

Salcombe Neighbourhood Development Plan 2018 to 2034



Referendum Version June 2019

Foreword

Dear Parishioner

This plan will shape the future of the area we live in. I am proud that our Neighbourhood Plan Steering Group, with a great deal of community support and engagement has progressed our plan to this final referendum stage. This is in line with the Neighbourhood Planning (General) Regulations 2012, which is the process by which communities such as ours can establish the right to 'have a say' in the planning policies that will affect the parish of Salcombe for many years to come.

The creation of this Neighbourhood Plan has been led by members of our community and is part of the Government's revised approach to planning. Nothing in this Plan or in the policies that are its 'teeth' have been imposed upon us by any other body, not by Devon County Council (DCC), South Hams District Council (SHDC), nor Salcombe Town Council (STC), although the latter does endorse the Plan as currently drafted.

Ultimately it will be you, the local residents (those who are on the local Electoral Register), to decide whether or not to adopt this Neighbourhood Plan through a local referendum.

The headline policies of this Plan are the preservation and protection of the parish in this Area of Outstanding Natural Beauty (AONB), support for schemes that will bring much needed new employment opportunities for local people and support for the development of truly affordable housing. Other policies seek to support the creation of an integrated transport solution to address car parking and the tourism industry upon which the local economy depends.

These policies reflect this community's wishes, from the meetings and consultations undertaken over the past 3 years. The Plan's focus is to sustain the natural qualities of the Parish and conserve them for future generations to enjoy, by adopting safeguards to prevent inappropriate development, while recognising that one cannot achieve new homes for local people without allocating the necessary space for development. This plan includes a Principal Residence policy. The policy only applies to new market housing; the aim is to help local people purchase a home in the Parish. You should not be misled to think the Plan is anti second home owners, it is not. Those who have second homes in the Parish play an essential role supporting the social fabric of the town and the local economy and we hope this will continue unchanged.

The policies within the Neighbourhood Plan have been drafted following considerable interaction and consultation with residents, primarily through three surveys - two of the general community and one of the business community. Views and comments received through those surveys have been most useful and form part of the evidence base that supports and shapes the plan.

My special thanks to steering group members for their hard work in producing our policies and thanks also to all other members of our community, whose names are too numerous to mention, who have contributed.

This is our plan, our future.

Mike Fice

Chair, Neighbourhood Plan Steering Group

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1. Introduction

1.1 This Plan has been prepared and led by Salcombe residents and representatives of the community; it covers the whole Parish. Feedback on it has been sought and acted upon from local residents including landowners and statutory consultees. The whole parish of Salcombe has been formally designated as a Neighbourhood Area through an application made on 25th April 2013 under the Neighbourhood Planning Regulations 2012 (Part 2) and approved by South Hams District Council on 18th July 2013

1.2 If adopted South Hams District Council and Devon County Council will be required to take into consideration the policies and proposals included on any future development proposals within the Parish.

1.3 Neighbourhood Planning was first introduced into the planning system through the Localism Act 2011. Provision is made under schedules 4A and 4B of the Town and Country Planning Act of 1990.

1.4 The Plan's Vision, Policies and Proposals cover the period up to 2034, the same period of the Plymouth and South West Devon Joint Local Plan (JLP).

1.5 A considerable body of evidence has been sourced and collated during the production of the Plan. This evidence and records of all the community engagement events and task group meetings held during the preparation of the plan and summarised in section 4 can be viewed on the Salcombe Neighbourhood Development Plan website www.salcombeplan.org and the Consultation Statement (Appendix A1)

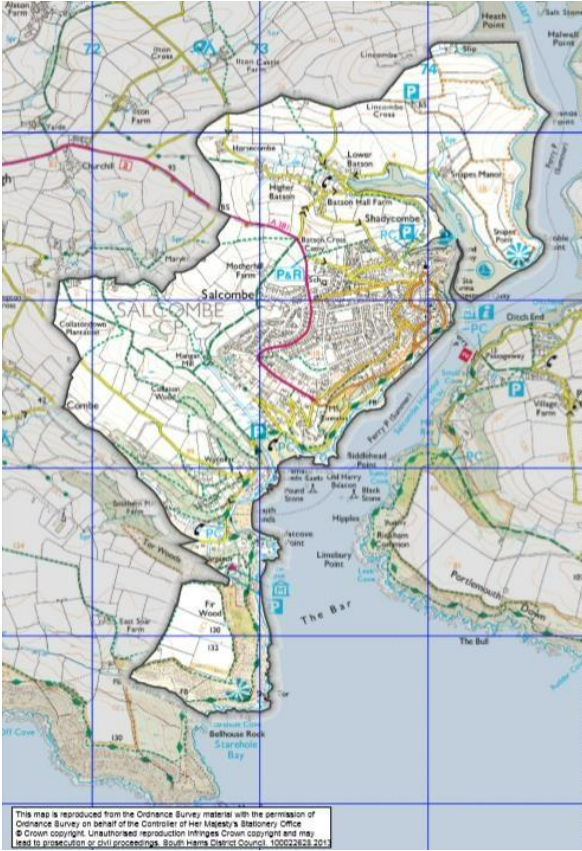


Figure 1A The Parish of Salcombe and the area covered by the Neighbourhood Development Plan

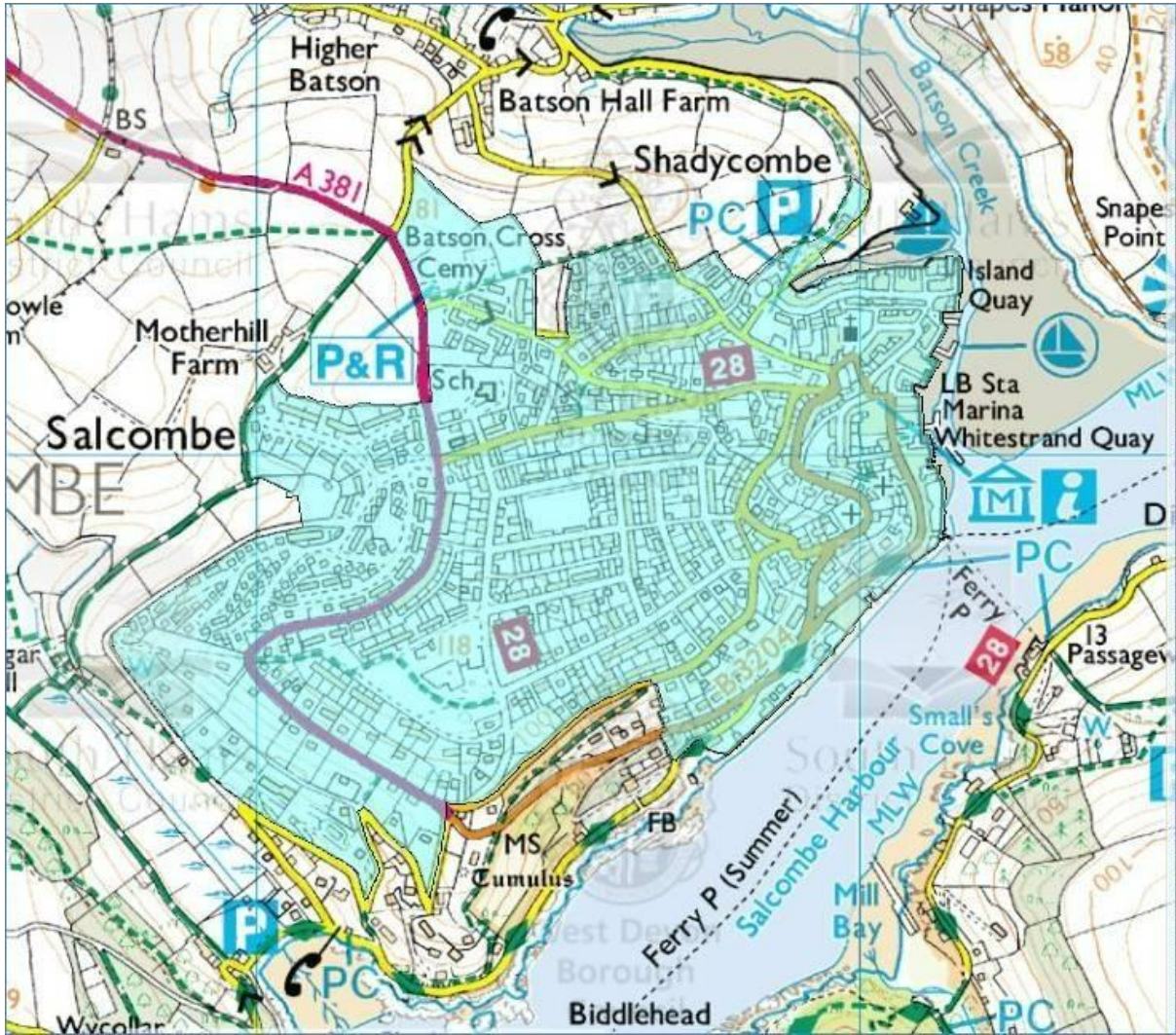


Figure 1B The adopted Settlement Boundary for Salcombe- source South Hams District Council Ref. SHDC1_K3 SHDC Local Plan Dev Boundary inc. the SA DPDs Feb 2011 . The extent of the settlement boundary is shaded in blue.

1.6 A Vision for Salcombe

At the early stages of the Neighbourhood Planning process the steering group through facilitated workshops and events developed and subsequently adopted the following Vision Statement for the Salcombe Neighbourhood Plan. This Vision was endorsed through the Community Survey:

Our Vision

A Salcombe where generations can prosper in both work and life within a friendly, welcoming and inclusive community; where development of land for employment and housing is achieved in harmony with the town's character and the area's distinctive natural environment.

The whole Parish falls within the South Devon Area of Outstanding Natural Beauty (AONB) and there are two Conservation areas; one covering the historic heart of Salcombe and another for the separate and distinct hamlet of Batson; these important designations above all other factors have informed the Vision, Objectives and Policies of this Plan.



'.....giving a true voice to local people about the future of their community, notably in the context of safeguarding the town as a viable entity for residents and visitors alike.'

'Active recognition of the interconnection between the health of the estuary, the parish and their communities.'

Comments made at a Neighbourhood Planning Workshop

The Heritage assets of Salcombe Parish¹			
80	Listed Buildings	Scheduled assets	Fort Charles and the historic field system, hut circles and medieval farm buildings
72	Grade 2	Park and garden assets	Overbecks
5	Grade 2*	Heritage at risk	Fort Charles
2	Conservation areas	223	Undesignated Heritage assets

Figure 1C Summary of the Heritage Assets in the Parish

¹ Salcombe Heritage assets; Devon HER Monument Full Report 29/03/2018 Number of records: 313. Refer to Appendix B40

2. Key themes, priorities and objectives

In this section we outline the key themes determined through the community surveys and consultation events and the objectives derived from these that underpin the Vision. The policies and proposals within this Neighbourhood Plan set out to address these objectives.

2.1 Theme 1; Landscape and Natural Environment

Respecting Salcombe's distinctive natural setting within the South Devon Area of Outstanding Natural Beauty (AONB)

2.1.1 Salcombe lies entirely within the AONB. Conserving and enhancing the natural landscape within and surrounding the parish is the highest priority of the Plan.

Objective 1

Any future development must have due regard of its impact on the AONB, undeveloped coast, the rural landscape character² and green infrastructure that surrounds the separate and distinct settlements in the parish, and the natural valleys and landforms. This plan sets out to protect and enhance the local environment, green and open spaces, ancient woodland, veteran trees, hedgerows and trees. The distinctive character of the Salcombe and Kingsbridge estuary and the strong functional relationship the town has with the water should be respected. Long and short uninterrupted views of the town, historic features, open countryside and undeveloped seascape should be considered in all future development. The Parish benefits from a number of Local Green Spaces footpaths and Rights of Way which the community enjoys in a variety of ways; these are recognised in the Plan and should be safeguarded. On a detailed level locally distinctive landscape features such as Devon banks, hedgerows and trees should be retained.

2.2 Theme 2; Built and Historic Environment

Future development must be of a high design quality that is sensitive to the unique qualities of Salcombe.

2.2.1 These qualities are shaped by the natural characteristics of the parish, its topography, history and economic influences.

Objective 2

The heritage assets particularly in the conservation areas of Salcombe and Batson should be safeguarded and their setting preserved or enhanced. The protection of nationally important heritage assets, non-designated heritage assets should be considered in any future development. The rich variety of assets is well illustrated in the HER Monument Record provided by DCC and included as Appendix B40 Any development around these assets should respect them in design, scale and density. The townscape of Salcombe varies from the waterfront to the surrounding built slopes and the rural areas. This is well defined in Salcombe's Conservation Area Appraisal³. The selection of appropriate forms and details, such as roof details respectful of the townscape are critical ingredients of a successful development.

² South Devon Landscape Character Assessment <https://new.devon.gov.uk/planning/planning-policies/landscape/devons-landscape-character-assessment> and South Devon AONB and South Hams District Council – Landscape Character Assessment 2007

³ Salcombe Conservation Area Appraisal 2010

2.3 Theme 3; Employment and Economy

New affordable year round employment opportunities that are of a scale and use that is sensitive to their surroundings.

2.3.1 There are few areas in the town which are suitable for new employment uses so we must make best use of our existing sites prioritising our traditional employment uses.

Objective 3

The Plan will support developments, of a scale and use that are sensitive to their surroundings, which provide employment space for local people recognizing that priority should be given to businesses on which the local Salcombe economy primarily depends namely; fishing, tourism, marine and associated service industries .The plan supports any increase in all year round local employment opportunities within Salcombe through a combination of rehabilitation, re-use and redevelopment of sites principally focused on the Island Street, Gould Road and Shadycombe area. All employment uses must be sensitive to their location, particularly those sited within the Salcombe Conservation Area. Small scale workshops accommodating arts and crafts will also be supported. The plan supports the promotion of tourism and the tourism related businesses in the town. The delicate balance of uses in the town centre focusing on Fore Street comprising small scale retail, restaurants, pubs and cafes should be retained. Further residential development in Fore Street and Island Street should be limited and only approved if directly ancillary to the employment uses.

2.4 Theme 4; Sustainable Transport

An integrated transport policy covering cars, buses, ferry, bicycles and pedestrian traffic and a car parking policy that supports both residents and visitors.

2.4.1 Salcombe suffers from many traffic and car parking problems during the summer months. The historic plan, steep topography and narrow streets contribute to the problem but they also define the unique characteristics of the town.

Objective 4

This plan sets out to promote an integrated transport and parking policy that recognises the complex issues and challenges associated with movement through a historic settlement. Measures include the retention of the existing parking provision and promotion of public transport, which supports the existing and any future Park and Ride schemes. Seasonal variations to the traffic movement and parking provision are also promoted. To reduce the dependence on the private car the plan also promotes the use of marine transport, additional ferries and facilities for cycling and walking.

2.5 Policy Area 5 Housing and Homes

An innovative strategy to deliver affordable homes for local people

2.5.1 The draft Joint Local Plan (JLP) for Plymouth and South West Devon recognises that a key challenge for the town is ‘to provide affordable homes for local people’⁴. 45% of the permanent residential population is over 60⁵ and this figure is increasing. There has been a trend over the last 20 years to sub-divide existing dwellings, and additional development of infill and back land sites; this has brought significant changes to the character and fabric of the community.

Objective 5

This plan supports the new homes on the sites proposed in the JLP on the understanding that a significant proportion of the new homes will be truly affordable and meet local need. In the Plan’s delivery strategy innovative mechanisms to address this challenge are proposed, these include community led initiatives and a possible community land trust model. This Plan supports the delivery of affordable housing as defined in the National Planning Policy Framework (NPPF)⁶ i.e. housing for sale or rent at reduced price, available only to people with a local connection and unable to meet their needs in the open market. In addition, the plan supports the introduction of a full time principal residence policy i.e. housing which has to be used as the principal residence of the household living in it, but without price controls or any local connection requirement. This plan also promotes further provision for the elderly. This plan sets out to define and control subdivision and infill development in the future to ensure it is sensitive to the unique qualities of Salcombe.

2.6 Theme 6; Health and Well being

The plan supports the provision of new and improved community facilities to promote the health and well being of the local community.

2.6.1 The town has a number of indoor and outdoor community facilities; these include a library, primary school, nursery, swimming pool, an active sailing club, rowing club, rugby club, football club, tennis club and playing fields at the Berry that support a range of active and passive pursuits. A network of footpaths from within the AONB and South West Coast Path connect the parish for walking, cycling and dog walking.

2.6.2 This Plan supports the public awareness of and the enjoyment of the historic and natural environment.

Objective 6

To promote the health and wellbeing of the community this Plan supports the continued maintenance and enhancement of the town’s existing community facilities and additional facilities to suit the changing population profile particularly for young people and the elderly.

⁴JLP Strategy for Thriving Towns and Villages para.5.139

⁵ Salcombe population 2011 NOMIS

⁶ **Affordable housing:** Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Key Theme	The Plan Policy and Proposals
1 Landscape and Natural Environment	SALC ENV1 Impact on the South Devon Area of Outstanding Natural Beauty. SALC ENV2 Green Infrastructure throughout the Parish. SALC ENV3 Local Separation between Salcombe and Batson. SALC ENV4 Local Green Spaces. SALC ENV5 Maintaining the character and environmental quality of the estuary. SALC ENV6 Locally Important Views. SALC ENV 7 Maintaining the character, density, and green infrastructure in key areas.
2. The Built Environment	SALC B1 Design Quality and safeguarding Heritage Assets
3. Employment and Economy	SALC EM1 New employment land in Salcombe SALC EM2 Retention of existing employment land in Salcombe.
4. Sustainable Transport	SALC T1 Car and trailer parking in Salcombe
5. Housing and Homes	SALC H1 Affordable Housing SALC H2 Market Housing SALC H3 Principal Residence requirement for new housing SALC H4 Rural Exception Sites
6. Health and Wellbeing	SALC HW1 Community Facilities

Figure 1D How the policies relate to each theme of the Plan.

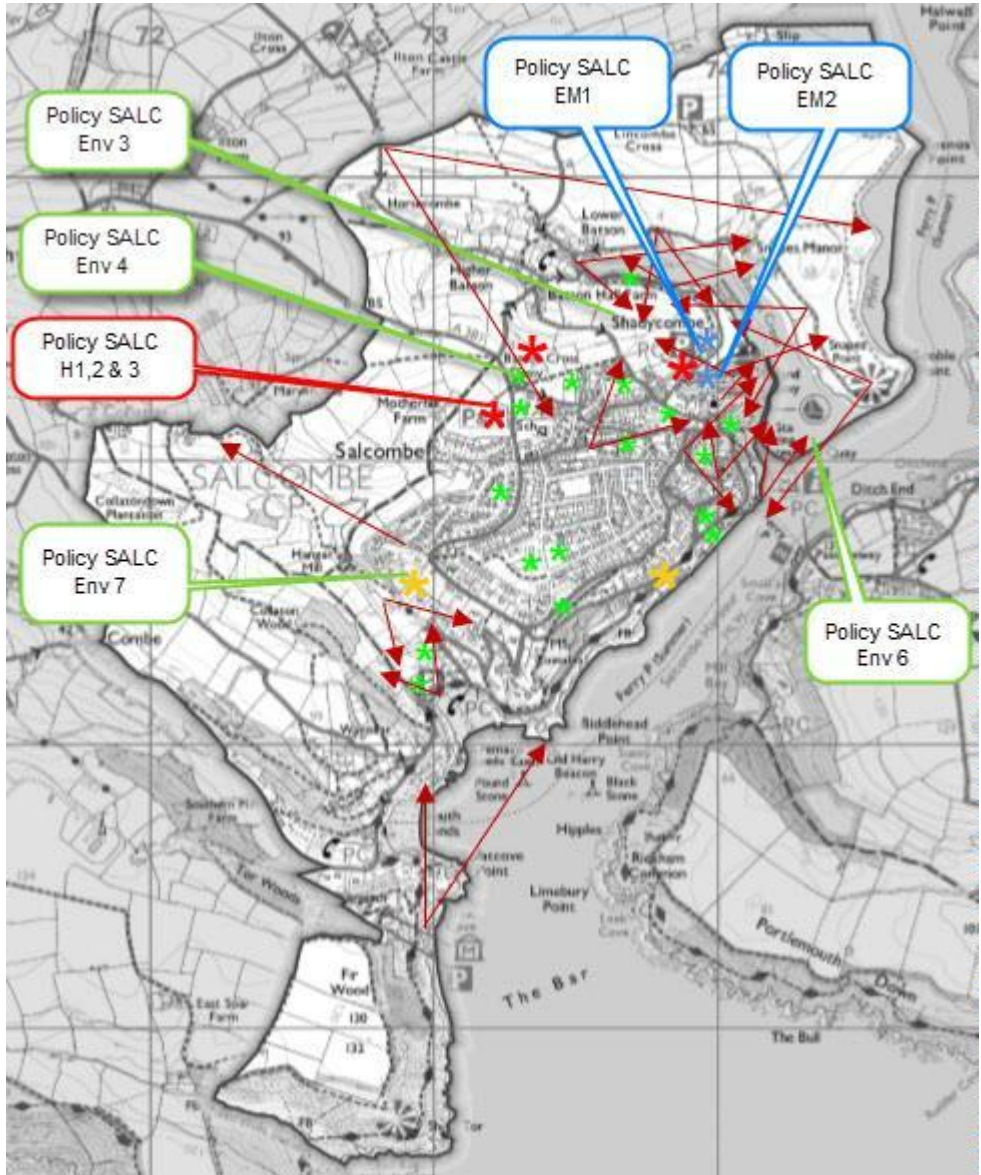
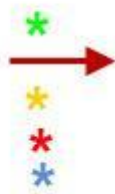


Figure 1E Location of site-specific policies

Key

- Local Green Spaces
- Locally important views
- Character and Density Areas
- Allocated Housing sites
- Employment sites



3. Why we need a Neighbourhood Plan

What is a Neighbourhood Plan?

