

Place analysis

Final Draft February 2018

CREATING EXCELLENCE

SID VALLEY

2018



CONTENTS

1.0	PROCESS AND APPROACH	5.0	STRATEGIC ANALYSIS SETTLEMENT SCALE	7.0	RECOMMENDATIONS AND OPPORTUNITIES
1.1.0	SVNPSG VISION	5.1.0	COMMUNITY & AMENITY	7.1.0	OUR BUILT ENVIRONMENT
1.2.0	PURPOSE OF THIS PLACE ANALYSIS	5.2.0	LANDSCAPE CHARACTER	7.2.0	OUR NATURAL ENVIRONMENT
1.3.0	THE PLACE ANALYSIS APPROACH	5.3.0	IMPACT OF TRAFFIC ON PEDESTRIAN CONNECTIVITY	7.3.0	TRANSPORT - STREETS AND TRAFFIC STRATEGY
2.0	'HAVE YOUR SAY' COMMUNITY WORKSHOP	5.4.0	IDENTIFICATION OF CHARACTER AREAS	7.4.0	TRANSPORT OPPORTUNITIES
2.1.0	THE PURPOSE AND ORGANISATION OF THE WORKSHOP	6.0	CHARACTER AREA ANALYSIS	8.0	CONCLUSION
2.3.0/2.8.0	RESPONSES TO KEY THEMES	6.1.0	KEY TO CHARACTER ANALYSIS	8.1.0	URBAN STRUCTURE
3.0	BACKGROUND & POLICY CONTEXT	6.2.0	SIDMOUTH TOWN CENTRE AND ESPLANADE	8.2.0	DESIGN PARAMETERS
3.1.0	WIDER LANDSCAPE CONTEXT AND AONB	6.3.0	ELYSIAN FIELDS	9.0	BUILDING FOR LIFE 2016
3.2.0	LANDSCAPE IN THE EAST DEVON LOCAL PLAN	6.4.0	BICKWELL VALLEY	10.0	LIST OF FIGURES
3.3.0	A DISTINCTIVE HERITAGE	6.5.0	HILLSIDE		
3.4.0	THE DEVELOPMENT OF THE TOWN & CONSERVATION AREAS	6.6.0	SIDFORD ROAD AND THE BYES		
4.0	STRATEGIC ANALYSIS PARISH SCALE	6.7.0	WOOLBROOK		
4.1.0	CONNECTIVITY	6.8.0	SIDFORD		
4.2.0	TOPOGRAPHY AND GEOLOGY	6.9.0	SIDBURY		
4.3.0	KEY STRATEGIC VIEWS	6.10.0	SALCOMBE REGIS		

FINAL DRAFT FEBRUARY 2018

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1.0

PROCESS AND APPROACH

1.1.0 THE SID VALLEY NEIGHBOURHOOD PLAN VISION

1.1.1 THE CONTEXT FOR OUR VISION

The Sid Valley is comprised of four distinct but connected areas; the seaside resort of Sidmouth and the rural villages of Salcombe Regis, Sidford and Sidbury. The area has a wealth of Georgian, Victorian and Edwardian architecture which in Sidmouth, contributes to a high-status townscape of national significance. The town has a wide range of retail businesses, and offers high quality year-round accommodation of different types.

The area is renowned for its outstanding natural environment and quality of life for those who live and visit. It has a strong tourism sector which has the potential to grow and diversify. To meet the needs of our community the Sid Valley requires carefully balanced development providing suitable affordable housing for residents both young and old.

Our vision through the Neighbourhood Plan promotes quality employment opportunities, revitalises tourism and connects people with what the Sid Valley has to offer.

1.1.2 OUR VISION

Our vision is of a Sid Valley that maintains and promotes its rural and coastal beauty and its welcoming community, and advances its appeal to young and old providing quality of life, work and visitor experience.

This vision conserves and enhances our picturesque location on the Jurassic Coast. It nurtures and promotes the ambience of our community to which both residents and visitors connect.

To realise our vision, our Neighbourhood Plan encourages changes which benefit our community; children and young people and families and older people and the economy.

Appropriate developments should complement and protect our natural environment whilst improving the existing built environment in our town and villages in both scale and character.

Development should reinvigorate the Eastern End of Sidmouth, known as Port Royal, to become a culturally vibrant centre for the community and visitors, incorporating facilities with links to the sea.

1.0

PROCESS AND APPROACH

1.2.0 PURPOSE OF THIS PLACE ANALYSIS

1.2.1 WHAT MAKES A PLACE DISTINCTIVE?

In December 2016 Creating Excellence were commissioned by the Steering Group to prepare a Place Analysis to inform the development of the Neighbourhood Plan. This study is aimed at helping to answer the question ‘How can new development in the Sid Valley support and enhance the unique character of the Parish?’. To do this, the ‘urban structure’ of the Sid Valley Parish and settlements has been analysed to help uncover what makes the Parish and Settlements recognisable as a distinct and memorable place.

English Partnership’s Urban Design Compendium describes urban structure as: The elements which make up a place – blocks, streets, buildings, open space and landscape and how they fit together. It applies equally to all places to the centre and the suburb and everything in-between and to the city, town and the village. Urban structure is important because It provides the foundations for the detailed design of individual developments enabling:

- Integration with surrounding area
- Individual elements to function efficiently together
- Environmental harmony
- A sense of place
- Commercial viability’

By drawing upon the results of consultation exercises, Conservation Area Appraisals and new analysis, this document seeks to make ‘structural’ recommendations for new development. It also gives recommendations at various design scales to influence development that is recognisably ‘of the Sid Valley’ and not ‘anytown’ new development without a distinctive character.

1.2.3 INFORMING A VISION AND DESIGN PRINCIPLES

A design led Place Analysis can help inform the vision for a Neighbourhood Plan. It can inform an understanding of the spatial qualities of places and how they function; socially, economically and environmentally. It can help define what is special about a place, how qualities are valued by people and their priorities for protecting assets.

It can also inform what people’s aspirations are for change and how this could meet people’s needs and fit with existing places. It can describe how places might function better, identifying areas for useful improvement. It can explain where and why change could happen. It can help to define what places might look like identifying principles that developers should follow or aims that a community could pursue together.

- Design principles can be defined to:
- provide clarity for developers on what is expected,
 - clearly articulate design principles,
 - ensure buildings and places reflect local identity,
 - create a sense of pride,
 - relate development to people’s needs now and into the future.



1.2.4 SHAPING FUTURE DEVELOPMENT

A Neighbourhood Plan has the potential to shape future development, defining where it will go and what it will look like. It can make sure future development is appropriate to the communities needs and aspirations. The Plan can also influence what is already in the local plan by providing design parameters. The aim of this Place Analysis by Creating Excellence is to contribute to the evidence base for the SVN. This is to support the development of the vision and the place based and thematic policy preparation of the SVN.

In developing the Place Analysis the team worked with the Steering Group and wider community to:

- Record stakeholder’s values and aspirations.
- Analyse and describe the qualities of place.
- Identify current policies and projects, for review.
- Identify areas for possible improvement or change,
- Set out design parameters to inform development.
- Inform questions for further public consultation.

The design parameters will draw on national design guidance such as Building for Life 12 and Manual for Streets.

FIG. 1: EXTRACTS FROM NATIONAL DESIGN GUIDANCE



1.0

PROCESS AND APPROACH

“People told us they valued its appeal both as an attractive and tranquil place to be and its sense of community Illustrated through having so many activities, a low crime rate and a sense of friendliness.”

1.3.0 THE PLACE ANALYSIS APPROACH

The first round of consultation for the SVNP identified how the sense of community and friendliness of the area was highly valued along with the unique built and natural environments. The wide range of recreational and cultural activities were also identified as attracting both residents and visitors. The need to improve infrastructure was also identified and was a concern that had also featured strongly in the 2006 Vision for Sidmouth.

For this reason, we have chosen to document urban and landscape character alongside community and cultural assets and destinations, focusing on four tests of environmental quality; **character, climate, community and connectivity.**

The analysis is made mainly at two scales one covering the Sid Valley another at the scale of the individual settlements. The place analysis focuses in more detail on the settlements with the parish of Sidmouth and Sidford, Sidbury and Salcombe Regis. This focuses on the relationship between settlement and landscape and the role of landscape within the settlement and their built character.

Strategic design guidance is also developed for pivotal development sites such as Port Royal, Eastern Town.

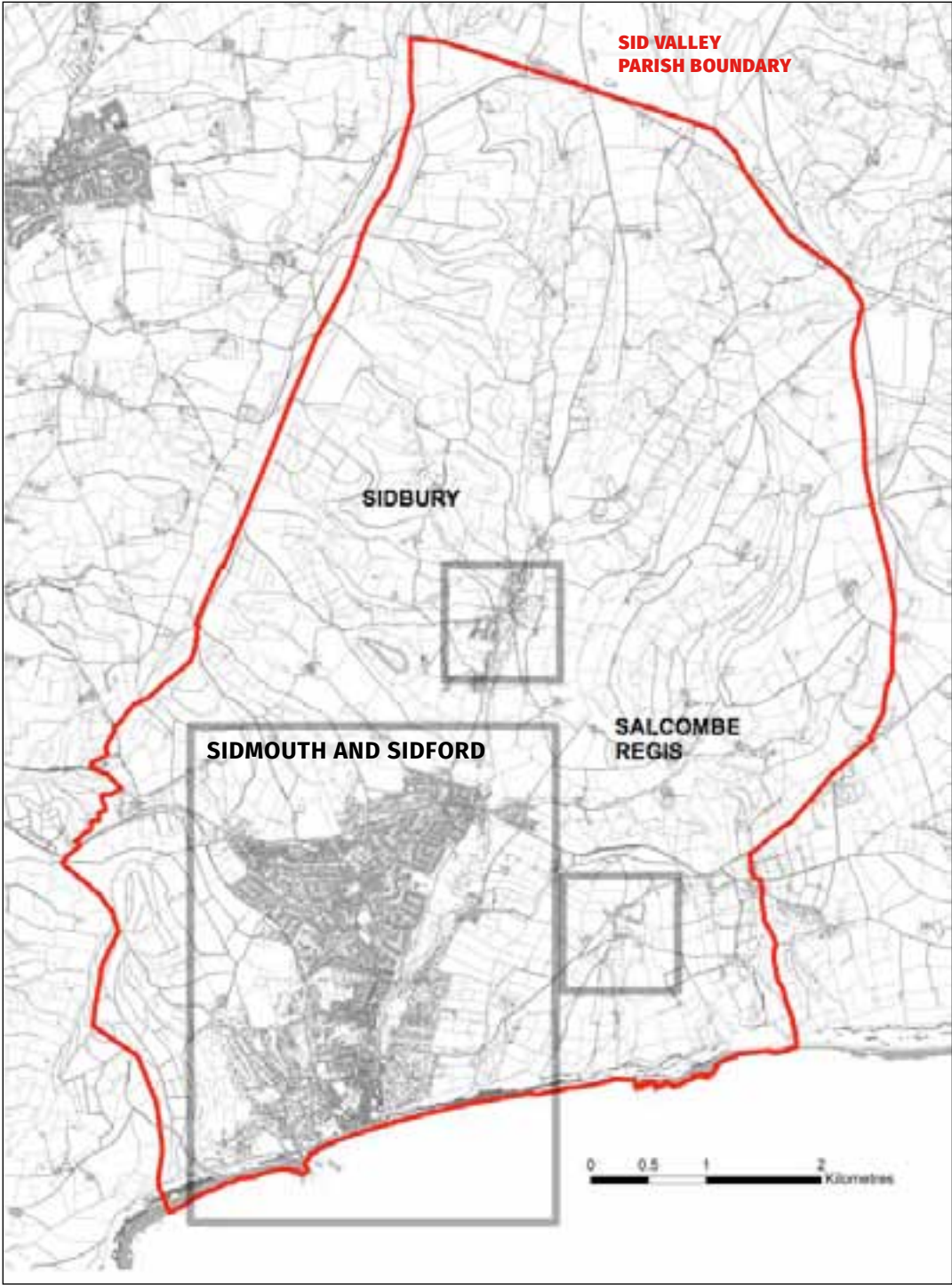


FIG. 2: THE SID VALLEY AND MAIN SETTLEMENT AREAS

2.0

'HAVE YOUR SAY' COMMUNITY WORKSHOP

2.1.0 PURPOSE AND ORGANISATION OF THE WORKSHOP

A 'Have Your Say' community workshop was held on 27th January 2017 at Kennaway House in Sidmouth. The aim of the workshop was to test the emerging Vision for the Sid Valley Neighbourhood Development Plan (SVNP), and to establish the need for baseline evidence to support the preparation of the SVNP. Creating Excellence (CE) supported the event. A cross section of Sid Valley representatives together shared their knowledge.

To develop and test the vision delegates were invited to respond to three questions related to the SV Neighbourhood Plan Themes of; Our Built Environment, Our Natural Environment, Housing, Transport, Community - Culture and Young People, Economic Resilience and The Port Royal Development.



FIG. 3&4: WORKSHOP AT KENNAWAY HOUSE

2.2.0 THEME: OUR BUILT ENVIRONMENT

The built environment can better meet multi-generational community needs by;

- > not having a bias to second homes and the older generation,
- > improving employment opportunities particularly for local businesses to grow,
- > getting the infrastructure right, by balancing transport needs and affordable housing,
- > providing a mix of housing tenure types including ‘lifetime homes’ and self-build.
- > re-using buildings – supporting start-up businesses and creative enterprises,

Design qualities inside the settlement boundaries should;

- > protect key views within appropriate scale and massing,
- > not be pastiche architecture but be high standard and to modern construction standards,
- > be landscape-led in their design and energy efficient,
- > support the night-time economy by using the seafront as a gateway to the Sid Valley,
- > pay attention and be orientated towards the street, with no blank gable ends – particularly in the town centre, defining different character types,
- > only allow a multi-storey car park if of the highest possible design standards.

New development should have the following special qualities if outside the boundary;

- > in the ANOB, establish criteria to protect boundary edges,
- > in regard to architectural character, scale must be appropriate so; views are not blocked, street scenes are varied, there is consistency of materials used and renewable energy is integrated
- > on sites outside settlement boundaries, enhance corridors for cyclists and pedestrians,
- > avoid settlement creep up the Valley sides re-use brownfield land first,
- > maintain the Green Wedge between Sidford & Sidbury.

2.3.0 THEME: OUR NATURAL ENVIRONMENT

Protect the landscape within & surrounding the settlements by;

- > resist urbanisation, preserve the coast, AONB and other landscape designations,
- > capture what is unique in the valley setting, notably Trow Hill and Salcombe Hill views,
- > retain and protect the existing built up area boundary edges,
- > replenish trees and hedgerows and protect Ancient Woodlands,
- > safeguard our coastal paths, including the link at Alma Bridge so that there are continuous links from the Ham, the Byes and an eco-corridor for wildlife and habitats.

The important views and physical connections to the landscape to be improved by;

- > avoiding ‘settlement creep’ and retaining settlement edges notably Sidford and Sidbury,
- > improving access to the Alexandria Road Industrial Estate,
- > considering landscape impact if Sidford Business Park comes forward,
- > carefully considering and taking account of the Beach Management Plan,
- > protecting and enhancing the c. 40 footpaths/cycleways in the SV,
- > introduce boardwalks on the beach,
- > Park & Change should be kept to the south of the A3052.

The areas of landscape that could be improved relate to;

- > any brownfield land that should be developed before greenfield land,
- > the settlement boundaries should remain tightly drawn,
- > protect Salcombe Regis’s setting that is being affected by adjoining developments,
- > use signposting to improve interpretation of town landscapes, assessing where improvements are needed notably at the Knowle.

2.4.0 THEME: HOUSING

The mix of housing desirable for new sites should consider;

- > if housing sites in the Local Plan are enough for future growth and population mix,
- > if mixing affordable housing with more expensive homes is a good idea or not,
- > where to promote starter homes for first time buyers, and to what level,
- > if development to the north of Sidmouth is better as closer to good transport (bus) links,
- > how to make judging good design less subjective by finding methods to judge it,
- > to resist second/holiday homes where family homes are in short supply,
- > guidelines for development of windfall allocations.

To assess design quality the following criteria are needed, by;

- > understanding car parking limits for new housing, and promoting modal shift,
- > deciding if the SV needs its own ‘Sid Valley Design Guide’,
- > promoting design policies that embrace innovation and high standards,
- > promoting character in housing design, to provide variety of style and be sustainable,
- > introducing functional guidelines such as Building for Life 12.

We need to avoid the following;

- > the stereotype that Sidmouth has the highest ageing population in Devon and to build on it being the attractive place it is for families and younger people.

2.5.0 THEME: TRANSPORT

- Walking and cycle links can be improved across the town by;**
- > promoting cycling for its benefits to health and social cohesion,
 - > seeing the Byes as a considerable asset in achieving enhanced walking and cycling,
 - > linking the esplanade and Byes through the town, as well as improve east-west routes,
 - > providing a safe route Sidmouth to Sidbury – as the road arrangements are dangerous,
 - > producing a good SV cycle map referancing historic sights,
 - > ensuring land is allocated for safe routes when development is being planned.
- Parking can be better managed for residents and visitors by;**
- > securing a Park & Ride to relieve Sidmouth parking, Park & Change not supported as it may only benefit those parking to catch a bus into Exeter,
 - > securing a good multi-modal Park and Ride facility to the North of Sidmouth, connecting with cycling routes, bicycle hire and bus routes, in the Bowd area,
 - > rationalising Sidmouth parking with possibility of a high quality multi-story car park,
 - > improving parking signage for visitors, the role of Manor Car Park could be enhanced.
- The movement and public realm in the town centre can be improved by;**
- > looking at pedestrian safety on Fore Street, given the narrow pavement widths,
 - > making better crossings from Esplanade to town centre,
 - > restricting loading/deliveries for town centre businesses to before/after trading hours,
 - > improve the public realm of the esplanade to bring up to modern standards,
 - > assessing pavements in terms of their attractiveness, removing trip hazards.

2.6.0 THEME: COMMUNITY & CULTURE, YOUNG PEOPLE

- The experience for visitors and schoolchildren to Sidmouth as a destination in the Jurassic Coast can be improved, by;**
- > raising awareness of our sea history and hosting high quality events that reflect on that,
 - > promoting cycling, as a real attraction for visitors – noting the Sustrans routes,
 - > protecting our festivals – i.e. Folk Week, and protecting the Ham as a key festival site,
 - > preserving sports grounds in the town of Sidmouth as a real asset.
- The cultural offer of Sidmouth can be extended through the seasons, by;**
- > building on the success of the existing festivals in Sidmouth,
 - > resisting the increase (perceived?) in second homes,
 - > protecting community assets – such as the cinema in a key site,
 - > expanding and improving the Farmer’s Market,
 - > supporting the Sidmouth Herald as a key asset that supports community cohesion,
 - > supporting the trend of multi-purpose holidays that widens the appeal for visitors but also shares the potential for local businesses to benefit, look at introducing other attractions,
 - > promoting Sidmouth’s history key being the fishing heritage,
 - > ensure excellent broadband provision.
- The gaps in provision of social spaces for young people, relate to:**
- > using public buildings to their full potential, expand their uses otherwise young people travel to Exeter for greater choice,
 - > although considered a safe town it is not seen as the focal point for facilities,
 - > an expectation that young adults will flee Sidmouth – but should they be encouraged to stay? If so, what do young people want to see happen?
 - > the need for shared workspace to encourage start-ups and entrepreneurial activity,
 - > need for a social media hub to extend its reach to younger people.

