

## **Vision for East Devon**

3.9 The urbanisation of the West End of East Devon is a concern to the parish of Clyst Honiton, as the new development proposals will create a continuous 8 - 10 miles area from the boundary of Exeter City to Whimple, of both housing and industrial units. As a gateway to Devon this is hardly an attractive introduction for tourists to East Devon.

## **Spatial Strategy**

### Clyst Honiton village

6.16 We reject entirely the view presented of the village as being noisy. The village is not 'under the flight path for the airport' – it is adjacent to it – quite a different matter. Noise levels of 57dBA will only occur when some planes are taking off, and then only for those immediately underneath them. Even in the summer season the average daily number of flights is about twenty, and each aircraft takes under five seconds to clear the village. Modern aircraft are getting less noisy rather than more. To describe the village as noisy will only serve to create blight.

The eventual loss of the Clyst Honiton Village School to Cranbrook, will further diminish the identity of the village. The Councillors do not wish to see Clyst Honiton further diminished, particularly by the new Distribution Centre for Sainsbury's. The Councillors have noticed that little is mentioned in the LDF document about how to sustain or develop static villages. Unless there is a proactive approach from EDDC, the only future seems to be one of the village withering away

## **Green Infrastructure**

7.11 The Councillors believe that land should be set aside within all the proposed housing developments for allotments and fruit orchards, to satisfy the demands of the residents. This provision will enhance green credentials and fulfil the emotional, spiritual and physical well-being of the communities.

7.14 We welcome the concept of the Clyst Valley Regional Park, but consider that its role is vaguely defined. If this is to be anything more than just a line on a map, greater consideration will need to be given about exactly how it can be used for recreational purposes. Most of the land is either farm land, housing land or employment land.

## **Transport**

7.21 We are pleased to see that the Clyst Honiton bypass is starting on site in February.

### Intermodal Interchange Facility

7.49 The entry here seems completely out of date. Planning consent has been given for a road to road distribution centre. The conditions accompanying this consent effectively kill any future construction of a rail freight-head. As this distribution centre is claimed to be creating some 450 jobs, it seems bizarre that it is not included in the assessment of employment land.

Exeter International Airport

7.54 The Councillors wish to support Exeter International Airport with regards to the Airport's development plans.