A Neighbourhood Plan (officially called a Neighbourhood Development Plan) is a way of helping local communities like Salcombe guide and influence the future development and growth of the area in which they live and work.

3.1 A Neighbourhood Development Plan can....

- Develop a shared vision for our neighbourhood;
- Choose where new homes, shops, businesses and other development should be built;
- Identify and protect important local green spaces;
- Influence what new buildings should look like;
- Promote more development than is set out in the Joint Local Plan.

3.2 A Neighbourhood Development Plan cannot...

- Conflict with the strategic policies in the Joint Local Plan prepared by South Hams District Council;
- Be used to prevent development that is included in the Joint Local Plan;
- Be prepared by a body other than a parish or town council or a neighbourhood forum.

Planning Context

3.3 The Salcombe Neighbourhood Development Plan has been subject to independent examination and it must be subject to a successful local referendum before it can form part of the Development Plan of the South Hams area (The Joint Local Plan). This statutory status gives a Neighbourhood Development Plan far more weight than some other community planning documents, such as parish plans, community plans and village design statements. As a formal planning document it can be used in determining planning applications.

3.4 Neighbourhood Plans are required to be in general conformity with the strategic policies of the Local Plan. The planning policies for the South Hams District are set out in a range of adopted Development Plan Documents, including:

- The Joint Local Plan (JLP) for Plymouth and South West Devon (2019)
- South Hams Local Development Framework Core Strategy (2006)
- South Hams Rural Areas Site Allocations Development Plan Document (DPD) 2011
- ‘Saved’ policies from the South Hams Local Plan (1996)

3.5 In particular the strategic policies of the Joint Local Plan (JLP) for Plymouth and South West Devon provided a context for and helped to inform this Neighbourhood Plan.

3.6 The Neighbourhood Plan must also be in conformity with EU legislation on strategic environmental assessment and habitat regulations, and with national policy. It takes into account the provisions of the National Planning Policy Framework (NPPF).

3.7 The NPPF provides specific guidance for those preparing Neighbourhood Plans that include AONBs. This includes;

- the presence of AONBs can restrict development in order to help achieve sustainable development;
- 'great weight' should be given to conserving their landscape and scenic beauty;
- AONBs have the highest status of protection in relation to landscape and scenic beauty, equal to National Parks;
- the conservation of wildlife and cultural heritage is important in AONBs;
- Major development in AONBs should be refused unless it meets specific special tests.

4. How the plan was prepared.

4.1 The idea to prepare a Neighbourhood Plan for Salcombe was first put forward in 2013 and Front Runner status and funding was secured. With support from the community a steering group was formed and a series of engagement events were planned to identify the issues, consider proposals and policies to be incorporated in the plan. This plan has only been possible with considerable volunteer support, with over 40 local residents participating in meetings, steering groups and internet based discussions. Since July 2017 a consultant was employed to help finalise the plan, and supplement this volunteer effort.

4.2 Neighbourhood Plan timeline

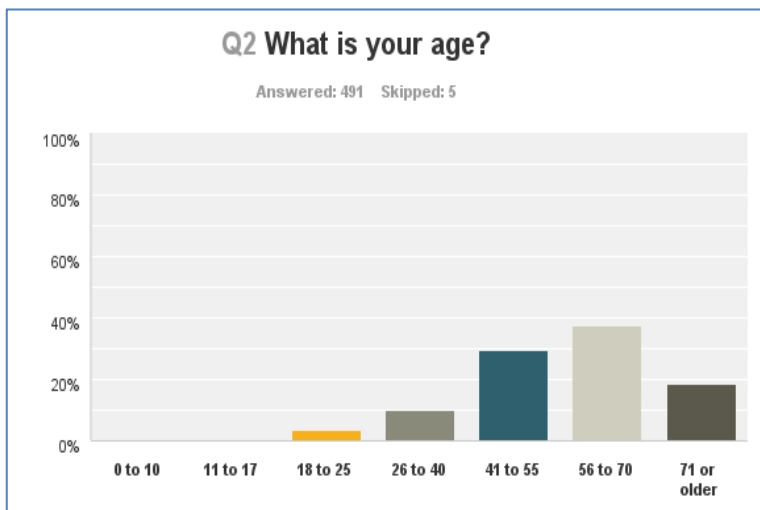
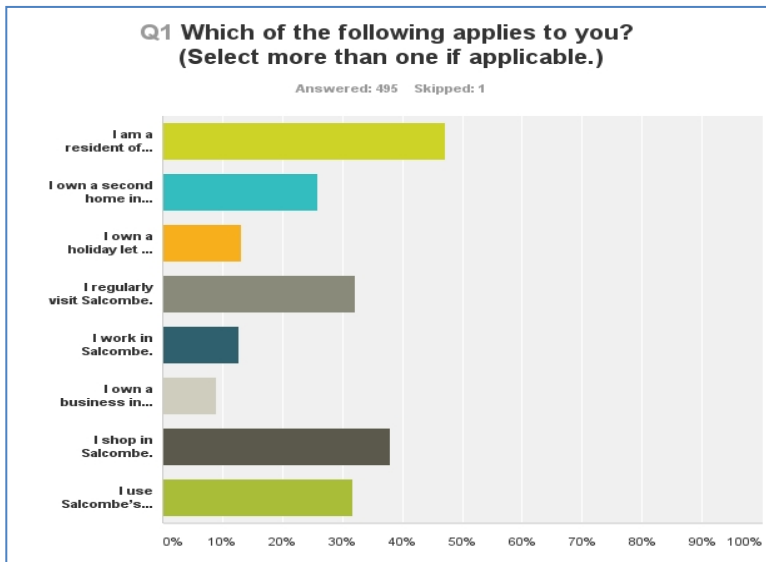
Date	Activity
March 2012	Salcombe Town Council granted Front Runner Funding by Government
April 2013	Salcombe Town Council applied to SHDC for designation of the Neighbourhood Plan Area
July 2013	Salcombe Neighbourhood Plan Area approved by SHDC
July 2014	Initial meeting to start the Neighbourhood Planning Process at Salcombe Primary School
September 2014	Briefing meeting and steering Group set up
March 2015	Steering and Working Group facilitator training
April 2015	Open Meeting with community
May 2015	Online survey issued
June 2015	Draft Vision prepared
June 2015	1st newsletter issued
September 2015	3 Working Groups set up: Economy; Housing; Town, Environment and Infrastructure.
September 2015	2 nd newsletter
March 2016	3 rd newsletter
March 2016	Housing Needs Survey issued and returned by 29 th April 2016
April/May 2016	Economic Survey
Autumn 2016	Community Consultation, reported in December 2016
December 2016	Steering Group Chairman updated CEO of SHDC on plan progress
January 2017	Steering Group updated SHDC head of planning and other officers on the plan progress and results of the autumn 2016 consultation
July 2017	Consultant appointed to assist in the delivery of the Neighbourhood Plan
September 2017	Plan workshop with stakeholder group
December 2017	Draft plan produced and issued for informal comment to SHDC Officers, local member, AONB Unit and Harbour Master.
March to April 2018	Regulation 14 Pre-submission consultation
June 2018	Posting of regulation 14 responses on SNDP website
August 2018	Health Check carried out by Barbara Maksymiw of NPIERS
December 2018 to January 2019	Regulation 16 Consultation held by SHDC
March to April 2019	Independent Examination of the SNDP Submission Version by John Slater BA(Hons), DMS, MRTPI

All key events listed were recorded and minutes are provided in the evidence base for this plan.

4.3 The themes and the objectives of the Plan have been taken directly from the views and wishes expressed by the community. The policies and proposals of the Plan have been developed with the steering group; they support and help deliver these themes and objectives. To help refine the policies further one on one consultation has been carried out with landowners, officers of South Hams District Council, The Harbour Office, and the South Devon AONB Unit.

4.4 Online Survey

In May 2015 an online Survey was promoted and launched using Survey Monkey to inform the Plan. 496 responses were received. The full responses are included in the Evidence Base. The figures below illustrate some of the key findings:



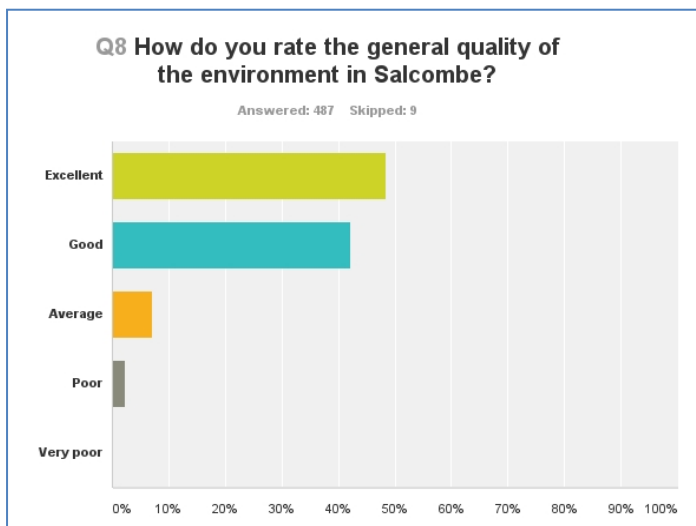
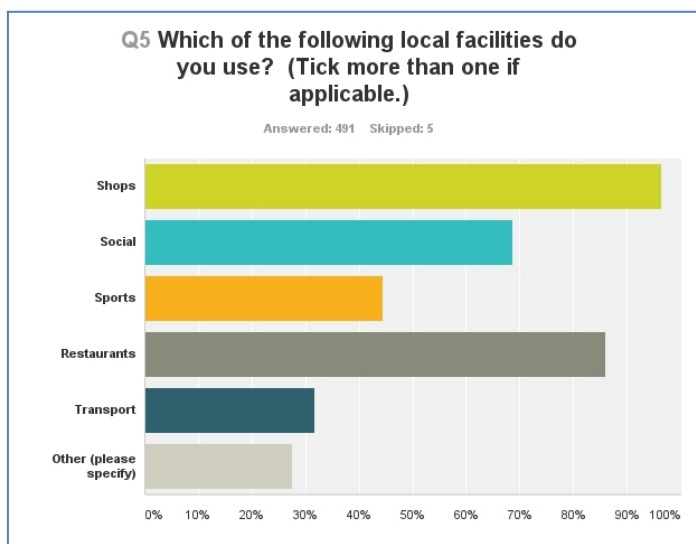
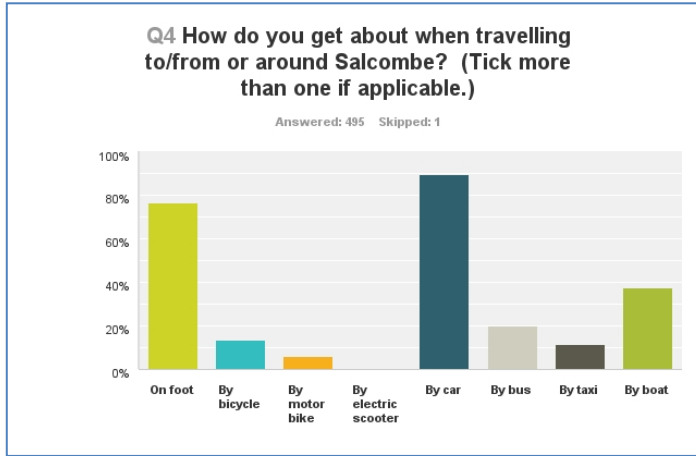


Figure 2 Online Survey responses

4.5 Community Surveys

In particular this plan and the policies proposed have been informed by the community survey undertaken in the autumn of 2016 by Marketing Means on behalf of the Neighbourhood Plan Group.

4.5.1 The following policy areas that were of the highest priority to the community (over 90% of the respondents to the survey) included:

- No reduction in car park, boat and trailer parking spaces (97%)
- Incorporate all AONB policies in the NDP (96%)
- Protect the townscape from unwanted development (94%):
 - In conservation area
 - Along the harbour front south of Jubilee Pier
- Clear and enforceable guidelines for development, to protect the character of the townscape (94%)
- Protection of all heritage assets and their settings (93%)
- Advance consultation (3 months minimum) for any proposal affecting community assets before formal planning application (92%)
- Encourage neighbouring parishes to incorporate similar AONB protections in any Neighbourhood Plans (92%)

The above responses have strongly influenced the emerging policies.

4.5.2 Substantial support (between 75 and 89%) was given to the following:

- Development of land on Gould Road, from the old Gas Works to the trailer park, for small-scale workshops (89%)
- Re-assessment of car parking arrangements (park & ride charges, on-street, parking permits, number and location of car parks etc.) (89%)
- Protect the townscape from unwanted development:
 - Along Island Street (87%)
 - North and South Sands valleys (89%)
- Creation of a development 'master plan' for Salcombe (86%)
- Establish a fund to support Neighbourhood Plan policies once passed at referendum (84%)
- Control 'backland' and 'infill' developments – e.g. splitting large plots to create multiple dwellings (81%)
- Restrict 'change of use' for premises to only those uses which promote or support direct employment (77%)
- Land adjacent to West End Garage - agree with development if a reasonable amount of affordable housing provided (75%)
- Temporary (seasonal) car park on greenfield/ farm land 75%

4.5.3 There was solid support (60-74%) for the following sufficient to support policy areas include:

- Development of land elsewhere within the parish as a new business hub with shared facilities for small-scale workshops (69%)
- More parking spaces for local workers (68%)
- Any new 'open market' homes to carry a 'principal residence' requirement (65%)
- Increase visitor car parking in areas convenient for visitors (64%)
- Develop outside existing development boundary if it is exclusively for affordable housing for local people (60%)

4.5.4 Marginal support was given to the following. This level of support still justifies consideration of these areas in the policies:

- Development of land on Gould Road, from the old Gas Works to trailer park, for arts & crafts workshops (59%)
- Development of land elsewhere within the parish as a new business hub with shared facilities for small businesses (55%)
- Establish of a workers' parking permit system (55%)
- Flood protection barriers at Whitestrand, or elsewhere in the centre of town where there is a risk of flooding (53%)
- Review development boundary as part of the NDP (53%)

4.5.5 Within the community survey responses differences in levels of support were reported across a number of categories including; those on the electoral role, second home owners, those aged 18 to 64 and the over 65s. The highest priorities for each category are summarised below:

Important to those on the Electoral Role:

- Backland and infill development should be controlled in the Parish;
- Planning conditions should ensure that new open market homes must be principal residences rather than holiday lets;
- 100% affordable housing as the highest preference among housing options;
- Increasing car parking in areas convenient for visitors;
- Car parking is a regular/everyday problem during the summer and/or holiday periods;
- Support policies which seek to restrict 'change of use' of existing premises to only those uses which promote or support direct employment;
- Support tidal and wave energy generation and support solar panels on buildings outside the conservation area;
- Support solar panels on buildings in the conservation area.

Important to second home owners:

- Open market housing to cross subsidise the required number of affordable housing units; was the highest preference among housing options;
- Car parking out of peak season is no problem at all;
- Development of land on Gould Road site for:
 - arts & crafts workshop;
 - cafes/ restaurants;
 - shops/ retail outlets;
- Development of land elsewhere in the Parish for:
 - small-scale workshops;
 - a new business hub;
 - shops/ retail outlets;
 - arts & craft workshops;
 - cafes & restaurants.

Important to the 18 to 64s:

- Use a temporary greenfield/ farmland site for seasonal parking;
- Support a Salcombe Town Council led re-assessment of the car parking arrangements in the town;
- Development of land on Gould Road site for:
 - arts & crafts workshops;

- cafes/ restaurants;
- shops/ retail outlets;
- Development of land elsewhere in the Parish for:
 - a new business hub;
 - shops/ retail outlets;
 - arts & craft workshops;
 - cafes & restaurants;
 - Shops/retail outlets.

Of most importance to the over 65s:

- Planning conditions should ensure that new open market homes must be principal residences rather than holiday lets.

4.5.6 A full report from Marketing Means on the community consultation is included in the evidence base⁷.

4.6 Business Survey

4.6.1 A comprehensive business survey was undertaken with a full report of the responses from Marketing Means⁸ included in the Evidence Base. The sample for this survey numbered 304 businesses, of which 186 were based in Salcombe and 118 elsewhere. The response rate was 24%.

4.6.2 When asked about their plans for the next five years, a quarter of businesses based in Salcombe stated that they would be very likely to need additional/extra space in the town in the next 20 years, though 42% of businesses felt that this was not at all likely.

4.6.3 All respondents were asked to rate how significant nine different potential constraints might be in maintaining business profitability or achieving growth. Road access and car parking was the most likely aspect to be rated as a significant restraint, with more than half rating it very significant. Four others were rated very or fairly significant by nearly half of respondents, namely cost of premises, public transport links, broadband speeds and mobile phone coverage.

4.7 Diversity and equality

Care has been taken throughout the consultation process to engage as many members of the community as possible; these include residents, second home owners, landowners, school children, businesses and special interest groups. The Steering Group has endeavoured not to discriminate on grounds of Race, Gender, and Disability or on any other grounds. All venues for events were fully accessible.

⁷ Salcombe Neighbourhood Development Plan: Residents Survey – Autumn 2016 Marketing Means December 2016

⁸ Have Your Say: Economic Survey of Salcombe Businesses- Marketing Means May 2016

5. Salcombe Parish, its role in the district, key facts and issues to face.

'For scenically there is little on the South Coast of Devon to match Salcombe'⁹

Nikolaus Pevsner

5.1 A brief history of Salcombe¹⁰

Until about 100 years ago Salcombe earned its living from the estuary and the sea. Fishing, seafaring, boat and later shipbuilding with smuggling and probably some piracy were the principal occupations. The oldest local settlements were not built at the water's edge but at some distance inland. The reason was that danger came from the sea. Long after the invasions— Roman, Anglo-Saxon, Viking and Norman, it still remained a source of danger. Others include pirates seeking temporary shelter and supplies.

The name Salcombe first appears in writing in 1244, centuries after most of the other neighbouring settlements were identified. It fell within the boundaries of the parish of Malborough on the edges of two 'manors', Batson and West Portlemouth. Archaeologists have identified stone age settlements on the cliff tops on both sides of the mouth of the estuary and a recently discovered shipwreck has demonstrated the existence of cross channel trade some 3500 years ago.

References to Salcombe are limited for several centuries after 1244. However, ships of some size were already based in the harbour, referred to by 1342 as 'Portlemouth'. Twelve "barges" and a "ballinger" were hired to transport troops to Brittany at the start of the Hundred Years War. In 1403 Salcombe was raided by a force from France which had previously sacked and burnt Plymouth.

As relations between England and Spain deteriorated in the 1550s, culminating in the 'Spanish Armada' campaign of 1588, new records of town and harbour become available. In July 1570 a census of "mariners mustered in Devon" was taken. 56 are listed for Salcombe and 12 for Portlemouth. It has been stated, but not confirmed, that when the Armada finally appeared in local waters on July 31 1588 the villages round the Salcombe Estuary had fitted out 16 small ships to support the English fleet.