2.7.0 THEME: ECONOMIC RESILIENCE

- The type of employment space needed over the next 15 years, is;**
- > should be assessed within the local plan allocation to ensure it meets demand,
 - > promotion of facilities for STEM businesses/start-ups, spaces for existing services to expand and units encouraging creative enterprises,
 - > a Business Park offering affordable, flexible space, discourage large warehouses,
 - > to encourage conversion of underused/derelict buildings for employment purposes,
 - > to resist becoming a ‘clone’ town, but promote the town as unique, mature and special,
 - > Resist the threat of edge-of-town industrial or retail spaces.
- Design guidance for developers of employment space, should be;**
- > that brownfield sites be developed first before greenfield,
 - > new buildings respect SV character, not exceed current massing and protect views,
 - > open space should be protected, walking and cycling opportunities prioritised,
 - > retail frontage character preserved,
 - > buildings and spaces to be respectful of historical character and architectural excellence,
 - > modern construction is fit for purpose, energy efficient and in sympathy with their setting,



FIG. 5&6: GATHERING VIEWS AT THE WORKSHOP

THEME: ECONOMIC RESILIENCE (2.7.0 CONT)

Improvements at Port Royal, town centre and esplanade will benefit economic resilience, by;

- > taking account of our maritime location and history, esp. for visitors,
- > considering if a harbour/jetty/marina is needed or if the esplanade remains unchanged,
- > supporting night time economy, attractions with sea views suitable for the visitor profile,
- > measure bed space losses and manage future supply against demand,
- > use Port Royal as a gateway to seafront and town centre,
- > close the turning circle to traffic and extend the recreational area of the Ham,
- > discourage arrival by car, use Manor Road car park and frequent hopper bus services,
- > use flood defense/beach management infrastructure for public, beach-oriented activity,
- > consider town centre lighting in any public realm improvements.

2.8.0 THEME: SIDMOUTH, PORT ROYAL REDEVELOPMENT

The mix of uses at Port Royal would contribute to the vitality of the town centre, by;

- > taking a wider perspective, understanding the environment and practical issues relating to the sea wall, cliffs, exposure to erosion,
- > protecting this corner of the seafront and retaining the 360 degree views,
- > ensuring better community uses on this part of the seafront,
- > affordable housing not supported commercially on the seafront,
- > having a high-quality restaurant with terrace overlooking the sea,
- > parking not being visible on the seafront so either as an under-croft or not at all,
- > incorporating the public toilets into any scheme, currently an eye sore,
- > take account of existing knowledge, a jetty or pier is favoured, to allow for a different water based experience combined with a coastal protection role,
- > assess the redevelopment of existing buildings with multi-purpose community uses,
- > retain the Ham as a green for events – seen as very important,
- > relocation of the Life Boat Station may open up potential for the fish shop, gig club,
- > consider the area north of the play area, perhaps here is the location for housing,
- > assess enhancements of the Swimming Pool site as an important community asset.

Pedestrian and cycle links to the site, could be improved, by;

- > aiding the relationship to the seafront, Byes and the town centre, perhaps along the river,
- > the Ham as a multi-user event space with improved play area and extending the residential area with affordable homes on the pumping station site,
- > that deliveries need to be accommodated – and turning circles maintained,
- > retain but enhance car parking in the vicinity of the Ham,
- > consider a circular walk/cycle route, a study suggested to assess that potential.

Design guidance that should be given to developers of this important site, relates to;

- > Jurassic Coast views, massing and heights of development to be sensitively assessed,
- > heights to level of adjoining hotel building or lower noting cliff views and beyond. Is a study needed to assess heights and massing at Port Royal?
- > the green/biodiversity identity of the seafront needs to be brought back to prominence,
- > the Drill Hall and Sailing Club etc. are held in local regard, need to decide if refurbishment appropriate and if residential development could sit alongside these uses,
- > the character of the 'old town' fisher area should be retained wherever possible,
- > the longevity of this asset needs foremost to be protected from erosion from the sea.
- > details of any environmental improvements in the public realm needs to be carefully thought through – that is the design of seating, choice of paving, railings etc.
- > to have a theme – can elegance and style in keeping with the Regency reputation be considered? No need to replicate themes from elsewhere.

3.0

BACKGROUND & POLICY CONTEXT

“ Sidmouth’s outstanding natural environment is a key asset and conservation, enhancement and sensitive management of the landscape, heritage and wildlife of the area is critical”

STRATEGY 26, SIDMOUTH, EDDC LOCAL PLAN

3.1.0 WIDER LANDSCAPE CONTEXT AND AONB

Landscape is a key issue to be addressed within the SVNP, not least because the Plan area is set entirely within the nationally designated landscape of the East Devon AONB. The AONB designation washes over the smaller settlements in the NP area and directly abuts the ‘Built Up Areas’ boundary of Sidmouth on all sides except the coast, and in a number of locations extends within the settlement boundary. There are no areas of undesignated landscape outside of the BUA boundaries within the Plan area.

As a national landscape asset, the AONB receives the highest level of landscape protection in national and local planning policy. Development that may directly or indirectly affect the characteristics and qualities for which it is designated will therefore be very strictly controlled and must be compatible with national policy and the AONB Management Plan.

PARAGRAPH: 003 OF THE NPPF refers to the national policy relating to AONBs. The statutory purpose of AONBs is to conserve and enhance the natural beauty of the area, and local authorities have a statutory duty to ‘have regard’ for these purposes when coming to decisions or carrying out their activities relating to or affecting land within these areas.

3.2.0 LANDSCAPE IN THE EAST DEVON LOCAL PLAN

STRATEGY 46 OF THE EAST DEVON LOCAL PLAN (ADOPTED 2016) - emphasises the importance of landscape conservation and enhancement in general, but particularly within AONBs stating that: “Development will need to be undertaken in a manner that is sympathetic to, and helps to conserve and enhance the quality and local distinctiveness of, the natural and historic landscape character of East Devon, in particular in the AONB: Development will only be permitted where it:

- 1 conserves and enhances the landscape character of the area;
- 2 does not undermine landscape quality; and
- 3 is appropriate to the economic, social and well being of the area.”

When considering development in or affecting AONBs, great weight will be given to conserving and enhancing their natural beauty and major development will only be permitted where it can be shown that it cannot be reasonably accommodated elsewhere outside of the AONB.

It also refers to the requirement for relevant AONB management plans/guidelines and landscape character assessments to be used in design and management considerations.

LOCAL PLAN STRATEGY 26: DEVELOPMENT AT SIDMOUTH reiterates the importance of Sidmouth’s outstanding natural environment and states that it “...is a key asset and conservation, enhancement and sensitive management of the landscape, heritage and wildlife of the area is critical”

LOCAL PLAN STRATEGIES 5: ENVIRONMENT AND 7: DEVELOPMENT IN THE COUNTRYSIDE also emphasise the protection of important environmental assets and state that, within the wider countryside:

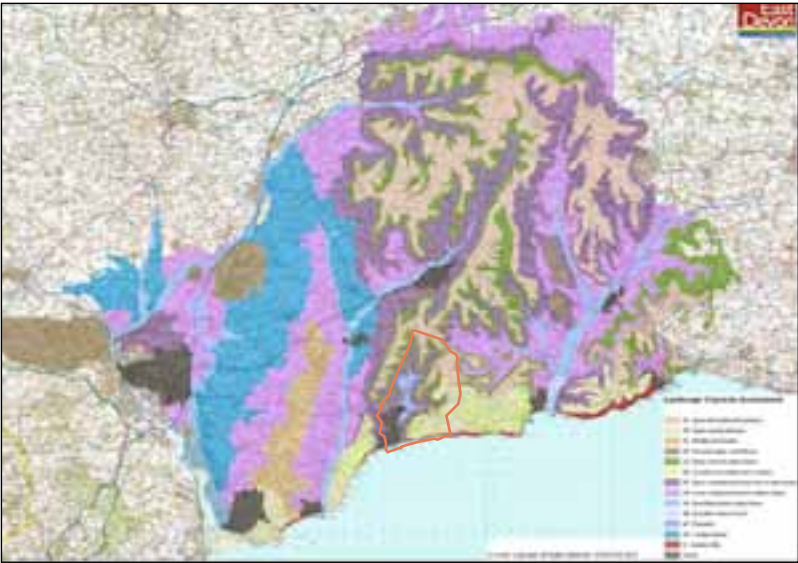


FIG. 7: EDDC LANDSCAPE CHARECTER ASSESSMENT

“...development will only be permitted where it would not harm the distinctive landscape, amenity and environmental qualities within which it is located, including:

- 1 Land forms and patterns of settlement.
- 2 important natural and manmade features which contribute to the local landscape character, including topography, traditional field boundaries, areas of importance for nature conservation and rural buildings.
- 3 The adverse disruption of a view from a public place which forms part of the distinctive character of the area or otherwise causes significant visual intrusions.”

There is therefore currently an overwhelmingly strong policy context of protection for the AONB landscape which should be reflected within the SVNP. Such an approach should apply even in situations where the NP proposes development outside of the BUA boundaries, i.e. superseding the relevant constraint policies of the Local Plan.

3.0

BACKGROUND & POLICY CONTEXT

3.2.0 A DISTINCTIVE HERITAGE

At Sidmouth, architecture and landscape heritage are intertwined. Up until the early 19th Century Sidmouth was a small fishing town with dwellings tightly grouped around the river Sid. As its popularity as a place began to develop the town was extended with fine Regency Terraces and ‘Cottage Orne’. Noted as the speciality of the town the ‘Cottage Orne’ are villas that were “picturesquely scattered around the fringes of the old settlement”*. As well as being orientated towards the coast these historic buildings at the heart of the town are defined by their romantic landscape setting.

“SIDMOUTH is one of the most attractive seaside towns on the S. coast of England, framed in a narrow valley opening on to the sea, and sheltered E. and W. by tremendous red sandstone cliffs that rise to over 500 ft. For centuries it was a small market and fishing town. Risdon, in the early 17th century, calls it “one of the especialest fisher towns of the shire,” but the fishery had much declined by the early 19th century Fortunately, visitors had begun to discover the mildness of its climate and its beautiful scenery, and from the 1780s onwards it was increasingly patronised, even during the winter. The Napoleonic Wars gave a great stimulus to the town by closing the Continent to the upper and upper-middle classes, who began to settle at Sidmouth and to build themselves “cottages” in every sheltered spot. These “cottages” now frequently converted into hotels are a delightful feature of Sidmouth architecture. Sidmouth remained “select” throughout the 19th century. Its shingle beach did not attract families with children, it did not set out to offer other “attractions”; the railway came late (1874) and even then stopped far short of the town. For all these reasons Sidmouth has preserved its early 19th century character to a high degree.”

Extract from Devon by W.G.Hoskins (1954):

*B. Cherry and N. Pevsner; The Buildings of England, Devon, Yale 1991 Reprint.



FIG. 8: POSTCARDS AND PRINTS: SALCOMBE REGIS AND SIDMOUTH

3.0

BACKGROUND & POLICY CONTEXT

“The seafront and town centre have remained remarkably unspoilt, free from the garish commercialism of most seaside resorts, due in part to the vigilance of the Sid Vale Association founded as early as 1846, one of the first amenity societies in the country” (Cherry and Pevsner 1991).

3.3.0 DEVELOPMENT OF THE SETTLEMENTS AND CONSERVATION AREAS

The architectural and historic qualities justify large parts of the town being designated as Conservation Areas.

The scale of contemporary development is widely complementary to the scale of the existing townscape. Either to the grander Regency Terraces or the smaller scale residential terraces in the east and the centre of the town. Larger apartment buildings sit in relation to the scale of historic hotel buildings in the west. The qualities of the townscape are considered to be an important asset enjoyed by residents and attracting and retaining visitors.

Some new developments do not contribute to the townscape as well as they should. For example they lack character, have a poor relationship to their setting, have weak boundary conditions and can be too dominated by parking.

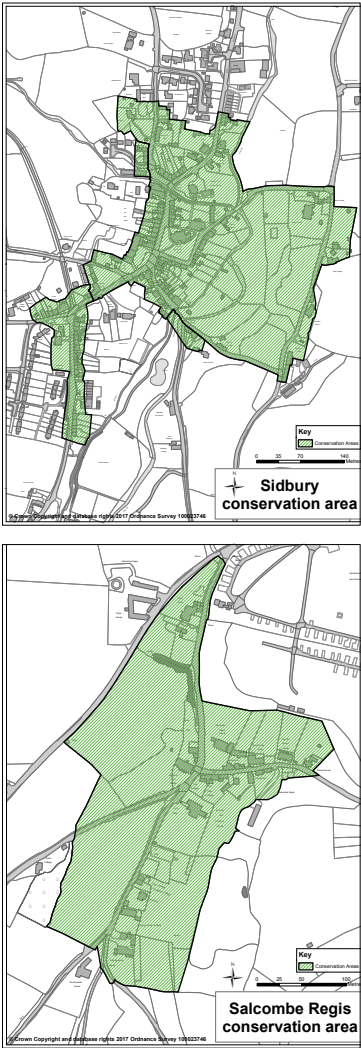
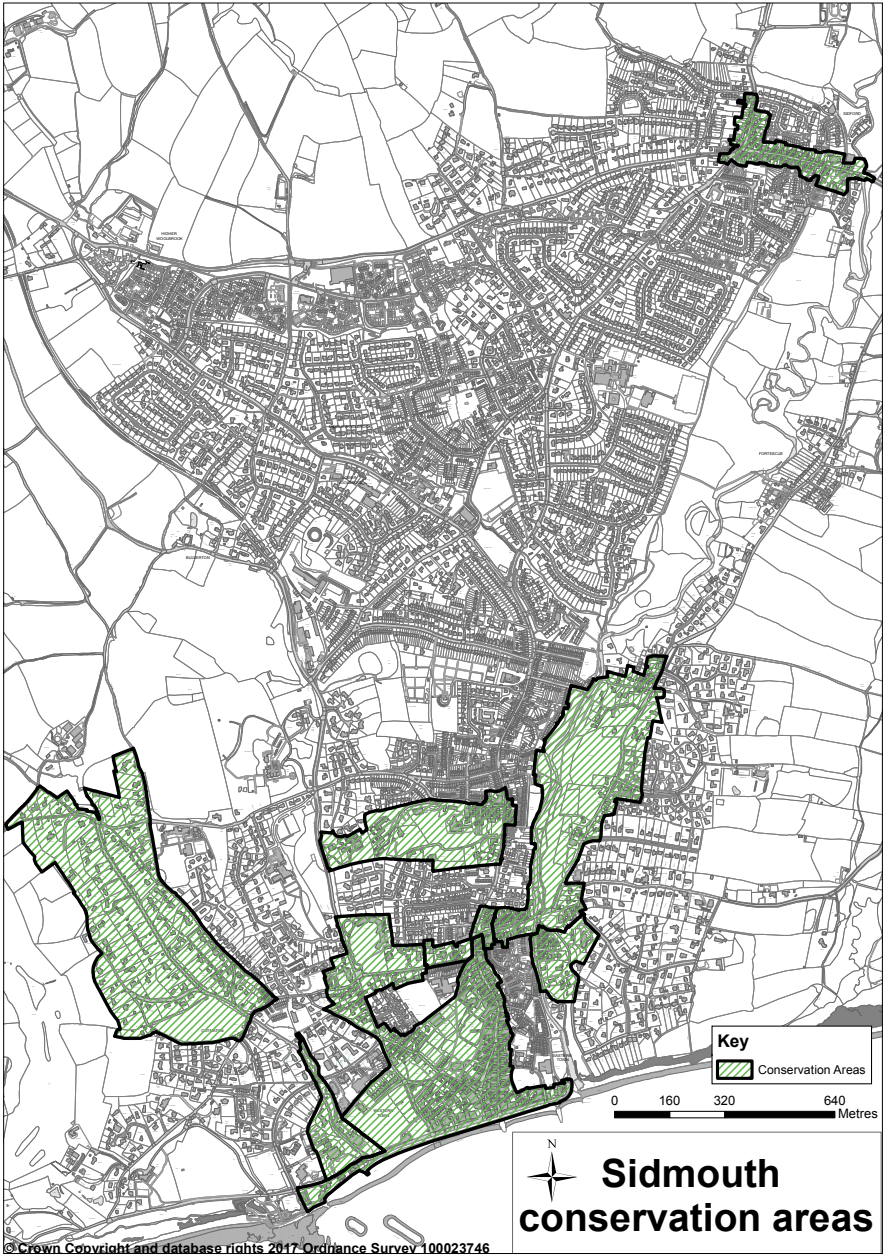


FIG. 9: CONSERVATION AREAS; SIDMOUTH AND SIDFORD, SIDBURY AND SALCOMBE REGIS

4.0

STRATEGIC ANALYSIS PARISH SCALE

4.1.0 WIDER CONNECTIVITY

The parish is linked to nearby settlements by car and bus by principal east west and north south road links. The SVNPSG have identified the potential to strengthen cycling and walking links to improve sustainable connections to national rail services and walking routes such as the East Devon Way and Coast Path.



FIG. 10: LOCATION WITHIN THE JURASSIC COAST



FIG. 11: BUS SERVICES (EXTRACT FROM STAGECOACH SW ROUTE MAP)

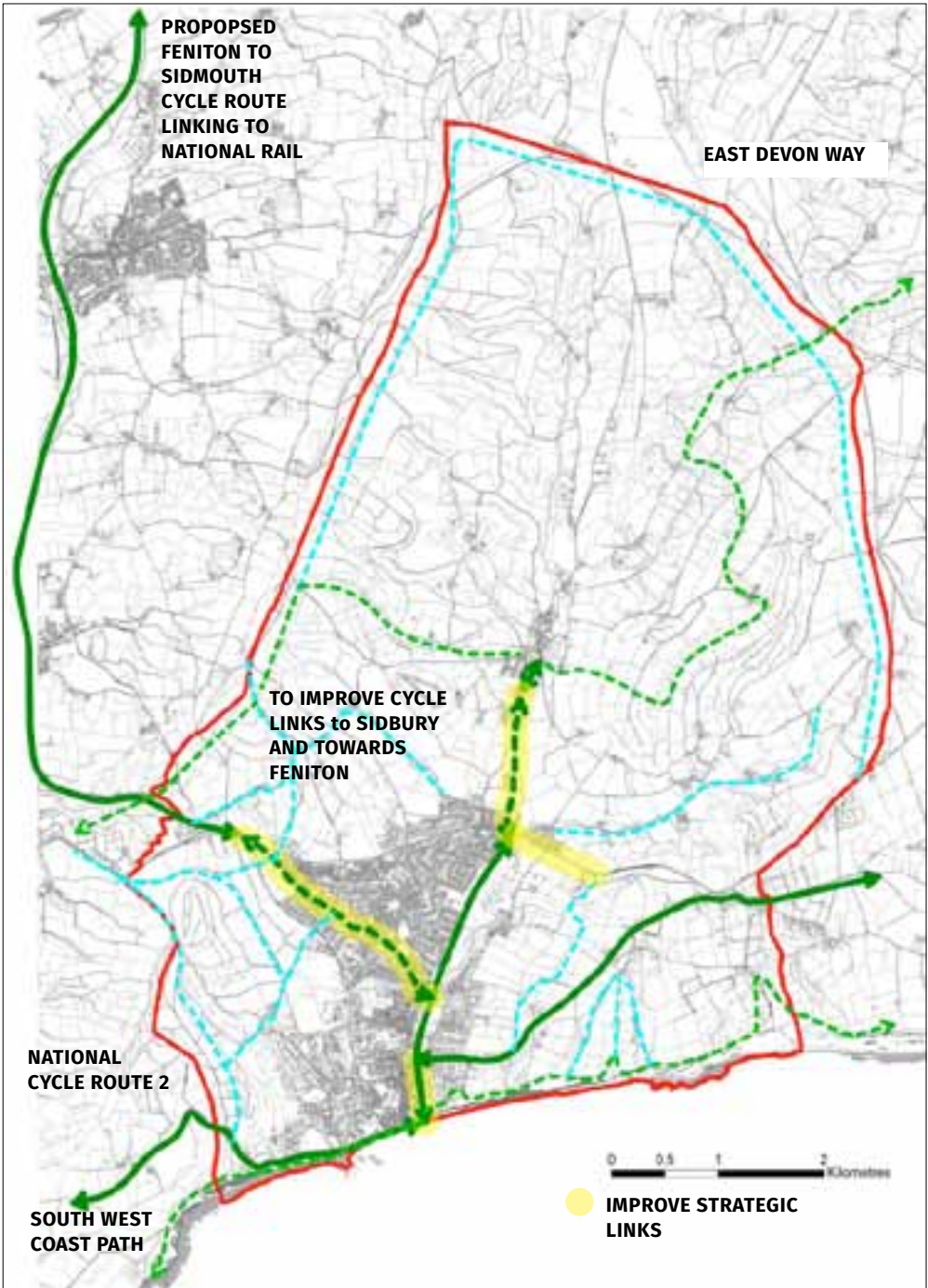


FIG. 12: OPPORTUNITIES TO IMPROVE STRATEGIC LINKS WITHIN SETTLEMENTS

4.2.0 TOPOGRAPHY AND GEOLOGY

The boundary of the Sid Valley Parish is defined by its topography and underlying geology.

