uncoloured by subjective opinion (invariably others would not automatically share that view).

The Order Pages 8-15

6. Paragraph 3.1 appropriately references Figure 1 which shows the development site area which is given as 2.3ha. Paragraph 3.1 refers to 50 dwellings – the document should be consistent in its reference to dwelling numbers. The Order references key evidence sources including the Masterplan and Design Code which provide indicative details of how the site may be developed.
7. The NDO includes a number of 'conditions'. Whilst the legislative provisions applicable to NDOs is different in some respects to those applicable to planning applications, the primary principles remain the same. Planning permission granted by a NDO may be granted subject to conditions or

limitations as specified in the Order. They may include conditions obtaining the approval of the local planning authority and may specify the period within which applications must be made to that authority for the approval of any matter specified in the Order. National policy and guidance apply.¹⁰

8. The first two conditions within the NDO relate to the provision of the community facility. Generally, only in exceptional circumstances is it appropriate to require the completion of legal agreements through the use of planning conditions.¹¹ NDO paragraph 3.12 is somewhat imprecise in its wording with little clarity on what is meant by ‘appropriate provision’ of the community facility. It is recommended that this be reviewed and amended to add precision and effectiveness to its intentions. Similarly, the phrase ‘will be given keys’ is imprecise; for example, is this phrase intended to imply ownership or tenancy or something else entirely. This condition should be reviewed. Furthermore, it is not uncommon for planning permissions to contain conditions relating to the phasing of mixed-use development and larger schemes to ensure the timely delivery of key elements in a logical (and agreed) manner. The NDO does not contain any indication of phasing which may be a matter to be addressed as part of the post-Regulation 21 review of its content. (For example, is it intended that the employment elements are developed before, after or in tandem with the residential; when is the community facility intended to be delivered; etc?).
9. NDO paragraphs 3.15 and 3.16 refer to noise and the protection of residential amenity. However, it is unclear what is being addressed by the reference to ‘plant, equipment or ducting’ in paragraph 3.15 (is that the commercial element or the community facility or both?) nor how, when or where the referred ‘Assessment’ is to be undertaken. This condition would not readily achieve the protection of residential amenity of existing or proposed residents of the village. Paragraph 3.16 relates to a construction plan to control noise which is appropriate. However, there are no conditions proposed to manage amenity impacts which may arise from the use of the commercial elements upon completion (e.g., hours of operation, noise limitations) which may be a matter to address or should be explained within the NDO.
10. Paragraph 3.20 should be reviewed for its precision and enforceability. The PPG is clear that no payment of money can be positively required by granting planning permission albeit a negatively worded condition may be possible. The current NDO condition may be better expressed as ‘No occupation of any residential dwelling shall occur until ...’

¹⁰ For example, NPPF paragraph 55 and the [Planning Practice Guidance](#)

¹¹ See Planning Practice Guidance paragraph: 010 Reference ID: 21a-010-20190723.

11. Paragraph 3.22 refers to a 'scheme'. It is unclear what such a 'scheme' is. If it is intended to be the Construction Ecological Management Plan referred to within paragraph 3.21, then it should be amended to accurately reflect this. Perhaps paragraphs 3.22 and 3.23 should be renumbered as 3.21.1 and 3.21.2 because they relate to the same primary matter.
12. Paragraph 3.24 refers to a flood risk assessment. Its current wording is imprecise and likely to be ineffective. Feasibly, the requirement for a flood risk assessment should necessitate its submission and agreement in writing with EDDC prior to commencement of any development and it should demonstrate that flood risk on and off site is acceptable (and not increased).
13. For the avoidance of any doubt, paragraph 3.26 may care to refer to vehicular access to the employment and community use buildings being provided directly and solely from the by-pass, which may negate the need for paragraph 3.27.
14. Paragraph 3.29 would benefit from review to ensure it is clear and precise. For example, the first sentence may be more suited to requiring the submission of details to EDDC and the prevention of commencement without the written approval of EDDC.
15. Whilst, in practice, the input of Devon County Historic Environment Team (DCHET) will likely be required, paragraph 3.30 should require the written approval of EDDC of the scope and implementation of any archaeological mitigation programme. The condition could simply delete reference to DCHET.
16. Paragraphs 3.31 has two supplementary elements contained in 3.32 and 3.33 which may be more appropriately numbered 3.31.1 and 3.31.2.

The Proposal Pages 16-36

17. Section 4 of the NDO sets out the key issues that have been taken into account for the proposed development. In combination with references to the CHNP, the context for the NDO is explained including a summary of the opportunities offered by the site and the challenges and constraints which have been identified to bringing forward development. Whilst many of the matters within Section 4 are resolved by the use of design and/or conditions, the issue of ensuring adequate waste water management appears uncertain. Section 4.24 indicates that capacity shortfalls exist in wastewater treatment which is also referenced in paragraph 4.18. The matter is not clearly addressed by any planning condition nor design remedy. Consequently, there would appear to be a risk that the proposed development may not be deliverable with acceptable impacts on the foul drainage

system of the locality. This matter should be resolved prior the submission of the NDO to EDDC, feasibly in conjunction with correspondence with South West Water Ltd.