The ambitions of the young King Charles I required the rebuilding of a navy much run down after its Elizabethan successes. In the parish of Malborough in 1619, which then included Salcombe, lived 104 mariners, 5 shipwrights and 2 "coopers barrel makers for sea". About half the names would be familiar to today's town residents showing that many families have been settled here for centuries.

Devon was much fought over in the Civil War. Devon's countryside, led by the landowners was largely Royalist, but the towns were for Parliament. The blockhouse at the entrance to Salcombe harbour, which is believed to have been one of Henry VIII's coastal defences, had become much decayed by the 1640s. In 1644 Sir Edmund Fortescue of Fallapit House near Kingsbridge was commissioned to restore and garrison the fortification which was renamed Fort Charles. The harbour became a protected anchorage for royalist privateers. By early 1646 it had become clear that the royalist cause was lost, but the Fort's defenders refused to surrender when a Parliamentary army arrived from Dartmouth. A battery was set up on Rickham common across the harbour and the seige began. It lasted for four months until the parliamentarians persuaded the garrison to surrender on favourable terms on 7 May. It was the last Royalist stronghold to survive in the county.

⁹ Nikolaus Pevsner *The buildings of England South Devon* 1952

¹⁰ <http://www.salcombeinformation.co.uk/salcombe-a-brief-history/>

Few if any published references to Salcombe can be found between the 1650s and the 1750s. It must be presumed that the inhabitants continued to live by fishing and smuggling and kept quiet about it. However, change came in the second half of the 18th century. The first “holiday home”, the Moults between North and South Sands, was built in 1764 by John Hawkins and is described as a “mere pleasure box”. By the end of the century the house had been much enlarged by a succession of owners and began to approximate its present appearance. It seems that the gradual enlargement of Salcombe properties by holiday home owners has a respectable precedent!

Boats must have been built locally since pre-historic times. Presumably at some time boats became small ships but in the 1790s the town began to develop into a more significant ship-building and ship owning centre. By 1819 a writer could refer to “three yards for shipwrights” at a time when the town had about fifty stone houses. Most of these were “low mean structures”. Nearly 300 sailing vessels and a handful of steamers were built in Salcombe and around the Estuary during the nineteenth century, almost all for local owners. Early trades were coastal, salt to Newfoundland and salted fish back to Europe. At the end of the great wars of the French Revolution and Empire (1792 – 1815, with a short break in 1802), the fruit trade developed and with it the superb and speedy ‘fruit schooners’. Speed was necessary to carry the perishable cargoes of fresh fruit from Spain and the Azores back to home ports before it started to deteriorate. Passages were also made to the Mediterranean for dried fruit. The port and trades prospered until about 1875 when competition from iron and later steel steamers began in earnest. Lack of capital, limitations of space and a shortage of locally available materials made it quite impracticable for Salcombe to compete with the yards of Northern England and Scotland in the building of iron and steel ships. The last sizeable wooden ship was launched in the Estuary in the 1880s. Thereafter Salcombe reverted to boatbuilding for fishermen and leisure use.

The collapse of ship building and owning was not the end of the town. Visitors in small numbers had been attracted to the neighbourhood since the late 1700s. Large houses were gradually built at the various viewpoints along the cliffs and foreshore to the south of the town. Woodville (now Woodcot) in the prime position in Cliff Road dates from 1797. Ringrone House followed in 1839. It still exists, now totally invisible within the structure of the Marine Hotel to which it was converted in the 1890s. The removal of the noisy and smelly shipyards from the waterfront and the redevelopment of a prime site by the building of the York Hotel at about the same time improved facilities for the visitor. This was later renamed Salcombe Hotel and was in the 1980s converted yet again into apartments for sale to visitors. The arrival of the railway at Kingsbridge in 1893, connection to Salcombe by steam ferries and, in 1909, by motor buses made the town more accessible to visitors.

In 1895 roads were laid out on the higher ground to the west of the present town centre by the newly established South Devon Land Company and building plots for development were gradually sold off.

What is arguably the town’s greatest disaster occurred in October 1916¹¹ at the height of the Great War of 1914 – 1918 when many of the townsmen were serving in the army and Royal Navy and some had already been lost. Only two members of the fifteen strong crew were saved, cast ashore on the rocks at the eastern side of the harbour entrance. The loss of thirteen Salcombe men, in a small community where everyone knew everyone else and many were related, cast a dark cloud over the town for years. The names of the drowned lifeboatmen are inscribed on the town’s war memorial in Cliff Road. When a new lifeboat arrived in April 1917, despite the tragic events of the previous October, there was no shortage of volunteers to reform the crew.

Between the two World Wars the town gradually developed as an exclusive holiday resort for those who enjoyed the benign climate, the beautiful scenery, sea fishing and sailing. No attempt was made by developers or the local authority to introduce attractions like those of the popular holiday centres. The town had started to attract wealthy retirees in the early years of the twentieth century and this trend continued in the 1920s and ’30s. Salcombe Sailing Club was founded in 1922

¹¹ Salcombe Lifeboat Disaster <http://salcombelifeboat.co.uk/lifeboat-disaster-centenary/>

for the town's artisans. The annual subscription was 5 shillings (25p). The Yacht Club, dating from the 1890s, was exclusively for gentlemen. Ladies were grudgingly admitted in 1939. No 'working man' would ever have been elected to membership even if he had been willing to pay the £2.10 subscription.

Much evidence of World War II remains in the town. It was the target of many 'hit and run' bombing raids undertaken by fast fighter/bombers. It has been said that civilian casualties in Salcombe as a proportion of the total population were as high as anywhere in the country. Several of the new buildings in Fore Street replace those destroyed in the raids. Edgar Cove's boatyard at the east end of Island Street was completely destroyed, fortunately in the lunch hour, so there were no casualties. It was speedily rebuilt to allow work to continue on Admiralty contracts building boats for small warships. The new yard eventually succumbed when glass fibre replaced wood as the material of choice for pleasure boats and an apartment block was built on the site. British warships arrived in the harbour at the start of the war in the shape of air/sea rescue launches and an army service corps water transport company. Then in 1943 came the advance party of a substantial United States naval force which eventually reached strength of almost 2000. The present Whitestrand Quay with its slipway was constructed following the demolition of two streets of decaying cottages. A concrete slipway was built on the beach at Millbay, the remains of which can still be seen and a fuel depot was constructed on the end of Snapes Point. The armada sailed on 4 June 1944 for the Normandy beaches to take part in the Allied assault on enemy occupied Europe leaving Salcombe almost deserted and strangely quiet.

The town took some time to readjust to peace after the long war years. Travel was difficult in the period of post-war austerity with food and petrol rationing both continuing for some years. When the summer visitors eventually returned things seemed much the same as before. The resident population continued to grow until the 1960s but since then it has been falling, despite the building of a residential estate on the town's outskirts, as more and more properties in the town are converted to holiday homes. Many small hotels have closed though the market in self-catering accommodation flourishes as never before. The yacht and sailing clubs eventually merged in 1964. The former had to forego its exclusivity in the face of a falling membership and accept all comers. The town and beaches remain as busy as ever in the summer holidays and there are welcome signs that the season lengthens each year as holiday home owners make more use of their properties and visitors learn to enjoy the quiet town. More people are taking note of the maxim of the celebrated Victorian historian, James Froude, "Winter in Salcombe is winter only in name".

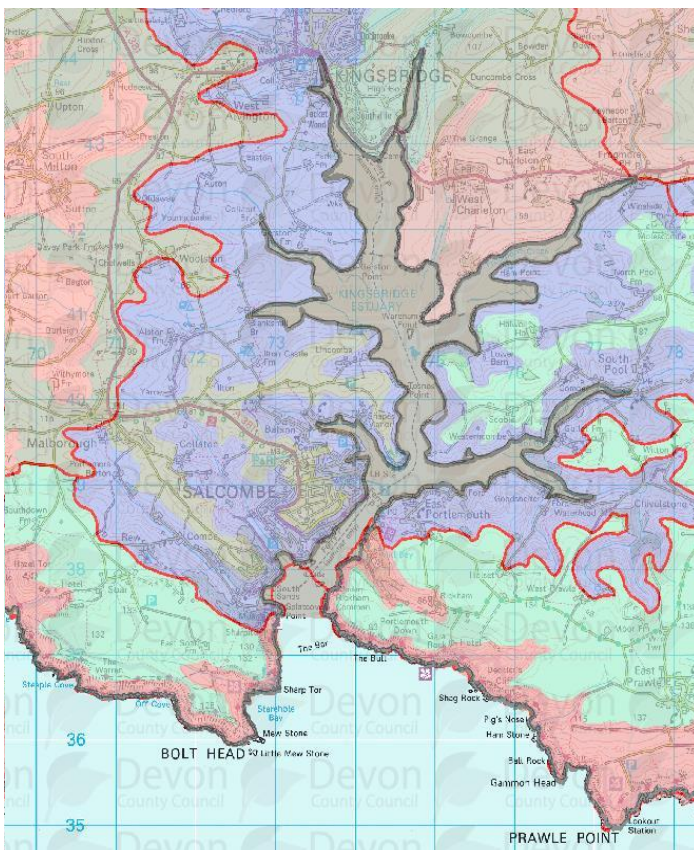
Edited version of 'SALCOMBE: A BRIEF HISTORY'

By Tim Bass with updates by Roger Barrett

5.2 The setting and context of Salcombe

5.2.1 The town and landscape surrounding Salcombe is designated an Area of Outstanding Natural Beauty (AONB). The landscape comprises a high, windswept, coastal plateau dissected by managed hedges creating large-scale field patterns. Sparse, stunted trees, shaped by salt wind, emphasise the exposed nature of the area and its nearness to the sea and its dramatic cliffs, part of the South Devon Heritage Coast. A significant part of the historic core of the town is covered by a Conservation Area. This is illustrated in figure 4 and is supported by a Conservation Area Appraisal (2010)¹²

5.2.2 The steep-sided tidal creek of Batson and valleys of North Sands and South Sands divide the plateau and offer protection to the isolated settlements of Salcombe and Batson. The dark woodland bands reach down to the water's edge creating wild, dramatic backdrops and, in winter, a sense of enclosure. Many viewpoints from in and around the town and allow spectacular, far-reaching views over and along the estuary, (a designated SSSI) with its secluded sandy inlets, famous protective sandbar and stunning scenery.



To the west of the Conservation Area, Victorian plantations of Beech trees cover the estuary slopes and all around, either singly or in small groups, impressive conifers and evergreen oaks create focal points. At the quayside, the setting is constantly changing as the tides alternately reveal extensive mudflats and shingle foreshores or transform the natural harbour with beautiful blue/green water.¹³

Figure 3 Extract from the Devon Landscape Character Assessment. This clearly shows the valley slopes and coombes (shaded in blue) that help define and protect the settlements of Salcombe and Batson.

¹² Salcombe Conservation Area Appraisal 2010

¹³ Devon Landscape Character Areas <https://new.devon.gov.uk/planning/planning-policies/landscape/devons-landscape-character-assessment>

5.3 Batson

5.3.1 The small hamlet of Batson, comprising Higher and Lower Batson is close to but physically separated from Salcombe. The hamlet lies at the head of Batson Creek and sits entirely within the AONB. The 1996 SHDC Local Plan (included in the Appendix) stated that *'(Batson)where the preservation and enhancement of the landscape will receive priority and development will not normally be permitted except where this is necessary to the economic or social wellbeing of the locality or will enhance its character'*¹⁴ This statement remains valid and is reflected in the policies of this plan.



5.3.2 There is a separate Conservation Area for Batson; this is illustrated in figure 5 and wraps around the head of the creek and the most historic and beautiful parts of the hamlet.

5.3.3 Batson Village Green is formally registered as a Village Green (ref. VG110 with Devon County Council)



¹⁴ SHDC Local Plan 1981 to 2002

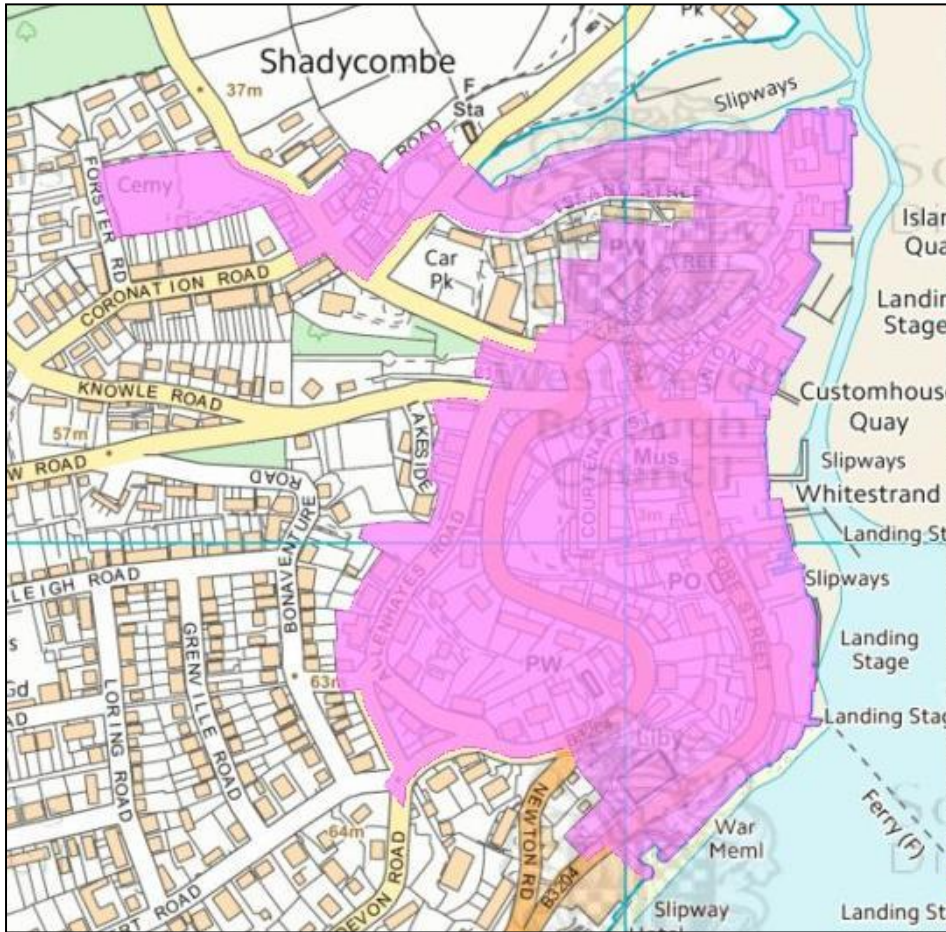


Figure 4 Salcombe Conservation Area, shaded in pink

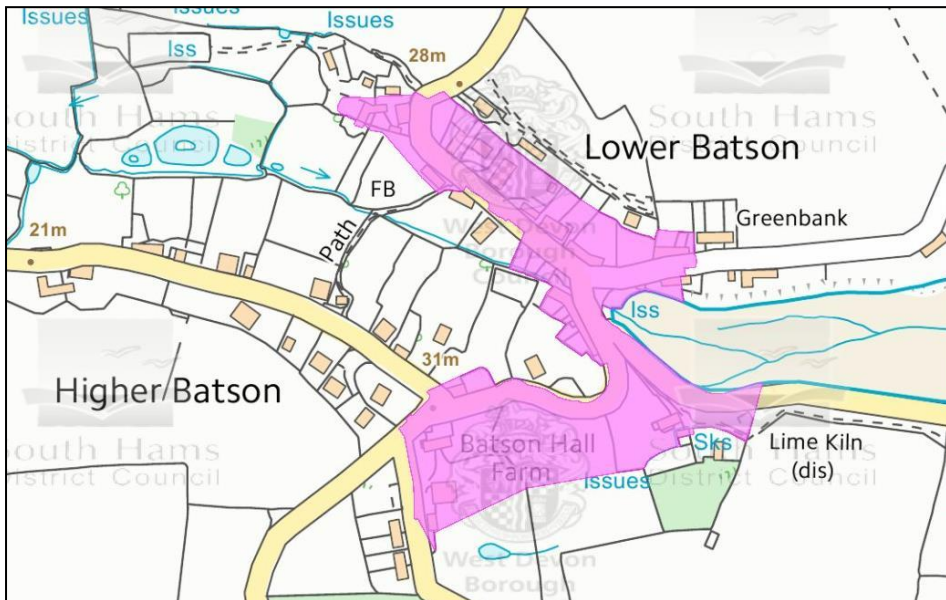


Figure 5 Batson Conservation Area shaded in pink

5.4 Demographics

5.4.1 The total permanent resident population of Salcombe Parish in recent years was 1909 (census 2011) and the total population of the Salcombe and Malborough Ward (E04003169) was 3353 in 2011 compared to 3351 in 2001.¹⁵ The Index of Multiple Deprivation (IMD) rank for the Salcombe Electoral Division (including part of Kingsbridge population 11279) in 2015 is 20560 out of 32844 where 1 is the least deprived area.

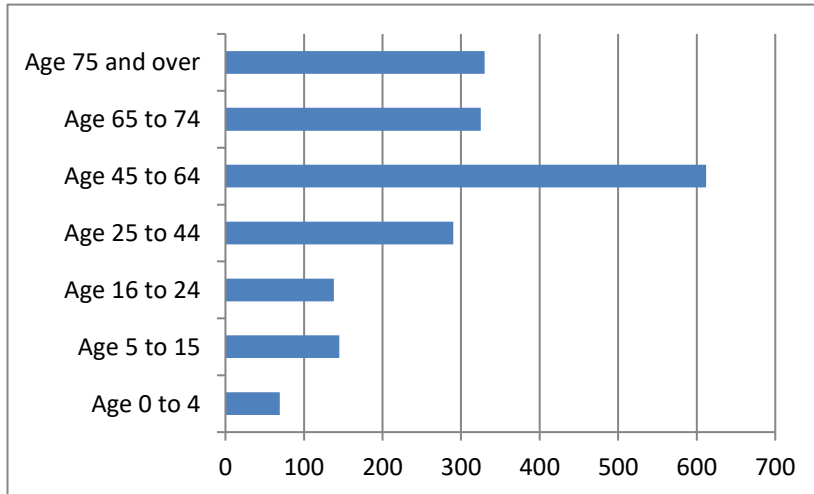


Figure 6 Population Salcombe Parish 2011¹⁶

5.4.2 An analysis of the Devon Community Profile 2017 for the population of Salcombe Electoral division¹⁷ for the year 2015 revealed:

- 8.5% were dependent on benefits and tax credits compared to an England average of 14.6%, this has been gradually falling for the area from 2007 when it was 11.4%;
- 6.4% were excluded from the labour market compared to an England average of 11.9%, in 2004 the figure was 7.4% for the area;
- The birth rate was 60.4 births per 100 females aged 15 to 44 and this has gradually risen from 51.2 in 2006. The local figure compares to an England figure of 64.2;
- 11% of the population were affected by fuel poverty.

5.4.3 The census figures do not project the full picture for Salcombe as it is reported that the above population expands to around 22,000 in the peak summer months. The level of second homes in Salcombe was quoted in 2017 by South Hams District Council as 38.45%¹⁸ however a review of the electoral register and the database of residential addresses in the parish provided by SHDC¹⁹ would indicate a higher figure of second homes which the NPG calculate as around 57 %;

- 1785 residential addresses in Salcombe Parish;
- 170 properties rated for business rates and registered as holiday homes;
- Therefore total homes 1955;

¹⁵ Census 2001 and 2001 ONS

¹⁶ Census 2011 ONS

¹⁷ Devon JSNA Community Profile

¹⁸ Salcombe Local Lettings Policy April 2017 SHDC and DCH

¹⁹ SHDC 2016

- 835 addresses in Salcombe where at least one person is on the electoral register;
- 1120 addresses not on the electoral register i.e. second homes;
- Therefore number of second homes $1120/1955 = 57.3\%$.

Details supporting this calculation are included in the evidence base.

The number of permanent residents in the Parish is very stable however from the comparison below of the Salcombe and Marlborough Ward indicates that the number of older residents is increasing. It should be noted that 33% of the permanent population are over 65 with 45% over 60. As mentioned above the birth rate is increasing however from 5yrs to 44 the population is decreasing.

