



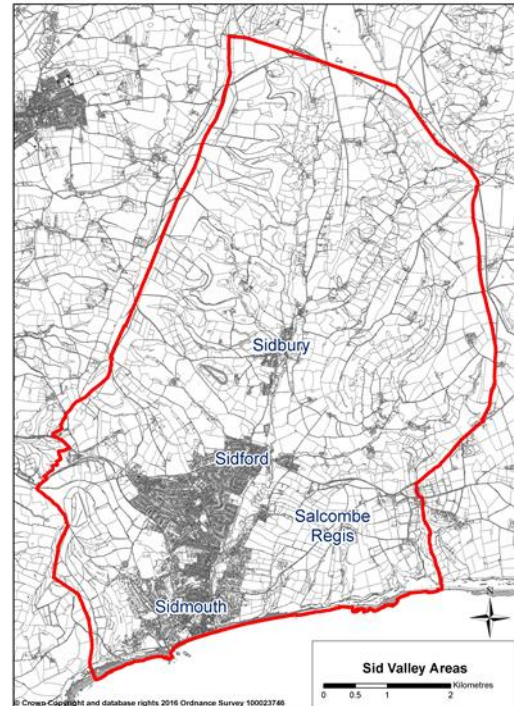
Report on Port Royal Questions Second Household Questionnaire

Sid Valley Neighbourhood Plan Steering Group
July 2017

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Section 1



Acknowledgements

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Sidmouth Town Council Chairman of the Council Ian McKenzie-Edwards and Councillors.

The Town Clerk Chris Holland

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Neighbourhood Plan Administrator Tim Salt

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Statement of Transparency

The Sid Valley Neighbourhood Plan Steering Group is not associated with any group or campaign concerning any issue that affects the Sid Valley. Our neutrality is governed by our objective to make a Neighbourhood Plan which is evidence based through robust public consultation; which is responsive to the complexity that planning presents and is constructive in developing statutory influence for the Sid Valley community.

Introduction

The Sid Valley Neighbourhood Plan is led by the Sid Valley Neighbourhood Plan Steering Group made up of a mix of members of the community and Town Councillors. Sidmouth Town Council is the statutory lead authority of this process. The designated Neighbourhood Plan area includes Sidmouth, Sidbury, Sidford and Salcombe Regis.

The Sid Valley Neighbourhood Plan Steering Group has run a series of public consultations since the start of the Neighbourhood Planning process which included;

- First Household Questionnaire – June & July 2016
- Business & Special Interest Groups Survey – September & October 2016
- Children and Young People’s Survey - December 2016
- ‘Have Your Say’ consultation event at Kennaway House - January 2017
- Second Household Questionnaire Consultation May & June 2017

Our aim was to understand what matters to people in our community and their vision for the community over the next 15 years. The data collated and analysed during this process contributes to our evidence base which will determine the Sid Valley Neighbourhood Plan policies.

The views identified in the first Household Survey enabled us to draw out seven key themes which address the main areas of concern and aspiration held by the residents of the Sid Valley. The themes are: Built Environment, Natural Environment, Housing, Economic Resilience, Community and Culture, Transport, and Eastern Town.

The following extract from the Foreword of the Report of the First Household Survey summarises the central community aspirations and concerns presented;

“The messages contained in the report are loud and clear. People choose to live and work in this area because of the uniqueness of the town and surrounding area, the beauty of the natural environment including the countryside and coastline, the heritage and architecture, the peaceful way of life, the strong sense of community and the local shops.

But there are equally important messages about concerns that residents share – problems with traffic and congestion, unease about local planning decisions, a perceived lack of affordable housing for local people and a population that is not balanced in terms of age and diversity.”

The Second Household Questionnaire (Appendix 1) was designed to reflect these themes and to build on and further develop the evidence base for the eventual policies of the Sid Valley Neighbourhood Plan. The impressive 25% response rate with 1863 questionnaires being returned, represents the largest ever survey of local opinion. A powerful unambiguous demonstration that people really care about their town and natural surrounds.

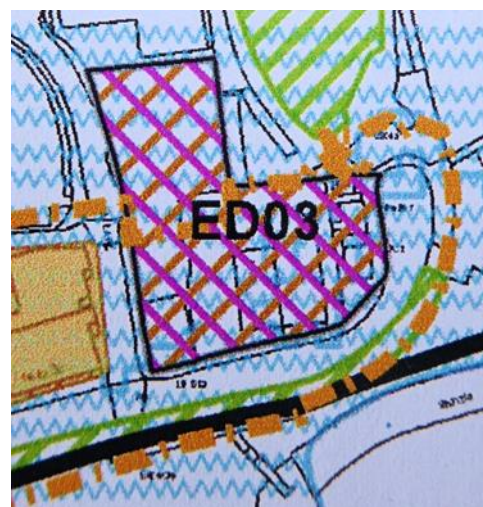
This and all of the preceding analysis reports and original data from each of the consultation processes are available on the Neighbourhood Plan page of Sidmouth Town Council’s website <http://www.sidmouth.gov.uk/index.php/neighbourhood-plan> and on the Sid Valley Neighbourhood Plan website <https://sidvalleyneighbourhoodplan.com/>

Port Royal Focus - Joined Up Working

Eastern Town is the area including Port Royal, the riverside Ham green and boat park, the swimming pool and the Ham Lane car parks.

Port Royal is defined as the area south of the Swimming Pool including the sea front buildings and esplanade, fishing compound and hardstanding (i.e. car and boat parking). The map below shows Port Royal as an area referred to as ED03 in the Local Plan.

The allocation for development at Port Royal is included within the East Devon Local Plan: Chapter 14; Sidmouth. para14.3 (d); “Promote a mixed use redevelopment of the East End and Drill hall site on the Esplanade”



Strategy 26; “Land for residential use is allocated for 30 homes” (this site will incorporate mixed use redevelopment to include housing and community, commercial, recreation and other uses).

The ED03 outlines the actual PR area and the location identified in the LP for the 30 residential units and mixed development.

Any Sid Valley Neighbourhood Plan policies which relate to Port Royal will reflect the analysis detailed in this report plus all that was previously collated and once the plan is ‘made’¹ it will be a statutory part of the planning process and therefore vitally important in the overall planning process for Port Royal.

The Neighbourhood Plan consultation process has the additional benefit of offering in-depth, holistic and inclusive opportunities for public consultation in order to ensure the most appropriate development sensitive to the needs of the community.

This report presents the findings of those questions in the Second Household questionnaire that pertain to Port Royal. This builds on what was already shared with the Port Royal Scoping Study Steering Group and Consultants on 25th April 2017 to inform their work.

The Sid Valley Neighbourhood Plan Steering Group have worked quickly following the close of our second household questionnaire to present this information in a timely way in order to feed into the report that is being prepared by the Port Royal Scoping Study consultants. A full analysis of all questions in this latest Neighbourhood Plan consultation will be available in September 2017.

¹ A Neighbourhood Plan is referred to as ‘made’ after a referendum is passed by a simple majority.