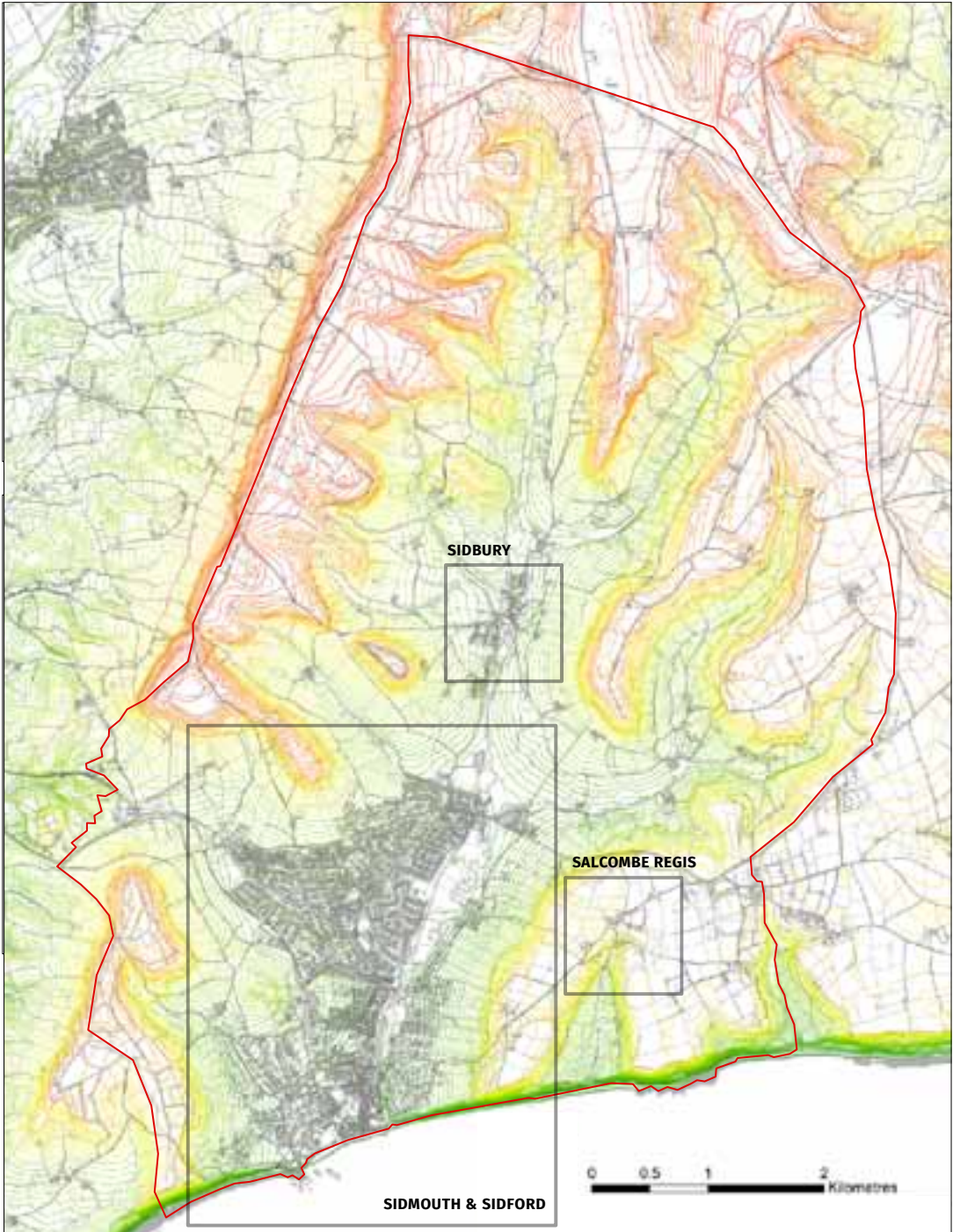
To the east and west the Parish boundary follows the high roads along the ridges of the hills that enclose the Sid Valley, these meet at its most northerly point at The Hare and Hounds where the east west Ottery St Mary to Seaton Road crosses the north south road from Honiton to Sidmouth (A375). Sidbury, Sidford and Sidmouth are on this road and the river Sid. Salcombe Regis is to the East of the parish on the ‘coastal plateaux’. The valley faces south to the sea.

A microclimate is created by the surrounding hills which holds warmth from the sea and protects Sidmouth and Sidford from prevailing winds. Views of the sea are framed by the sides of the valley as you approach Sidmouth from the north.

Due to its unique geology in 2001 the Sid Valley was identified as part of a 95 mile long World Heritage Site the **Jurassic Coast** that stretches from Exmouth in Devon to Poole in neighbouring Dorset.



FIG. 13: VALLEY LANDFORM IN CONTEXT
FIG. 14: SID VALLEY TOPOGRAPHY



4.3.0 KEY STRATEGIC VIEWS

These strategic views identify long range views along the Sid Valley and from important high points. On the next page closer valley and hill views are identified along with defining views within the settlement of Sidmouth.

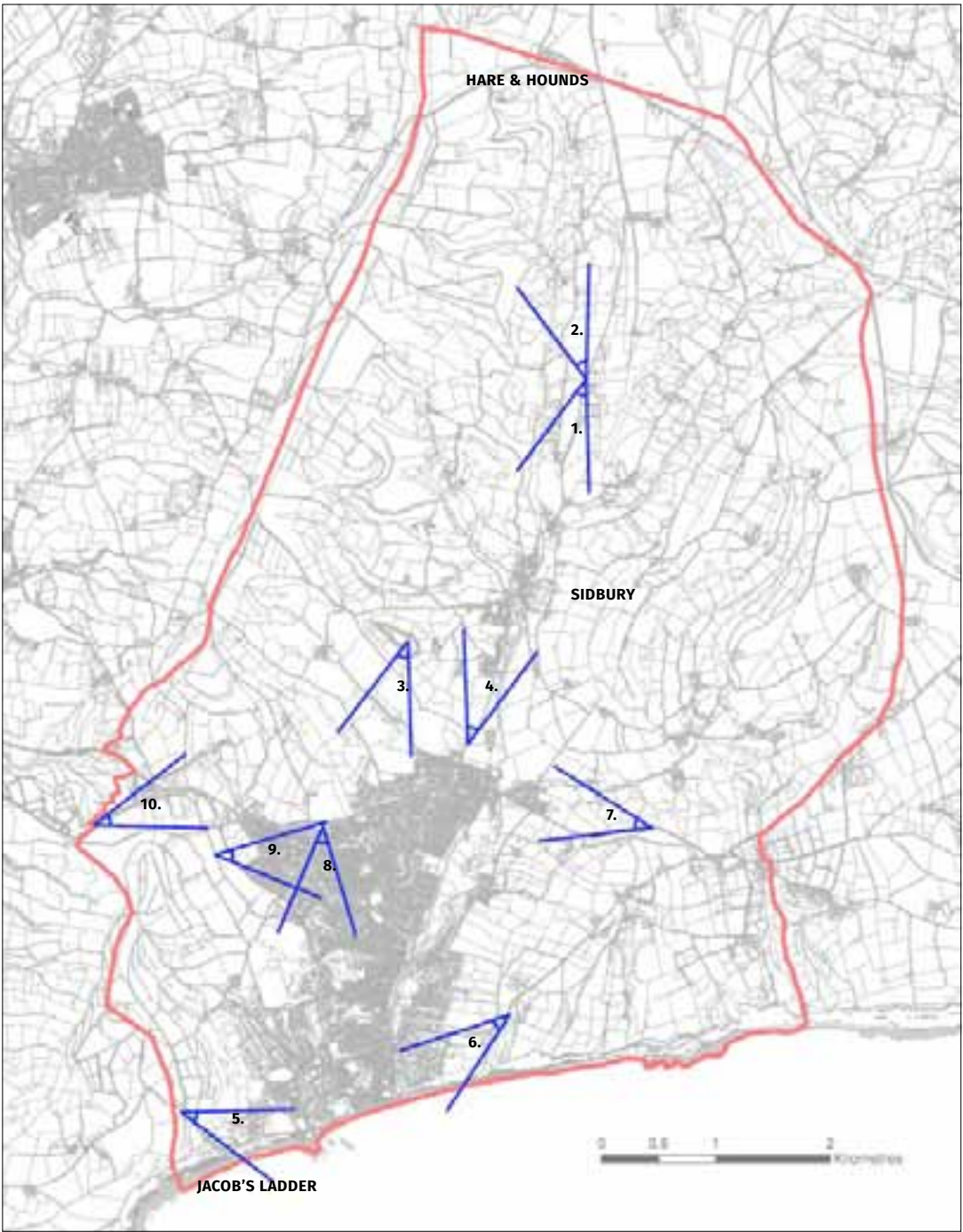
4.3.1 SID VALLEY

- 1. Sidbury (Pen Hill) to the sea
- 2. Sidbury (Pen Hill) to Putts Hill
- 3. Sidbury Castle to Sidmouth
- 4. Sidford to Sidbury
- 5. Peak Hill to Sidmouth
- 6. Salcombe Hill Road to Sidmouth (West)
- 7. Trow Hill to Sidford/Sidbury Castle
- 8. A3052 to the sea
- 9. Bulverton towards Sidford
- 10. Four Elms to The Bowd

The Views were identified by the SVNP SG through the second round of public consultation; Residents Survey Q2



FIG. 15 A&B: VIEW 6. SIDMOUTH FROM SALCOMBE HILL AND MAP OF STRATEGIC VIEWS



KEY STRATEGIC VIEWS (CONT)

4.3.2 VALLEY AND HILL VIEWS SIDMOUTH

- 1. Muttersmoor (Seven Stones)
- 2. Core Hill view to Sidmouth
- 3. Fire Beacon Hill to Woolbrook
- 4. Harcombe Hill to Valley
- 5. Sidbury Castle to Sidmouth
- 6. Salcombe Road (Toll House) To Byes
- 7. Peak Hill Field (Jacob's Ladder) view East and North
- 8. Salcombe Hill to the West

4.3.3 SEAFRONT AND TOWN VIEWS SIDMOUTH

- 1. View East of Seafront
- 2. View West of Seafront
- 3. Connaught Gardens East and West
- 4. Views North and South from the Ham
- 5. Views from the cricket pitch
- 6. Blackmore Gardens to Peak Hill
- 7. Knowle Gardens to the sea
- 8. Views along and across the Byes
- 9. The Knapp to Sidbury Castle

The Views were identified by the SVNP SG through the second round of public consultation; Residents Survey Q2

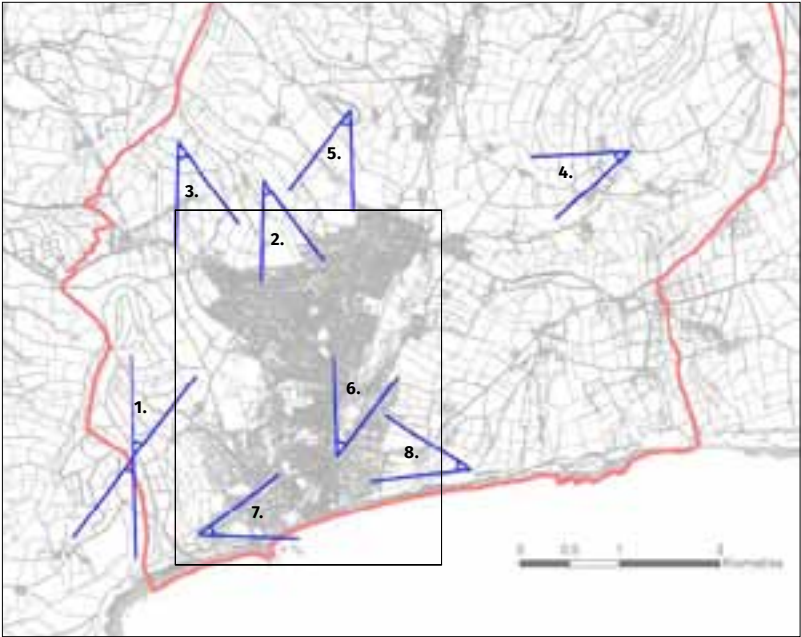
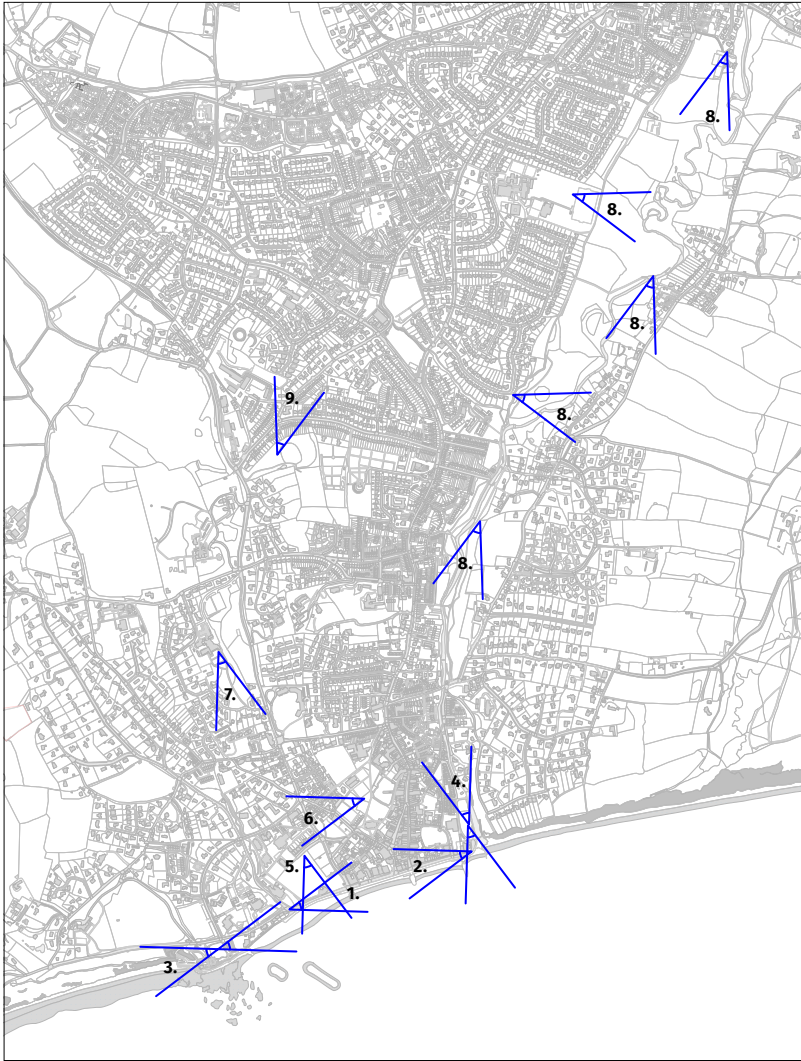


FIG. 16: VALLEY AND HILL VIEWS SIDMOUTH

FIG. 17: SEAFRONT AND TOWN VIEWS, SIDMOUTH



5.0

STRATEGIC ANALYSIS SETTLEMENT SCALE

5.1.0 COMMUNITY & AMENITY

Despite its reasonably compact layout and small scale, the town continues to generate ample local car trips, especially to primary schools, the town centre / seafront and peripheral supermarkets. This may be partly due to its wider rural catchment (including Sidbury and Newton Poppleford), but the quality and connectivity of the pedestrian and cycle environment is clearly limiting the town’s potential.

- Sidmouth is the main local centre for Sidbury and Salcombe Regis. Salcombe Regis is connected by footpaths but Sidbury is not.
- Sidmouth is compact with good connecting routes, well served by bus routes.
- Sidbury, compact around church but extending along street also.
- Sidmouth Town centre is within 20 minutes walk for many, areas outside of this zone have access to local amenities.
- Education and leisure well located.
- Some dispersal of landuses (especially large foodstores)
- Upper residential areas to east and west are less well served and connected than those to the north
- There are opportunities to develop cycling connectivity (identified in the ‘Have Your Say’ workshop) barriers include road danger/gradients.

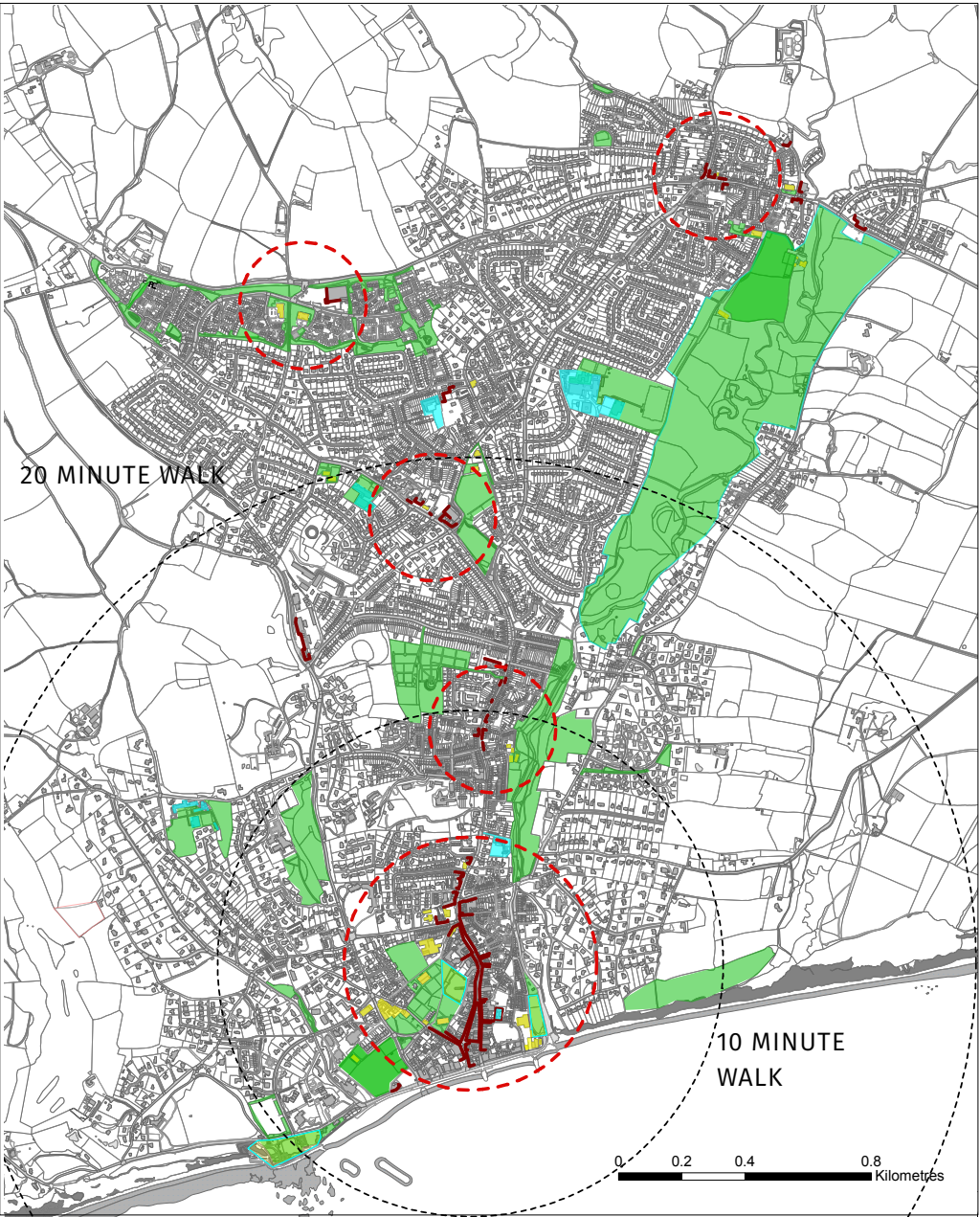


FIG. 18: MAP SHOWING DISTRIBUTION OF AMENITIES WITHIN WALKING DISTANCE

5.2.0 LANDSCAPE CHARACTER:

SIDMOUTH AND SIDFORD - The distinctive landscape of the Sid Valley provides the setting for Sidmouth, Sidford and Sidbury each enjoying views of the coast and views to the wooded ridges framing the valley. Important landscape and wildlife corridors run through the settlements following the river Sid and its tributaries. Steeper hills remain wooded in the settlements and the valley floors are home to recreation fields and parks. Similarly Salcombe Regis is set in a steep sided wooded coombe also orientated towards the sea and threaded through with a stream.