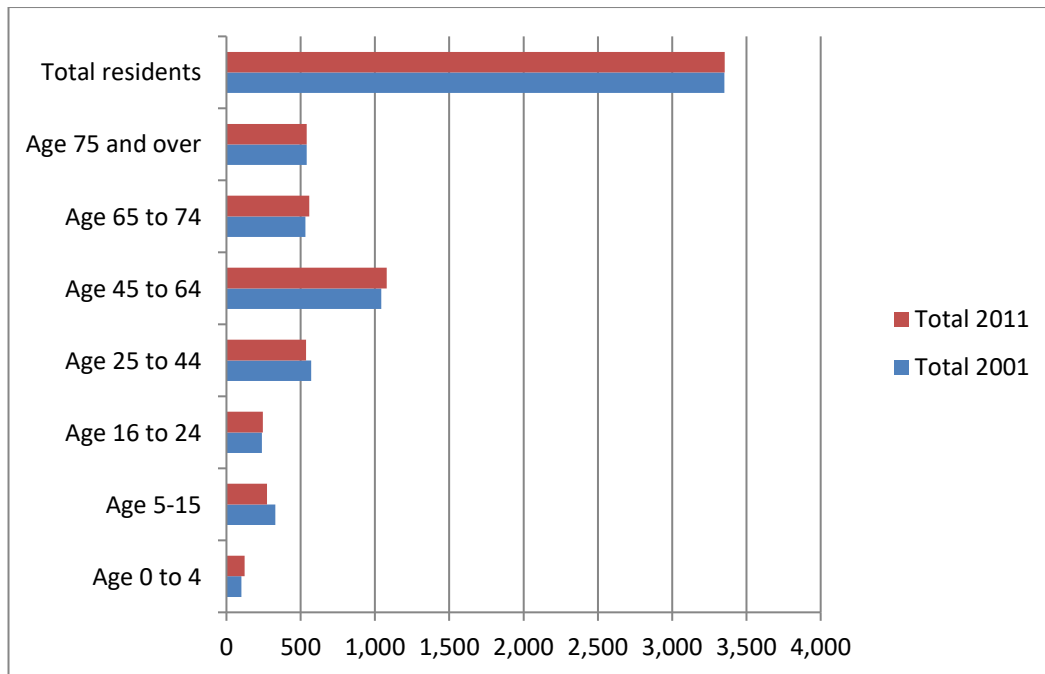


Figure 7 Population Analysis²⁰

5.5 Salcombe Harbour

5.5.1 Salcombe is a Municipal Harbour operated by SHDC. The financial responsibility for Salcombe Harbour is to break even and any surplus is reinvested in the harbour. The Harbour Strategic Plan covering the harbour and the Kingsbridge and Salcombe Estuary is reviewed every 5 years. Some of the risks in the operation of the harbour include maintaining the integrity of the sea walls, retaining the fuel barge and the need for an extra slipway at Batson. Maintaining a high level of water quality in the harbour is the top priority for the harbour, there are risks associated with flash flooding and sewage overflows. The objectives of the 2017 to 2022 Strategic Plan²¹ are to:

1. **Transform Salcombe Harbour into an eco-harbour;** to become a truly sustainable eco-harbour.
2. **Improve navigational safety;**

²⁰ Census 2001 and 2011 Salcombe and Marlborough Ward.

²¹ Salcombe Harbour Strategic Business Plan 2017- 22 <http://salcombeharbour.eu/harbour-management-2/strategic-business-plan/>

3. Adapt to changes in visitor patterns; to remain an attractive and competitive regional destination;

4. Support a thriving local community; improving the ferry routes and supporting a thriving shell fishing industry, raising public awareness –of the harbour’s outstanding natural environment and ways in which it can be safely and sustainably enjoyed;

5. Employ an engaged and dedicated staff.

5.5.2 Salcombe is registered as an Eco-Port, this helps reinforce the environmental status and ambitions of the harbour and the sustainability of the town and overall environmental objectives of this plan.

5.5.3 All the policies in this plan only relate to land above the Mean Low Water Mark.

5.6 Salcombe Lifeboat (RNLI)

The Salcombe all weather and inshore lifeboats and their crew are one of the most important parts of the social fabric of the town. Salcombe has had a lifeboat station for around 150 years. The current station is operated by a team of 34 local men and women, 24 sea going, and 10 shore based. There are 2 full time professionals; the coxswain and mechanic the remaining 32 are all volunteers. The lifeboat’s mission is to reach any casualty, in any weather, within 10 miles of Salcombe within 30 minutes of first being called. The RNLI is a registered charity and relies on voluntary contributions and legacies for its income with no Government funding. All crew must live in or close to the town; they are recognised as key workers as part of the local housing lettings policy.



5.7 Salcombe Primary School

The school is Church of England Voluntary Controlled school located in Onslow Road, on the edge and at upper part of the town .It is a smaller than the average primary school with 84 pupils (2017 figures). Almost all pupils are from White British backgrounds. The proportion of pupils with special educational needs is slightly below average. The proportion of pupils supported by the pupil premium is also below average. The school is led by a Head of Teaching and Learning under the management of an executive head teacher and governors of the federation and multi-academy Trust. The school was rated as Good by Ofsted in 2016.²²

5.8 Salcombe Fire Station

Salcombe Fire Station is located at Gould Road, and covers the town of Salcombe and the surrounding area. It covers an area of approximately 29.89 square kilometres and a population of

²² <http://www.salcombe-primary.devon.sch.uk/>

3353 people. The station houses 1 fire fighting appliance and is staffed by on call (retained duty system) personnel and consists of 1 Watch Manager, 2 Crew Managers and 9 Fire fighters.²³

Fire crew are recognised as key workers as part of the local housing lettings policy and are the main asset for the station. They undertake a range of community safety activities aimed at equipping people with the knowledge to be aware of their own ability to reduce the chances of becoming involved in a fire or number of other types of emergency. The station covers a range of risks which include:

- Hazards in the estuary;
- Extensive open fields, moorland and woodland areas;
- Light industry including numerous farms;
- A small air strip;
- Buildings which fire safety legislation applies to including; Schools, Hotels and Shops;
- Transport Infrastructure –trunk and main roads and an increased risk during the holiday period;
- Camping and caravanning sites.

5.9 The Habitats Directive and Wildlife Sites.

5.9.1 The Habitats Directive²⁴ requires “competent authorities (e.g. South Hams District Council) to decide whether or not a plan or project can proceed having undertaken the following appropriate assessment requirements to:

- Determine whether a plan or project may have a significant effect on a European site²⁵;
- If required, undertake an appropriate assessment of the plan or project;
- Decide whether there may be an adverse effect on the integrity of the European site in light of the appropriate assessment.”

This document in its final form incorporates advice from South Hams District Council provided on the draft plan (See Appendix A5).

5.9.2 A report was prepared for the parish by the Devon Biodiversity Records Centre²⁶this is included in the evidence base.

²³

<http://www.dsfire.gov.uk/YourArea/WesternCommand/Stations/documents/201718SalcombeLocalCommunityPlan.pdf>

²⁴ Conservation of Habitats and Species Regulations 2010

²⁵ European sites include: special areas of conservation (SACs), special protection areas (SPAs), sites of Community importance (SCIs), and candidate SACs

²⁶ A wildlife site resource map and species record for Salcombe Parish November 2017

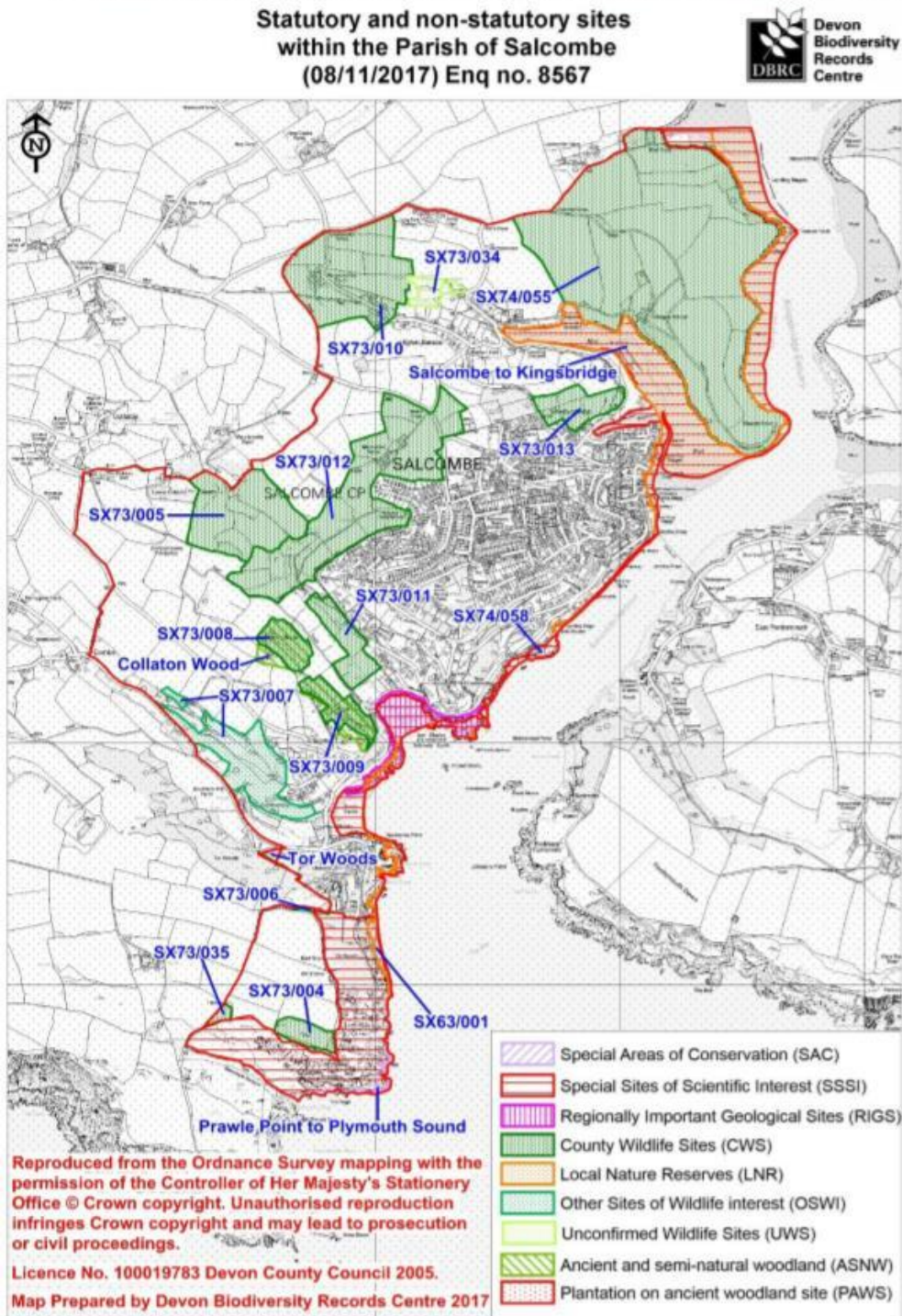


Figure 8 Resource Map for Salcombe, Devon Biodiversity Records Centre

The resource map identifies a number of statutory and non-statutory sites within the parish. Of particular note are the following;

5.9.3 Statutory Sites

- **Prawle Point to Plymouth Sound- a candidate Special Area of Conservation (SAC)** containing some of the most biologically diverse reefs in the country, supporting important species that are considered rare or are occurring at the limit of their biogeographic boundaries;
- **Bolt Head to Bolt Tail SSSI** maritime cliffs, coastal grassland and scrub;
- **Salcombe to Kingsbridge Estuary SSSI** of estuary and associated habitats.

5.9.4 Non-statutory and County Wildlife sites (CWS)

- **Batson** mixed farmland with bird interest;
- **Horsecombe** mixed farmland with bird interest;
- **Tor Woods** ancient semi-natural woodland mostly replanted with broadleaves;
- **Collaton Wood** ancient semi-natural woodland;
- **Beadon** mixed farmland with bird interest and valley with improved grassland, semi-improved grassland, unimproved grassland, scrub, rough grassland and marshy grassland;
- **Maryknowle** mixed farmland with bird interest and a mosaic of habitats including woodland, remnant orchard, scrub, semi-improved grassland and unimproved grassland;
- **Lincombe Fields** mixed farmland with bird interest. Supports semi improved grassland (some areas species-rich), improved grassland, scrub, arable and woodland of plant interest;
- **Wycollar Wood** ancient semi-natural woodland;
- **Hangar Mill** a marshy grassland with dried out reed beds.

5.9.5 Regionally Important Geological Site (RIGS)

- **North Sands** many of the features of the rocks and structures of the Start Complex RIGS

5.9.6 Ancient and Semi Natural Woodland (ASNW), other sites of wildlife interest (OSWI) and unconfirmed wildlife sites (UWS)

- **Collaton Wood (ASNW);**
- **Combe Valley (OSWI);**
- **Torrings (UWS).**

6. Proposed Policies

6.1 As explained in section 1 and 2 the vision, themes, and objectives of the Plan have been derived through the consultation process then developed and refined by the Steering Group. Set out below are the 6 guiding aims, objectives and the formal policies supporting them. There are also three themes that apply to all the objectives and policies of the Plan. These are that the Plan is:

Sustainable; reflects the presumption in favour of sustainable development outlined in the National Planning Policy Framework and the Plymouth and South West Devon Joint Local Plan Policy S06;

Deliverable; where funding sources can be identified for projects to be delivered within the Plan period;

And provides;

Conformity; with the strategic policies of the draft Plymouth and South West Devon Joint Local Plan.



Workshop with community representatives to develop the Plan policies

6.2 Theme 1; Landscape and Natural Environment

Respecting Salcombe's distinctive natural setting within the South Devon Area of Outstanding Natural Beauty (AONB)

6.2.1 Background

Salcombe lies entirely within the South Devon AONB and parts of the parish are also within the Heritage Coast designation. The whole parish is also covered by the Devon Undeveloped Coast designation with the exception of the existing developed areas of Salcombe. All these designations carry significant weight when considering development proposals. Revised NPPF (2018) policy paragraph 172 relating to protected landscapes gives great weight to conserving and enhancing landscape and scenic beauty of Areas of Outstanding Natural Beauty, which has the highest status of protection in relation to these issues comparable to National Parks.

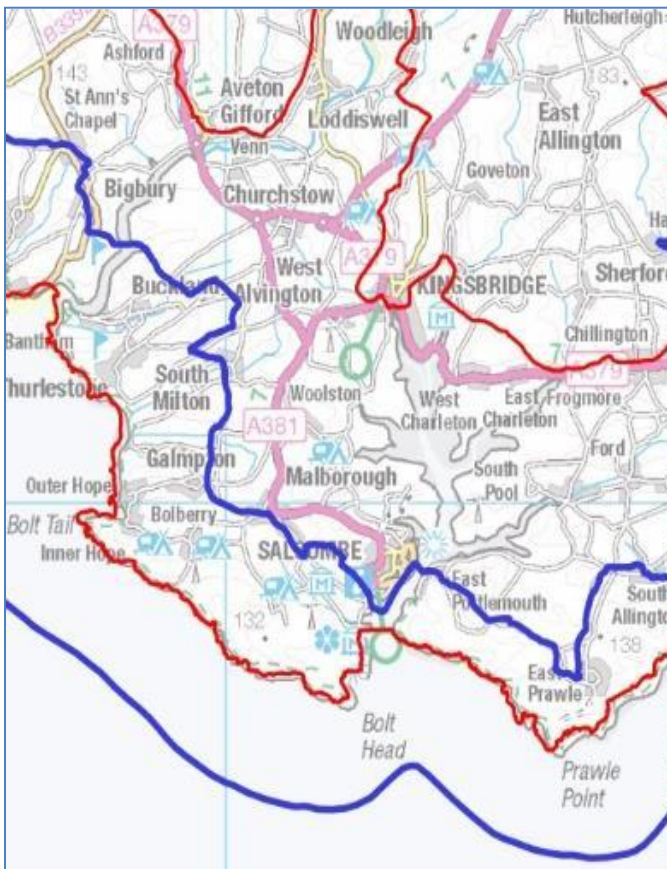


Figure 9 The AONB area is bounded in red and the Heritage Coast in blue

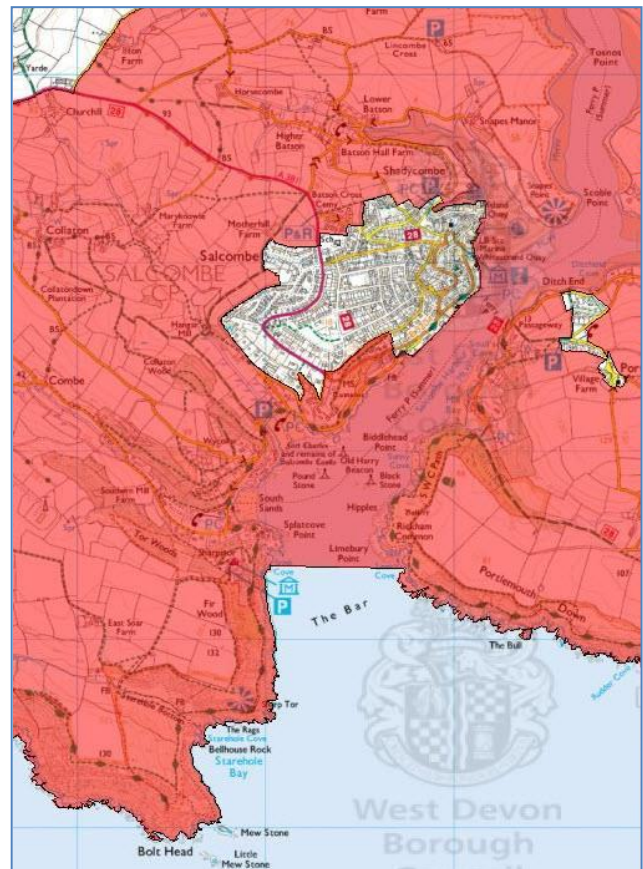


Figure 10 Extent of the Devon Undeveloped Coast Designation shaded in red

6.2.2 Landscape Character



6.2.2.1 The landscape character policies of the AONB Management Plan clearly define the special qualities to be respected if development is considered in settlements like Salcombe within the AONB:

- Maintaining and enhancing the levels of tranquility to further ensure this special quality is not further devalued, Policy Lan/P4;
- The importance of the existing skyline and need to protect this against the visual intrusion of insensitive buildings and infrastructure, Lan/P5;
- Protecting long uninterrupted views of the open undeveloped seascape, Lan/P6;
- Help maintain the rural quality and character and the overall setting of the AONB Lan/P7.



6.2.2.2 In their guidance ²⁷ the Devon Landscape Policy Group set out a series of principles to help maintain the character of Devon's Undeveloped Coast (DUC). They stated that the DUC 'should be treated as a designation and be defined on policy maps within Local, Neighbourhood and Marine Plans', and that the DUC 'should be regarded as a finite resource for the enjoyment of everyone now

²⁷ Devon Landscape Policy Group Guidance note 3 November 2013

and in the future. Local, Neighbourhood and Marine Plans should therefore include strongly-worded planning policies that establish a presumption against development within or affecting Devon's Undeveloped Coast unless it can be successfully demonstrated that it satisfies all of the following criteria:

- *Maintain the intrinsic character of the landscapes affected;*
- *Protect and enhance valued landscapes affected, giving great weight to conserving landscape and scenic beauty in National Parks, AONBs and Devon's Heritage Coasts;*
- *Cannot be accommodated reasonably outside the undeveloped coast; and*
- *Take opportunities available, where reasonable, for improving public access to and enjoyment of the coast.'*

6.2.3 The Ria Estuary



6.2.3.1 The Salcombe estuary is a nationally important example of a ria estuary having very little freshwater input, high salinity levels and a large tidal range. Many truly marine plants and animals are found which seldom occur intertidally in estuaries elsewhere. A consistent high quality and diversity are found throughout the estuarine environment contributing to its uniqueness.

Distinctive characteristics of the Salcombe ria estuary include:

- Estuary character changes with the state of the tide and weather conditions.
- Steeply sloping land adjacent to the estuaries, often extensively wooded down to the water's edge.
- Deciduous ancient woodland fringes the estuary sides and sheltered combes.
- Small woodland copses on valley sides and tree lined streams emphasise landform.
- Development restricted to historic settlements in sheltered locations close to estuary mouths, or at inland tidal extremities.
- Occasional waterside developments and historic features with strong functional relationships with the water.
- Harbour and boating infrastructure is clustered and largely contained within developed areas.