Section 2

Executive Summary

Eastern Town (Port Royal) regeneration has emerged as one of the key themes of the Sid Valley Neighbourhood Plan process recognising the inclusion of this as a development aim in the Local Plan adopted in January 2016 by East Devon District Council. The role of the plan is to “set out what we want East Devon to be like in the years to come, the type of development we want to see and where development should occur and what benefits it will bring to our communities.”²

The role of the Sid Valley Neighbourhood Plan is to make “A community-led planning document that will influence development in your area over the next 15 or so years.”³

The opportunity afforded to local communities to influence the shape and nature of development in their area, through the Neighbourhood Planning process, provides the rationale for the public consultations that have been run by the Sid Valley Neighbourhood Plan Steering Group. The results of the previous surveys showed that there was no major disagreement with the EDDC Local Plan proposals for the area, and the respondents believed that it should be redeveloped to provide an attractive area for residents and visitors.

The Children and Young People’s Neighbourhood Plan Survey Report, published by the Sid Valley Neighbourhood Plan Steering Group in June 2017 includes the views of the younger generation about Port Royal and concludes that “Any development of Port Royal needs to consider the needs of teenagers and young adults for social engagement, and sports and leisure facilities.”

The Report on the Survey of Business and Special Interest Groups, Sid Valley Neighbourhood Plan Steering Group, March 2017 reflecting views on Port Royal states that “The possible impacts of regeneration were viewed as potentially positive or negative depending on the nature of the redevelopment itself, highlighting the importance respondents felt in getting it ‘right’ for the community.”⁴

The results of the Second Household Questionnaire are resonant with all our previous surveys with regard to Port Royal. Most respondents wanted the Port Royal area to reflect Sidmouth’s coastal heritage by retaining sea based activities like sailing and fishing. They also wanted to retain such facilities as the lifeboat station, swimming pool and public toilets. Some envisage a mixed development including a performance space for cultural and community events.

They felt that the development should be of high quality and well designed and constructed, the provision of Retail, Restaurants and commercial activities were important to them.

² <http://eastdevon.gov.uk/media/1772841/local-plan-final-adopted-plan-2016.pdf>

³ Neighbourhood Planning Officer presentation May 2015

⁴ Report on the Survey of Business and Special Interest Groups, Sid Valley Neighbourhood Plan Steering Group, March 2017.

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

The results of the Second Household Questionnaire presented here relate to the questions in this survey which specifically focus on Port Royal and fall into three main question areas: user related, mobility/transport and open space/urban design. These areas and the link between them and to the wider themes help to give greater depth of understanding of the development context and aspirations of the community.

The consultation data results and brief narrative summary in Section 3 was relatively easy to analyse across all of those questions requiring a Yes or No answer. The numerical data across all questions provides a clear indication of what is viewed as acceptable and what is valued and important to the community for development in this area. The summary analysis is also relatively straightforward in that it is evidenced clearly by the Yes/No questions. Consideration of all responses to the Port Royal questions also enables us to connect answers reasonably to give a strong sense of the prevailing views of the community about development in Port Royal.

A key point arising from the data analysis are that there is a very strong **shared sense of the value of the area to the community**. A value that is not simply measured in financial or commercial terms but in a holistic sense which combines the socio-economic benefits of community and environmental value.

There is clear recognition that the **special identity** of the areas as an asset to residents and visitors is of parallel importance. Port Royal is viewed as vital for the continued success of Sidmouth and the Sid Valley as a vibrant coastal tourist destination with **90%** supporting it as “destination” area as well as critical to the part it plays as an area of social and community value with **91%** support for a community space and **73%** support for a performance venue.

The special identity of the area as a place which connects the sea and the natural environment gives rise to the overwhelming support of **92%** of respondents give to the area as a focus for **sea based activities** and in promoting the **fishing heritage (89%)** of the town. This view is further emphasised by the **82%** support for a pier or jetty.

The clear message given by those who responded to the survey, which had an amazing **25% response rate** with **1863 surveys being returned**, was that any development of Port Royal must protect and enhance the spatial, architectural and cultural characteristics of the sea front area and Sidmouth as a whole, **89%** for example do not wish to see any development taller than the existing Trinity Court flats which adjoin the area.

Whilst there is appreciation for the need for improvement of Port Royal there is a clear indication that offices and shops are not supported as part of the multiuse nature of any development with a clear preference for community and activities to be provided for including existing users of the site i.e. the Lifeboat station, Sailing Club, Gig club and the fish shop and for existing facilities such as the swimming pool and playground to be retained.

Another marked viewpoint that emerges is that Amusement Arcades, a high rise building and flats and housing are not supported as part of the development. **88%** indicate no

support for any more than 30 homes for the whole Port Royal area (see the ED03 map above.) This strongly demonstrated view underlies a sense that any development must be primarily for community and visitor benefit and be sensitive to the characteristics that are clearly appreciated and act as a 'pull' to the area. Views about flats and housing combined with the value given to the character and need for quality design strongly indicate that the preservation of the sea facing space on the site are paramount for community and public space.

The theme of transport has been recurrent through all of the Neighbourhood Plan consultations and is no less represented by respondents to this questionnaire with **85%** wishing to see car parking for the town centre retained. The challenge to balance accessibility for people who want to walk and cycle safely, shown by **80%** supporting improved cycle ways linking Port Royal and the Byes, and to provide parking, is highlighted by the value placed on all of these elements to ensure any development works well to suit both the needs of the community and of visitors.

Whilst the main focus of this report is on questions 18 to 32 of the questionnaire which relate to Port Royal it should be noted that an additional 9 questions also have a relationship to this area in that they address land use, transport and urban design. The full results of the Second Household Questionnaire will therefore need to be reviewed against the Port Royal specific questions to inform the ongoing development planning work of Sidmouth Town Council and East Devon District Council.

The resounding message of the results of the Port Royal questions in the survey is that care, protection and enhancement of the natural and built environment, and of the character, heritage and identity are of paramount concern to the community. This strong sense of vision for improvement whilst protecting and respecting the existing strengths of the area, highlights the aspiration to ensure a development which integrates and connects with what is both cherished and which provides social and economic benefit.