18. The NDO refers to the provision of a relatively quiet, protected, external publicly accessible amenity space at River Clyst Park. (Note paragraph 4.28.6 refers to Figure 6 but the plan is shown at Figure 9). The land proposed for the River Clyst Park lies outside of the NDO. It is unclear how the delivery of the Park will be secured as a consequence, particularly as there is no condition requiring its provision (notwithstanding the content of the CHNP and Policy NE3). It is clear that the Park is required to mitigate the noise impacts of the airport operations on the residents of the proposed dwellings; without the provision of the quiet amenity space the development may not be acceptable. The Masterplan appears to make no provision for pedestrian access routes to the proposed Park which negates the logic of its provision. This matter should be clarified and resolved, feasibly with the input of EDDC officers.

Policy Context Pages 37-40

19. Section 5 of the NDO considers the policy context provided by the CHNP which supports the principle of delivering a new community facility and associated space (CHNP Policy SA3). This section of the NDO provides an opportunity to demonstrate how the Basic Conditions are satisfied, i.e. how the making of the Order is in general conformity with the strategic policies contained in the Development Plan for EDDC. An expanded commentary is therefore recommended.
20. The NDO subsequently references the EDDC Local Plan and, in particular, various Strategy policies which promote growth in the area east of Exeter (the East Devon West End). Given that the NDO proposal would not be supported by the extant Local Plan in the absence of a Neighbourhood Plan (NP), it would be prudent to reference Strategy 27 which notes that community led sustainable development may be justified through the production of a NP. The NDO does not reference the affordable housing requirements of the LP (e.g., Strategy 34 and 35) which should be resolved given the site specifics of the site and the evidence available, including that relating to viability. As presented, the NDO is not clearly in general conformity with the LP strategy in these regards.
21. It is recommended that further discussions be held with EDDC officers to establish agreement on the approach of the NDO and to agree a SoCG.

22. Section 5 briefly refers to national policy and guidance in the context of noise management. However, this section of the NDO could helpfully be expanded to address clearly how regard has been had to all national policy, including the focus upon sustainable forms of development which is a basic condition. At present, the NDO does not fulsomely address the context of national policy and there is no specific explanation of how/why the proposal represents an appropriate form of sustainable development. This can be addressed through updates to the NDO and additional explanation in the supporting evidence, including the Basic Conditions Statement.

23. Amendments to Section 5 are recommended which should address the Basic Conditions applicable to the NDO.

Archaeology Statement Pages 41-43

24. The inclusion of the Archaeology Statement at Section 6 is helpful. The Statement logically refers to the supporting evidence and conclusion that the archaeological potential of the NDO site is limited and can reasonably be resolved through the use of a planning condition. Notwithstanding the suggested amendment to the condition (above), the approach of the NDO appears valid and would meet the requirements of the Regulations.¹²

Heritage Statement Page 44

25. Section 7 of the NDO is a short Heritage Statement which refers to a desk-based heritage assessment previously undertaken and taken into account by the site Masterplan. Subject to further consultation comments which may arise from DCHET and English Heritage, the content of the NDO appears adequate in this regard.

Appendices Pages 45-50

26. The NDO contains a number of appendices which should be reviewed for completeness. It may be helpful to include a complete list of documentary evidence with links indicating how the NDO has been prepared and justified.

¹² Regulation 22.

General

27. The focus of this report has been on undertaking an assessment of the NDO in its current draft form. Following collation of the results of the Regulation 21 consultation, the NDO should be reviewed and updated to accommodate the necessary amendments cross referenced against the regulatory requirements and Basic Conditions. A thorough proof-read and sense check should be made of the revised NDO and its supporting documents (including completion of the Basic Conditions Statement and Consultation Statement etc). The NDO itself should also be proof-read by an independent person to check for typographical and presentational errors which are commendably few and far between.
28. Any future examiner will need to consider whether the area for any referendum should extend beyond the neighbourhood area to which the draft Order relates¹³. It would be prudent to consider and address this matter in any supporting Basic Conditions Statement.
29. Finally, it is recognised that the above comments will involve amendments to the NDO and its evidence. However, the time and effort that has clearly been put into the NDO to date is noteworthy. If it can be amended with regard to the above suggestions, then it will have an increased likelihood of ultimately being submitted for a successful examination.

Andrew Seaman
Examiner

¹³ Schedule 4 of the 1990 Act.

Summary of Steering Groups actions in relation to the Health Check undertaken by Ipe September 2023.

The Health Check was completed at the Reg 14 consultation stage of the Clyst Honiton Neighbourhood Plan.

The Health Checker had access to the Reg 14 Draft CHNP, its Appendices and supporting NP documents all available on the Parish Council website.

It must be noted that neither the Consultation Statement nor the Basic Conditions Statement were available as these documents can only be completed post Reg 14 and are a requirement at Reg 16 submission.

1. Consultation Statement (CS): All comments within the Health Check on this CS were noted and forwarded for the attention of the CS author.
2. Basic Conditions Statement (BCS) All comments within the Health Check on this BCS were noted and forwarded for the attention of the BCS author.