6.2.3.2 This plan has been informed by and supports the AONB Estuaries Management Plan²⁸. Although not a statutory document the Estuaries Management Plan should inform all future development in or near the estuary. Recent interventions on the estuary risk compromising these characteristics and this plan sets out to reinforce them to maintain the character of the estuary within the Parish and harbour.

6.2.4 Open Spaces, Sports and Recreation Plan (OSSR)

The Town Council has produced an OSSR Plan for the parish that looks at the future needs to inform future investment in open space, sport and recreation within the Parish. The research for this has informed the Local Green Spaces proposed in Plan Policy SALC ENV4. The OSSR plan will be updated on a regular basis.

6.2.5 Energy Conservation

A ministerial statement in 2015 stated that planning applications for wind energy involving one or more wind turbines should only be granted planning permission where the development site is in an area identified in the Local Plan or Neighbourhood Plan. Due to Salcombe's distinctive natural setting within the AONB no such sites are proposed in the Local Plan or supported in this plan. The plan does support development that minimises energy use and includes renewable energy measures that do not have a detrimental visual impact on the historic and distinctive setting of the town. These include:

- Public and privately owned power points for charging electric vehicles;
- Solar panels on buildings on roofs located outside the conservation area.

6.2.6 Local Plan Policies

This plan supports and expands on the policies of the JLP including:

Dev 24: Landscape Character;

Dev 25; Undeveloped Coast;

Dev 27: Nationally Protected Landscapes;

Dev 28; Protecting and Enhancing Biodiversity and Geological Conservation;

Dev 29; Green and Play Spaces;

Dev 30; Trees, Woodlands and Hedgerows:

²⁸ <http://www.southdevonaonb.org.uk/about-the-aonb/looking-after-the-aonb/aonb-management-plan/estuaries-management-plan-public-constultation/>

Dev 37: Managing Flood Risk and Water Quality impacts.

6.2.7 Natural Environment themes

- All development should conform to the guidance on development in the current AONB Management Plan²⁹ and AONB Planning Guidance³⁰
- All development should consider Impact on the AONB, Heritage Coast and Undeveloped Coast designations this is particularly important to the natural characteristics of North and South Sands Valleys and Batson Creek)
- A Local Separation Policy to prevent coalescence of existing settlements.
- Identification of Local Green Spaces
- Maintaining the Character of the estuary
- Locally distinctive features e.g. Devon Banks (hedgerows) around the Parish.
- Green infrastructure strategy (e.g. keep more green on private and public land)
- Locally important views



²⁹ South Devon AONB Management Plan 2014-2019

³⁰ Planning for the South Devon AONB, Planning Guidance 2017

6.2.8 The landscape character policies of the AONB Management Plan clearly define the special qualities to be respected if development is considered in the AONB. Sadly, recent developments within and around the Parish have not respected these requirements and this plan sets out to reinforce these obligations and those set out in the AONB Planning Guidance.

Policy SALC Env1 Impact on the South Devon Area of Outstanding Natural Beauty (AONB)

All development proposals within the Parish should successfully demonstrate that they satisfy all of the following criteria:

- a) They maintain the intrinsic character of the landscapes, townscape and seascape affected;
- b) The proposal's visual and environmental impact on the AONB and where relevant on the Heritage Coast and Undeveloped Coast has been assessed and minimized;
- c) It is demonstrated that they have had regard to the guidance on development in the AONB Management Plan and AONB Planning Guidance;
- d) They cannot be accommodated reasonably outside the Heritage Coast and Undeveloped Coast;
- e) Substantial harm to or loss of irreplaceable habitats such as ancient woodland should be wholly exceptional;
- f) Take opportunities available, where reasonable, for improving public access to and the enjoyment of the coast.

6.2.9 This plan promotes the NPPF definition of Green Infrastructure as 'A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities' (NPPF 2012)

Policy SALC Env2 Green Infrastructure throughout the Parish

All developments must demonstrate an awareness and management of wildlife corridors through the parish and connecting to the broader green infrastructure of South Devon where it is relevant to the proposal and as shown on Figure 8. Any development should also be informed by the Wildlife Resource Map and species record produced for the Plan³¹ and included in the evidence base. The purpose of referring to the South Hams Green Infrastructure Framework is to build on the Strategic Aims and Actions of the framework adding and improving the GI resource at a local level.

- a) Applicants should consider the opportunities, constraints and checklists outlined in the South Hams Green Infrastructure (GI) Framework.³²
- b) Locally distinctive natural features in a development such as Devon Banks, Hedgerows and the protection of existing mature trees beyond those protected within a Tree Preservation Order should be protected.
- c) Development should promote where reasonable opportunities for improving access to heritage assets through walking routes along historic leats and the estuary.

6.2.10 The settlements of Salcombe and Batson are close together and risk coalescence. In the past there has been pressure to develop within the open and woodland gaps between the settlements.

³¹ Devon Biodiversity Records Centre

³² South Hams Green Infrastructure Framework 2015

The gaps are important to the different character of each settlement, local views, landscape setting within the AONB and help maintain a high environmental quality. Part of the area proposed falls within a County Wildlife Site (CWS). The definition of coalescence in this planning context is the 'merging or coming together of separate towns or villages to form a single entity'. Policy SALC Env3 helps maintain a network of green infrastructure as outlined in Policy SALC Env2 around the parish, in addition to shaping and maintaining the settlement pattern. Additional evidence supporting the Local Separation Policy is included in Appendix B46.

6.2.11 All development must have due regard for a local separation policy between the settlements of Salcombe and Batson to maintain the integrity of their Conservation Areas, the different characters that underpin them; Salcombe is a town and Batson a rural hamlet. Policy SALC Env3 below safeguards the landscape character surrounding these settlements within the AONB and prevents coalescence between them. The extent of the separation policy is indicated in figure 11.

6.2.12 The boundary of the separation policy generally respects existing hedge lines which should be retained. The South East section of the boundary is to the North of Croft Road and adopted Salcombe Footpath no.2; this allows provision for an exit route from the first floor of any residential units that may be built as part of the Joint Local Plan allocated site TTV29.20.

Policy SALC Env3 Local Separation

Proposals within the separation area as shown on Figure 11 will only be supported if they do not individually or cumulatively result in coalescence and loss of separate identity of the neighbouring settlements of Salcombe and Batson or perception thereof and provided it does not conflict with other policies within this plan.



Figure 11 Extent of the Local Separation Policy between Batson and Salcombe

6.2.13 The designation of Local Green Spaces (LGS) is an opportunity for local people to decide which spaces should be protected. By designating land as LGS local communities will be able to rule out new development other than in very special circumstances.

6.2.14 A number of green open spaces within the Parish are designated as Local Green Space. These sites illustrated in figures 12A ,12B and 12C have been identified by the community as of special value to Salcombe Parish and hold a particular significance to the place namely;

- Their beauty and tranquillity;
- Historic significance;
- Passive and active recreational value;
- High environmental quality;
- The richness of habitats and wildlife;
- To maintain the open character of the parish;
- The historic landscape setting of settlement is retained;

Policy SALC Env4 Local Green Spaces

The following sites are designated as Local Green Spaces (LGS). The justification for each site against the criteria set in NPPF clause 77 is included below and within the evidence base as Appendix 3.

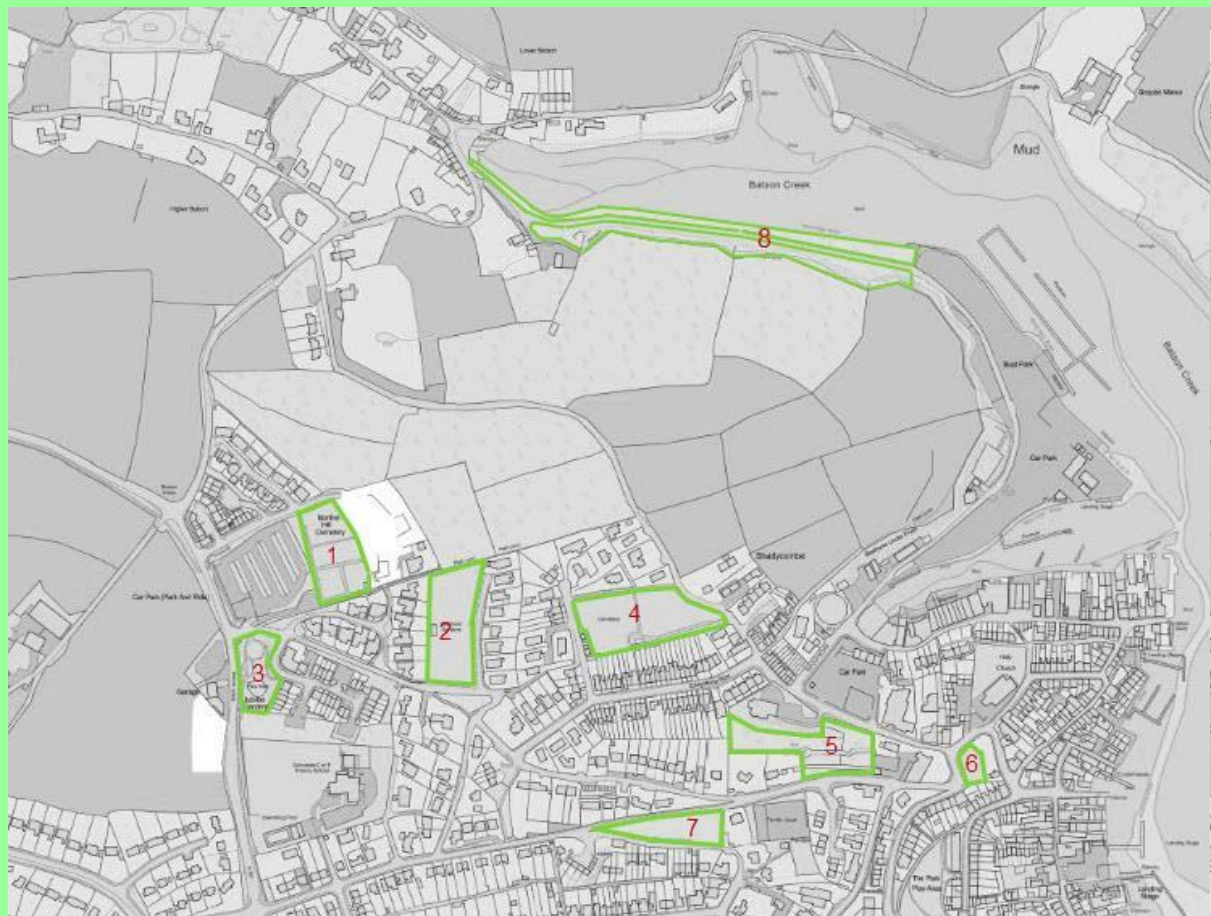


Figure 12A Local Green Spaces

Development within the designated LGSs listed below will only be supported if it is necessary for the

enhancement of the public enjoyment of the LGS and enhancement of the existing qualities that make them demonstrably special as listed in Appendix 3.

- LGS1 Bonfire Hill Cemetery
- LGS2 Allotments
- LGS3 Jubilee Gardens
- LGS4 Shadycombe Cemetery
- LGS5 Redfern Woods
- LGS6 Cross Gardens
- LGS7 Bonaventure Wood
- LGS8 South shore of Batson Creek



Figure 12B Local Green Spaces

- LGS9 The Park (known as Courtenay Park)
- LGS10 Beadon Open Space
- LGS11 Cliff House Woods
- LGS12 Cliff House Gardens



Figure 12C Local Green Spaces

- LGS13 The Berry
- LGS14 Old Hockey Club
- LGS15 The Plantation
- LGS16 North Sands Nature Reserve
- LGS17 North Sands Green

6.2.15 This plan closely coordinate's its objectives with the Salcombe and Kingsbridge Strategic Harbour Plan and the AONB Estuary Management Plan. Maintaining a high level of water quality in the harbour is the top priority for the harbour, followed by safeguarding the natural constraints and characteristics that make the harbour unique and special.

Policy SALC Env5 Maintaining the character and the environmental quality of the estuary

The natural characteristics of the estuary should be retained in any development along the waterside. For any future waterside development consideration should be given to respect the following criteria:

- a) All existing wooded areas visible from the estuary, particularly those running to the water's edge and/or where they start at the visible natural ridge line should be retained.
- b) All harbour and boating infrastructure is clustered and should be contained within the existing developed areas. This requirement is to control the infrastructure's visual impact and prevent further damage to the seabed.

- c) No extensions of existing permanent pontoons within the historic settlement at Shadycombe Creek and Batson will be supported without clear justification. There should be no net loss of foreshore or seabed in any future development. No pontoons to the South of Jubilee Pier will be supported.
- d) Any adverse impact on the health and quality of the estuary from development must be mitigated against; this includes impact from noise, pollution, such as sewage and litter.
- e) Wildlife corridors through and beyond the harbour should be respected and safeguarded.
- f) There should be no adverse impact on the Salcombe to Kingsbridge SSSI.

The AONB Estuary management plan and Salcombe Harbour Management Plan in force at the time should be material considerations in determining any future planning applications where it is relevant to the planning proposal.

6.2.16 There are many locally important views across Salcombe, Batson and the parish as a whole from public spaces and routes that take in important buildings, settlements or locally distinctive land or water based landscape features, these help define the character of the area. This plan sets out to protect these views. The quality of the views to the settlements, the estuary, coast or the countryside should be safeguarded in any future development within the Parish. The views help define the character of the town and the AONB as outlined in AONB Management Policy Lan/P6.

6.2.17 The views shown on Policy SALC Env6 comprise panoramas within the acute angle of two arrows defining the extent of the view or a view from a single point. The views cover distant ones of the settlement or are more localised within the settlement. The areas covered by the views often overlap however each is considered locally important by the community.

Policy SALC Env6 Locally Important Views

Development within the foreground or middle ground of the views shown on Figures 13 and 14 should not harm and should, where possible, contribute positively to the existing composition of natural and built elements. Development should not be overly intrusive, unsightly or prominent to the detriment of the view as a whole, or to the landmarks within the view.

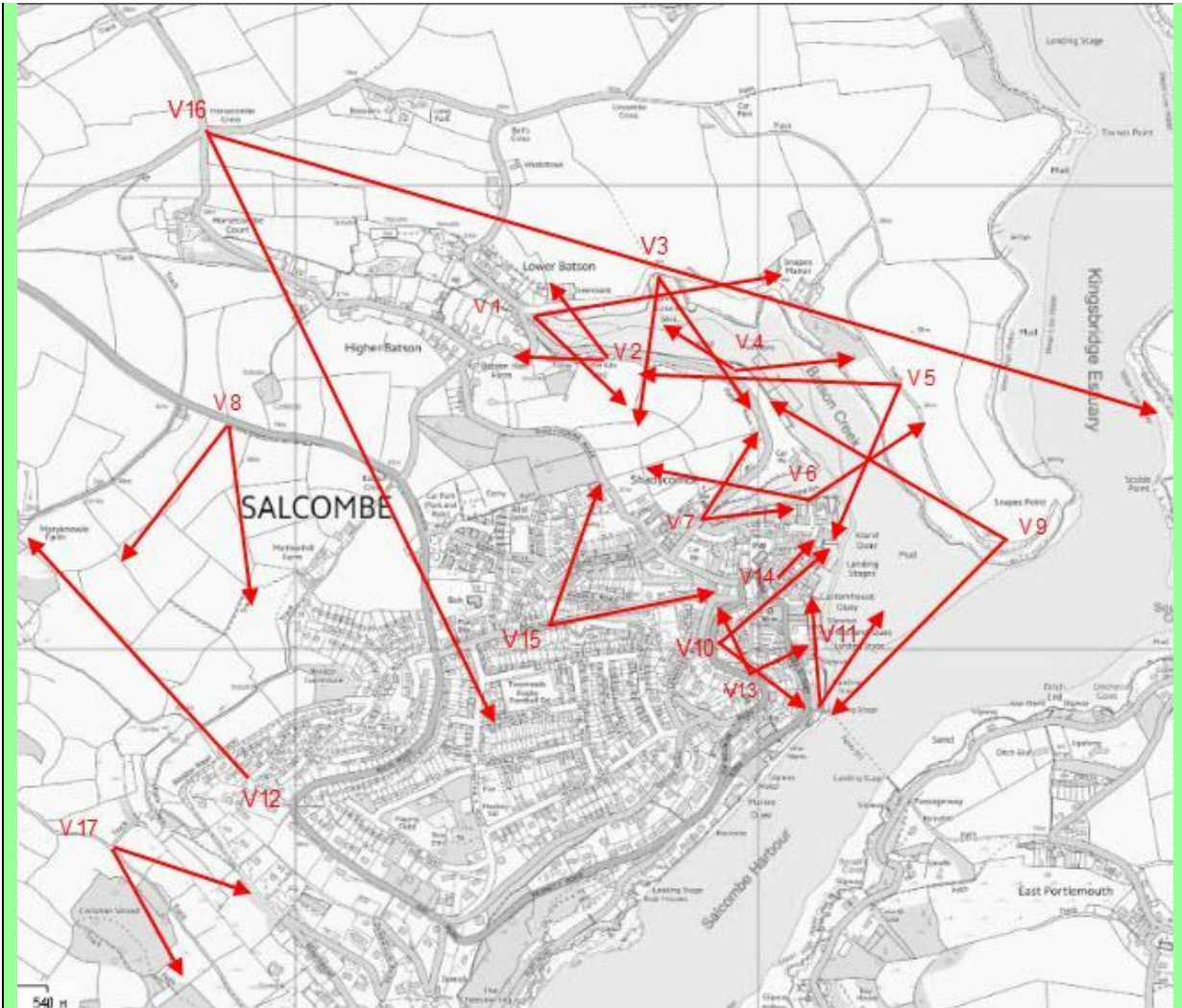


Figure 13A locally important views North. The viewpoints are numbered and the views are defined by a single arrow or within two arrows.

The locally important views illustrated are summarised as:

- V1 From Batson Green looking East
- V2 Batson Green, and Lower Batson
- V3 Batson Creek from the North to Shadycombe
- V4 Batson Creek from the South and the boat park
- V5 Salcombe Town from the path to Snapes Point
- V6 Batson Creek and Shadycombe
- V7 Shadycombe Creek from the West
- V8 Collaton from the A381
- V9 Salcombe Town from Snapes Point
- V10 East panorama from Devon Road
- V11 North from Jubilee Pier
- V12 Collaton from Beadon
- V13 North panorama from Devon Road
- V14 Buckley Street
- V15 Onslow Road
- V16 Horscombe Cross to Batson

- V17 North Sands Valley from North West
- V18 North Sands Valley from South East
- V19 Overbecks to North Sands

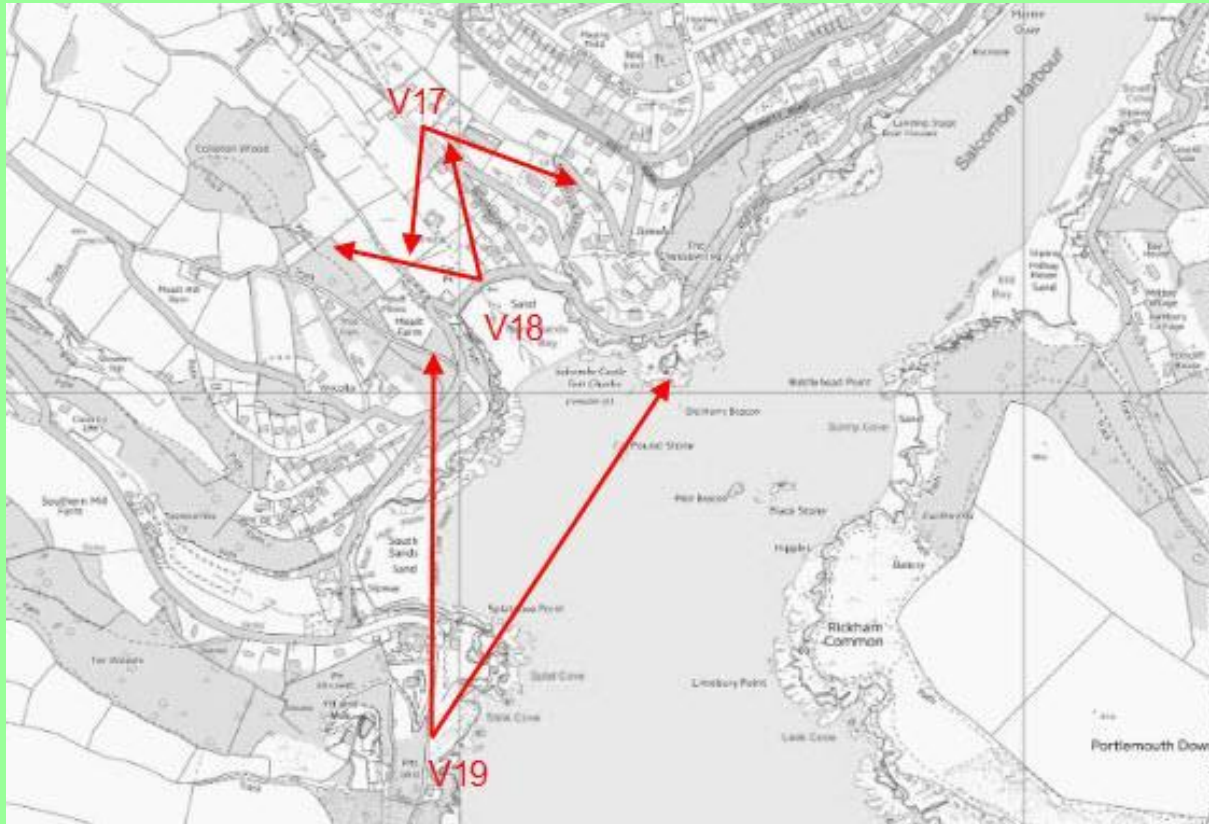


Figure 13B Locally important views South



Figure 14A Locally Important Views



Figure 14B Locally Important Views

6.2.18 This plan provides design policies that require development to respond to the special qualities and distinctive characteristics of Salcombe as an integral part of responding to local character.