Section 3

Consultation Process & Responses

Second Neighbourhood Plan Household Questionnaire

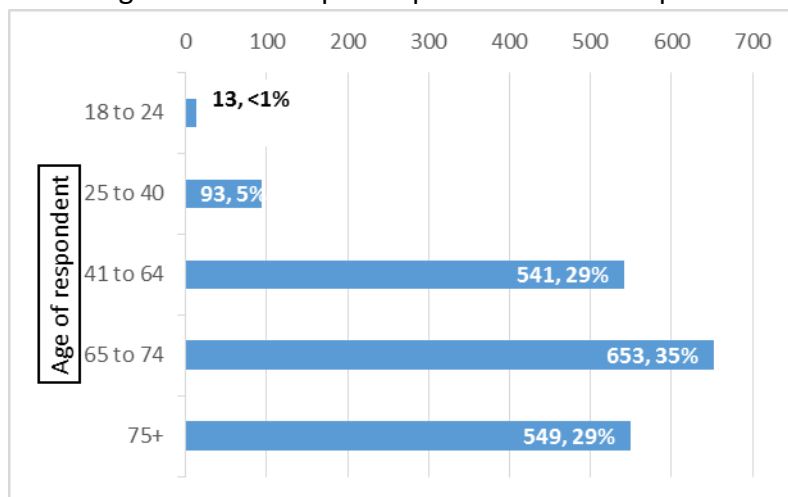
The Sid Valley Neighbourhood Plan Steering Group distributed 7860 paper copies of the Second Household Questionnaire to households at the end of May with a closing date of 30th June. We asked for one survey to be returned per household to be returned to reflect as far as possible the views of the whole household. People were given an option to complete the survey online.

1689 paper surveys were returned with 174 returned online giving a total of 1863, representing a response rate of around 25%. Approximately 20 paper surveys were returned undelivered.

The high response rate to the questionnaire along with the quality of the responses is in line with what is generally viewed as good response rates to public consultation at around 10% according to the Local Government Association, and at around 22% for social research. High response rates in this case will also reflect two particular elements, firstly the public awareness campaign that the Neighbourhood Plan has undertaken to ensure we are inclusive of all sectors of the community and secondly the importance of the questions being asked.

The high take up of the opportunity to have a say by the community mirrors what comes through the surveys themselves namely a strong sense of identity and civic pride and an appreciation of the natural environment and enviable outstanding location of the Sid Valley for many reasons. This sentiment is absolutely reflected in the level of consensus shown in responses to the Port Royal questions and in the thoughtfulness and quality shown in the narrative comments.

The table below gives a breakdown of the demographic information captured in Question 4 of the questionnaire and represents an analysis of the total number of responses. The percentages of age range groupings are broadly similar to those recorded in the first household questionnaire and reflects in part the Sid Valley community and that this survey was designed to be completed per household not per resident:



Analysis Methodology

The Port Royal section of the Second Household Questionnaire related to Questions 18 to 32 of the questionnaire. These questions were designed to cover three cross cutting categories: user related (questions 18 to 24), mobility/transport (questions 25 to 28) and open space/urban design (questions 29 to 32, noting that question 24 also strongly relates to urban design).

The paper copy analysis was carried out by the Steering Group and additional community volunteers and collated by the report writing team providing a scrutiny and checking process to ensure consistency and accuracy.

Using a worksheet to tally the responses to each question and record narrative responses, the data was collated by the administrator and the totals of the responses were recorded in an Excel database – a report of which is in Appendix 2.

Online surveys were automatically analysed by Survey Monkey and the results were combined with the paper data in the Excel spreadsheet referred to above.

The following section contains a narrative and statistical analysis of the survey question responses against each question in the survey relating to Port Royal.

Summary of Analysis

The Second Household Questionnaire Port Royal questions section set the context for what is already planned for within the Local Plan (EDDC) which can be shaped and influenced but not resisted in line with statutory guidance;

“The East Devon Local Plan has identified a site for development in Sidmouth known locally as Port Royal which includes the Ham, riverside, boat park, swimming pool and Ham Lane car parks.”

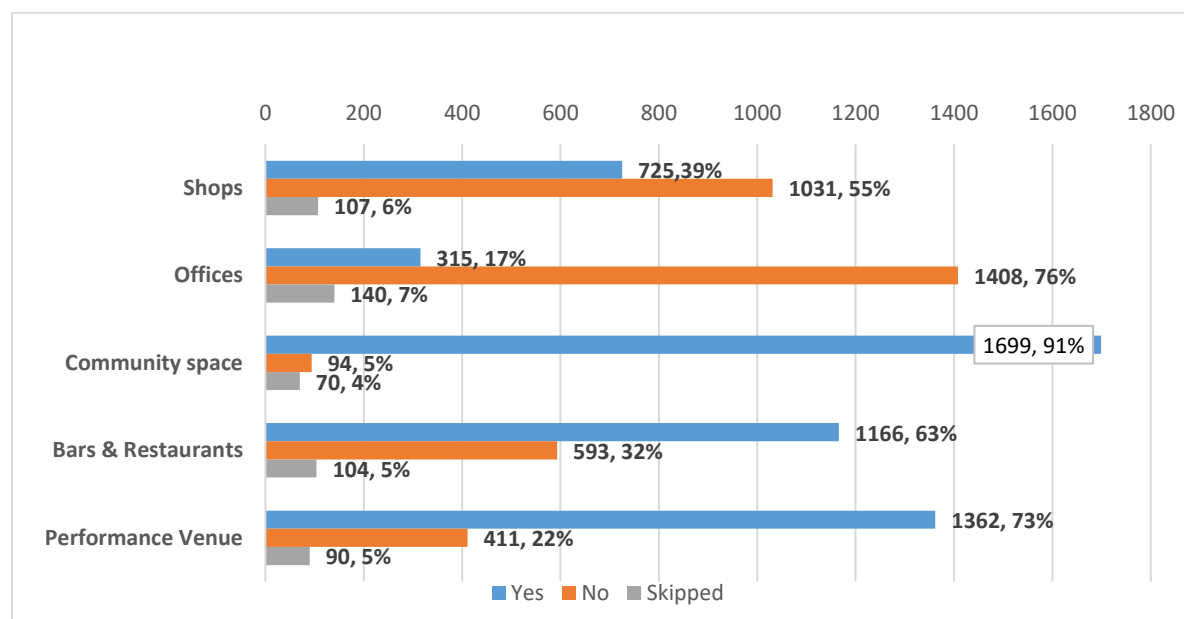
Feedback from earlier Neighbourhood Plan consultations shows that many residents think that it should be redeveloped to provide an attractive area for residents and visitors, creating a mixed development which includes a performance space for public events, and that provision should be made for existing business and community users of the area.

Answers to the following questions will be used to produce Neighbourhood Plan policies relating to future development at Port Royal.”

User Related Questions 18 – 24

18. The Local Plan includes a mixed use development. Please indicate your support for each of the following:

- a) Shops Yes No
- b) Offices Yes No
- c) Community Leisure Space Yes No
- d) Bars and Restaurants Yes No
- e) Performance Venue / Centre Yes No



A majority of people **55%** were not in favour of the inclusion of shops as part of any redevelopment

A clear message **76%** was given that Office space should **not** be included.

Community leisure space was overwhelmingly supported **91%**

Considerable support was seen for bars and restaurants to be included **63%**

Inclusion of a performance venue/centre was highly supported at **73%**

Supported by narrative comments to other questions, this data helps to define the community vision for the area with a focus on community space combined with activity and facilities for residents and visitors as important to prioritise. Repeated narrative comments supported this approach as opposed to a development which is weighted towards commercial and housing purposes, stressing the importance of community and visitor use.