Some of the defining landscape elements identified are:

- > The Byes, Woolbrook tributary and Glen Goyle stream form defining blue and green corridors linking places.
- > Wooded hills remain in the settlement and important parks are laid out in the valley creating Green Wedge
- > Historic landscapes such as The Elysian Fields are integral to the setting of listed buildings.
- > Low density early and mid 20th Century suburbs with large gardens and mature trees
- > Views of valley rising on each side seen from east-west orientated streets
- > Sidmouth's Esplanade book ended by red cliffs and wilder beaches.



FIG. 19: GREEN CORRIDORS AND WEDGES



- AREA OF OUTSTANDING NATURAL BEAUTY
- Built up area boundary
- Landscape corridors
- River corridors
- Recreation fields
- Wooded hills

FIG. 20: DEFINING LANDSCAPE ELEMENTS

5.3.0 IMPACT OF TRAFFIC ON PEDESTRIAN CONNECTIVITY

The impact of traffic on smaller coastal town communities, especially near major areas of population like Exeter, is the main source of concern for many Town Councils across the country. The erosion of pedestrian space, and the consequent reduction in pedestrian and informal activity and movement within towns has serious implications for the economic and social viability of smaller communities. Without informal connections and gathering places, urban life can retreat indoors and turn away from streets and public spaces. This in turn erodes the distinctive qualities of place and sense of community on which long term investment and confidence in Devon town communities depends.

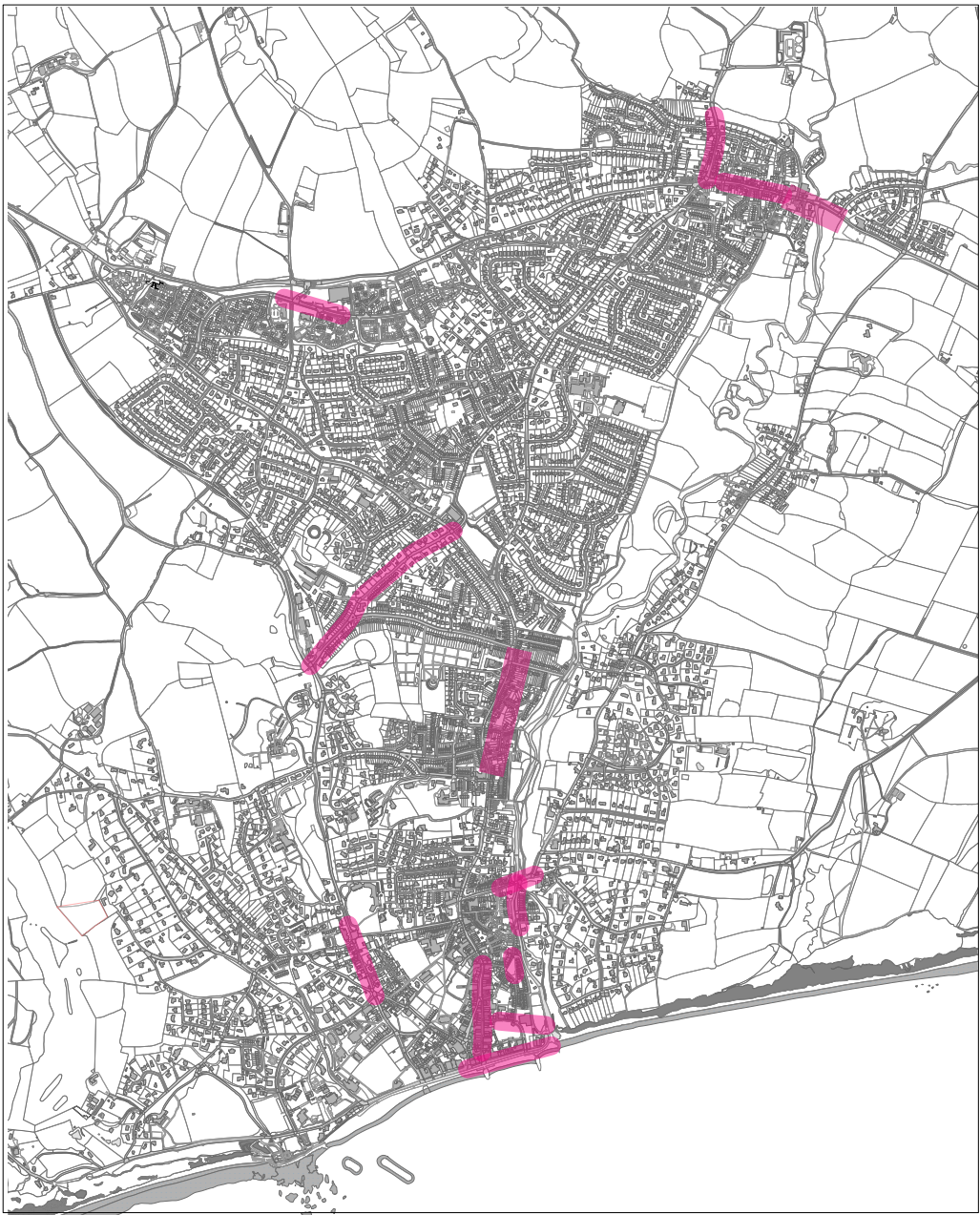
This is especially significant for the historic town of Sidmouth. As the town develops, the quality of the town’s architecture and public spaces may be further eroded by ongoing traffic pressure. This pressure is often worse during the summer months when traffic arising from tourism creates a busy environment on many town streets.

Fortunately Sidmouth has several strong assets including the Regency seafront and historic town centre that are of a highly valued character. The green link and Sid corridor known as ‘The Byes’ further complements the town, providing a high-quality N-S walking and cycling spine.

The future success of Sidmouth partly depends on its unique qualities and urban fabric. However, Sidmouth is under pressure for development for new housing and edge of settlement uses. In this context, the Town Council has sensibly embarked on the preparation of a Neighbourhood Plan to guide and influence its future over the plan period. Extensive local discussions have confirmed traffic as a key issue.



FIG. 21 & 22: STREET VIEWS; MILFORD ROAD AND SIDFORD TWO BRIDGES ROAD



Areas in settlement without pavements and/or with intense traffic use, impacting on safety.

FIG. 23 - STREETS WITH POOR PEDESTRIAN ACCESSIBILITY

5.4.0 IDENTIFICATION OF CHARACTER AREAS

Character areas are identified in relation to: neighbourhoods, landscape features, routes and topography.

There are six areas identified in Sidmouth. The town centre defined by the length of the Esplanade, The Elysian Fields around Sidmouth’s early 19th C expansion both flanked by the early 20th C upper suburbs of Bickwell Valley and Hillside. Woolbrook and Sidford Road and the Byes are defined by their river corridors and Sidmouth’s later expansion. Sidford, Sidbury and Salcombe Regis are each treated as character areas.

Areas are analysed in relation to urban and landscape character, its community and cultural assets and pedestrian connectivity.

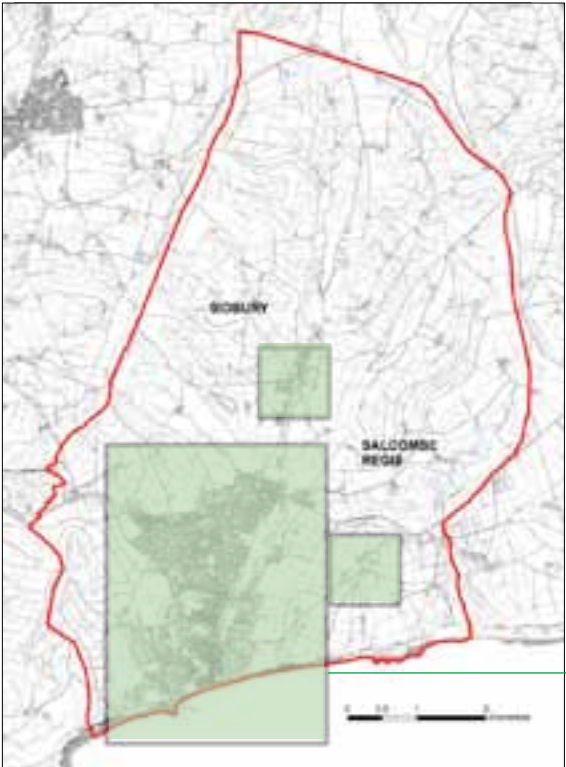


FIG. 24: AREAS OF FOCUS SIDMOUTH/SIDFORD AND SIDBURY AND SALCOMBE REGIS

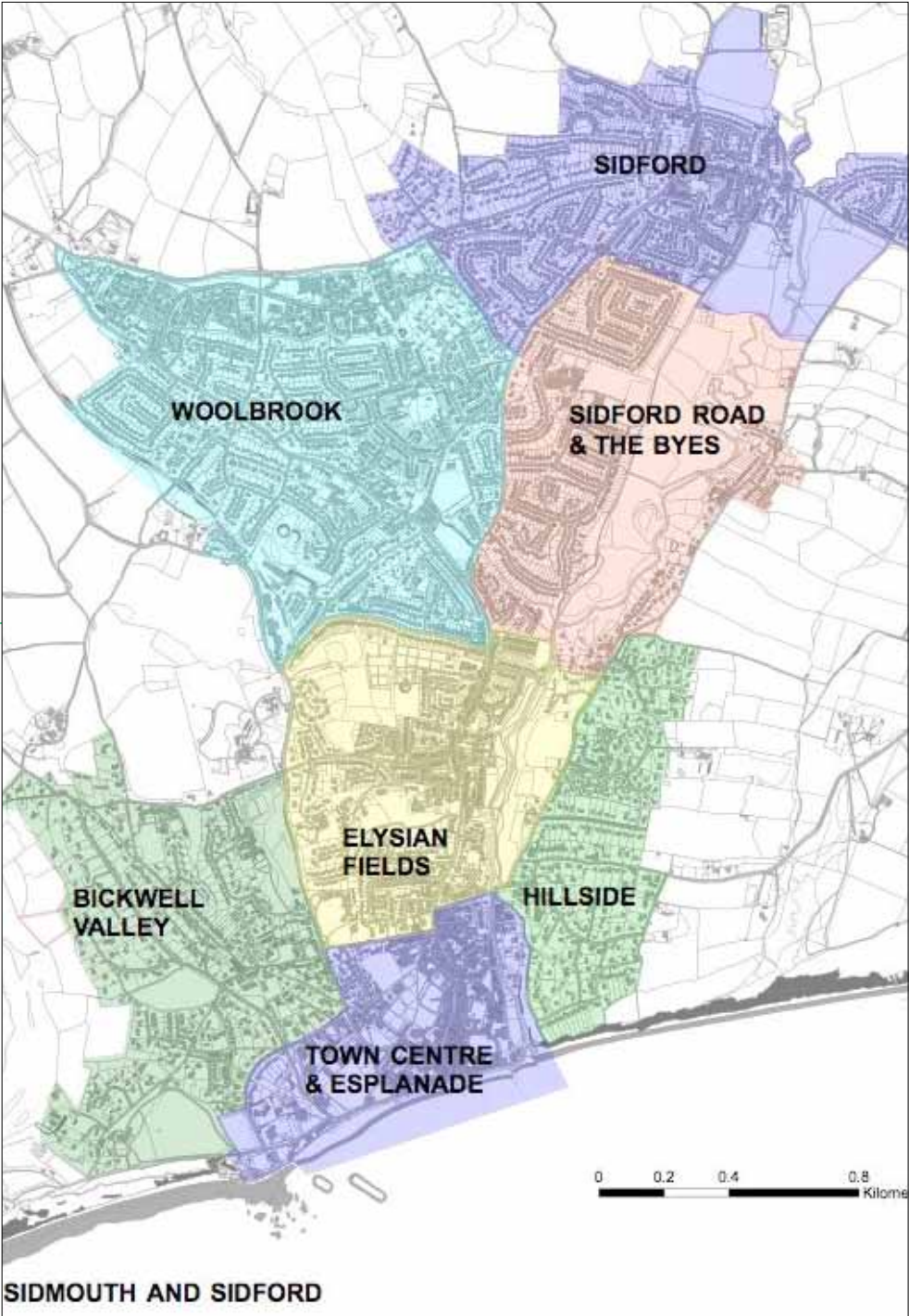


FIG. 25: CHARACTER AREAS SIDMOUTH AND SIDFORD

6.0

CHARECTER AREA ANALYSIS

6.1.0 KEY TO CHARACTER AREA ANALYSIS

The analysis of topography and landscape identified how the settlements are located in relation to the contours of the Sid Valley and the watercourses. In this analysis an overview is given here of the character, climate, community and connectivity of each area.

The analysis of character areas looks more closely at street character. It identifies how buildings relate to spaces and how streets and public spaces are enclosed by buildings. It highlights how spaces are defined by building and landscape edges or boundaries giving areas their specific character. Retail frontages are also identified along with community amenities as these form focal areas around which people congregate, creating important town wide and local destinations.

The analysis records the contribution of public green spaces. Larger private green spaces are also added as in the older ‘suburbs’ of Sidmouth private gardens make an important contribution to character. Key landmarks are highlighted, these are buildings and places which are memorable in some way and are used to find our way around. These make places distinct from one another, often because of the architectural or material character of the buildings as well as their position.

The notes and photographs serve to expand upon the different elements that are assembled to create character. These include landscape, street pattern and architectural form and materials. Interfaces between buildings and streets are often referred to along with boundaries (such as walls, railings and hedges) as these sometimes-overlooked features often contribute significantly to the character of the place.



Defined street frontages



Retail frontages



Green streets



Public recreation areas



Private green spaces/gardens



Landmarks



FIG. 26 TO 32: KEY AND SELECTED PHOTOGRAPHS FROM DIVERSE CHARACTER AREAS TO ILLUSTRATE APPROACH

BUILT AND LANDSCAPE CHARACTER	●	Landmarks
	■	Defined street frontages
	■	Retail frontages
	■	Green streets
	■	Public recreation areas
COMMUNITY AMENITIES	■	Private greenspaces/gardens
	■	Community amenities
CONNECTIVITY	■	Schools and colleges
	→	Pedestrian connections

6.2

CHARACTER AREAS
SIDMOUTH
ESPLANADE AND TOWN CENTRE

6.2.1 CHARACTER ELEMENTS

Between Jacobs Ladder and Salcombe Hill the kilometre long Esplanade fronts the town centre. The central and eastern town are fine grained and urban in character. Behind the recreation grounds to the west large villas and hotels have a more open arrangement as they step up the hill.

CHARACTER

- > Distinctive high quality Regency terraces, hotels and villas facing the sea front,
- > Clear well connected street pattern.
- > Varied and distinctive interfaces between buildings and streets.
- > Less legible townscape around town centre car parks, public realm quality variable.

CLIMATE

- > Striking cliff fronts bookend the Esplanade, bringing wild habitats close to the town.
- > Culverted rivers thread through town to sea
- > Large areas of park land reduce water run off
- > By contrast few high quality green areas in eastern town
- > Poor pedestrian links into town centre.

COMMUNITY

- > Strong civic character to a network of parks and sea and land sporting amenities.
- > Centrally located sports clubs open to visitors and residents.
- > Summer festival sites in parks across the town

CONNECTIVITY

- > Walking connections to the Coast Path and Byes
- > For cycling links see p.14.

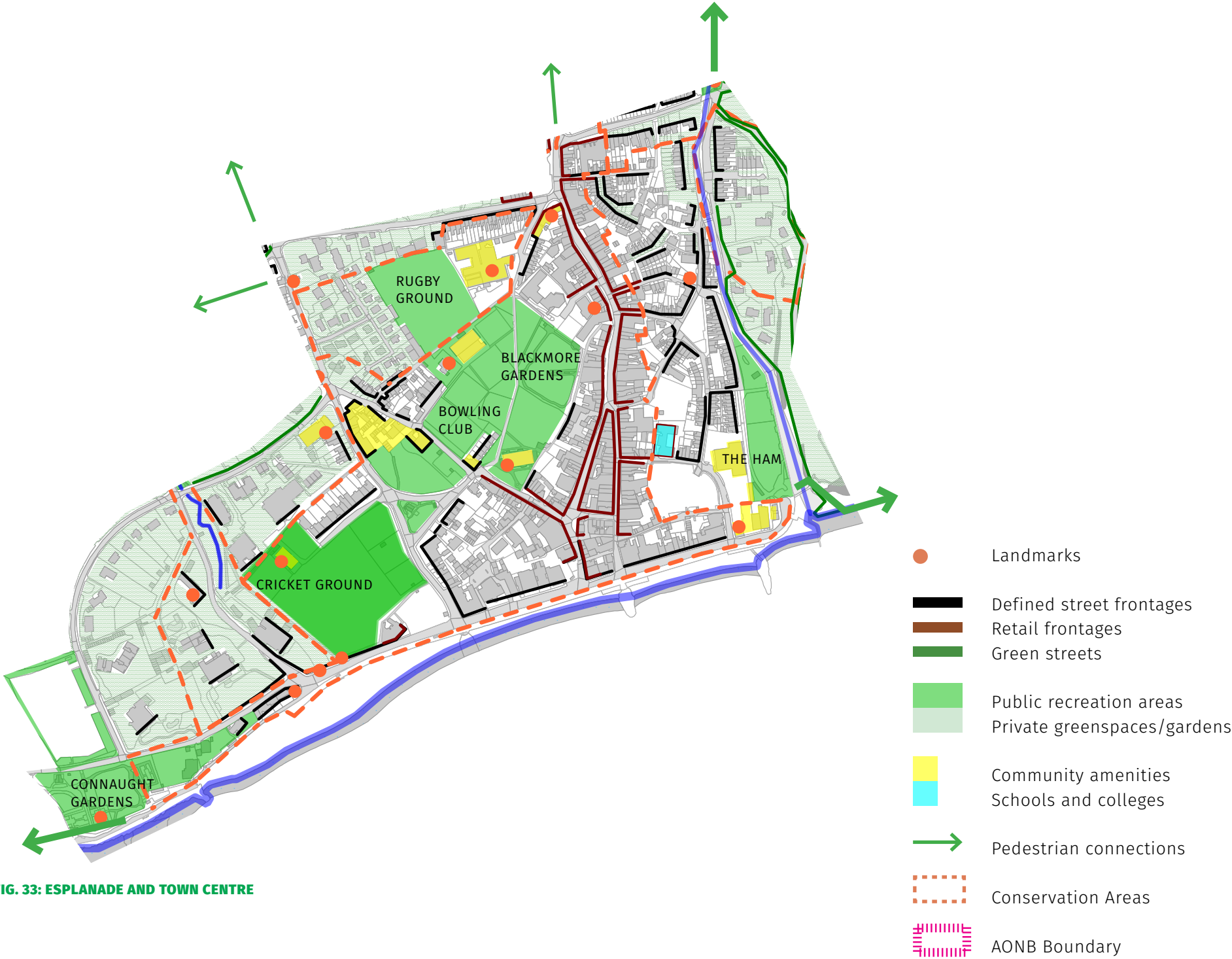


FIG. 33: ESPLANADE AND TOWN CENTRE

6.2

CHARACTER AREAS
SIDMOUTH
ESPLANADE AND TOWN CENTRE

6.2.2 EASTERN TOWN CENTRE

STREET PATTERN

- > Highly permeable ladder like street pattern to town centre,
- > Clearly defined streets and distinctive alleyways,
- > Street pattern less coherent around Port Royal and between here and Milford with spaces between buildings being dominated by town centre parking.

STREET TYPES

- > Varied street types with scale of buildings to suit; from open spaces of the Esplanade to narrower shopping streets and cross cutting alleys.
- > Well defined street frontages in the oldest streets in Sidmouth. Homes and shops with doors directly onto the pavement.