6.2.19 It is understood that the policies guiding the character and density of development in Salcombe in the 1996 SHDC Local Plan (included in the Appendix) that were saved in the SHDC Local Development Framework 2006 are not saved in the new Joint Local Plan. It is therefore appropriate to include in this plan those parts of the saved policies that inform future development in areas where retaining the scale, density and character in the Parish is particularly sensitive.

Policy SALC Env 7 Maintaining the character, and density of development in key areas of Salcombe

Development in the areas shown as Character, and density policy areas A and B illustrated in figure 15 will only be permitted where such development would not detrimentally impact on the character of the existing low density development, mature gardens and trees in these areas.



Figure 15 Character and Density policy areas enclosed by a yellow line.



6.3 Policy Area 2 Built and Historic Environment

Future development must be of a high design quality that is sensitive to the unique qualities of Salcombe.

6.3.1 Background

This plan draws heavily on the Salcombe Conservation Area Appraisal. This document not only defines the characteristics and qualities of the Conservation Area but also informs the logic of the settlement pattern within a strong landscape setting;

*'The physical layout of Salcombe has been determined by the landscape setting's natural characteristics; the estuary and the steep topography rising from the narrow coastal margin. Laid out on a relatively level site, the settlement's core is dense and organic in form, tightly confined within this limited area, resulting in several cul de sacs and alleyways. Subsequent development growth extends to the prominent upper slopes, with a terrace-like linear plan form, following the natural contours of the land. Important routes down the hillside are created by a network of pedestrian alleyways and steps.'*³³



6.3.1.2 The character of Salcombe has been damaged by development that has not reflected settlement pattern, local materials or design. The cumulative impact of many small scale changes is being strongly felt across the Parish. Approaches to change that respect distinctive local character are increasingly needed to avoid increasing cumulative impacts.

6.3.1.3 Any development affecting the existing heritage assets as defined in the Salcombe Conservation Area Appraisal should respect the asset in terms of design, scale and density.

6.3.1.4 75% of the community survey respondents strongly agreed that there should be a policy to establish clear and enforceable guidelines for all residential development to ensure that it is appropriate in terms of its scale and visual impact on the character of the area. 55% also strongly agreed that backland and infill development should be controlled in the Parish.

6.3.1.5 All new development of buildings and spaces should apply the Crime Prevention through Environmental Design (CPTED) attributes together with the practices and principles of Secure by Design.

³³ Salcombe Conservation Area Appraisal 2010



6.3.2 Local Plan Policies

This plan supports and expands on the policies of the JLP including:

- Dev 20: Place shaping the quality of the Built Environment;
- Dev 21: Conserving the Historic Environment;
- Dev 22: Development affecting the Historic Environment.
- Dev 34: Delivering low carbon development.



6.3.3 Built and Historic Environment themes

- Design and development sensitive to the unique qualities of Salcombe;
- Safeguard existing heritage assets and controlling development beside assets;
- Respecting the Townscape of Salcombe; ensuring future development considers the Town's Conservation Area Appraisal 2010 and the Batson conservation area;
- Achieving a high level of design quality that makes a positive contribution to the historic environment and the Conservation areas of Salcombe and Batson.
- Development of existing plots through subdivision that results in a loss of on-site car parking and an increase in demand for on street parking.

Policy SALC B1 Design Quality and safeguarding Heritage Assets

Any new development in Salcombe Parish must demonstrate high quality design. All development proposals should respect the following:

1. Be innovative and in keeping with the area within which it is located, respond to and integrate with the local built surroundings, landscape context and setting. A contemporary design solution will be supported providing it respects the context and setting;
2. Within the Salcombe and Batson Conservation Areas development should preserve and enhance the conservation area and make a positive contribution to the significance of the heritage assets and their setting and have regard to the Salcombe Conservation Area Appraisal 2010. All project proposals should;
 - a) Contribute positively to the area as defined by the four character areas in the appraisal:
 - The Historic Core;
 - Rows, Courts and Alleyways;
 - Victorian suburbs and outer Environs;
 - Cliff Road:
 - b) Where they have an impact on a heritage asset should be accompanied by an assessment of the significance of the asset including a desktop and on-site study. Consideration where it is relevant to the particular proposal should be given to the Historic Landscape Characterisation included in Appendix B39.
 - c) Use high quality materials defined in the Conservation Area Appraisal that complement the local and traditional palette of materials used within the Parish.
 - d) Use of design features such as setbacks, use and protection of stone boundary walls (particularly on a frontage) and roof details that are locally distinctive to the character areas, for example the use of traditional dormer windows instead of rooflights.
 - e) Consider detailed surface treatments that are locally distinctive for example; natural stone paving, clay pavours and granite setts.
 - f) Retention of existing wooded areas and mature isolated trees;
 - g) The sensitive replacement of doors, windows and roofing materials.
3. All new development throughout the Parish but outside the Conservation Areas should be considered against the following criteria which should be met unless appropriate evidence is presented;
 - a) Building setbacks follow and match adjoining buildings;
 - b) The Design respects the scale and character of existing and surrounding buildings; this does not exclude an innovative contemporary design approach;
 - c) High quality materials are used that complement the local and traditional palette of materials used within Salcombe Parish;
 - d) They have regard to the requirements of 'Secure by Design 'to minimise the likelihood and fear of crime and acts of anti-social and unacceptable behaviour and community conflict in the built environment;

- e) They reduce the dependence on the private car by supporting and connecting directly to other more sustainable modes such as walking, cycling and public transport.
- 4. Where infill development or a sub-division of a site is proposed adequate provision shall be made for onsite car parking. No loss of onsite parking or an increase in demand for on street parking shall normally be supported.

6.4 Policy Area 3 Employment and Economy

Promote new affordable year round employment opportunities that are of a scale and use that are sensitive to their surroundings.

6.4.1 Background

6.4.1.1 The town economy depends on primarily fishing, tourism, marine and associated service industries. This has been the case for over a century. The business type supported by the largest proportion of community survey respondents was small scale workshops, (89%). The only other business type supported by the majority of respondents (59%) was arts & crafts workshops.

6.4.1.2 This plan does not support the loss of any existing employment buildings, sites or past Local Plan allocations. Priority must be given to maintaining and enhancing the town's economic activity and also attracting new appropriate businesses. Employment of local people is also a priority particularly those who support the voluntary services such as the lifeboat, coast guard, fire and health services is critical to the social sustainability of the town.

6.4.1.3 There are few areas in the town which are suitable to accommodate new employment development due to the town's setting, topography, need for waterfront access and pressure from other development uses. Many existing employment uses are located within Island Street which forms part of the Salcombe Conservation area and any new or renovated employment space must be sensitive to its surroundings and the design policies of this plan. The Shadycombe Area with its proximity to the water and established access thereto is of major importance to two of Salcombe's principal employment sectors namely the marine trade and the shore based activities of the crab fishing and processing industry. These industries should receive priority; both trades have lost facilities in the traditional Island Street area which has led to the current demand.



Island Street
waterfront
employment area
Shadycombe
Creek

6.4.1.4 Salcombe Harbour is a major employer within the town and the harbourmaster and harbour users have collected evidence (refer to evidence base Appendices B43 and B44) of the need for more marine based employment space particularly with waterfront access. The challenge is the affordability of such space. Giving priority to marine related uses such as fishing, marine and associated service industries would help. Initiatives to help facilitate the creation of affordable marine related employment space are included in the delivery section of this Plan.



Figure 16 Proposed Employment and mixed use sites at Shadycombe as JLP Policy TTV 29.20 lined in blue ³⁴

6.4.1.5 The JLP recognises the need for additional employment space in the town and has allocated sites in the Gould Rd and Shadycombe area illustrated in figure 16. This plan supports these sites on the understanding that a minimum of 2000m² of employment space stated in JLP Policy TTV 29.20 is delivered beyond consented sites and the above priorities are supported.

6.4.1.6 The plan also supports the increase in all year round employment particularly in the tourism industry and increasing activity during the shoulder months.

6.4.1.7 The existing delicate balance of employment uses in the town centre focussing on Fore Street comprising small scale retail, restaurants, pubs and cafes should be retained.

³⁴ Plymouth and SW Devon JLP TTV 29.20 supplementary information for the Inspectors April 2018

6.4.1.8 It is understood that the policies guiding employment uses in Salcombe in the 1996 SHDC Local Plan (included in the Appendix) that were saved in the SHDC Local Development Framework 2006 are not likely to be saved in the new Joint Local Plan. It is therefore appropriate to include in this plan those parts of the saved policies that inform future employment uses in the Parish.

6.4.2 Local Plan Policies

This plan supports and expands on the employment policies of the JLP including:

Dev 15: Supporting the Rural Economy;
 Dev 18: Protecting local shops and services
 Dev 19: Provision of local employment and skills

6.4.3 Employment/Economy themes

- Support affordable local employment uses that are sensitive to their surroundings
- Promote marine related employment e.g. Island Street and Gould Rd. and the Shadycombe area
- Acceptable user classes
- Balanced uses in Town Centre /Fore Street

Policy SALC EM1 New employment land in Salcombe

A development which provides locally affordable employment uses in areas of land to the North of Shadycombe Creek as part of a mixed-use development as allocated in the Plymouth and SW Devon Joint Local Plan 2014-2034 and illustrated in figure 16 will be supported. The proposed employment space under this policy shall be;

- a) Development that optimises the use of the area for locally affordable employment and associated activities;
- b) Of a standard of design and layout that will respect and complement the sensitive estuarine setting close to a conservation area;
- c) That as many as possible of the existing number of car and boat parking spaces are retained unless or until satisfactory alternative provision is made elsewhere with access to the water;
- d) That the uses are compatible with location within a flood risk area and that all mitigation measures required by the Environment Agency are accommodated;
- e) A minimum of 2000m² of employment space is created as stated in JLP TTV 29.20;
- f) Development limited to the boundaries shown in figure 16;
- g) That generally conforms to General User Class B1. User class B2 shall be permitted providing it is restricted to marine uses only.

Mixed use of residential and employment will only be supported where employment User Class B1 is proposed.

Policy SALC EM2 Retention of existing Employment Land in Salcombe

Within the area of Island Street and Gould Road shown as employment policy area C on figure 17 only employment uses shall be permitted. Development shall include:

- a) Rehabilitation, re-use or redevelopment of existing premises;
- b) Marine related uses shall take priority in this area however all B1 uses will be supported, small scale workshops for marine uses or arts and crafts are considered the most appropriate by the community;
- c) Retail use will only be permitted if it forms a minor part of the overall development. 'Minor' is defined as ancillary and subsidiary to the principle use of manufacturing, craft and other service enterprise in the area.

Where the loss of an employment site is justified as no longer viable the applicant must demonstrate through an independent assessment that the vacant units have been actively marketed and offered at a reasonable rent (comparable with rents achieved elsewhere in the parish) for a minimum period of 1 year, a market review of the sites and details of the marketing. New employment proposed under this policy should conform to General User Class B1 with ancillary retail as A1 only.

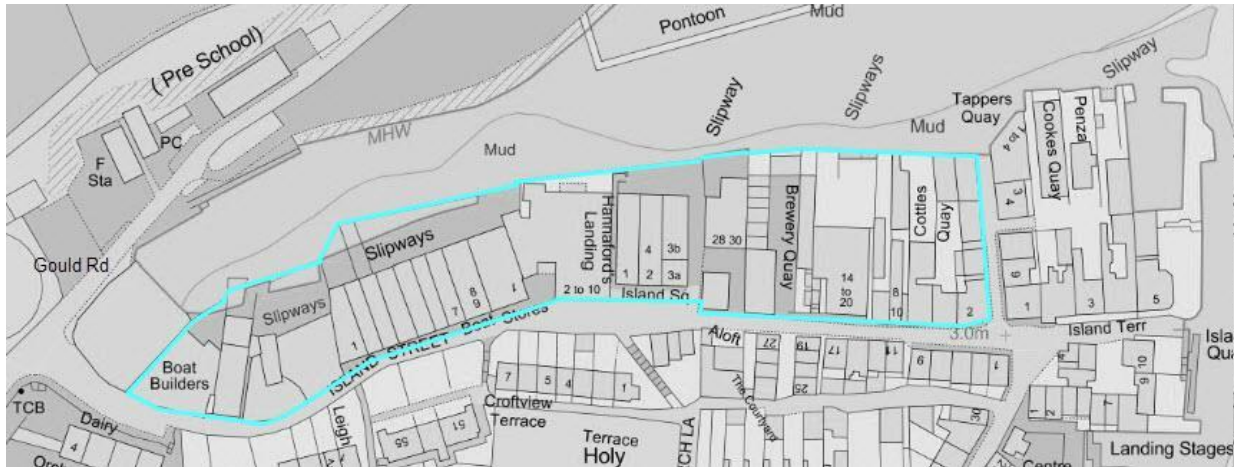


Figure 17 Employment Policy Area C: Island Street and Gould Road, area lined in blue

6.4.4 Removal of Permitted Development Rights

This Plan considers that the threat of loss of employment land, existing and future economic activity and loss of historic character in the Island Street area of the Salcombe Conservation Area covered by Policy SALC EM2 justifies the application of an Article 4 Direction to remove the permitted development from B1 to residential uses C3. Such a direction is beyond the scope of a Neighbourhood Plan and is the responsibility of South Hams District Council as outlined in The Town and Country Planning (General Permitted Development) (England) Order 2015. This plan urges South Hams District Council to take this action without delay and avoid further damage to Island Street. *'Article 4 directions are made when the character of an area of acknowledged importance would be threatened. They are most common in conservation areas'*.³⁵

³⁵ The Planning Portal

6.5 Policy Area 4 Sustainable Transport

An integrated transport and car parking policy that supports both residents and visitors

6.5.1 Background

6.5.1.1 This plan supports more sustainable modes of transport. It is accepted that use of the private car will remain the first choice of transport for many however; public transport, ferry services, cycling and walking are promoted as alternative transport modes.

6.5.1.2 The demand for car parking in the town exceeds the supply of spaces during the summer months. This leads to traffic congestion, safety issues, an adverse affect on trade and the enjoyment of visitors and locals alike. A seasonal Park and Ride has operated in the town since 1993 from a site at Bonfire Hill near the edge of Salcombe; this has helped alleviate the problem however there are opportunities to improve this service. Responses to the community survey gave a clear picture of the challenges for the town;

- 75% of respondents considered car parking to be regular almost every day problem over the summer and holiday periods;
- 97% supported no reduction to the number or amenity value of existing car or boat parking spaces;
- 89% supported the reassessment of the car parking arrangements e.g. park and ride, charges, on street parking permits and the numbers and locations of car parks;
- 64% supported increasing the number of parking spaces for visitors;
- 68% supported more parking spaces for local workers, with 55% supporting a worker's parking permit scheme;
- 75% supported temporary car parking during the holiday periods on green field/farmland;
- 89% supported a Town Council led re-assessment of car parking and pedestrianisation in the town working with the District and County Councils.

6.5.1.3 The bus service to Salcombe is limited with one service running 6 days per week (Mon-Sat) to Kingsbridge and another on Sunday to Totnes. The Park and Ride shuttle bus into town runs from Easter over the summer months³⁶. This plan supports improved public transport through more frequent services, better coordinated links to Totnes railway station and accessible bus routes to connect the top and bottom of town with each other, and Kingsbridge and employment areas within the District.

6.5.1.4 There are a number of existing ferry routes within the estuary and beyond between Salcombe and Kingsbridge, East Portlemouth, and South Sands. These services are all stand-alone commercial enterprises. They also provide very important connections between the various communities without dependence on the road network. The reinstatement of the Kingsbridge-Salcombe ferry in 2017 has been a very welcome enhancement. This plan in parallel with the Harbour Strategic Plan³⁷ supports the expansion of these ferry routes including re-opening a ferry to Dartmouth. As part of this ambition the plan supports the rebuilding of Jubilee Pier to accommodate more and all year round ferry traffic. In addition the plan supports coordination between the ferry operators with bus and other public transport providers to help integrate the ferry system into a wider regional transport system.

³⁶ <https://bustimes.org.uk/localities/E0045449>

³⁷ Salcombe and Kingsbridge Harbour Strategic Business Plan 2017-22

6.5.1.5 This plan supports and will promote the National Cycle Network (NCN) 28³⁸ which runs from Okehampton to Plymouth via Moretonhampstead, Newton Abbot, Totnes, and Salcombe .

6.5.1.6 The South West Coast Path runs along the Southern coastal edge of the parish. The rights of way network provides reasonable access to the surrounding countryside but there are opportunities to improve access from the town to the path.

6.5.2 Local Plan Policies

This plan supports and expands on the following Transport policy of the JLP; Dev 31: Specific provisions relating to Transport.

6.5.3 Sustainable Transport themes

- An integrated transport and parking plan;
- Improved Public transport;
- Review of Park and ride (sites)
- Seasonal variation of parking facilities.

6.5.3.1 This plan and the aspirations of these policies supports the good intention that residents and visitors should be encouraged to walk, cycle or use public transport but in reality owning of a private vehicle continues to be the preferred method of transport and the resultant need for adequate parking spaces.

6.5.3.2 By failing to recognise the need for adequate parking spaces at the design and layout stage is now having an adverse effect on the quality of life of residents within the Parish. For example; vehicles being parked on the highway or any accessible and available space. The Police Designing out Crime Officer (DOCO) advises that often the ramifications of not factoring in sufficient or practical parking provision for new development are not being appreciated until full occupancy and at the most busiest times such as peak summer weeks.

Policy SALC T1; Car and trailer parking in Salcombe

- a) Development will not be permitted within the Parish if it results in the loss in the number of public car or trailer parking spaces. Should the spaces be relocated there generally should be no reduction in their convenience and proximity to the town centre.
- b) This plan supports the provision of adequate parking spaces on plot for all new housing developments and that there is no further pressure on street parking within the Parish.

