

Decision in respect of the designation of the whole of Clyst Honiton Parish as a Neighbourhood Area



In respect of the application by Clyst Honiton Parish Council for designation of the whole of the Parish of Clyst Honiton as a Neighbourhood Area, the following decision has been taken in accordance with the requirements of The Neighbourhood Planning (General) Regulations 2012.

In accordance with the Cabinet Decision on 2nd April 2014, the application from the Clyst Honiton Parish Council for the designation of the whole Parish as a Neighbourhood Area is **REFUSED**. However, East Devon District Council has designated a smaller Neighbourhood Area which excludes strategic sites within the parish but includes their hinterlands. This designated neighbourhood area is identified on the accompanying Plan attached to this notice.

The reasons for refusing the original application and designating a reduced area are as follows:

(a) The development of strategic and/or major development sites Skypark, Cranbrook and its future expansion area, Exeter Airport, Exeter Business Park and the Intermodal Freight Facility will have implications that impact upon a wider sphere of influence than Clyst Honiton parish. It is not appropriate for such a site or sites to be planned by, and for, the community with a referendum which involves only Clyst Honiton residents.

(b) There is a distinct difference in the nature and character of the Parish between the existing village of Clyst Honiton, the extensive rural area to the south of the parish and the significant new development to the north and east of the parish. It is unlikely that a single approach or set of planning policies could comprehensively address such a diversity of issues.

(c) The Council has given authority for an electoral review of part of Clyst Honiton to be carried out with a view to creating a new parish. Progress of a Neighbourhood Plan at this stage might frustrate and conflict with the electoral review process. It could also result in residents of Cranbrook being subject to a Plan which they have not produced and do not agree with.

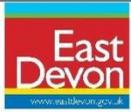
(d) At this stage the Neighbourhood Plan would have limited opportunity to positively influence key decisions and could not affect existing planning permissions on strategic sites and Exeter Airport. Inclusion of major development and strategic sites would unfairly raise the local communities' expectations as they will have limited influence.

(e) Parishes with adopted Neighbourhood Plans would be able to claim up to 25% of CIL receipts to fund local infrastructure which could significantly reduce the CIL receipts of the Local Planning Authority and undermine the ability of the District and County Councils to deliver key infrastructure to which they are already committed and which are needed for the strategic developments.

(f) Supporting a Plan which includes strategic development sites at an advanced stage of delivery is not considered an effective use of resources. A Neighbourhood Plan would have to follow the various statutory stages set out in regulations culminating in an Examination and, after that, a Referendum. The District Council acknowledges its legal duty to support the production of Neighbourhood Plans but considers there is little merit in investing considerable time, energy and finance if, due to the expected timing of planning applications and associated decisions ahead of its adoption, it will be of limited importance.

Matthew Dickins, Planning Policy Manager

Clyst Honiton



Cranbrook Phase 1 and Expansion Sites

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Key

 **Alternative Neighbourhood Area**
Proposed for Designation
agreed by Cabinet



Intermodal Interchange

Potential Cranbrook Expansion

Skypark

Exeter Airport Business Park

Exeter Airport Operational Area