ARCHITECTURE

- > Distinctive Regency Architecture with facades layered with balconies, fine shop fronts and plain and bay fronted terraces.
- > Some unsympathetic and parking dominated pieces of infill.
- > Distinctive local materials used in buildings and boundaries.

LANDSCAPE

- > Presence of the Sid river reduced due to being in a deep culvert until Millford.
- > The north eastern corner of the town becoming more rural with the entry to the Byes and residential streets ascending Hillside.



YORK STREET, EASTERN TOWN



FRONT GARDENS, MILLFORD ROAD



FORD AT MILLFORD ROAD



FIELD'S OF SIDMOUTH



OLD MARKET HALL (PHOTO SARAH HALL)



TOWN CENTRE ALLEY, PEBBLE WALL



ESPLANADE (PHOTO SARAH HALL)



OLD FORE STREET TO THE ESPLANADE



FORE STREET (PHOTO SARAH HALL)



FIG. 34 TO 42: PHOTOS EASTERN TOWN CENTRE

6.2

CHARACTER AREAS
6.2.0 SIDMOUTH
ESPLANADE AND TOWN CENTRE

6.2.3 WESTERN TOWN CENTRE

STREET PATTERN

- > Denser street pattern of town centre fades
- > Formal edge at cricket ground enclosed by two longer terraces.

STREET TYPES

- > Wide avenue from the theatre to Jacob’s Ladder with large villas set back.
- > Open terraces and loosely grouped; villas, hotels and apartment buildings.
- > Glen Road character related to early development.

ARCHITECTURE

- > Distinctive Regency Architecture especially Fortfield Terrace overlooking cricket ground
- > A wide variety of villa types built as individual houses, in pairs or small sets.
- > Distinctive local materials used in buildings and boundaries.

LANDSCAPE

- > Distinctive cliff top walled gardens
- > Private gardens and grounds contributing to landscape character.



FORTFIELD TERRACE



‘COTTAGE ORNE’



MANOR ROAD, LARGE VILLAS SET BACK



VISITORS WELCOME AT SPORTS GROUNDS



BOWLING CLUB, CHURCH IN BACKGROUND



DISTINCTIVE BUILDING GROUP CLIFTON WALKWAY



TENNIS CLUB PAVILION



PAIR OF VILLAS ON STATION ROAD



WESTCLIFF HOTEL & GROUNDS



FIG. 43 TO 51: PHOTOS WESTERN TOWN CENTRE

6.3

CHARACTER AREAS
SIDMOUTH
THE ELYSIAN FIELDS

6.3.1 CHARACTER ELEMENTS

Between All Saints Road and Winslade Road, Sid Road and Station Road this area includes important historic landscapes and buildings from Sidmouth early 19thC expansion. Today the area is centred around the dense late Victorian terraces and late 20thC semis and villas many of which benefit from views into the historic ‘picturesque’ landscapes.

CHARACTER

- > Distinctive high quality Regency terraces and villas associated with the Byes,
- > Distinctive historic buildings acting as landmarks.
- > Varied and distinctive interfaces between buildings and streets.

CLIMATE

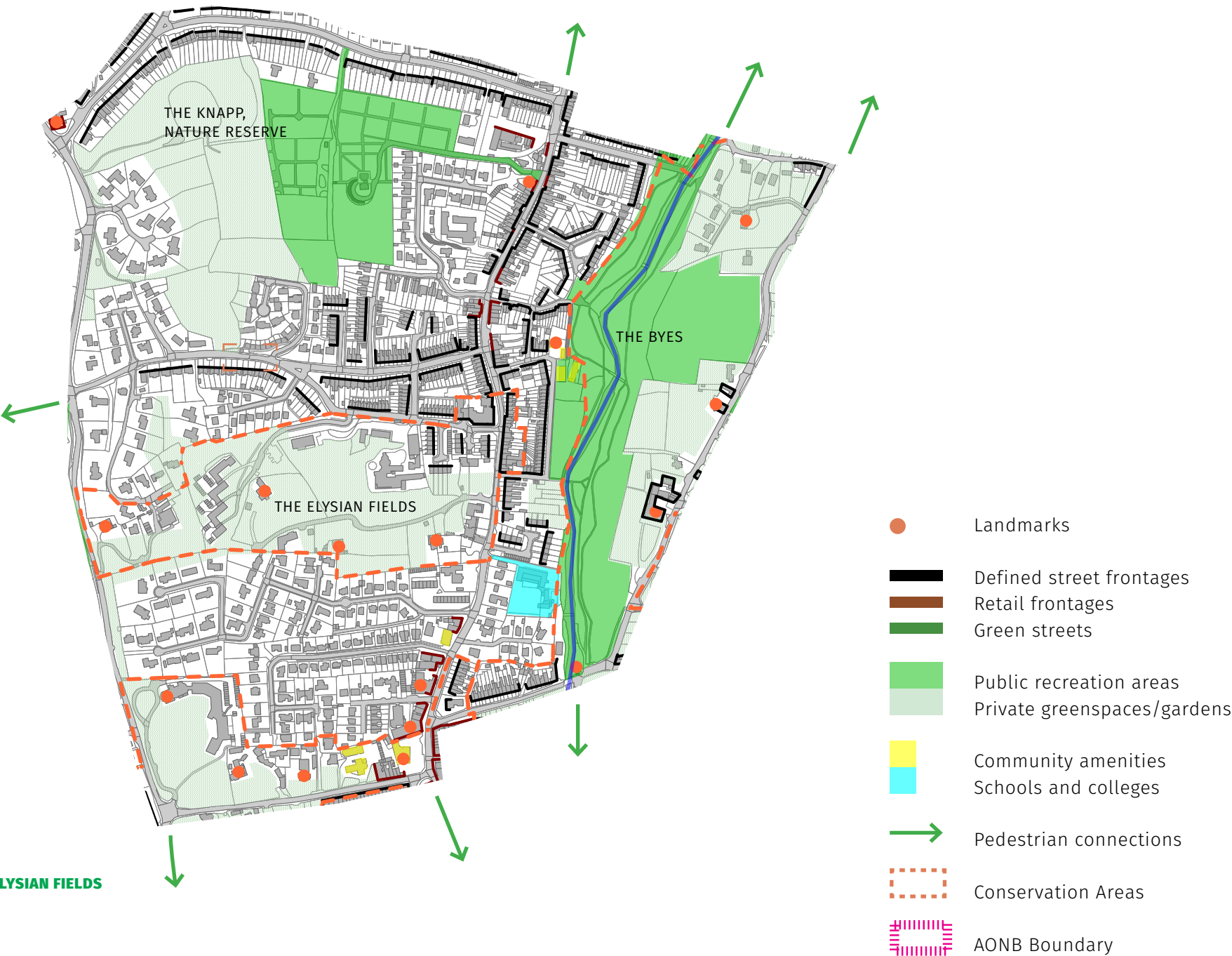
- > High quality public and private green spaces.
- > Nature reserve at the Knapp.
- > The river Sid at the centre of the Byes park, linking neighbourhoods to the town centre.
- > Large areas of park land reduce water run off

COMMUNITY

- > Strong civic character to the Byes.
- > Local centre, shops and works spaces around the Spar shop.
- > Community spaces; STC offices, scouts and primary school enjoy landscape of the Byes.

CONNECTIVITY

- > Mainly clear well connected street pattern, some cul de sacs in the West.
- > Walking connections to the Byes.
- > For cycling links see p.14.



6.3

CHARACTER AREAS
SIDMOUTH
THE ELYSIAN FIELDS

6.3.2 ALL SAINTS ROAD/ SALCOMBE ROAD & TEMPLE STREET

STREET PATTERN

- > Well linked outer streets, encircling private enclaves,
- > Distinctive landmarks to the south,
- > The Byes offering strong walking and cycling connections.

STREET TYPES

- > Victorian terraces inter cut with 'rustic' driveways to 'cottage orne' and some modern cul de sacs.
- > Wider streets, houses with front gardens and distinctive garden walls.

ARCHITECTURE

- > Distinctive Regency and Victorian Architecture with facades layered with balconies, bay fronted terraces, 1970s semis and villas.
- > Some grounds/gardens used for parking using grasscrete.
- > Distinctive local materials used in buildings and boundaries.

LANDSCAPE

- > Strong presence of the Sid river through the Byes.
- > Important wildlife resources and historic landscapes.



LATE VICTORIAN TERRACES, TEMPLE STREET



REGENCY TERRACES, SALCOMBE ROAD



GATEWAY TO 'RUSTIC' HISTORIC LANDSCAPE



STREETS FRAME VIEWS OF BYES



SALCOMBE ROAD TO RADWAY CINEMA



ALL SAINTS ROAD TO HIGH STREET



ACCESS TO BYES FROM LAWN VISTA



GATEHOUSE SOUTH ENTRY TO THE BYES



'COTTAGE ORNE' ALL SAINTS ROAD



FIG. 53-61: PHOTOS THE ELYSIAN FIELDS

6.4

CHARACTER AREAS
SIDMOUTH
BICKWELL VALLEY

6.4.1 CHARACTER ELEMENTS

Between Station Road and Broadway and traversed by Cotmaton Road this area forms part of the Western edge of Sidmouth. On the upper contours of the valley it is defined by Glen Goyle; a steep narrow valley which gives it a distinctive intimate character.

CHARACTER

- > Mainly detached villas in large gardens.
- > Groups of distinctive historic buildings acting as landmarks.
- > Varied and distinctive interfaces between buildings and streets.

CLIMATE

- > High quality public and private green spaces.
- > Large private gardens with significant tree coverage.
- > Stream running through Glenn Gloyle down to the sea.
- > Large areas of private garden reduce water runoff.

COMMUNITY

- > Includes the Manor Pavilion (theatre) and St John's School.

CONNECTIVITY

- > Links to other areas for recreation and amenities are important.
- > Walking connections to the Coast Path.
- > For cycling links see p. 14.

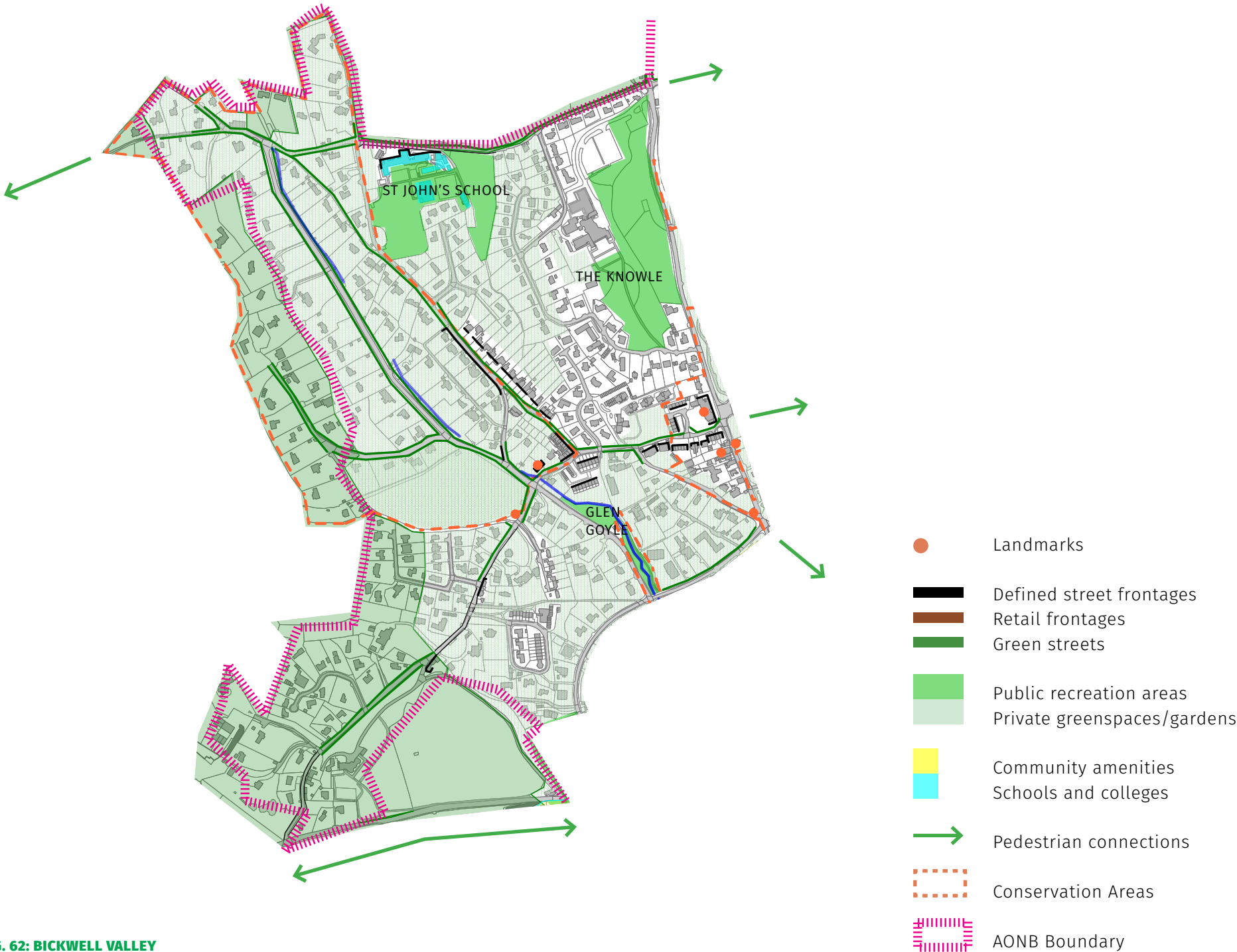


FIG. 62: BICKWELL VALLEY

6.4

CHARACTER AREAS
SIDMOUTH
BICKWELL VALLEY

6.4.2 COTMATON ROAD/ BICKWELL VALLEY
& TEMPLE STREET

STREET PATTERN

- > Mainly rural in character largely without footways.
- > Distinctive landmarks to the south east.

STREET TYPES

- > Some compact groupings of historic buildings and 'cottage orne'.
- > Mainly wide avenues, detached houses with long planted front gardens.
- > Cotamaton Road narrow and lined with flint walls.

ARCHITECTURE

- > Distinctive historic buildings and 'cottage orne'.
- > Early 20th C buildings by Sidmouth architect RW Sampson.
- > Distinctive local materials used in buildings and boundaries.

LANDSCAPE

- > Strong presence of the Glenn Goyle.
- > Partly in the AONB and on the AONB boundary.
- > Distinctive coastal views and rural edges opening up into farmland.



THE KNOWLE SEEN FROM CAR PARK



BICKWELL VALLEY HOUSES SET BACK



SOME STREETS WALL LINED



BOUNDARY TO ST JOHN'S SCHOOL



FORMS TREE LINED AVENUE



'COTTAGE ORNE' ACT AS LANDMARKS



NORTHERN RURAL EDGE



CONCENTRATED URBAN AREA



RURAL AND COASTAL EDGES



FIG. 63-71: PHOTOS BICKWELL VALLEY

6.5

CHARACTER AREAS
SIDMOUTH
HILLSIDE

6.5.1 CHARACTER ELEMENTS

From Sid Road and Beatland’s road ascending the valley this area forms part of the Eastern edge of Sidmouth. On the upper contours of the valley it is defined by suburban avenues of villas and rural streets linking to Salcombe Hill.

CHARACTER

- > Mainly detached villas in large gardens.
- > Groups of distinctive historic buildings acting as landmarks.
- > Varied and distinctive interfaces between buildings and streets.

CLIMATE

- > High quality private green spaces
- > Large private gardens with significant tree coverage.
- > Large areas of private garden reduce water runoff.

COMMUNITY

- > Mainly residential area.

CONNECTIVITY

- > Links to other areas for recreation and amenities are important.
- > Walking connections to the Coast Path.
- > For cycling links see p. 14.

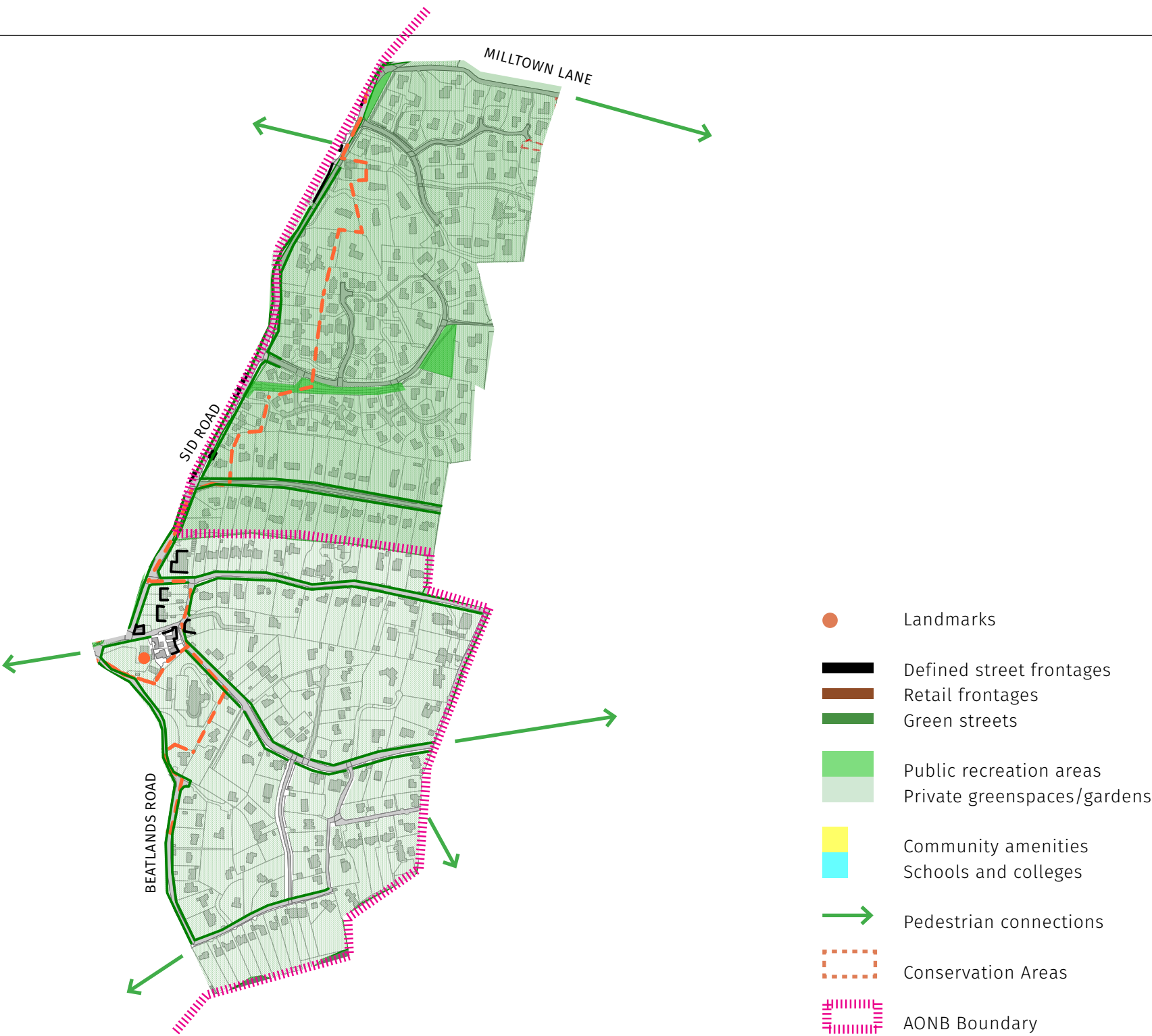


FIG. 72: HILLSIDE

6.5

CHARACTER AREAS
SIDMOUTH
HILLSIDE

6.5.2 SID ROAD, SALCOMBE HILL AND BEATLAND'S ROAD

STREET PATTERN

- > Mainly rural and suburban in character largely without footways.
- > Distinctive landmarks to the east on the edge of the town centre.
- > Walking connections to the Coast Path and Norman Lockyer Observatory.

STREET TYPES

- > A compact groupings of historic buildings related to the Byes landscape.
- > Mainly green lanes and avenues, featuring detached houses with planted front gardens.

ARCHITECTURE

- > Large detached villas of varied character.
- > Distinctive local materials used in buildings and boundaries.

LANDSCAPE

- > Partly in the AONB and on the AONB boundary.
- > Important views over or from the area of the town.