6.5.3.3 A community aspiration established through the Neighbourhood Plan consultation process is that the Town Council work with other agencies to produce an integrated transport plan for the town. This plan should be led by the Town Council working in partnership with the District Council,

³⁸ Sustrans <https://www.sustrans.org.uk/ncn/map/route/route-28>

Devon County Council Highways team, the Harbour Board, and private ferry operators. The scope of the integrated transport plan should cover;

- a) A reassessment of the existing car parking arrangements covering car parking charges, on street parking and permit arrangements in Salcombe and Batson. This should include parking provision for electric bikes and scooters;
- b) A review of the park and ride provision; assessing the strengths and weaknesses of the existing location, any alternative locations and the option for a seasonal temporary car park and ride site on greenfield land at the edge of Salcombe. The aspiration is that there is no net loss in Park and Ride provision;
- c) Installation of electric car charging points to the Park and Ride and other car parks within the Parish;
- d) Control and management of HGVs entering the town including consideration of a drop off and transfer area at the edge of town;
- e) Consideration of additional low emission bus services, their frequency and routes to best serve the town and the means to fund these services, this should include sustaining and expanding existing community bus services;
- f) Investigation into additional ferry services within the estuary and along the coast and the rebuilding of Jubilee Pier to support these services;
- g) Preparation of a coordinated public transport timetable covering bus, links to rail services, and ferry services, this will form part of a package of information to promote bicycling and walking for the benefit of Salcombe visitors and residents;
- h) The feasibility into the pedestrianisation or access only restrictions for a section of Fore Street during the summer peak period;
- i) Identification of enhancements and improvements to the South West Coast Path and existing public rights of way where they connect to the town. This task should be carried out in consultation with the National Trust and the South West Coast Path Association;
- j) Disability and barrier free access to all new transport related facilities;
- k) Preparation of a Green Travel Plan for Salcombe that summarises the results of the above tasks which is intended to inform future delivery, development and funding priorities. It will be expected that all future development should support this plan.
- l) Preparation of the integrated transport plan particularly relating to ferry services should address any potential impact on the Salcombe to Kingsbridge SSSI

6.6 Policy Area 5 Housing and Homes

An innovative strategy to deliver affordable homes for local people

6.6.1 Background

6.6.1.1 There has been considerable housing development in Salcombe over the last 20 years particularly at the edge of town on the approach to the upper part of town from the North. Although a portion of social housing has been built over this period there remains a shortage of truly affordable housing in the town for all ages and needs.

6.6.1.2 Recent developments have encroached onto the countryside and AONB and has put pressure on the infrastructure of the town without any significant improvements. Future strategic growth in Salcombe is planned in the Plymouth and SW Devon Joint Local Plan (JLP). Therefore, this plan does not promote any further housing development beyond the strategic allocation. However, the plan does not exclude replacement dwellings in the town as outlined in JLP Policy TTV 32.

6.6.1.3 60% agreed in the community survey that further development outside the existing settlement boundary could be approved if it is exclusively for affordable housing for local people. Although development of further open market housing to cross subsidise the required number of affordable housing units was the highest preference among second home owners in housing options it was not for the permanent residents of the town who preferred to see only affordable homes built to redress the balance between the two types of homes.

6.6.1.4 The focus of future residential development should be to meet the social and economic needs of Salcombe while protecting the settlement's rural character within the AONB. This plan supports Strategic Objective (SO8) of the JLP –Maintaining the vitality and viability of the Smaller Towns (such as Salcombe) and Key Villages in particular Sub-objective 1 *'Delivering an appropriate level and mix of new homes that responds positively to local housing needs and improves long-term sustainability'*. Where SO8 is specific to Salcombe it correctly highlights (Paragraph 5.142) that *'A key challenge for the town is to provide affordable homes for local people. Support will be given to innovative delivery mechanisms for housing such as community-led housing schemes, self/custom-build and community land trust models. Any such proposals will need to be carefully considered in respect of the character and special qualities of the AONB'*.³⁹

6.6.1.5 This plan supports the strategic housing allocation for Salcombe as summarised in SO8 Paragraph 5.143 of the JLP *'As set out in policy TTV29, 53 new homes and 2,000 sqm of employment floor space is proposed within Salcombe and this is considered to be an appropriate scale of growth which will help to deliver much needed affordable housing whilst respecting its sensitive location within the AONB to support the future sustainability of the settlement.'*⁴⁰

6.6.1.6 TTV 29 allocates the homes for Salcombe in the JLP period as follows (using TTV 29 notation):

19. Bonfire Hill; 13 homes (these are already consented and under construction)
20. Shadycombe; 20 homes as part of a mixed use development including a minimum of 2000m² of employment space. ;
21. West of West End Garage; 20 homes.

³⁹ Joint Local Plan 2017

⁴⁰ Joint Local Plan 2017

The proposed sites are illustrated in figures 16 and 18

6.6.1.7 75% of the respondents to the Community Survey agreed that the above land adjacent to West End Garage would be suitable for housing development. Views on developing Shadycombe Car Park for housing expressed concerns over loss of car parking, and such a development would receive greater support if the numbers of parking were maintained.



Figure 18 Proposed housing sites included in the SHDC JLP using TTV29 references (see Fig 16 for TTV 29.20).

6.6.1.8 All the proposed housing sites fall within the Settlement Boundary (figure. 1B) and are located within the South Devon AONB. The Inspectors to the JLP supported these allocations however they acknowledged in line with the NPPF that *'the AONB should be given the highest status of protection in relation to landscape and scenic beauty'*⁴¹ Criteria are included in the following housing policies to ensure that the controls associated with any development in the AONB are followed.

6.6.2 Affordable Housing

6.6.2.1 In the preparation of this plan in July 2016 an Affordable Housing Survey was undertaken by South Hams District Council on behalf of the Neighbourhood Planning Group and Town Council. The report summary highlighted the need for the following homes;

- 19 identified a requirement for one bedroom accommodation.
- 3 identified a need for 2 bedroom accommodation.
- 4 identified a need for 3 bedroom accommodation.

⁴¹ JLP Inspectors Post Hearing Advice EX15 15th August 2018

6.6.2.2 A further update from the SHDC Housing Team indicated that the Devon Home Choice Housing Register shows the following registered for affordable rented accommodation in Salcombe as at 20th September 2017;

Bedroom need	Band B High Housing Need	Band C Medium Housing Need	Band D Low Housing Need	Band E No Housing Need	Grand Total
1	2	2	9	9	22
2	1	1	3	8	13
3	2	1		3	6
4			1		1
Grand Total	5	4	13	20	42

6.6.2.3 The above table indicating 9 families in high and medium need is the same as the report in 2016. Some of the need has been met by the new development at Batson Cross however the Housing Needs Survey suggests that the requirement for smaller units is not being addressed nor are all those in need registered with Devon Homes Choice.

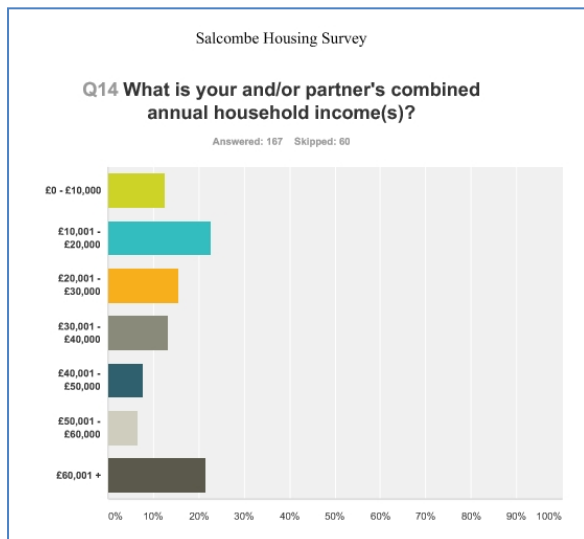
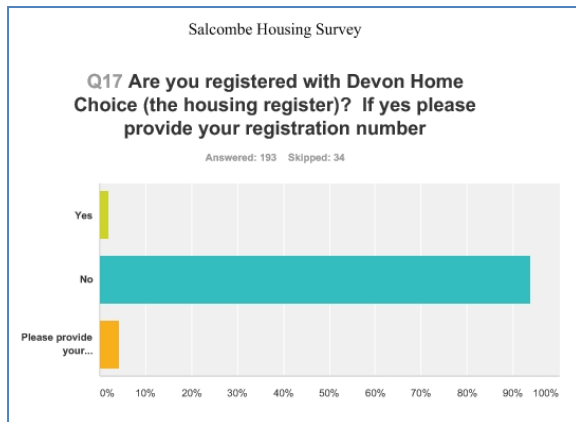


Figure 19 Salcombe Housing Needs Survey 2016 Results

6.6.2.4 A local Lettings Plan has been prepared between SHDC and the major Social Landlord DCH⁴² This was required due to the particular circumstances of the town;

- The high proportion of second homes in the parish (38.45%- Source SHDC 2016)
- Above average house prices (2016 figures);
 - Average house prices in Devon £260,209
 - Average house prices in South Hams £336,784
 - Average house prices in Salcombe £596,697
- The limited number of vacancies that occur in the affordable rented stock.
- Most private rented properties are only available as Winter Lets.

6.6.2.5 To be considered for affordable housing in Salcombe the letting plan requires that applicants should satisfy a local connection fulfilling at least one of the following criteria in order of priority;

- to a person who has their main residence within the parish of Salcombe;
- has permanent employment in Salcombe for the last year;
- a serving member of the Fire and Rescue Service or the RNLI Salcombe crew;
- has moved away but has had their main residence within the parish for three out of the last five years or seven out of the last twenty years;
- has a strong local connection with Salcombe by reasons of birth or family ties who have lived in the parish for the last 10 years.

6.6.2.6 All affordable housing for sale should be subject to the same local connection criteria as letting properties as noted above. The affordable housing for sale should also remain affordable in perpetuity by the inclusion of a restrictive covenant⁴³ and planning conditions.

6.6.2.7 To assist in the delivery of truly affordable new housing for local people in Salcombe this plan supports the Government's Community Led Housing (CLH) initiative administered by SHDC⁴⁴ The local community must be integrally involved throughout this process including deciding the nature of the housing, where it is to be located and who is eligible. The initiative is specifically targeted at community-led housing projects as distinct from affordable homes provided by registered providers that are eligible for alternative grant assistance. The community does not need to manage the development process, or build the homes themselves, although they may do so. There is a presumption in CLH in favour of community groups taking a long term formal role in ownership, management or stewardship of the homes that benefit the local area and this must be clearly defined and legally protected in perpetuity. The particular circumstances in Salcombe parish of affordability and supply make it ideally suited to benefit from this funding initiative. The delivery section of this plan outlines the preliminary steps to be taken to set a Community Land Trust to bring forward this type of development.

6.6.3 Market Housing

6.6.3.1 In October 2017 47 properties were for sale in Salcombe⁴⁵ ranging in price from £325,000 to £2,750,000. The table below summarises those available:

⁴² Salcombe Local Lettings Plan 2017

http://www.homeconnections.org.uk/Devon_Home_Choice/PDF/LLPSalcombeApril2017.pdf

⁴³ <https://www.southhams.gov.uk/article/3545/Designated-Rural-Area-Restrictive-Covenants-S157>

⁴⁴

<https://mg.southhams.gov.uk/documents/s3363/Community%20Housing%20Development%20and%20Funding%20Strategy.pdf>

⁴⁵ Rightmove

Number of bedrooms	Numbers for sale	Price range
7	2	£1.2-1.4M
6	3	£1.2-2.7M
5	4	£0.55-2M
4	11	£0.75-2M
3	16	£0.35-1.75M
2	7	£0.37-0.75M
1	4	£0.33-0.59M

6.6.3.2 In a 2014 study by the Halifax Building Society⁴⁶ Salcombe was ranked as the most expensive place to live on the coast of Britain. The town has outranked other coastal towns, such as Sandbanks in Poole and Padstow in Cornwall. According to the study, the average price for a house in the town had risen to £615,000, nearly £50,000 more than the average house price in second-placed Sandbanks.

6.6.3.3 The consequence of the high value placed on market housing which attracts primarily second home owners is the lack of supply of properties for younger working people and families. These families move away from the parish as evidenced in the population analysis in Section 5 of this plan. The provision of sheltered accommodation and housing for the elderly is also compromised. If not checked the demand for high value housing places unsustainable pressure on the AONB and countryside surrounding the town. Further evidence is included in paragraph 5.4.3 and the Evidence Base (AppendixB42)

⁴⁶ The Independent 24th May 2014 <http://www.independent.co.uk/news/uk/salcombe-named-britains-richest-seaside-town-as-coastal-house-prices-rise-9430343.html>

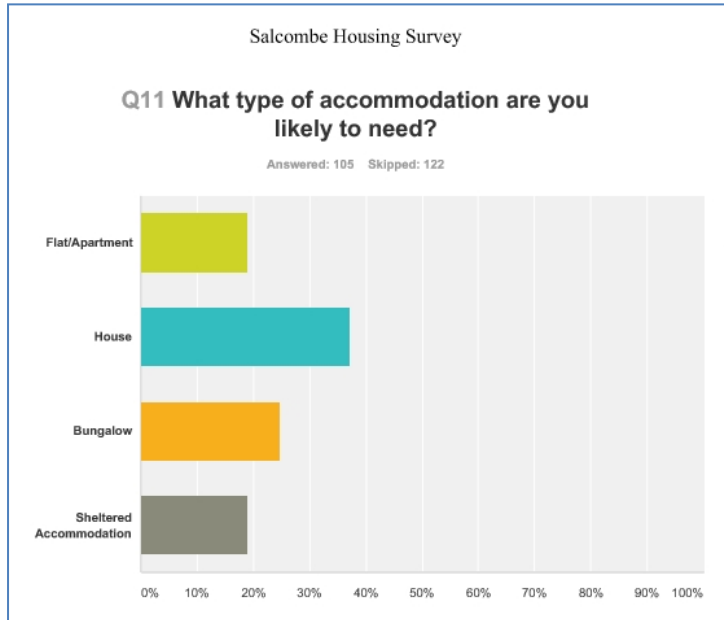


Figure 20 Salcombe Housing Needs Survey Results 2016

6.6.3.4 This plan supports the provision of smaller 1 to 2 bedroom properties either for rent and sale for middle and lower income people or as home for older people wishing to downsize.

6.6.4 Principal Residence Requirement.

6.6.4.1 65% of survey respondents to the Community Survey supported the proposal for a Principal Residence Requirement on all new market housing. Principal Residences are defined as those occupied as the residents' sole or main residence, where the residents spend the majority of their time when not working away from home.

6.6.4.2 The St. Ives Neighbourhood Plan Judgement concerning the inclusion of a Principal Residence Requirement (RLT BUILT ENVIRONMENT LIMITED vs. CORNWALL COUNCIL with ST. IVES TOWN COUNCIL October 2016) confirmed that such a requirement on new open market housing is enforceable where it can be shown that further development without the restriction would be unsustainable and the inclusion of such a policy would contribute towards sustainable development. Similar and in fact more extreme conditions hold true in Salcombe where the portion of second homes is quoted by SHDC as 34.45% (2016) and as stated in paragraph 5.4 of this document by the NPG as 57.3% compared to 25% in St. Ives.

6.6.4.3 SHDC supports in principle the inclusion of a Principal Residence Requirement within Neighbourhood Plans where such a requirement is justified. In response to the question from the JLP Examination Inspectors whether 'a restriction on the use of new dwellings as holiday homes was justified in the South Hams?' JLP Council's response was as follows:⁴⁷

⁴⁷ 47PSWDJLP Examination Hearing Statement Matter 8 Question 8.5(vi)

<https://www.plymouth.gov.uk/sites/default/files/JLPCouncilsResponseMatter8PolicyAreaStrategiesThrivingTownsVillages.pdf>

8.94 The number of homes not used as primary residence is particularly high in the South Hams part of the TTV. Both South Hams and West Devon received a substantial sum of money to deliver more affordable homes through the Community Housing Fund in recognition of this. Evidence also exists of in HO3, HO9, TP3, SHMA and CTB1 (council tax reports) and the Strategic Housing Market Assessment Part 1: The Housing Market Area and Updating the Objectively Assessed Need (HO13).

8.95 At this time it is considered that the appropriate mechanism to bring such a policy forward is a Neighbourhood Plan. It is through NO (sic) that the above District / Borough wide evidence can be reviewed, analysed and supplemented with a view to informing the need, justification and effectiveness of a restrictive policy.

8.96 To this end the Council (South Hams) resolution of 15 December 2016 stated that 'this Council notes the ruling of the High Court (Case No: CO/2241/2016) in support of a housing policy known as 'H2. Full Time Principal Residence Requirement' as set out in St Ives Area Neighbourhood Development Plan and which provides that: 'New second homes and holiday lets will not be permitted at any time ...' and 'supports Town and Parish Councils within the South Hams District to adopt similar policies in their own Neighbourhood Development Plan'

6.6.4.4 An ongoing study by the University of Exeter⁴⁸ started in 2011 of second homes owners and permanent residents in North Devon is highlighting the growing number of second homes and the need to address this at a planning, or neighbourhood planning level.

Key facts emerging the University of Exeter Study;

- The issue of second homes is becoming increasingly controversial in many countries – not least the UK, where the problem is widespread.
- Research is investigating the impacts and attitudes surrounding the phenomenon in North Devon, where second home ownership is notably popular.
- The initial findings highlight the complexity of the problem, with most survey respondents believing second homes make positive and negative contributions to the community.
- Planning departments need to understand how best to build on the positives and mitigate against the negatives if they are to design effective policies.
- The study will inform North Devon Council's future planning strategy and could help influence authorities facing similar difficulties across the UK.

6.6.5 Housing for Older People

This plan supports additional provision of homes for elderly people within the parish. A study of the census data in Section 5 indicates that Salcombe Parish has an ageing population. 40% of the permanent residential population is over 60 and this figure is increasing. The Plan must consider the housing needs of this demographic in the design and delivery of future homes. The town also need

⁴⁸ A place in the Country The Cost of Second Homes

https://www.exeter.ac.uk/media/universityofexeter/centreforsportleisureandtourism/pdf/londonshowcase/Jenny_Barnett.pdf

to consider how we work more closely with partners and volunteers in the social care and health services. A review of the Housing Needs Survey indicates that in the next 10 years there will be greater demand for homes for the elderly and sheltered housing with the opportunity of existing residents to downsize while remaining in their community.

6.6.6 Local Plan Policies

This plan supports and expands on the housing policies of the JLP;

SO 8; Maintaining the vitality and viability of the Smaller Towns (including Salcombe) and Key Villages;

SO 10; Maintaining a beautiful and thriving countryside;

SO11; Delivering high quality development;

TTV29; Site Allocations for smaller towns and key villages;

TTV30: Empowering local residents to create strong sustainable communities;

TTV31; Development in the countryside;

TTV 32; Residential extensions and replacement dwellings in the countryside;

DEV8; Meeting local housing need in the Thriving Towns and Villages Policy Area;

DEV9; Meeting local housing need in the Plan Area;

DEV 10; Delivering high quality housing;

6.6.7 Housing themes

- Promotion of Affordable housing as a priority;
- Residential care;
- Controls on the sub-division of existing dwellings/ infill / back land sites ;
- A Principal Residence Policy to control the further development of second homes .

6.6.8 Development of truly affordable housing and Community Led Housing is a high priority of this plan. Affordable housing is supported on the allocated housing sites in the JLP Policy TTV 29 and on infill sites within the settlement boundary.

Policy SALC H1 Affordable Housing

Proposals for affordable housing development on the sites identified in the Plymouth and South West Devon Joint Local Plan 2014 -2034 (JLP) and this plan will be supported. Such developments should where appropriate include proposals for Community Led Housing and should meet the requirements of other policies of this plan. All development should meet the following requirements:

- a) The number of affordable homes to be delivered is in line with the need as defined by Devon Homes Choice or the local affordable housing register in place at the time;
- b) The range and size of dwellings especially single bed units is in line with the need as defined by Devon Homes choice;
- c) Housing for the increasing number of elderly in the Parish is provided in the form of sheltered, extra care or assisted living housing;

- d) Homes are developed for rent and purchase;
- e) The affordability is determined with consideration of the particular circumstances of Salcombe, namely high average property prices and low salaries as recognised in the Salcombe Local Lettings Policy;
- f) Affordable housing for sale shall be subject to a legal covenant to ensure the homes remain affordable and that the discount is maintained in perpetuity;
- g) Where affordable housing is delivered through the subsidy from market housing in line with SHDC Joint Local Development Plan Policy DEV 8, such market housing is subject to a principal residence condition as set out in Policy SALC H3.

6.6.9 The delivery of new open market housing within Salcombe Parish is supported on allocated sites within the JLP and infill sites within the settlement boundary providing it meets the local need as evidenced by the Housing Needs Survey.

Policy SALC H2 Market Housing

Market Housing in the Parish within allocated sites of the Plymouth and South West Devon Joint Local Plan 2014 -2034 (JLP) on infill sites within the existing settlement boundary, apart from as part of an exception site as set out in Policy SALC H4 where the market housing is required to cross subsidise the affordable housing scheme will be supported. All development should meet the following requirements;

- a) Development is delivered in line with JLP Policy DEV8 together with a minimum 30% provision of affordable housing.
- b) The type of housing responds to local housing needs as defined in the latest Housing Needs Survey;
- c) As part of the above consideration should be given to provision of housing solutions for the increasing number of elderly in the Parish in the form of market sale sheltered, extra care or assisted living housing;
- d) By further consideration of the elderly above this Plan also supports opportunities for existing residents to downsize and make more larger units available to the market.