The narrative vision which emerges from the collective responses is the high value attached to the identity of the area, its coastal connections and the availability of green and community spaces which are valuable assets both for the community and as a visitor attraction.

19. Is there anything that you think would be an unacceptable development on the seafront, if so what?

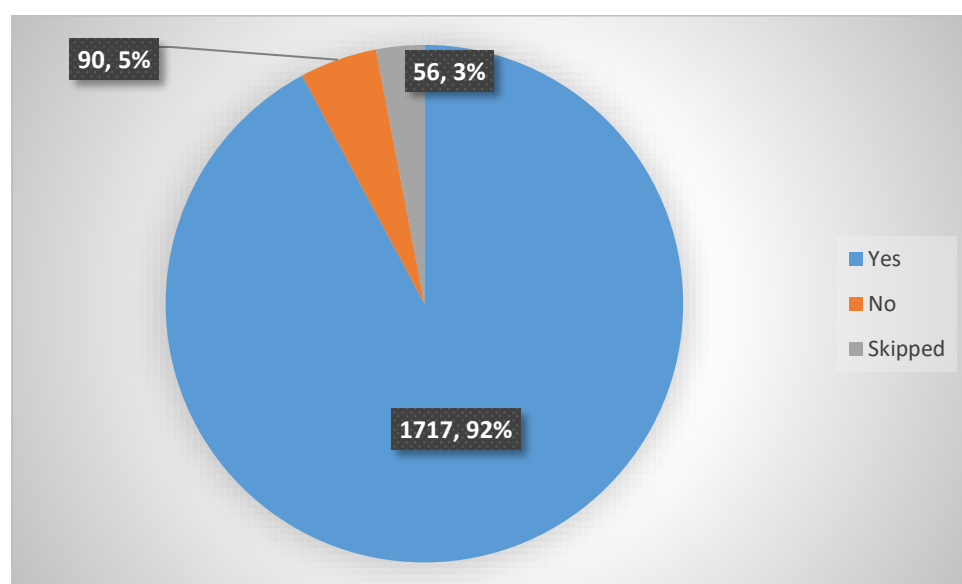
There was a range of examples given in response to this question. A summary of them is represented here by a word cloud – where the more times an example of what respondents thought to be unacceptable development on the seafront was mentioned, the greater the size of the word. Only examples which featured 49 times or more were included. All answers to this question are contained in the Full Data set found in Appendix 3 as an attached document.



Amusement arcades, high rise buildings over the current height of existing buildings, flats and housing, multi storey car parks, hotels, stalls and traders on the sea front and commercial chain stores were the commonest examples given. These were supported by a strong desire to retain and reflect the unique identity of the area and its relationship to the sea for the enjoyment of the community and as an asset to attract visitors. Similarly many comments reiterated that the loss of the existing facilities including the Lifeboat Station, the Gig and Sailing Club and the Ham open space area, would constitute unacceptable development.

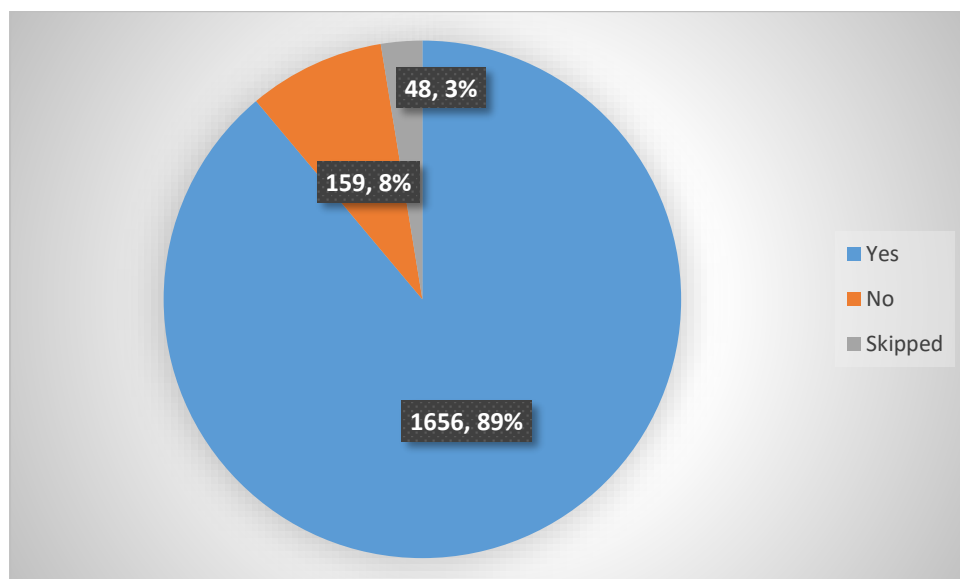
Many narrative comments urge caution against overdevelopment, state the need to value what exists and to resist development that could result in the loss of a unique sense of Sidmouth being a cherished place valued for its natural beauty, the character of the architecture and sense of it being unspoilt. The consensus view is that overdevelopment which leads to a loss of these characteristics through commercialisation, would also constitute 'unacceptable development'.

20. Do you agree that sea based activity is an important key feature of the area which should be reflected in any development? Yes No



Unequivocal support **92%** was given to the importance of sea based activity being a key feature to reflect in the development of Port Royal. This point was also made by many of the narrative comments in response to question 18 as to what would be seen as unacceptable development where respondents listed the existing sea based activity facilities as unacceptable to lose in the course of the development.

21. Do you agree that our fishing heritage is an important aspect of the area which should be reflected in any development Yes No



Unequivocal support **89%** was given to the importance of our fishing heritage being a key feature to reflect in the development of Port Royal. This point was also made by many of the narrative comments in response to question 22 as to what should be retained in the area where repeated mention of the Fish Shop, Sailing Club, Angling Club, Lifeboat and Boat Park and launch area was made. These comments reflected the added value that these community aspects bring to the area through strengthening the special identity as a vibrant coastal town, one which values its history as a fishing village and the impact its heritage has had on the community past and present and how that shapes the growing identity today.