NORMAN LOCKYER OBSERVATORY (NEARBY)



VIEWS OVER SIDMOUTH FROM OBSERVATORY



VIEWS OVER SIDMOUTH FROM SALCOMBE HILL



LARGE TREES IN FRONT GARDENS



GREEN STREETS WITH RURAL FEEL



GARDENS CONTRIBUTING TO STREET SCENE



WALLED BOUNDARIES



VARIED VILLA TYPES



SOME CONTEMPORARY BUILDINGS

FIG. 73 TO 81: PHOTOS HILLSIDE

6.6

CHARACTER AREAS
SIDMOUTH
SIDFORD ROAD AND THE BYES

6.6.1 CHARACTER ELEMENTS

Between Sidford Road and the Fortescue Road to the west and east and between Sid Park Road/Sid Lane and Jubilee Gardens to the south and north; this area links Sidford and Sidmouth and also provides important east west links in to the Byes. It includes the Byes parkland and related historic buildings to the east and to the west an area of mainly suburban development.

CHARACTER

- > Distinctive high quality Regency terraces and villas associated with the Byes,
- > Some distinctive buildings acting as landmarks,
- > Rural edge along Sid Road/Fortescue Road.
- > Views in to the Byes and to valley/countryside

CLIMATE

- > High quality landscape of the Byes with cultivated and wild areas.
- > The river Sid at the centre of the Byes park, linking neighbourhoods to the town centre.
- > Large areas of park land reduce water run off

COMMUNITY

- > Strong civic character to the Byes owned and managed by the Sid Vale Association and The National Trust
- > Sidmouth College and Sports Facilities.
- > Lymbourne and Arcot Community Centre.

CONNECTIVITY

- > Mainly suburban streets and cul de sacs accessed from Sidford Road,
- > Links to other areas for recreation and amenities are important.
- > Walking connections to the Byes and countryside.
- > For cycling links see p. 14.

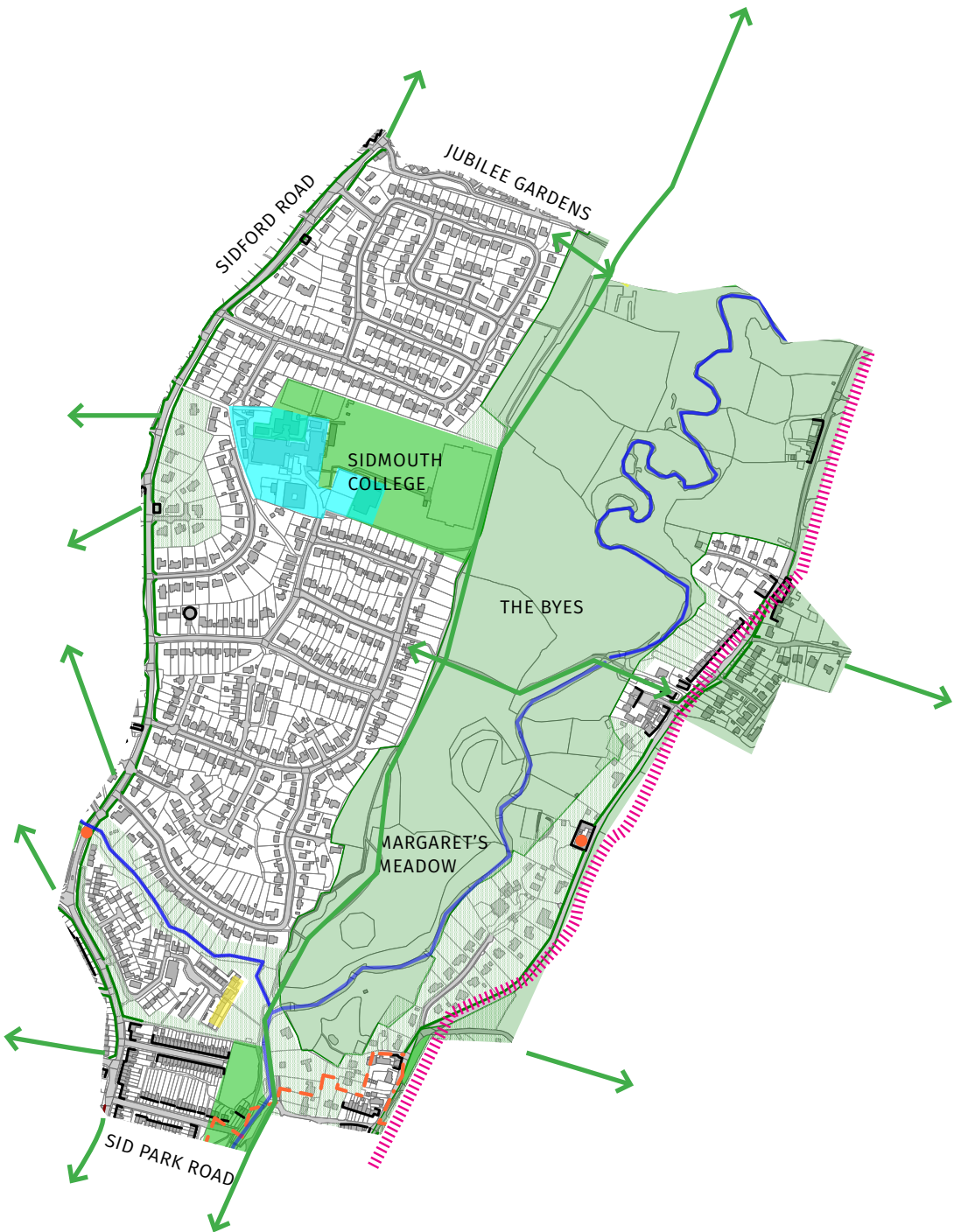


FIG. 82: SIDFORD ROAD AND THE BYES

6.6

CHARACTER AREAS
SIDMOUTH
SIDFORD ROAD AND THE BYES

6.6.2 SIDFORD ROAD AND FORTESCUE ROAD

STREET PATTERN

- > Sidford Road acts as linear connecting street
- > Mainly suburban avenues and cul de sacs with green front gardens.
- > Walking connections to Salcombe Regis and into Sidmouth along the Byes.

STREET TYPES

- > Green street interfaces to Sidford Road separating Sidmouth and Sidford.
- > Avenues, detached houses with planted front gardens.
- > Compact groupings of historic buildings related to the Byes landscape.

ARCHITECTURE

- > Detached and semi-detached villas of varied character.
- > Some historic 19th C villas and former farm houses.

LANDSCAPE

- > Partly in the AONB and on the AONB boundary.
- > Including EN3 policy area of the Byes, as defined in East Devon District Council's Local Plan (2013 - 2031) adopted 28th January 2016



JUBILEE GARDENS LINK TO BYES



WALKING AND CYCLING ROUTE THROUGH BYES



BYES RIVERSIDE PARK



PRIMLEY GARDENS



NEW DEVELOPMENT FORTESCUE ROAD



LIVONIA ROAD VILLAS



LIVONIA ROAD ACCESS TO BYES



SID PARK ROAD ACCESS TO BYES



VIEWS INTO BYES BETWEEN BUILDINGS



FIG. 83 TO 91: PHOTOS SIDFORD ROAD AND THE BYES

6.7

CHARACTER AREAS
SIDMOUTH
WOOLBROOK

6.7.1 CHARACTER ELEMENTS

The area is defined by the main streets that act as gateways into Sidmouth; Bulverton Road, Woolbrook Road, Manstone Lane and Sidford Road. Like Hillside its character is informed by the Woolbrook river corridor and by the steeper topography of this part of the valley. With more compact terraces to the south the area is mainly suburban in character.

CHARACTER

- > Views to the south over the town.
- > Mainly suburban streets and cul de sacs.
- > Some distinctive buildings acting as landmarks.

CLIMATE

- > Landscape corridors maintained in most recent development but poor interface given to back of retail buildings towards South.
- > The Knapp Nature Reserve and cemetery.
- > Two recreation grounds alongside the river; Manstone Meadows and Long Park.

COMMUNITY

- > Two local centres for shopping and amenities.
- > Two primary schools.

CONNECTIVITY

- > Mainly connecting streets and cul de sacs,
- > Links east towards the Byes,
- > Walking connections towards Core Hill,
- > For cycling links see p. 14.



FIG. 92: WOOLBROOK

6.7

CHARACTER AREAS
SIDMOUTH
WOOLBROOK

6.7.2 BULVERTON ROAD, WOOLBROOK ROAD AND
MANSTONE LANE

STREET PATTERN

- > Green connecting streets,
- > Mainly suburban avenues and cul de sacs with green front gardens.
- > Older rural green lanes embedded in street layout (Maiden Lane).

STREET TYPES

- > Avenues, detached houses with planted front gardens.
- > Compact groupings of buildings associated with the former railway.

ARCHITECTURE

- > Detached and semi-detached villas of varied character.
- > Early 20th C buildings by Sidmouth architect RW Sampson.
- > Distinctive former railway buildings.
- > Green interfaces to Woolbrook Road, Bulverton Road and Sidford Road.

LANDSCAPE

- > Partly in the AONB and on the AONB boundary.
- > Long views of valley side to west
- > Views of Core Hill to North



VIEW ALONG STOWFORD RISE



VIEW OF CORE HILL



COMMUNITY AMENITIES CORE HILL ROAD



VIEW THROUGH LONG PARK



VIEWS TO WEST



WOOLBROOK ROAD LOCAL CENTRE



STREAM GIVEN SPACE IN NEW DEVELOPMENT



FORMER RAILWAY BUILDINGS FORM GATEWAY



SAMPSON TYPE VILLAS



FIG. 93 TO 101: PHOTOS WOOLBROOK

6.8

CHARACTER AREAS
SIDFORD

6.8.1 CHARACTER ELEMENTS

A former village now linked to and forming Sidmouth's northern edge. AONB boundary on three sides.

CHARACTER

- > Compact historic centre organised around a crossroad.
- > Mainly suburban character of varying scale.
- > Some distinctive buildings acting as landmarks.
- > Varied interfaces between buildings and streets.
- > Open views of countryside.

CLIMATE

- > Byes and open landscape to the East and North,
- > The river Sid crosses at Sidford Bridge, and tributary crossing sites 041 A&B at Two Bridges.

COMMUNITY

- > Strong civic character to the Byes.
- > Local centre, shops and workspaces around the crossroads
- > Sports facilities nearby.

CONNECTIVITY

- > Walking connections to the Byes and countryside.
- > For cycling links see p. 14.

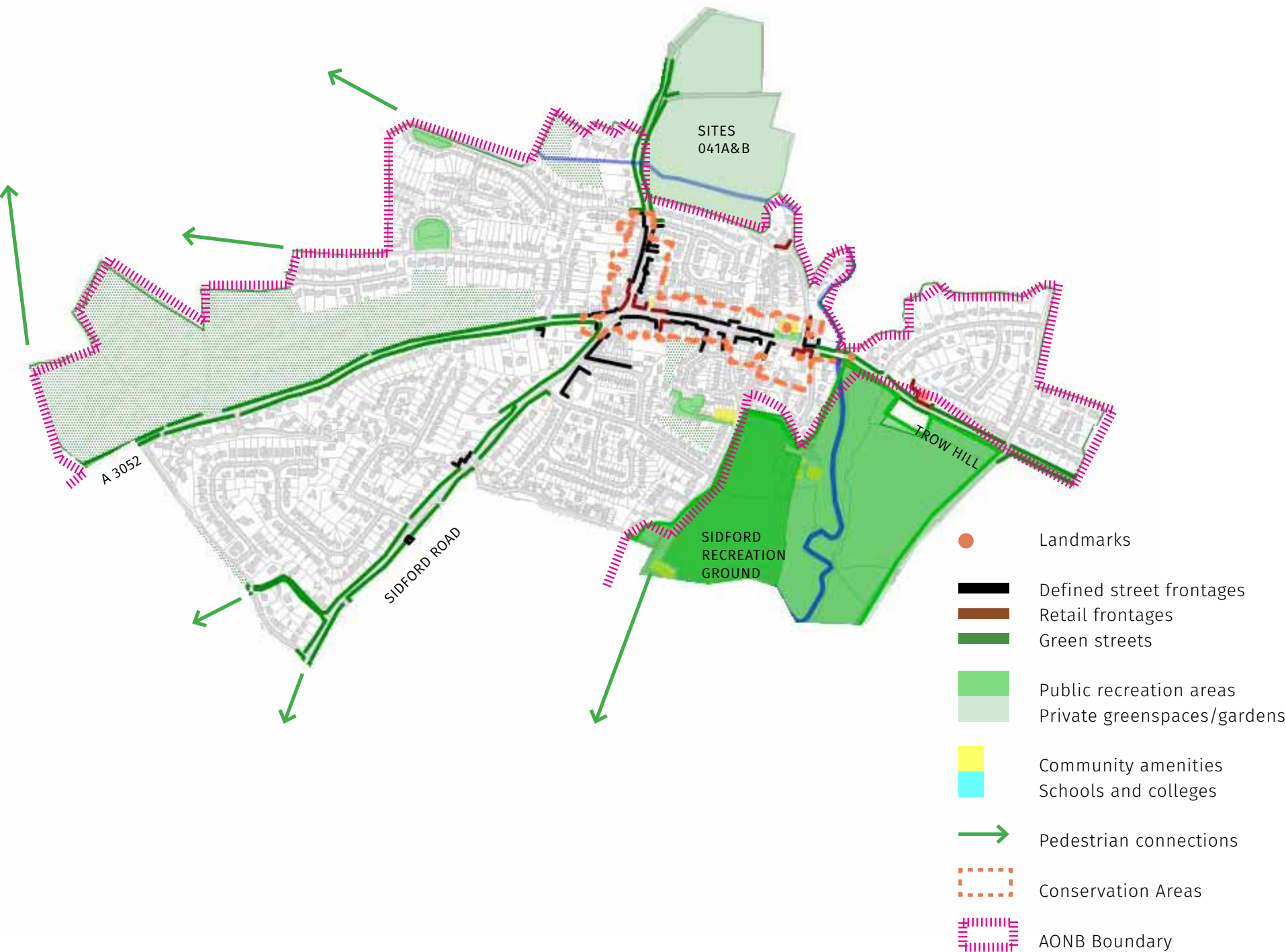


FIG. 102: SIDFORD

6.8

CHARACTER AREAS
SIDMOUTH
SIDFORD

6.8.2 SIDFORD

STREET PATTERN

- > Legible primary streets,
- > Linking mainly to cul de sacs,
- > Older rural green lanes embedded in street layout (Maiden Lane).

STREET TYPES

- > Historic street interfaces with urban character,
- > Wider streets, houses with front gardens often used for parking,
- > Green street interfaces to A3052 and Sidford Road.

ARCHITECTURE

- > Detached and semi-detached villas of varied character,
- > Some more recent development parking dominated,
- > Some historic 19th C villas and former farm houses.

LANDSCAPE

- > Access to and views of surrounding countryside.



SUBURBAN STREETS



RECENT DEVELOPMENT DOMINATED BY PARKING



HISTORIC STREET FRONTAGES



SIDFORD CROSS ROADS



VIEW OF SIDBURY CASTLE OVER THE BYES



MANY FRONT DOORS OPEN ONTO BUSY ROADS



CHURCH STREET TO EAST



CYCLE ROUTES TOWARDS SIDMOUTH



VIEW TO NORTH



FIG. 103-111: PHOTOS SIDFORD

6.9

CHARACTER AREAS
SIDBURY

6.9.1 CHARACTER ELEMENTS

Historic Saxon village with distinctive streets and green spaces set in open countryside.

CHARACTER

- > Historic buildings organised in groups along the Sidmouth to Honiton road; Chapel Street, Fore Street and Cotford road,
- > Buildings at the centre of the village frame a square churchyard
- > The church and war memorial act as landmarks.
- > Varied and distinctive interfaces between buildings and streets.

CLIMATE

- > High quality public and private green spaces
- > The river Sid defines the eastern edge of the village.

COMMUNITY

- > Some shops, pubs restaurants along the main route. and workspaces around the Drews Butchers and grocery store.
- > School and community hall.

CONNECTIVITY

- > Some footpaths along short sections of the river valley.
- > For cycling links see p. 14.



- Landmarks
- Defined street frontages
- Retail frontages
- Green streets
- Public recreation areas
- Private greenspaces/gardens
- Community amenities
- Schools and colleges
- Pedestrian connections
- Conservation Area
- AONB Boundary

FIG. 112: SIDBURY

6.9

CHARACTER AREAS
SIDMOUTH
SIDBURY

6.9.2 TYPICAL FEATURES

STREET PATTERN

- > Well defined linear high street, with many fine buildings,
- > Church and war memorial create distinctive landmarks,

STREET TYPES

- > Streets well defined by buildings and walls,
- > Modest square formed around church,
- > Side streets branching into countryside,
- > Lack of pavements in places

ARCHITECTURE

- > Distinctive Medieval and Elizabethan Architecture,
- > Distinctive local materials used in buildings and boundaries,

LANDSCAPE

- > Runs parallel to river valley,
- > Opening up to farmland.



DISTINCTIVE HISTORIC BUILDINGS



SOME CAR DOMINATED HISTORIC STREETS



SQUARE FORMED AROUND CHURCH



ST GILES'S CHURCH



FORE STREET



CHAPEL STREET



STREET VIEWS OF COUNTRYSIDE



STONE AND RENDER COTTAGES



DISTINCTIVE DOOR CANOPIES

FIG. 113 TO 121: PHOTOS SIDBURY

6.10 CHARACTER AREAS
SALCOMBE REGIS

6.10.1 CHARACTER ELEMENTS

Small hamlet to the east of Sidmouth set in open countryside in a steep sided valley running down to the sea.

CHARACTER

- > Buildings are tightly grouped around the east west street.
- > Villas further up the hill are set back and more loosely placed.
- > Distinctive buildings acting as landmarks.
- > Varied and distinctive interfaces between buildings and streets.

CLIMATE

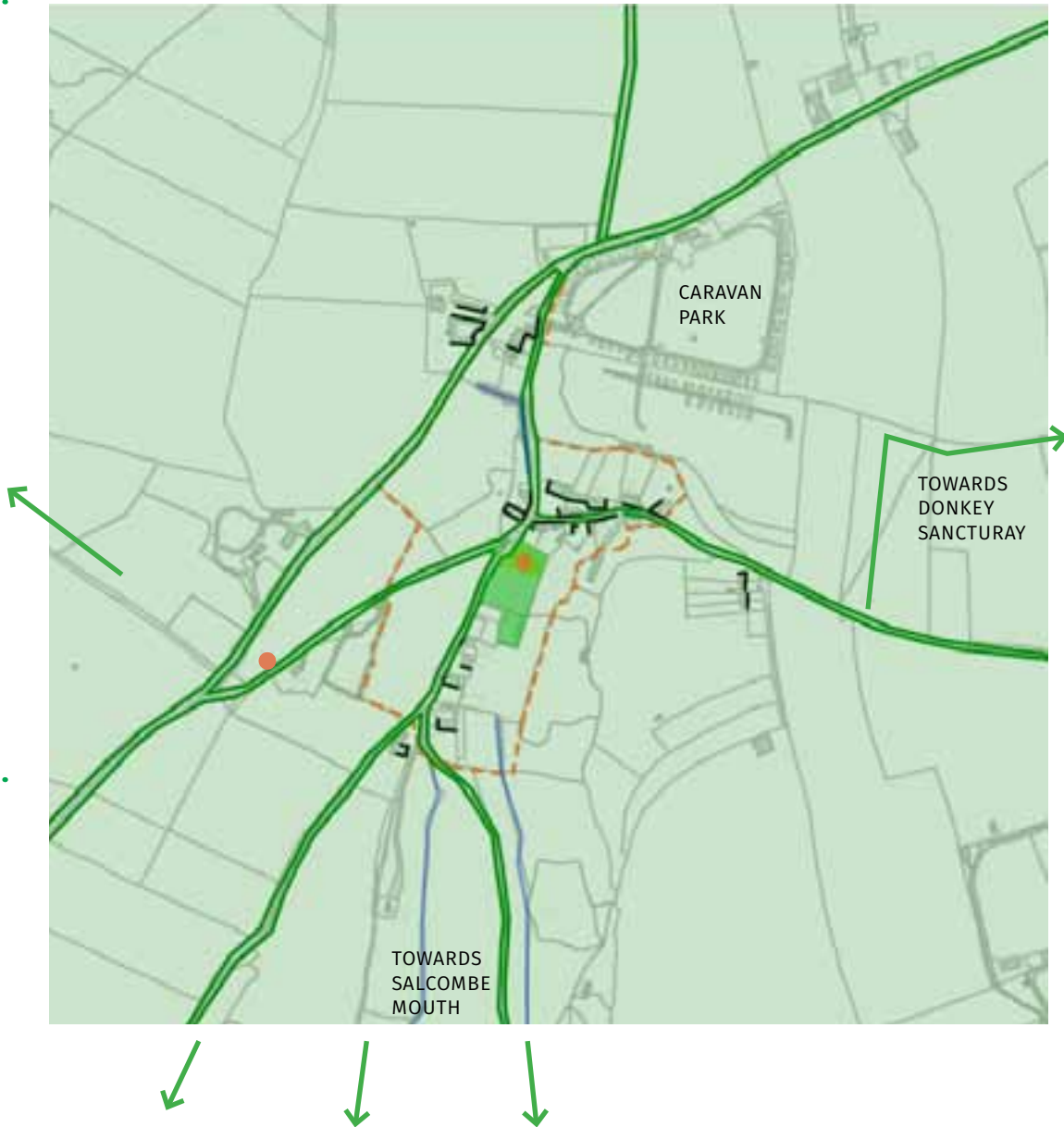
- > High quality landscape setting.
- > Large areas of farm land reduce water run off

COMMUNITY

- > The church and church garden acts as focal point.