Steering Group response and action/s on a page-to-page basis are presented in the Table below.

Page number. For Section 3 item number	NP Steering Group response/ action
2	<ul style="list-style-type: none"> • Plan length has been reduced to 137 pages. • All policies have been edited. • Justification sections have been adjusted to ensure a clear link between policies and their justification/ supporting evidence.
2	Reg 16 draft has been shared with EDDC to assist in developing the content and evidence of the Plan. Draft Reg 16 was sent to EDDC on Nov 23 rd .
3.	Equalities Impact Statement has been woven into the Plan and the CS and the reference document is on the PC website.
4	Narrative and rationale for the vision, aims and objectives has been inserted into the NP
4	Policies reduced to 23
4	The NP Steering Group see EDDC as a long-standing supporter of the CHNP and that it is too late in the process to establish a Statement of Common Ground (SoCG). This is a common request in all Health Checks. The EDDC officers have made positive input throughout the 12-year CHNP process and therefore, the decision is that the SG will not do a SoCG.
5.	Appendix 19 and 20 explain in full how the policies and projects will be monitored for their effectiveness.
7	1.5 The Examiner has already been discussed and agreed with EDDC. Anne Skippers has been agreed upon.
9	2.1 CHNP vision rationale section has a been added. Supporting text has been reviewed and strengthened. All policy wording has been reviewed and amended.
10	2.2 NP has been reduced to 137 pages
10	2.4 Sustainable development: a section has been added to the Plan. Appendix 4 provides a table showing how every policy contributes to the achievement of

	sustainable development. At Reg 14: Appendix 14 only had a selection of policies provided to show sustainable development.
12	All policies have been reviewed in light of the Reg 14 Consultation responses. SG responses to every responder are available as part of the CS.
	SECTION 3 item numbers are utilised
2	Plan period added and logo
4	Text reduced
5.	Amended to recommendation.
6.	Agreed that this section will be edited.
7.	Done
8.	1.1 CHNP vision rationale section has a been added. Agreed for tabular approach to be added into the Implementation and monitoring section.
9. 10, 11,12	Repetition: Already agreed on above.
13	C1: Agreed to not use the term community assets. All landowners have been informed. Loss of facilities altered to be locally specific and the EDDC advise has been implemented.
14	C2: Community infrastructures are provided in NE3
15	CF3 SG agreed on deletion of SA3 on grounds of airport safeguarding legislation
16	DS1 adjusted and EDDC advise was also taken onboard
17.	Page 51: Artificial turf section removed as EDDC as advised that this cannot be not controlled through planning.
18.	DS2: Table now explained and taken out of a table format and presented as bullet list in the justification section.
19	DS3 Agreed to look at content that repeats TC1 and to make it much more locally specific not district wide.
20	DS4: Agreed this needs consideration, SG agreed to use recommendations by EDDC.
21	Agreed and amended.
22	No action required
23	DS6: Agreed to amend this and used advise from EDDC to do this.
24	DS7: As schedule does not enforce provision, advise has been taken from EDDC.
25.	DS8: First sentence and Criterion 1 amended.
26	DS9: agreed for 4 bullet points to be deleted from the policy and put in justification as exemplars. EDDC feedback used to help with changes.
27	E1: agreed for Class uses to be justified.
28	E2: Agreed to explain exclusions in this policy. Agreed to refer to range of permissible uses for Live work unit in justification. EDDC advise also used to strengthen this policy.
29. 30	E3 and E4 amalgamated, and Class uses were deleted. Justification section was agreed to be strengthened.
31	Agreed for this whole section to be reviewed and for this section to specify why housing is being brought forward.
32,33,34	Deletion of SA1 and SA3, has resulted in the housing section being adjusted and clarified.

35	A new Appendix is to be written to explain in detail the allocation of sites process and deletion of sites at Reg 14. A site allocation section has also been included in the Housing section which includes details on the withdrawal of SA1 and SA3.
36.	SA1 This site has been deleted from the NP
37	SA2: Masterplan agreed to be deleted from the policy. Design approach explained in justification and policy wording has been adjusted.
38.	SA3: This site has been withdrawn from the NP but feedback has been sent to NDO author.
39.	H1: Policy and justification have been strengthened, and links to HNS made. EDDC advise also used to strengthens this policy.
40	No action required
41	No action required
42	No action required
43	Agreed that link to SA3 is no longer required. How the Park will be delivered has been added. Spelling adjusted
44, 45	NE4: Landowners EDDC and PC have been informed. Last sentence provided has been included in the policy.
46, 47	To note that the SG agreed for AC1 and AC2 to be amalgamated. Text provided was agreed to be included 47/ deleted 46 in the policy.
48,	AC3 No action required
49, 50	To note that the SG agreed for AC4 and AC5 to be amalgamated.
51	Tabular expression of Aims and Objectives has been agreed and implemented.
52	NP has been reviewed and updated to accommodate necessary amendments. SG Agreed for NP to be proofread before submission.
53	No action required.