22. What else should be retained in the area? *Please list*

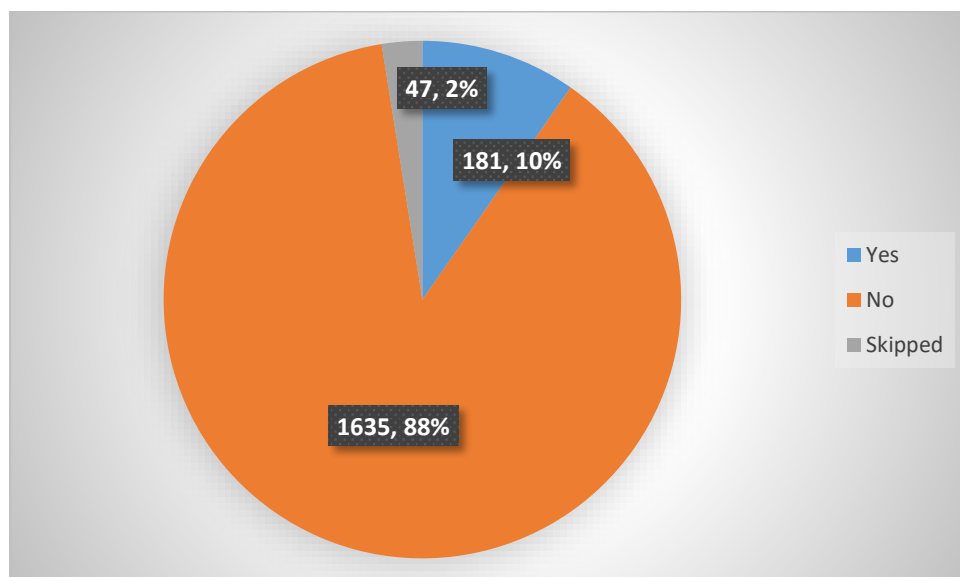
There was a range of examples given in response to this question. A summary of them is represented here by a word cloud – where the more times an example of what respondents thought should be retained in the area was mentioned, the greater the size the word appears. Only examples mentioned 49 times or more were included. All answers to this question are contained in the Full Data set found in Appendix 3 as an attached document.



Echoes of responses to question 19 were heard in the responses to this question where respondents named what should be retained in the area as those things which if lost would represent in their view unacceptable development. The repeat theme of the need to preserve the character and identity of the area was strongly shared in the narrative responses to this question. Repeated mention of the need to retain The Ham, toilets, the Lifeboat Station, the boat park and launch area, the fish shop, the Drill Hall, the Gig Club facilities, the Sailing Club and the play park.

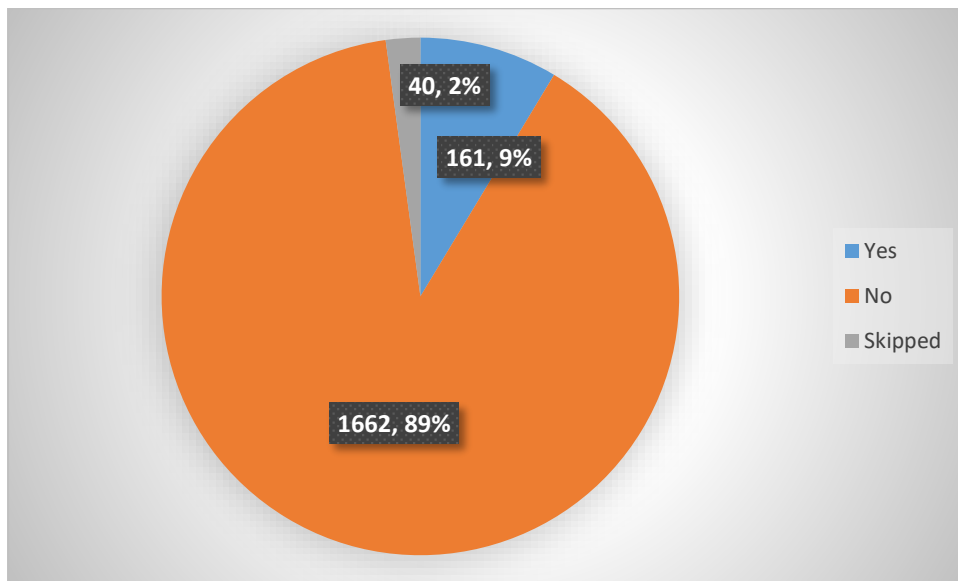
The value in providing community space and the importance of the local distinctiveness of Port Royal as an important coastal town area is clear in responses to this question and strengthened through the connection to previous surveys. The social and community value as well as the economic and tourism value of the area is highly prized and recognized. Narrative comments focussed on the range of sea based activities as well as the green and community spaces and facilities for leisure and tourism.

23. Currently the EDDC Local Plan allocates 30 homes for Port Royal. Would you support an increase in this number? Yes No



Unequivocal response to this question with **88%** of respondents against any increase in the numbers of homes allocated in the Local Plan. It is worth noting that amongst narrative comments about unacceptable development against question 19, any housing, luxury flats, the flood risk in the area and second homes collectively are repeatedly mentioned – denoting a strong sense that alternative solutions to financing the development other than through a housing development should be considered.

24. If sympathetically designed, should the development be allowed to be taller than the adjoining Trinity Court flats? Yes No



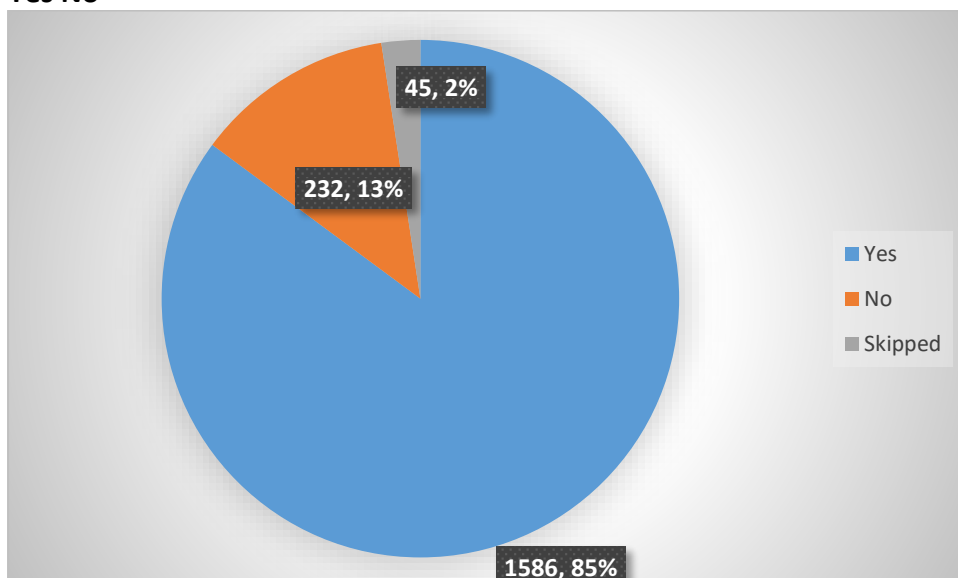
Unequivocal response to this question with **89%** against any development being taller than Trinity Court flats at 4 storeys. This was reiterated elsewhere in the survey responses in an earlier question (Q10) about the protection of views where there was good support for the protection of views to the sea front and to the cliffs at the eastern end of the esplanade (though the final data for this question is not yet available).

This question is both user related and related to urban design in that building height/spatial concerns interconnect with designation of use.