CONNECTIVITY

- > Walking connections to Sidmouth.
- > For cycling links see p. 14.



- Landmarks
- Defined street frontages
- Retail frontages
- Green streets
- Public recreation areas
- Private greenspaces/gardens
- Community amenities
- Schools and colleges
- Pedestrian connections
- Conservation Area
- AONB Boundary

FIG. 122: SALCOMBE REGIS

610

CHARACTER AREAS
SIDMOUTH
SALCOMBE REGIS

6.10.2 TYPICAL FEATURES

STREET PATTERN

- > Organised around a crossroad,
- > church and war memorial create distinctive landmarks,

STREET TYPES

- > Wall and building lined streets,
- > Softening as buildings ascend the hill.

ARCHITECTURE

- > Distinctive Regency Architecture and older farmhouses
- > Distinctive local materials used in buildings and boundaries.

LANDSCAPE

- > Wooded landscape setting,
- > Opening up to farmland.



WAR MEMORIAL



ST PETER'S CHURCH



CENTRAL STREET



BUILDINGS STEP UP THE VALLEY



BENCH AND SIGNPOSTS FOR WALKERS



VIEW FROM WEST



REGENCY VILLAS AND FARMHOUSES



STREET TOWARDS BEACH



VIEW EAST

FIG. 123 TO 131: PHOTOS SALCOMBE REGIS

7.0

RECOMENDATIONS AND OPPORTUNITIES

7.1.0 OUR BUILT ENVIRONMENT OPPORTUNITIES

New Development should contribute to the historic character and local distinctiveness of Sidmouth, Sidford and Salcombe Regis in the Sid Valley.

Proposals should be complementary to the distincive built and landscape character of Sid Valley settlements. New development should protect, promote and enhance the special qualities, historic character and local distinctiveness of the Sid Valley in order to help maintain its cultural identity and strong sense of place.

Applicants should be required to demonstrate how proposed development takes account of and reinforces the Sid Valley settlements historic and distinctive townscape and material character and responds to this Place Analysis:

NEW DEVELOPMENT SHOULD:

- > Protect and promote historic character in a relevant contemporary form.
- > Respect fine grain of town and predominantly modest scale of development relating (scale, massing, roof scape) clearly to existing townscape.
- > Contribute to the legibility of the townscape.
- > Demonstrate good street/urban design - offer a variety of street types, adding to the character of place.
- > Provide good quality well connected landscape infrastructure enhancing amenity and biodiversity.
- > Offer shared visual and physical links to existing landscape features.
- > Protect (built and landscape) Heritage Assets
- > Demonstrate how residential and mixed use development relates to good design practice as set out in Building for Life 12 (see page 47).
- > Minimise the impact of car parking framing this between buildings and landscape elements.

- > Develop a distinctive approach to boundary elements and ground surfaces.
- > Follow Manual for Streets following user hierarchy; pedestrian, cycle, vehicle.

The Neighbourhood Plan should also require development to contribute to:

- > Green infrastructure network
- > The traffic, transport and streets strategy
- > Cycling and pedestrian connectivity.

COMMUNITY/ECONOMY

- > Maintain and improve access to Sports and Recreation
- > Protect and Improve Open Spaces
- > Retain and Enhance Sites and Property considered to phave Community Value
- > Provision of High Quality Community/Visitor Facilities
- > Port Royal – ‘Community Heart/Visitor Destination’

DRAFT RECOMMENDATIONS:

- > Develop design policies as outlined above.
- > Review Conservation Area appraisals, ensure boundaries are clearly set out.
- > Develop guidelines/parameters for key allocated sites
- > Identify sites/buildings with specific community value to strengthen this analysis.
- > Consider night time security and better lighting.
- > Invite young people to contribute to assessment of cycling and pedestrian connectivity.

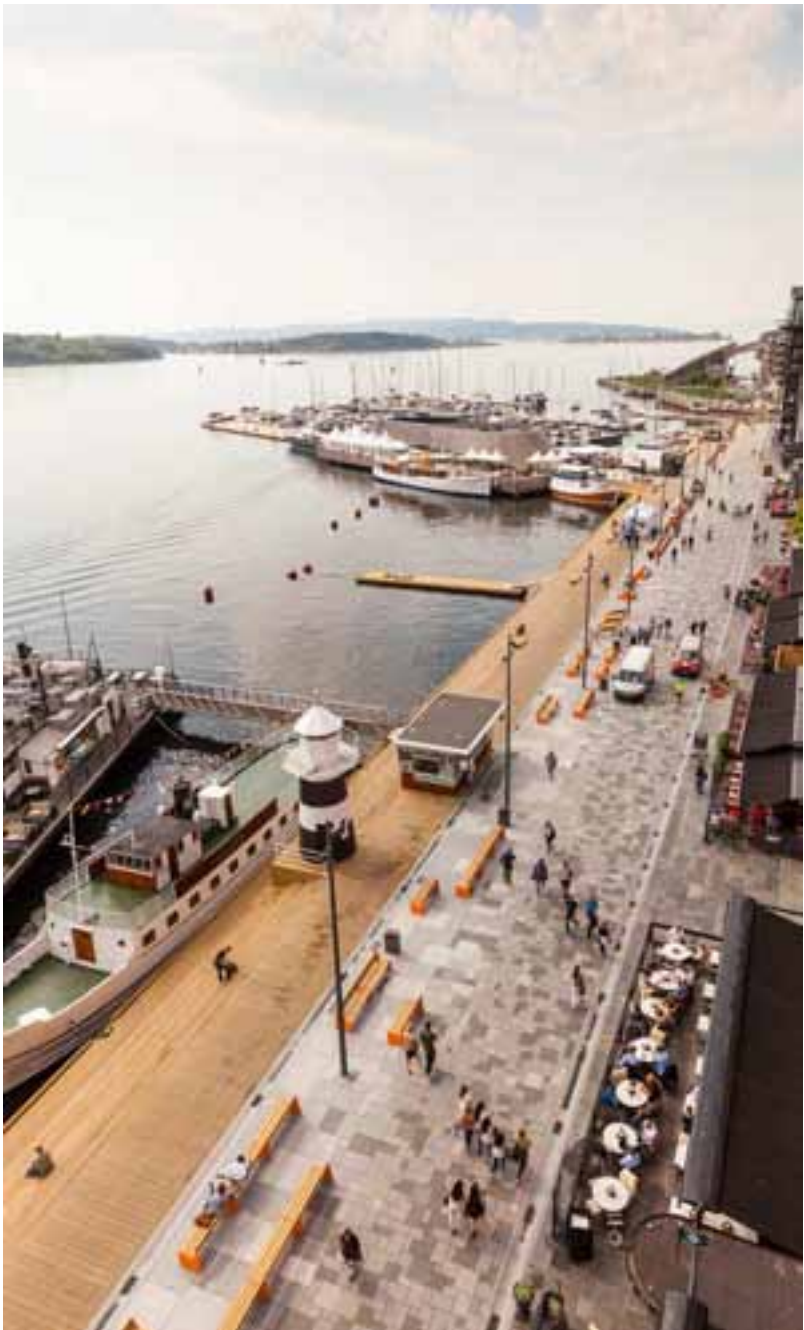


FIG. 132: HARBOURSIDE PROMENADE, AKER BRYGGE, LINK LANDSKAP, OSLO

7.0

RECOMENDATIONS AND OPPORTUNITIES

7.2.0 OUR NATURAL ENVIRONMENT - OPPORTUNITIES

The natural environment is an important aspect of the Sid Valley’s character as a place. Both the landscape setting and landscape amenity of settlements are highly valued.

The analysis identified the key green spaces and demonstrated the important role of the river corridors and green wedges in the settlements for recreation and wildlife and the general contribution of landscape views and elements to character.

In consultation people identified the landscape between Sidbury and Sidford and the valley sides to Sidmouth as important landscape features to conserve.

THE VALUE OF LANDSCAPE

Landscape can be valued in a number of related but different ways:

- As a **LANDSCAPE RESOURCE** in its own right – valued for its particular aesthetic or perceptual qualities, distinctive character, scarcity etc. in a local or wider/national context;
- As part of the **VISUAL ENVIRONMENT** enjoyed by people – valued for its contribution to visual amenity generally (i.e. as the setting to daily lives) and to distinctive or ‘iconic’ views enjoyed by local people or visitors;
- As part of the **SETTING OF SETTLEMENTS** – valued for its role in shaping their form and distinctive character, maintaining their separate identity and forming ‘natural boundaries’ and buffers of land between developed areas and open countryside;
- As part of the **GREEN INFRASTRUCTURE NETWORK** – valued for providing opportunities for local people or visitors to engage in formal or informal recreation, and for providing greenspaces, habitats and corridors for wildlife.

In taking account of the AONB context it is recommended that: Proposals for change arising from the SVNP process should aim to:

- Avoid or minimise adverse impacts on landscape resources/ assets that are of particular value both locally and nationally.
- Identify opportunities for positive enhancement of landscape assets as part of new development or by other means.

The SVNP needs to identify where change ‘matters’ most and least, depending upon the value of the landscape affected, and should help to define how change might be designed to achieve positive benefits rather than adverse effects. It should address the potential effects and opportunities arising from any proposed future change on both:

- the wider landscape outside of Built Up Area boundaries within the SVNP area;
- and areas of undeveloped landscape/greenspace within the BUA boundaries.

DRAFT RECOMMENDATIONS:

- Further assessment is needed of the landscape assets and relevant policy affecting land within the built-up areas, the Byes etc.
- Further assessment of sensitivities of the AONB boundary is needed should a need for development outside the boundary be identified.
- Further evaluation of the climate and biodiversity benefits of landscape could be undertaken to understand how these might be improved.
- Develop policies to require development to contribute to an interconnected green infrastructure network.
- Develop policies to require development to take account of and respond to the landscape character identified in this analysis.

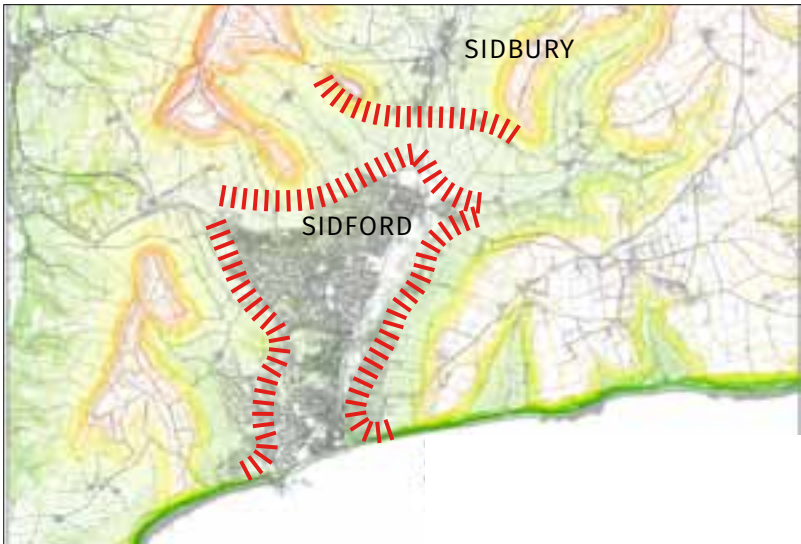


FIG. 134: PROTECT OPEN LANDSCAPE BETWEEN SETTLEMENTS AND VALLEY SIDES

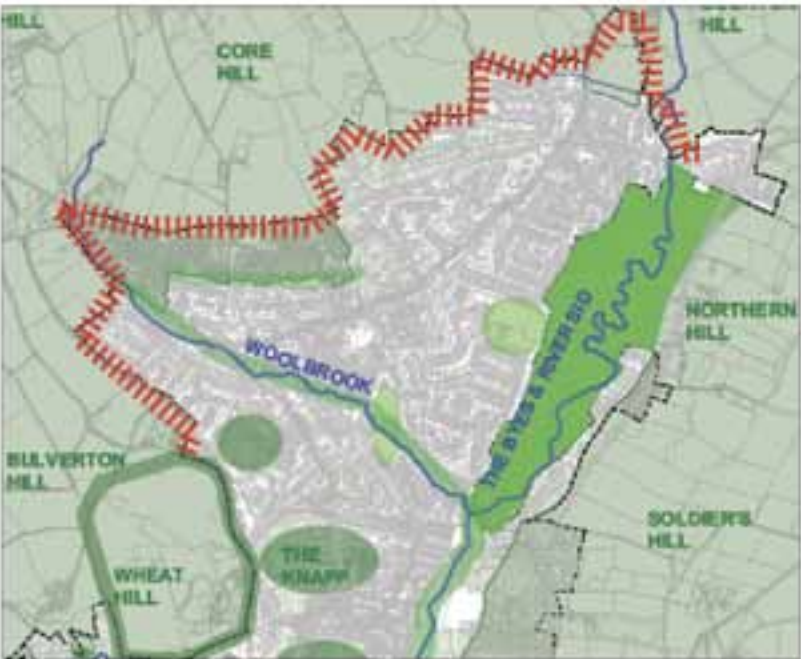


FIG. 135: EVALUATE AND PROTECT SENSITIVE AONB BOUNDARIES SUCH AS THOSE TO THE NORTH OF SIDMOUTH AND SIDFORD

7.0

RECOMENDATIONS AND OPPORTUNITIES

7.3.0 TRAFFIC AND STREETS STRATEGY

This Traffic and Streets Strategy aims to explore ways to ameliorate the impact of vehicles, and to retain and enhance the coherence and quality of the historic town. This section seeks to examine and illustrate a range of measures, capable of implementation over time as resources permit, that would together influence traffic speeds and change driver expectations, enhance walkability, improve safety, minimise noise and physical damage, and maintain the distinctive qualities and coherence that underpins the attractive character of the town.

The strategy serves as a supplement to the Neighbourhood Plan. These proposals are not a basis for “solving” the problem of traffic in and around Sidmouth. Cars, motorcycles and lorries will continue to remain an inescapable element of modern town life. The economic prosperity and associated patterns of transport will continue to add significant pressure to the historic fabric of this part of Devon. The approach outlined recognises the importance of traffic and convenient parking for local businesses, for visitors and for residents, whilst seeking to reconcile the relationship between spatial quality and movement.

Traditional traffic engineering measures, such as signage, road markings and speed limits, have had limited effect in addressing the impact of growing traffic. As noted in our analysis (p.19) the quality and connectivity of the pedestrian and cycle environment is clearly limiting the town’s potential. Conventional traffic responses are unlikely to address the fragile balance between traffic and the historic context. A more locally responsive strategy, drawing on the distinctive characteristics of the particular community, is therefore a logical step for the Town Council.

GENERAL DESIGN PRINCIPLES

Our recommendations for Sidmouth draw on a combination of basic principles that have been employed elsewhere in the UK and in mainland Europe to align highway engineering closely with good urban and landscape design. Such principles combine to help create a low-speed environment that promotes safety, efficient movement and civility through maximising driver awareness of his or her surroundings.

MAKING PLACES - Key to this approach is “place-making”. Sidmouth benefits from a varied and distinctive character. We aim to exploit these qualities to emphasize both a sequence of recognisable places and landmarks, and to accentuate the qualities and legibility of the town generally.

INCREASE THE IMPACT OF KEY BUILDINGS - The ability by drivers to “read” and understand the town’s context is another related theme. Thus our suggestions seek to make the key buildings, such as the Esplanade more visible. Integrating and celebrating town life in a simple design language is central to our initial ideas and outline recommendations.

FIT TO HISTORIC STREET GEOMETRY - The principles of legibility and place-making should also inform the approach to new junction and street designs. These are intended to emphasise the tight urban geometry and scale of the town, provide a sequence of places or landmarks, and to punctuate routes and entrances. Avoiding large sweeping expanses of asphalt and wide corner radius curves helps maintain the necessary scale. This approach will be important in areas of new development like Port Royal and residential sites.

REDUCE SPEEDS - Centre lines and stop lines should be consistently removed in town to reduce the linearity of vehicle routes and thus reduce speeds. Highway signs should be minimised and combined with buildings and street furniture. Paving should be designed to reduce visual widths, clarify preferred parking positions, and highlight key spaces.

SPECIFIC TRAFFIC AND STREETS INTERVENTIONS

BOUNDARIES - At the boundaries of the settlements, we would seek to clearly establish and highlight the entry points to the town. The transition point between the higher-speed links beyond and the low-speed context of the town centre are critical. Signs and nameplates should be carefully located to align with the driver’s perception of the urban area. For Sidmouth, these areas may also offer the potential for a form of Park and Ride, perhaps capitalising on the cycle and walking connections via The Byes’ or an extension to the current town operated hopper bus service.

LOCAL WALKING & CYCLING CONNECTIONS - There is opportunity to improve the walking and cycle connections including emerging Sustran ideas to connect the Byes to National Cycle Network at Tipton St John via a transformed Woolbrook Road and new crossing over the A3052. These strategic routes may be complemented by better mapping of the lesser known connections. A new town map project and some map boards may enable a better understanding of the network for residents and tourists alike. Walking and cycling links also need to be improved to nearby villages, particularly Sidbury.

TOWN CENTRE ACCESS - Although the town centre operates well, there is scope to manage traffic on Fore Street better through street improvements that maximise pedestrian space. Making better use of the Manor Road car park through dynamic signage systems and reduced charging may help reduce unnecessary traffic on Fore St. A series of town centre gateways may also compliment this approach. The public realm on the seafront esplanade would benefit from a facelift and this may include a ‘shared surface’ on the eastern section, where traffic flows are lower, perhaps implemented in conjunction with development at Port Royal. There is also an opportunity to better link the southern end of the Byes with the Port Royal area for walking and cycling, thus maximising the development potential at Port Royal.

7.4.0 TRANSPORT OPPORTUNITIES

SIDMOUTH/SIDFORD:

SIDFORD HIGH STREET/A3052

- > New cycle crossing across the A3052 for the proposed Feniton to Sidmouth Cycle Route.
- > Improve pedestrian access to foodstore
- > Walking and cycling link to Sidbury.
- > Reduce traffic impacts in Sidford, linking to recreational footpaths.

WOOLBROOK ROAD/SIDFORD ROAD

- > Appraisal of best site for Park and Ride (P&R) to be considered taking into account links to cycle and bus routes
- > Sustrans route for proposed Feniton to Sidmouth Cycle link. Connect to Byes creating safe crossings on Sidford Road (A3052).
- > Improve entry to town at Alexandria Road/Old Station junction

PARKING

- > Consider Park and Stride (P&S) at The Knowle.
- > Redirect traffic from east to west - use Manor Road Car Park (P) with Hopper bus to town centre.

TOWN CENTRE

- > See inset diagram
- > Reduce impact of car parking to East and improve strategic cycling and walking link to the Byes.

SIDBURY:

- > Walking and cycling link to Sidmouth.
- > Reduce traffic impacts in Sidbury.
- > See also p. 14.

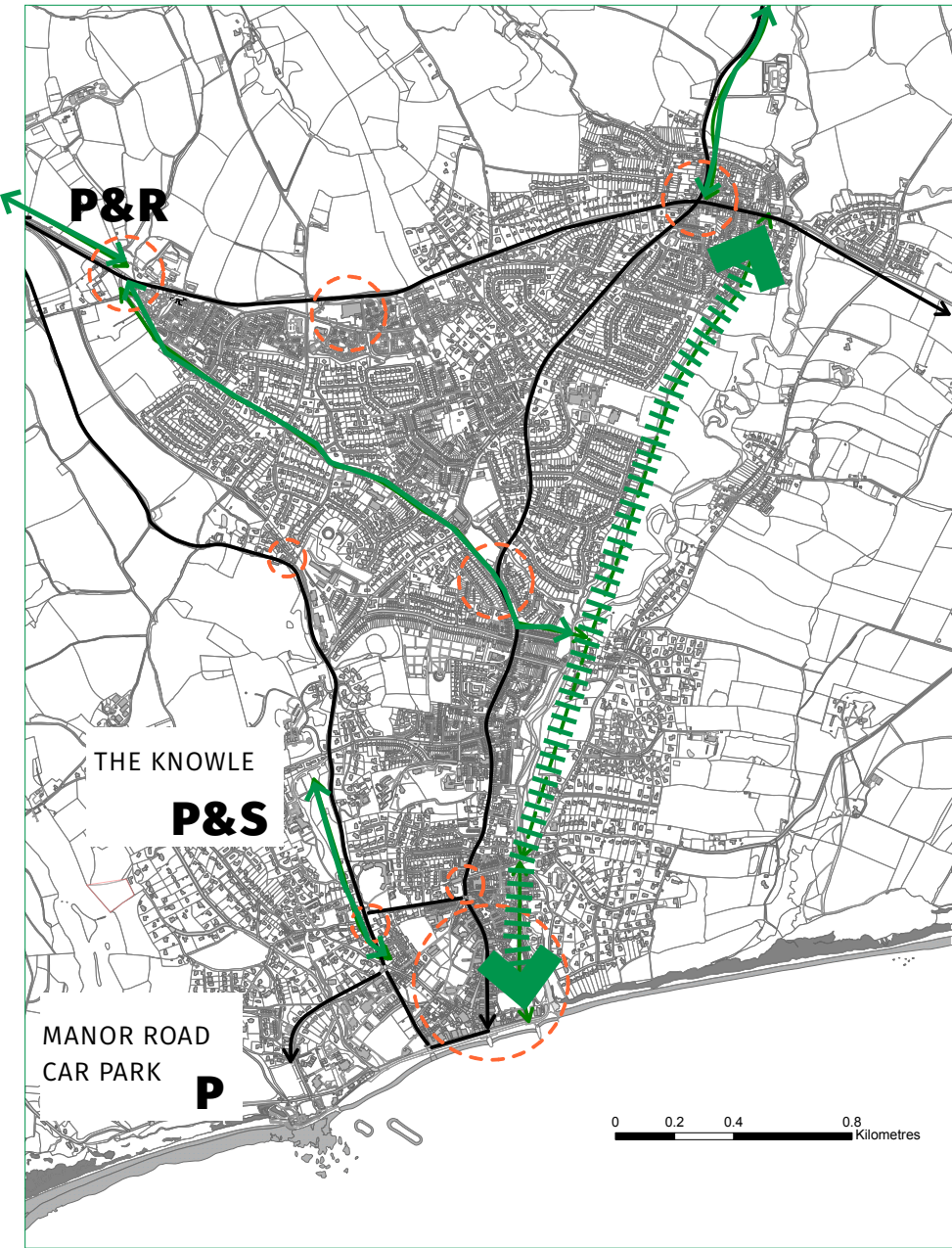


FIG. 136: WIDER STREETS STRATEGY, SIDMOUTH

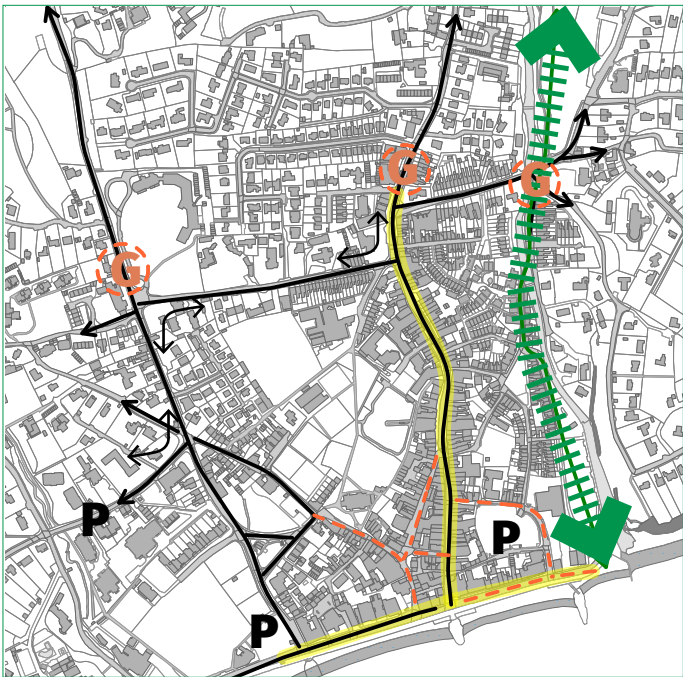


FIG. 137: STREET STRATEGY, SIDMOUTH TOWN CENTRE

- GATEWAYS AND DESTINATIONS
- AREAS TO IMPROVE

RECOMENDATIONS

TOWN CENTRE TO IMPROVE:

- > town centre gateways (G)
- > Fore Street, reducing vehicle access
- > walking and cycling link to the Byes
- > Esplanade street scene, adding further crossings
- > links to Manor Road car park (hopper bus)



CONCLUSION

8.1.0 URBAN STRUCTURE

To begin to answer the question ‘How can new development in the Sid Valley support and enhance the unique character of the Parish?’ - this document has set out to uncover what makes settlements in the Sid Valley recognisable as distinct and memorable places.

In preparation for future development design teams should build on the urban structure of the Valley’s character areas to Integrate with the surroundings and build on the sense of place. Equally new development should contribute to environmental harmony and deliver socially and economically vibrant places.

As well as making recommendations for new development at various design scales to influence development that is recognisably ‘of the Sid Valley’ this document also identifies some wider priorities for the improvement of pedestrian and cycle accessibly.

These are considered to have economic benefit in sustaining the quality of places as visitor attractions that are otherwise potentially being gradually eroded. In addition, they are identified as important to promoting the health, well-being and mobility of multi-generational communities.

Particular attention is given to Port Royal as a strategically important area of change in the historic town centre.

THE URBAN STRUCTURE AND CHARACTER OF THE SID VALLEY’S MAIN SETTLEMENTS

The Place Analysis identified the defining spatial and material qualities of settlements in the Sid Valley. Focusing here on the more urban areas it can be identified how the density of the settlement and its massing typically reduces going out towards the edges of the town.

In Sidmouth the Esplanade and Town Centre and the Elysian Fields to the North are defined by fine grained urban character of the old town and by the important historic landscapes and buildings from Sidmouth’s early 19th C expansion that are now embedded in the town creating a series of distinctive landmarks.

The Sidford Road and Woolbrook areas are defined by the two main streets that act as gateways into Sidmouth. These streets have mainly green interfaces formed by well-maintained hedges. Character is also informed by the Sid and Woolbrook river corridors and the unique Byes parkland and related historic buildings. With more compact terraces to the south, these areas are mainly suburban in character.

The Eastern and Western edges of Sidmouth are defined by some compact groupings of historic buildings and by ‘cottage orne’. Around these anchors streets are mainly rural and suburban in character largely without footways. There are some wide green avenues of detached houses with planted front gardens and important views into the AONB.

Forming the northern edge and gateway to the Sidmouth, Sidford is identified by its compact historic centre organised around a cross roads. It shares elements of character found in nearby areas and enjoys views in to the AONB and the Byes.

Sidbury and Salcombe Regis are noted as small scale rural settlements also characterised by high quality historic buildings forming clearly defined places and streets and with a strong connection to the immediate agricultural landscape.

MANAGING FUTURE DEVELOPMENTS

New development proposals should be well designed and aim to protect, promote and enhance the special qualities, historic character and local distinctiveness of the Sid Valley in order to help maintain its cultural identity and strong sense of place and contribute to its potential as an area to live, work and visit. Applicants will be required to demonstrate how proposed development takes account of and reinforces the Sid Valley settlements historic character particularly in Conservation Areas. Proposals should respond to the varied and distinctive townscape character as described in this Place Analysis.

This will apply to the following types of application:

- Major development (as defined in Article 2 of the Development Management Procedure Order or any amendment or replacement of that Order– excluding mining and waste development);
- Listed Building Consent;
- Development affecting built and landscape heritage assets of local historic significance the Conservation Areas, AONB and Byes EN3;
- The extension of an existing building where the floor space created exceeds 100 square metres;
- The erection of a building or buildings where the cubic content of the development exceeds 100 cubic metres.



CONCLUSION

8.2.0 DESIGN PERAMETERS

Proposals should reflect the policies and guidance in relevant national and local planning documents as well as the Place Analysis. It should address the following:

- > **SCALE, DENSITY AND MASSING.**
- > **STREET HIERARCHY, TYPE AND CHARACTER.**
- > **RELATIONSHIP TO ARCHITECTURAL AND LANDSCAPE CONTEXT AND CHARACTER.**
- > **INTEGRATION OF GREEN AND BLUE LANDSCAPE CORRIDORS AND CONNECTION WITH GREEN SPACES.**
- > **QUALITY OF PUBLIC SPACE AND LANDSCAPE AMENITY.**
- > **IMPROVED CONNECTIONS FOR PEDESTRIANS AND CYCLISTS.**
- > **CONSIDERED DESIGN AND INTEGRATION OF CAR PARKING.**

The Sid Valley should welcome sensitively judged and innovative design. New design proposals should be in dialogue with the unique and varied character of the Sid Valley’s important urban and landscape heritage. To reflect how this heritage has been responded to proposals should reference the character area analyses.

A synthesis of the observations made in the analysis is recorded here in relation to the Sid Valley NP themes:

OUR BUILT ENVIRONMENT

- Development should:
- > Contribute to the fine grained urban structure and distinctive architecture of the town.
 - > Add to and support the sequence of recognisable places that make it easy to find your way around.
 - > Protect historic built and landscape assets.
 - > Demonstrate a considered response to; scale, density and massing.
 - > Identify clear street hierarchies, types and character areas.
 - > Create active street frontages, offering well designed interfaces between buildings and streets offering clear plans for maintenance.
 - > Design street landscapes to increase impact of key historic buildings
 - > Fit new junctions and street designs to historic street geometry
 - > Locate parking carefully, minimising its impact on development.
 - > Maximise opportunities to achieve energy efficiency.
 - > Contribute to providing SUDS and wildlife habitats; e/g. by using green roofs, vertical planting and other elements to support biodiversity.

OUR NATURAL ENVIRONMENT

- In relation to the natural environment and landscape character new development should:
- > Sustain and add to the varied landscape character of the Sid Valley (see Fig. 20).
 - > Maintain the green wedge between Sidford, Burnt Oak and Sidford (see Fig. 134)
 - > Protect the rural setting of the smaller settlements in open countryside.
 - > Improve wildlife corridors in and into urban areas.
 - > Demonstrate a landscape led approach to design, creating blue and green infrastructure network to support biodiversity and people – while integrating Sustainable Urban Drainage Systems (SUDS).
 - > Identify and protect key views of the countryside.

- Development with the potential to impact landscape assets should carry out the necessary assessments and consult communities to understand values and sensitivities in advance of making proposals as follows:
- > The landscape between Sidford, Burnt Oak and Sidford and the valley sides to Sidmouth are especially identified as requiring evaluation and protection.
 - > Further assessment is needed of the Landscape assets and relevant policy affecting land within the built-up areas, the Byes etc.
 - > Further assessment of sensitivities of the AONB boundary is needed should a need for development outside the boundary be identified.
 - > Further evaluation of the climate and biodiversity benefit of landscape could be undertaken to understand how these might be improved.



CONCLUSION

DESIGN PERAMETERS

HOUSING

To demonstrate the achievement of a suitable design standard development proposals for housing (over 12 homes) should:

- > Be subject to an impartial Built for Life 12 Assessment.
- > Achieve ‘Built for Life’ outstanding, proposals receiving red and amber scores will be recommended for refusal.
- > Be adaptable and be designed to meet the ‘Life Time Homes’ standard.

TRANSPORT (INCLUDING WALKING AND CYCLING)

New development should:

- > Contribute to a strategic cycling and walking network by improving and adding connections.
- > Protect and improve the quality of public space and landscape amenity.

Generally, to benefit the health and well-being of communities, priorities are to:

- > Improve cycling and walking infrastructure and town centre accessibility.
- > Promote longer range cycling routes for residents and visitors including providing; a link to rail services at Feniton and a Sidford to Sidbury link (p14).
- > Improve the quality of the Esplanade public realm making better links to the town.
- > Manage traffic on Fore Street better, maximising pedestrian space.
- > Reduce speeds by reducing the linearity of vehicle routes in the town centre.
- > Improve pedestrian access at key town centre gateways also reducing car speeds further (p19 and 43).
- > Make better use of Manor Road car park, through dynamic signage and reduced charging.
- > Consider a Park and Stride at the Knowle and Park and Ride at the town’s Western gateway.

COMMUNITY CULTURE AND YOUNG PEOPLE

Priorities for young people are to be developed by the NPSG from Q2 and other sources. The main concentrations of community assets identified are (see p. 17):

- > The Town Centre & Port Royal
- > Vicarage Road/Temple St
- > Woolbrook Road
- > Stowford Rise
- > Sidford

ECONOMIC RESILIENCE

To protect the distinctive character of the town and its quality as a place to live, work and visit, new mixed use development should:

- > provide new employment premises of an appropriate scale to suit the fine-grained character of the town.
- > consider mixed use small scale elements to support the growth of start-ups particularly in the town centre
- > consider the value of home working to the economic vibrancy of the SV, support places where networking can be encouraged particularly for semi-retired, voluntary and professional people who work from home
- > in buildings of community value, consider shared workspace and mixed uses to support viability of the buildings use.

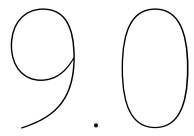
PORT ROYAL AND THE EASTERN TOWN

Proposals for new development at this important strategic site should:

- > Develop the character of this ‘Old Town’ fisherman’s area.
- > Consider the massing of development in relation to its 360-degree visibility and historic setting.
- > Offer a considered design for street and park elevations that relate to the carefully proportioned and layered facades of adjacent historic buildings.
- > Develop and evidence a sympathetic materials palette.
- > Add to the network of the town’s distinctive landmarks.
- > Include restaurant and improved multipurpose community uses, integrating new public toilets.

Development proposals for Port Royal and the Eastern Town should be set in the context of an urban design framework for the wider area to explore related impacts and opportunities and:

- > Identify additional small scale housing sites to repair urban fabric and improve frontages.
- > Improve the access to and setting for the Ham and Swimming Pool.
- > Develop associated public realm to improve linkages north south and east west also improving green infrastructure connections and biodiversity.
- > Develop high quality and durable design proposals for associated public realm and landscape.
- > Retain but reduce impact of parking.
- > Consider including shared surface at the eastern end of the Esplanade in relation to Port Royal.



BUILDING FOR LIFE 12
.....

9.1.0 BUILDING FOR LIFE 12 DESIGN CRITERIA
.....

The following 12 questions define design criteria that communities, developers and their design teams can use to test the strengths and weaknesses of emerging design proposals for housing and mixed use and identify where improvements can be made. (As set out in ‘Building for Life 12 - The sign of a good place to Live’ published by Nottingham Trent University 2015).

INTEGRATING INTO THE NEIGHBOURHOOD
.....

1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

2 Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

3 Public transport

Does the scheme have good access to public transport to help reduce car dependency?

4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

CREATING A PLACE
.....

5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

6 Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

7 Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

8 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

STREET & HOME
.....

9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10 Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11 Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

12 External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

10.0

LIST OF FIGURES

1.	EXTRACTS FROM NATIONAL DESIGN GUIDANCE	25.	CHARACTER AREAS SIDMOUTH AND SIDFORD	136.	WIDER STREETS STRATEGY, SIDMOUTH
2.	THE SID VALLEY AND MAIN SETTLEMENT AREAS	26 - 32.	KEY AND SELECTED PHOTOGRAPHS FROM	137.	STREET STRATEGY, SIDMOUTH TOWN CENTRE
3/4.	WORKSHOP AT KENNAWAY HOUSE		DIVERSE CHARACTER AREAS TO ILLUSTRATE APPROACH	132.	HARBOURSIDE PROMENADE, AKER BRYGGE,
5/6.	GATHERING VIEWS AT THE WORKSHOP				LINK LANDSKAP, OSLO
7.	EDDC LANDSCAPE CHARACTER ASSESSMENT	33.	ESPLANADE AND TOWN CENTRE	134.	PROTECT OPEN LANDSCAPE BETWEEN SETTLEMENTS
8.	POSTCARDS AND PRINTS: SALCOMBE REGIS	34 - 42.	PHOTOS EASTERN TOWN CENTRE		AND VALLEY SIDES
	AND SIDMOUTH	43 - 51.	PHOTOS EASTERN TOWN CENTRE	135.	EVALUATE AND PROTECT SENSITIVE AONB
9.	CONSERVATION AREAS: SIDMOUTH AND SIDFORD,				BOUNDARIES SUCH AS THOSE TO THE NORTH OF
	SIDBURY AND SALCOMBE REGIS	52.	THE ELYSIAN FIELDS		SIDMOUTH AND SIDFORD
10.	LOCATION WITHIN THE JURASSIC COAST	53-61.	PHOTOS THE ELYSIAN FIELDS		
11.	BUS SERVICES (EXTRACT FROM STAGECOACH SW				COVER PHOTO: JACOB'S LADDER BEACH, SARAH HALL
	ROUTE MAP)	62.	BICKWELL VALLEY		REAR COVER: EXTRACT FROM PLACE ANALYSIS (SEE PAGE 21 FOR
12.	OPPORTUNITIES TO IMPROVE STRATEGIC LINKS	63-71.	PHOTOS BICKWELL VALLEY		KEY)
	WITHIN SETTLEMENTS				
13.	VALLEY LANDFORM IN CONTEXT	72.	HILLSIDE		
14.	SID VALLEY TOPOGRAPHY	73 - 81.	PHOTOS HILLSIDE		
15	A&B. VIEW 6. SIDMOUTH FROM SALCOMBE HILL				
	AND MAP OF STRATEGIC VIEWS	82.	SIDFORD ROAD AND THE BYES		
16.	VALLEY AND HILL VIEWS SIDMOUTH	83 - 91.	PHOTOS SIDFORD ROAD AND THE BYES		
17.	SEAFRONT AND TOWN VIEWS, SIDMOUTH				
18.	MAP SHOWING DISTRIBUTION OF AMENITIES WITHIN	92.	WOOLBROOK		
	WALKING DISTANCE	93 - 101.	PHOTOS WOOLBROOK		
19.	GREEN CORRIDORS AND WEDGES				
20.	IMPORTANT LANDSCAPE ELEMENTS	102.	SIDFORD		
21/22.	STREET VIEWS: MILFORD ROAD AND SIDFORD	103-111.	PHOTOS SIDFORD		
	TWO BRIDGES ROAD				
23.	STREETS WITH POOR PEDESTRIAN ACCESSIBILITY	112.	SIDBURY		
24.	AREAS OF FOCUS SIDMOUTH/SIDFORD,	113 - 121.	PHOTOS SIDBURY		
	SIDBURY AND SALCOMBE REGIS				
		122.	SALCOMBE REGIS		
		123 - 131	PHOTOS SALCOMBE REGIS		