Mobility/Transport Questions 25 - 28

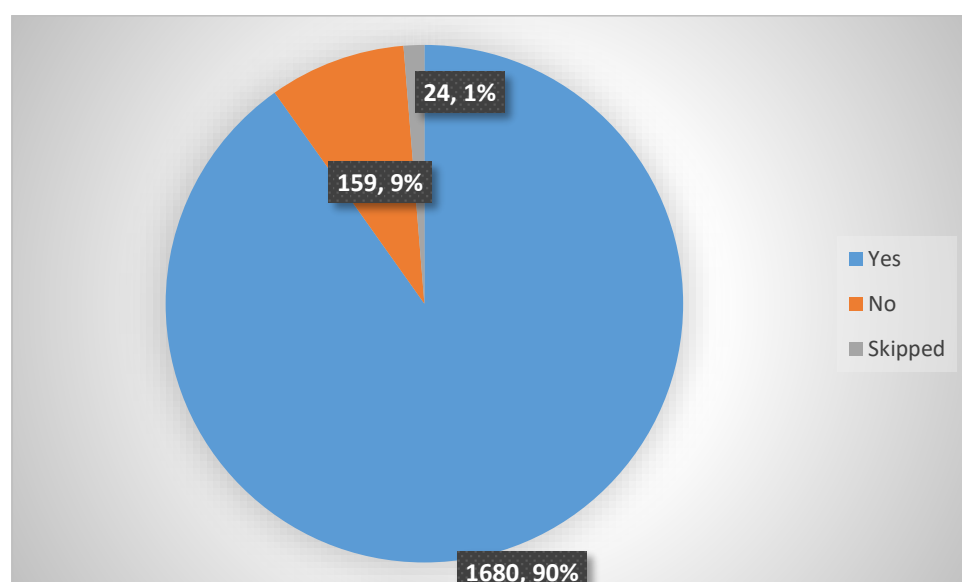
25. Should any development retain car parking spaces for the town centre?

Yes No



Unequivocal response to this question with **85%** in favour of retaining car parking spaces for the town centre. Car parking has featured throughout the Neighbourhood Plan consultation process as a concern for the community highlighting the need for careful consideration being given to the allocation and retention of town centre parking and its relationship to destination areas, arrival points, services that support reducing town centre traffic and to the ongoing need for a comprehensive traffic management plan. The importance of ensuring that development at Port Royal integrates traffic management and parking provision with the rest of the town is fully reflected by the community views on this issue gathered in this survey and in all of the previous Neighbourhood Plan consultations.

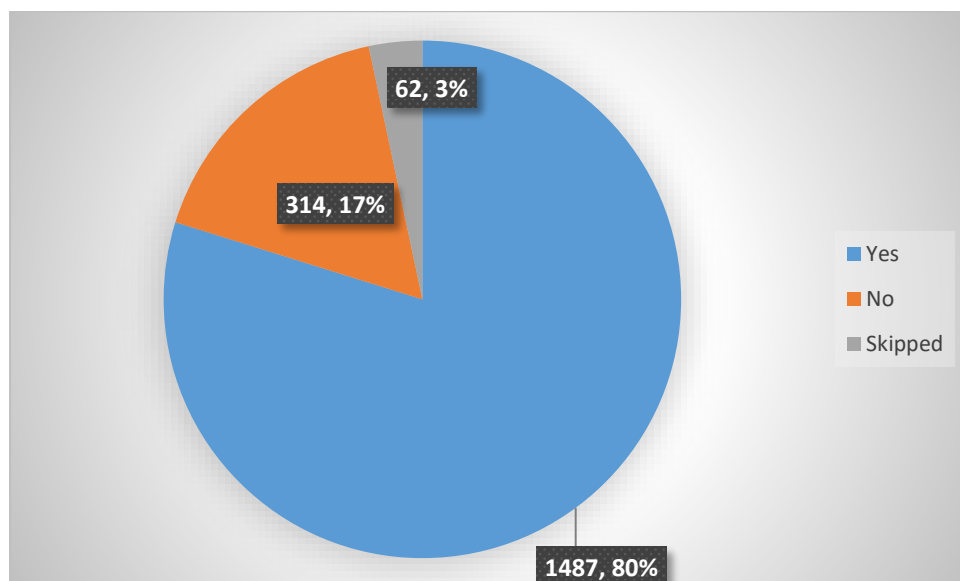
26. Do you agree that Port Royal should be designed as an important “destination” area where people rather than traffic have priority (e.g. pedestrian areas, designated accessible parking, time zones for deliveries etc.)? Yes No



Unequivocal response to this question with **90%** in favour of Port Royal being developed as a ‘destination’ area where people rather than traffic have priority.

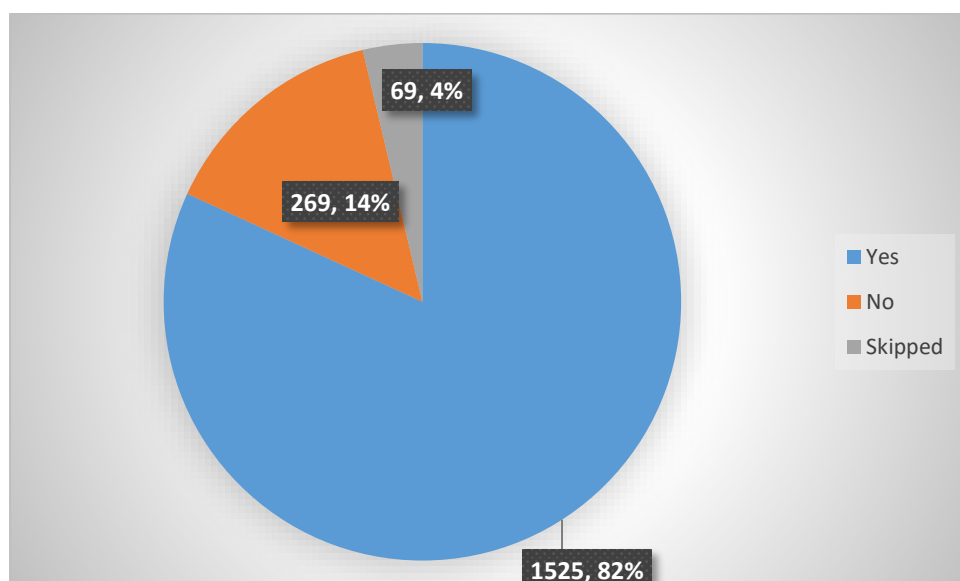
This strongly held view reiterates responses throughout the consultation about the importance of the area to the community and to visitors. It is worth noting that there is strong support though not unequivocal for the turning circle (question 30) to be used to create more public space. Some respondents added the need for more knowledge about how this would work in practice, leading to a reasonable analysis that generally people agree with the aspiration and the practical reality of improving the area as an enhanced destination for both residents and visitors.

27. Should any development allow for improved cycle pathways linking Port Royal to the Byes? Yes No



Unequivocal support of **80%** for the inclusion of improved cycle pathways linking Port Royal to the Byes. Again this is reiterative of the importance of improved access and connectivity expressed in earlier consultations.

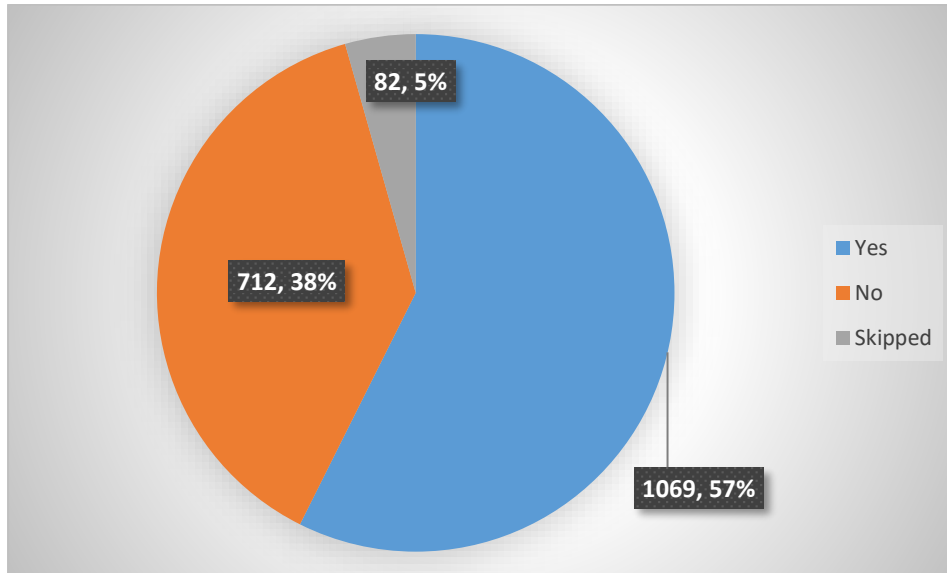
28. Should the scheme include a jetty or small pier to land and moor boats? Yes No



Unequivocal support at **82%** for the redevelopment scheme to include a jetty or small pier to land or moor boats. There is a strong sense of the need overall to enhance access to the sea and make the most of existing facilities to improve practical access to the sea and the relationship to management of the beach for the benefit of residents, users of the sea and tourists. Responses here echo the strong support seen throughout for sea based activities and fishing heritage as a key part of the identity and character of the area.

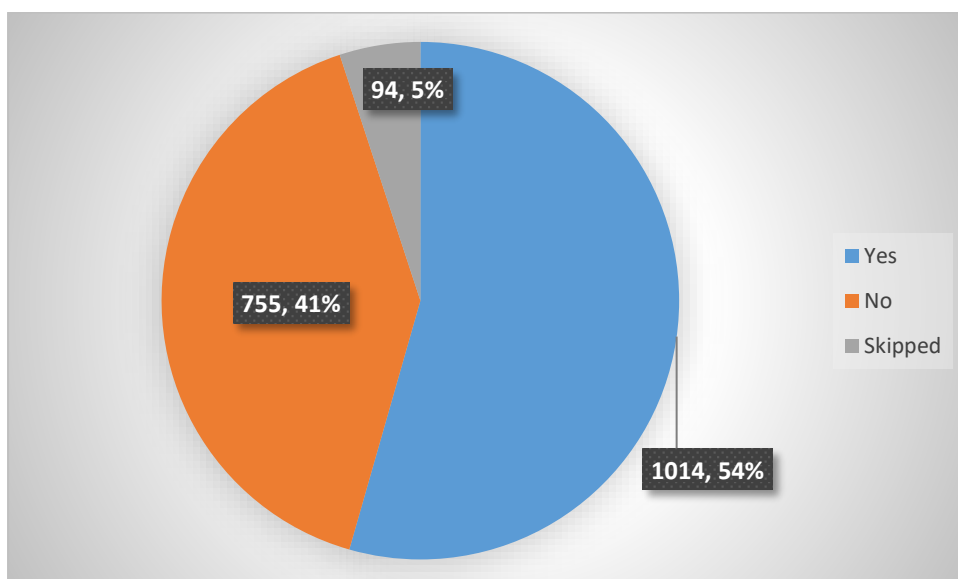
Open Space/Urban Design Questions 29 - 32

29. Should the esplanade be made more attractive for people to use e.g. the addition of features such as ambient lighting, seating, widened? Yes No



A majority **57%** wish to see improvements made to the esplanade. The **38%** of respondents who did not support this often cited its current attractiveness and a desire not to spoil it. This suggests a rationale that the detail of any improvements are important and require careful integration with the overall characteristics that are strongly supported as of significant value by the community which need to be retained.

30. Should the existing turning circle be closed to traffic and the area used to create a public open space? Yes No

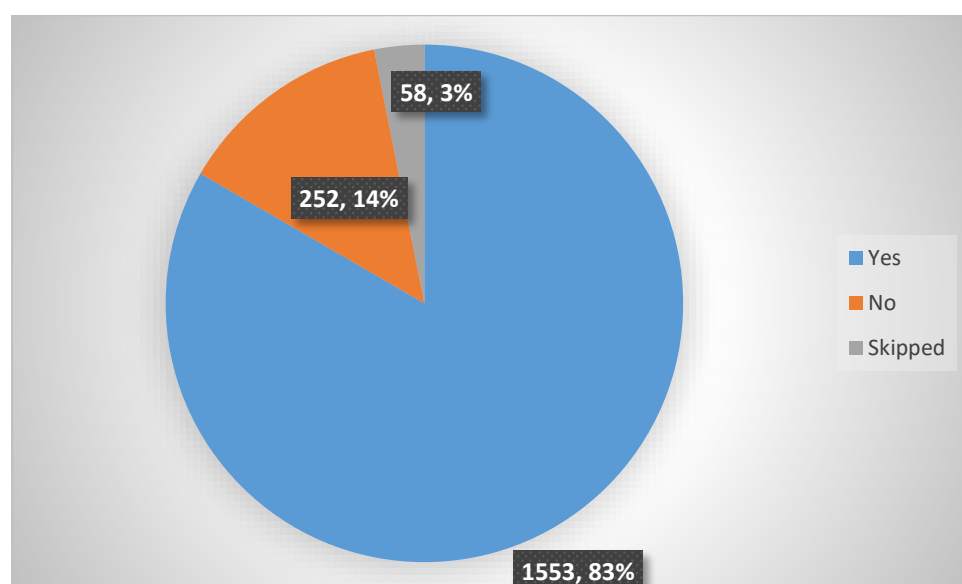


Support at **54%** was given to repurposing the turning circle to create a public open space, with those who did not support this idea **41%** raising concerns about the need to retain vehicle access to the area.

This response reiterates the value seen in previous survey results for the need to provide space for community events as part of recognising the sense of cohesion this gives and opportunities to Sidmouth's growing calendar of festivals.

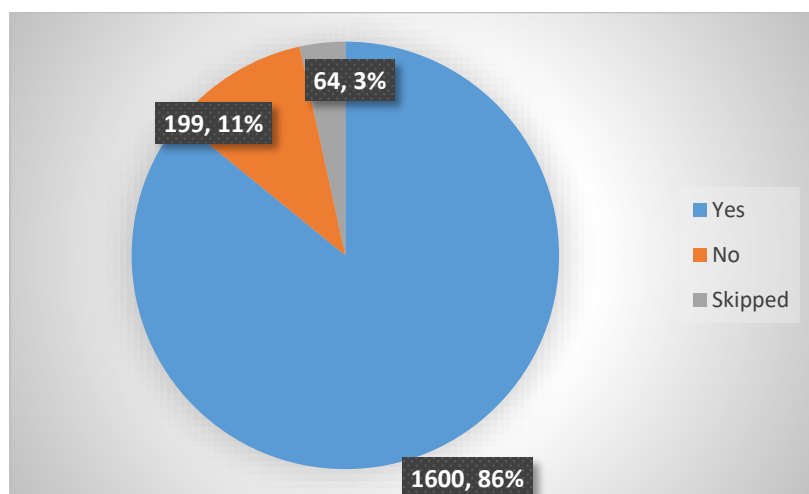
It is also useful to consider responses to this question alongside question 26 where **90%** supported Port Royal being a "destination area". This more nuanced response suggests that again the sensitivity and practicality with which such changes may be made are vital to ensure that access and character are integrated into any approach to the development/improvement of the area.

31 Do you agree that the Ham public open space could be improved? Yes No



Unequivocal support at **83%** was shown for improvements to the Ham public open space reflecting the value and recognition of the area and what it provides to the community. Responses here connect with earlier responses to question 19 where the high value of retaining 'green' spaces in the area and the repeated mention of the play/recreation space as important to the community were reiterated.

32. Should a “green corridor” be formally established following the River Sid, between Port Royal and the Byes, with the establishment of a nature trail to improve pathway connections from the seafront to Sidford? Yes No



Unequivocal support at **86%** was shown for the establishment of a “green corridor” reflecting the connectivity between the sea and the river and the need to improve the accessibility and awareness of this route. This response is reiterative of other themes including natural environment and transport, which have emerged in earlier consultations. The support for a formal green corridor demonstrates the awareness and appreciation within the community of the interconnectedness between the way we move/travel, accessibility for all ages, valuing the natural environment and the health and wellbeing of the community and its appeal to visitors.

Section 4

Conclusion and Next Steps

The Sid Valley Neighbourhood Plan Steering Group will publish the full analysis of the second household questionnaire in September 2017 which will incorporate the information contained in this report. The analysis presented within this report is intended to feed into the Port Royal Scoping Study report which was agreed at the outset of the Port Royal Scoping Study programme. Copies will also be sent to Sidmouth Town Council and East Devon District Council and published online for public access.

As summarised earlier in the Executive Summary the findings here present a clear indication of the key concerns and aspirations for any development of Port Royal (Eastern Town). The relationship between answers to questions 18 to 32 and the rest of the survey questions combined with earlier consultations, alongside more detailed views specific to particular places, provide a firm evidence base for future development within the Sid Valley Neighbourhood Plan area.

It is the view of the Neighbourhood Plan Steering Group that full consideration must be given to the complete information that has been assembled and to the analysis compiled here to ensure a joined up approach to planning development across the Sid Valley. This is in line with the guidance from HM Government “Localism Act” on Neighbourhood Planning and with EDDC Local Plan strategy 4 – Balanced Communities and its Council Plan (see Appendix 2).

The connectivity between the seven themes that run through the process: Built Environment, Natural Environment, Housing, Economic Resilience, Community and Culture, Transport, and Eastern Town are integral to the planning process to ensure the long term success, wellbeing and prosperity of the Sid Valley. The Neighbourhood Plan policies will reflect an integrated planning approach that best suits the requirement to ensure development meets the needs of a balanced community.

Appendices

Appendix 1 Second Household Questionnaire

Attached as a separate document

Appendix 2 Extracts from EDDC and Locality

Strategy regarding ‘balanced communities’ and the role of Neighbourhood Plans.⁵

“The policies in your neighbourhood plan carry significant legal weight when decisions on planning applications are made. Planning decisions are ‘plan led’ as planning law requires that applications for planning permission must be determined “in accordance with the development plan unless material considerations indicate otherwise”. This is sometimes called the “presumption in favour of the development plan” – where the starting point for deciding on a planning application is whether the proposals align with planning policies.

Your neighbourhood plan is part of the ‘development plan’ (which also includes your local authority’s Local Plan) and so the policies it contains will be central to the planning decisions in your area. Neighbourhood plan policies also take precedence over nonstrategic policies in the Local Plan where they are more up to date.

This kind of influence on planning decisions has not been available to communities before. While many groups have prepared or contributed to parish plans, community plans or supplementary planning documents none of these have the same legal clout as a neighbourhood planning policy.”

East Devon District Council Local Plan⁶:

5 Context and Public Engagement

The Plans that Inform our Work

5.2 The Localism Agenda - Localism involves local people making local decisions about how and why their home places should change and therefore what development should happen. In the way we work as a Council we need to be responsive to the views of Parish Councils, local neighbourhoods and other local area bodies and organisations and of Neighbourhood Plans. Once adopted Neighbourhood Plans will have formal status as part of the Development Plan.

⁵ <http://eastdevon.gov.uk/media/865681/locality-guide-to-writing-planning-policies.pdf>

⁶ <http://eastdevon.gov.uk/media/1772841/local-plan-final-adopted-plan-2016.pdf>

EDDC Local Plan Strategy 4 - Balanced Communities

By balanced communities we mean that in any area or neighbourhood there is a match between jobs, homes, education, and social and community facilities. Ideally these should compliment the range of ages of the resident population and have appropriate access for those with disabilities. Key components of a balanced community include:

- a) Securing employment provision across East Devon - this should reduce the need for commuting - where housing is proposed we will require new job provision.
- b) Securing social, educational, green infrastructure and health and community facilities - these facilities play a central part in community life and new housing should help secure their provision and keep the community vibrant and viable by making financial contributions towards their provision or by providing such facilities on site where necessary.
- c) Getting more age-balanced communities - many East Devon communities have an overtly aged population profile. Where this is the case we will encourage residential development that will be suited to or provide for younger people and younger families.⁷

East Devon District Council plan 2016-2020⁸

10. Priority one: Encouraging communities to be outstanding

Outcomes

As well as delivering our day-to-day services, our focus is on achieving the following successful outcomes:

- Balanced communities for a sustainable future.
- Services which are targeted to those who need them most, providing equality of opportunity and access to our services.
- Communities that come together to solve local problems in a sustainable way, by participating, working together and helping themselves for example through neighbourhood plans.

Appendix 3 Port Royal Question Responses Full Data Set

The Full Data set containing all of the collated data and individual narrative responses to Questions 19 and 22 is attached as a separate document.

⁷ <http://eastdevon.gov.uk/media/1772841/local-plan-final-adopted-plan-2016.pdf>

⁸ <http://eastdevon.gov.uk/council-and-democracy/council-business/our-plans/council-plan-2016-2020-text-only-version/priority-one-encouraging-communities-to-be-outstanding/#article-content>