6.6.10 This plan supports the provision of a full-time principal residence policy applied on all new build housing. Second home ownership makes a valuable contribution to the local economy and social fabric of the town whilst acknowledging the sustainability of Salcombe Parish is being compromised through the amount of properties that are not occupied on a permanent basis. This policy will support the housing needs of local people, and bring greater balance and mixture to the local housing market and create new opportunities for people to live and work here, and strengthen the community and local economy.

Policy SALC H3 Principal Residence

- a) New open market housing, excluding replacement dwellings, will only be supported where there is a planning condition, a Section 106 agreement or other planning obligation to ensure its occupancy as a Principal Residence. This policy is as a result of impact upon the local housing market of second or holiday homes. This occupancy restriction will therefore require the imposition of a planning condition or legal agreement. New unrestricted market homes will not be supported at any time.

- b) Principal Residences are defined as those occupied as the residents' sole or main residence, where the residents spend the majority of their time when not working away from home. The condition or obligation on new open market homes will require that they are occupied only as the primary (principal) residence of those persons entitled to occupy them.
- c) Occupiers of homes with a Principal Residence condition will be required to keep proof that they are meeting the obligation or condition, and be obliged to provide this proof if and when SHDC requests this information. Proof of Principal Residence includes but is not limited to residents being registered on the local electoral register and being registered for and attending local services including healthcare, and schools
- d) This policy applies to all new build development both allocated and windfall sites where open market housing is proposed within the Neighbourhood Plan Area. A replacement dwelling is defined as a single new build dwelling replacing an existing dwelling.

6.6.11; To coordinate with the NPPF and the JLP this plan supports the consideration of Exception sites to deliver the aim of truly affordable housing within the Parish.

6.6.12; Community led housing initiatives will be supported on Exception sites. All new affordable housing will be subject to eligibility criteria requiring a local connection as defined in the Salcombe Local Lettings Plan and any subsequent amendments agreed with the Town Council. New affordable housing shall be suppressed in value against open market values in perpetuity to ensure that dwellings continue to meet the affordable housing needs of local people.

Policy SALC H4 Exception Sites outside the settlement boundary

The use of Exception Sites to deliver affordable housing will be supported. A site will only be permitted if:

- a) It meets a proven need for affordable housing for local people;
- b) Management of the scheme will ensure that the dwellings continue to meet such proven needs for initial and subsequent occupiers;
- c) Where the impact on the visual and landscape amenity of the area and the AONB is not adverse and the design is in compliance with SALC Env1 and the South Devon AONB Management Plan (2014-2019) and AONB Planning Guidance (2017);
- d) Where the identified site is adjoining or very near the settlement boundary;
- e) At South Hams District Council's discretion a small number of market homes not exceeding 40% of the homes or land take, will be permitted, where it is demonstrated that this is the minimum level of market housing necessary to make the scheme financially viable.
- f) The proposal meets the requirement of all other relevant policies of the Plan and the Local Plan.

6.7 Health and Well being

The plan supports the provision of new and improved community facilities to promote the health and well being of the local community.

6.7.1 Background

6.7.1.1 In the context of this Plan well-being refers to the diverse and interconnected qualities of physical, mental, and social well-being that extend beyond the traditional definitions of health.

'Provision of local amenities can improve mobility and social engagement among older adults (Laevsseur, 2015). Mixed land use developments that prioritise access to schools, recreational centres and social amenities can increase physical activity among children, adolescents and older adults'⁴⁹

Public Health England 2017

6.7.1.2 Land or water based recreation makes an important contribution to quality of life of the local community of all ages. At present the Parish benefits from a number of indoor and outdoor amenity spaces and facilities that bring people together for sporting, recreational, social and leisure and spiritual wellbeing. The assets that are accessible to the community comprise:

- Salcombe Primary School
- The Berry;
- Rugby Club;
- Hockey Club;
- Tennis club;
- Yacht Club;
- Swimming Pool
- Sailing schools and water base recreation centres;
- Rowing Club;
- South West Coast Path and recreational walks and rights of way throughout Salcombe Parish and into the AONB;
- Nurseries;
- Day centre for the over 60's;
- Local parks and play spaces;
- Allotments;
- Beaches at North and South Sands;
- Cliff House;
- Places of Worship;
- Museum;
- Library;
- Community bus service.

6.7.1.3 To service the local residential community, it is essential that these facilities are preserved and maintained as a minimum of provision and additional facilities are brought forward in parallel with future growth and changes in the population profile. Additional facilities should seek to enhance and coordinate with the existing ones. Many of the external spaces used for active and passive recreation are identified within the Local Green Space Policy SALC ENV4.

⁴⁹ Public Health England Spatial Planning for Health, An evidence resource for planning and designing healthier places 2017.

6.7.1.4 The housing policies of this plan support additional provision of homes for elderly people and young families within the parish. Additional community facilities should be planned to serve these groups including supporting social care and health services.

6.7.2 Local Plan Policies

This plan supports and expands on the policies of the JLP;

Dev 1; Protecting health and amenity;

Dev 2; Air, water, soil, noise and land;

Dev 3; Sports and recreation;

Dev 4; Playing pitches;

Dev 5; Community food growing and allotments.

6.7.3 Health and Well being themes

- New and improved community facilities;
- Facilities for young people;
- Facilities for the elderly;
- Access to the countryside, AONB and SW Coast Path for recreation.

Policy SALC HW 1, Community Facilities

a) Development that results in the loss of the following community facilities will only be permitted if they are replaced by equivalent facilities of equal or higher quality or it can be demonstrated that they are no longer needed or are not financially viable:

- Salcombe Primary School, Onslow Road
- Salcombe Rugby Club, Camperdown Road
- Salcombe Tennis Club, Onslow Road
- Salcombe Swimming Pool, Onslow Road
- Salcombe Estuary Rowing Club, Gould Road
- Over 60s Day Centre, Buckley Street
- Salcombe Maritime Museum, Market Street
- Salcombe Dinghy Sailing School
- South Sands Sailing and Paddleboard School, Cliff Road
- Island Cruising Club
- Salcombe Yacht Club Dinghy Park, Gould Road
- Adventure South • Beehives Nursery, Gould Road
- Salcombe Pre-School, Onslow Road
- Holy Trinity Church, Salcombe

- Our Lady of the Sea RC Church. Devon Road
 - Cliff House including public library, community rooms, Salcombe Yacht Club and the Watch House, Cliff Road
- b) New residential development will be expected to deliver, either through onsite provision where that is practical or, make a financial contribution through a planning obligation towards open space, sports, play and/or community facilities as set out in the South Hams Open Space, Sport and Recreation (OSSR) Study 2017 - Quantity, Quality and Accessibility Standards. Any contribution should be directed towards the projects and priorities set out in the Salcombe Parish OSSR Plan.
- c) Proposals that involve the use of land in the countryside to facilitate and enhance informal recreational activities and access related to the enjoyment and interpretation of the countryside will be supported where they would not have an adverse effect on the AONB, countryside, historic environment, and other land uses in the vicinity. Any proposals that improve access to existing public rights of way including the South West Coast path will be supported.
- d) Proposals that promote the public awareness and enjoyment of the historic and natural environment such as beaches, heritage and nature trails will be supported. Any future development should include the appropriate enhancement of adjacent heritage and nature trails.

7. A sustainable Salcombe and delivery plan

7.1 Sustainable Development

7.1.1 One of the fundamental factors underlying this Plan is that it contributes to making the Parish of Salcombe more sustainable. This plan respects the Government's approach to sustainable development as set out in the National Planning Policy Framework.

A clear definition of sustainable development provided by Locality⁵⁰ is;

'Enabling growth to cater for the needs of current generations but ensuring that growth doesn't mean worse lives for future generations'

7.1.2 Some of the features of this plan that make the Parish more sustainable are:

- A high level of community engagement;
- Mixed transport options encouraging use of public transport, walking and cycling (Policy SALC T1);
- More local employment provision (Policies SALC EM1 and EM2);
- More community facilities to promote health and wellbeing (Policy SALC HW1);
- Promotion of high quality design (Policies SALC B1)
- New housing that responds to local needs (Policies SALC H1,H2 ,H3 and H4);
- Protection and enhancement of the AONB, wildlife areas and measures to support biodiversity (Policies SALC ENV1,ENV2,ENV3,ENV4,ENV5 ENV6 and ENV7);
- Conserving historic buildings and environments (Policy SALC ENVB1)
- Recognising the importance of landscape and open space, protection of ancient hedgerows, and deciduous woodlands (Policy SALC Env1)

⁵⁰ Locality Neighbourhood Plans Road Map Guide page 44

7.2 Delivery

7.2.1 The Neighbourhood Planning Group set up by the Salcombe Town Council to develop, champion and engage the community on the Neighbourhood Plan will in due course either transfer the responsibilities for delivering the Plan back to the Town Council or a new community-led body should be formed capable of co-ordinating, stimulating and supporting project initiatives identified by the Plan.

7.2.2 Some projects will simply be brought forward by private individuals and independent organisations wishing to invest in site(s) and policies. However, many aspects of the Plan will be driven by public and community investment. Funding bids may have to be prepared and submitted and resources allocated. Some land and/or assets may also need to be transferred into community ownership.

7.2.3 The governance of specific initiatives that are being enacted on behalf of the wider community need to be carefully thought through. For some actions it will be most efficient and practical if the Town Council, District Council or another public agency takes the lead, but then steering and management of the tasks becomes key to ensure that proper co-ordination and 'ownership' of the outputs is achieved. For the Plan to be successful the Town Council will need to take a strategic role as owners of the plan and keeping the 'whole picture' across the Parish in focus. However, there are component parts that will need to be explored in greater depth with a tighter group of participants that may have particular interests. Theme groups on similar lines to those set up in the preparation of the plan could be constituted, their scope following the policy themes;

- Natural Environment;
- Built Environment;
- Employment;
- Transport;
- Housing;
- Health and wellbeing.

7.2.4 These 'task and finish' groups will be provided with simple reporting and governance/terms of reference in order to ensure proper co-ordination. It is recommended that a member of the Town Council might chair each group. In order to be effective, these 'task and finish' groups will have the liberty to co-opt individuals such as representatives of key external agencies. It is very important that such inclusion within the governance, decision-making or delivery structures of these initiatives does not mean that community representation is relegated to a minority stake.

7.2.5 Very important Task and Finish groups will be the ones established for housing and employment. In parallel with the Neighbourhood Planning Process the community are investigating the potential scope, constitution and operation of a Community Land Trust (CLT) for Salcombe as one of the primary delivery mechanisms of parts of the Plan.

7.2.6 A CLT is a not for profit body that develops and stewards affordable housing, employment space, and other community assets on behalf of a community. The concept balances the needs of individuals to access land and maintain security of tenure with a community's need to maintain long term affordability, economic diversity and local access to essential services. CLTs are usually formed to deliver community-led housing, set up and run by members of a community to develop and manage these homes. However, they can also manage other assets important to the community, like

employment spaces. There are now over 225 Community Land Trusts ⁵¹in England and Wales, and the sector has grown six-fold in the last six years. The largest Community Land Trusts have over 1000 members each. Community Land Trusts have developed over 700 permanently affordable homes to date and will have developed a further 3000 homes by 2020.

7.2.7 This Neighbourhood Plan has been developed to plan sustainable growth in Salcombe Parish for the period of up to 2034. A formal review process will be undertaken by the Town Council in consultation with the community and Local Planning Authority every five years. This is to ensure the Plan is still current and remains a positive planning tool to deliver sustainable growth in the parish. In addition, the delivery of the theme sub-groups (or task and finish groups) referred to in paragraphs 7.2.3 shall be monitored annually by the Town Council and a progress report posted on the Council's website.

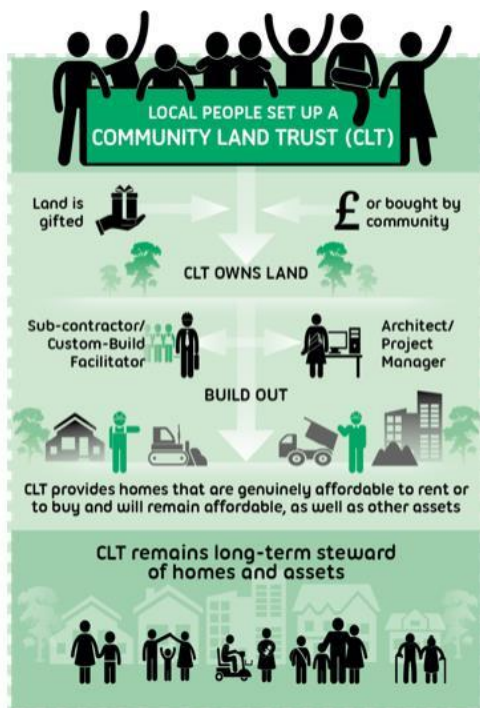


Figure 21 how a CLT works- Community Land Trust Network.

8. What happens next?

8.1 This is the final version of the document and has been recommended by an independent examiner to progress to the referendum stage.

8.2 The referendum version of the plan shall be published on the Salcombe Neighbourhood Plan website www.salcombeplan.org

⁵¹ Community Land Trust Network <http://www.communitylandtrusts.org.uk>

List of Acronyms

ASNW Ancient and semi natural woodland

CWS County Wildlife Sites

DECC Department of Environment and Climate Change

DCC Devon County Council

DUC Devon's Undeveloped Coast

EA the Environment Agency

GI Green Infrastructure

HE Highways England

IMD Index of Multiple Deprivation

JLP the Joint Local Plan for South Hams, Plymouth and West Devon Councils(2014 to 2034)

LGS Local Green Space

LNR Local Nature Reserves

NE Natural England

NPG the (Salcombe) Neighbourhood Planning Group

NPPF the National Planning Policy Framework

ONS Office of National Statistics

OS Ordnance Survey

OSSR Open Spaces, Sports and Recreation Plan

OSWI Other sites of wildlife interests

PAWS Plantation on ancient woodland site

SAC Special Area of Conservation

SCI Sites of Community importance

SHDC South Hams District Council

SSSI Sites of Special Scientific Interest

SPA Special protection areas

TTV Thriving Towns and Villages

GP General Practitioner

NP Neighbourhood Plan

MW Megawatt

UK United Kingdom

UWS Unconfirmed wildlife sites

SW South West

Appendices		
Ref.	Title	Website
A1	Consultation statement	http://salcombeplan.org/wp-content/uploads/2018/10/Appendix-A1-Salcombe-Neighbourhood-Development-Plan-Consulation-Statement-Final-October-18-1.pdf
A2	Legal requirements and basic conditions statement	http://salcombeplan.org/wp-content/uploads/2018/10/Appendix-A2-SALCOMBE-NDP-BASIC-CONDITIONS-STATEMENT-Final-September-18.pdf
A3	Local Green Spaces justification	Included in this document
A4	Locally Important Views descriptions	Included in this document
A5	Strategic Environmental Assessment and Habitats Regulations Assessment <i>DRAFT</i> Screening Report Dec. 2018	http://salcombeplan.org/wp-content/uploads/2018/10/Appendix-A5-HRA-SEA-Screening-Opinion-Salcombe-draft.pdf
Background Evidence		
B1	South Devon Landscape Character Assessment	https://new.devon.gov.uk/planning/planning-policies/landscape/devons-landscape-character-assessment
B2	South Devon AONB and South Hams District Council – Landscape Character Assessment 2007	https://www.southhams.gov.uk/media/1999/Landscape-Character-Assessment/pdf/11._Landscape_Character_Assessment.pdf
B3	Salcombe Conservation Area Appraisal 2010	https://www.southhams.gov.uk/media/1409/Salcombe/pdf/salcombe_appraisal_web_-_feb_2010
B4	Joint Local Plan (JLP) for Plymouth and South West Devon	https://www.plymouth.gov.uk/sites/default/files/PlymouthSouthWestDevonJointLocalPlanSubmission.pdf
B5	Salcombe population 2011 NOMIS	http://salcombeplan.org/wp-content/uploads/2018/02/B5-Copy-of-Salcombe-Population-2011-nomis_2017_09_06_155415.pdf
B6	May 2015 online Survey using Survey Monkey	http://salcombeplan.org/wp-content/uploads/2018/02/B6.1-May-2015-Online-Survey-Monkey-Survey-Qs-1-to-8.pdf
B7	Salcombe Neighbourhood Development Plan: Residents Survey – Autumn 2016 Marketing Means December 2016	http://salcombeplan.org/wp-content/uploads/2018/02/B7-SALC002-NDP-Survey-Dec2016-FINAL-MM-Report.pdf
B8	Have Your Say: Economic Survey of Salcombe Businesses- Marketing Means May 2016	http://salcombeplan.org/wp-content/uploads/2018/02/B8-SALC001-B2B-survey2016-MarketingMeans-Report-v0.2.pdf
B9	A brief history of Salcombe	http://www.salcombeinformation.co.uk/salcombe-a-brief-history
B10	The Salcombe Lifeboat Disaster	http://salcombelifeboat.co.uk/lifeboat-disaster-centenary/
B11	Devon Landscape Character Areas	https://new.devon.gov.uk/planning/planning-policies/landscape/devons-landscape-character-assessment
B12	SHDC Local Plan 1981 to 2002	https://www.southhams.gov.uk/media/2379/Local-Plan-1996-Part-4-Kingsbridge/pdf/1d.local_plan_1996-pt_4_kingsbridge.pdf
B13	Batson Village Green Registration (ref. VG110 with Devon County Council)	https://devoncc.sharepoint.com/sites/PublicDocs/Environment/_layouts/15/guestaccess.aspx?guestaccesstoken=Na9qBgktZnKKCySOWZfJ8e38PH67kZlx1idSIJifoTM%3d&docid=08e60b4d359d14731a4bf82b5fb3067f&rev=1
B14	Census 2001 and 2001 ONS	http://salcombeplan.org/wp-content/uploads/2018/02/B15-Copy-of-2011-Salcombe-and-Malborough-2001-and-2011-pop-data.xlsx
B15	Census 2011 ONS	http://salcombeplan.org/wp-content/uploads/2018/02/B15-Copy-of-2011-Salcombe-and-Malborough-nomis_2017_09_06_162053.xlsx
B16	Devon JSNA Community Profile	https://devoncc.sharepoint.com/sites/PublicDocs/PublicHealth/_layouts/15/guestaccess.aspx?guestaccesstoken=7EhnDrrQQKpMkAyQvzyp

		bbQuMFMbUn3HFtWnYtI%2bNDw%3d&docid=0b5d1675764024dc6b39e46228b1c6c9c
B17	Salcombe Local Lettings Policy April 2017 SHDC and DCH	http://www.homeconnections.org.uk/Devon_Home_Choice/PDF/LLPSalcombeApril2017.pdf
B18	Salcombe Harbour Strategic Business Plan 2017- 22	http://salcombehaviour.eu/harbour-management-2/strategic-business-plan/
B19	Salcombe Primary School	http://www.salcombe-primary.devon.sch.uk/
B20	Salcombe Fire Station	http://www.dsfire.gov.uk/YourArea/WesternCommand/Stations/documents/201718SalcombeLocalCommunityPlan.pdf
B21	wildlife site resource map and species record for Salcombe Parish November 2017	http://salcombeplan.org/wp-content/uploads/2018/02/B21-Wildlife-Resource-Map-for-Salcombe-Neighbourhood-Plan.pdf
B22	Devon Landscape Policy Group Advice Note 3: Principles of defining and maintaining the character of Devon's undeveloped coast Nov.2013	https://devoncc.sharepoint.com/sites/PublicDocs/Planning/_layouts/15/guestaccess.aspx?guestaccess_token=cTkW5LdlydqVGBvSvEHYiUX3zwyFubCV7l0uVnVFsuc%3d&docid=009d0ec95e35a4b03a9c8f4d13c0e99b5
B23	South Devon AONB Management Plan	http://www.southdevonaonb.org.uk/uploads/files/mp2014/AONB_Management_Plan_2014_2019.pdf
B24	South Devon AONB Estuaries Management Plan 2014-2019	http://www.southdevonaonb.org.uk/about-the-aonb/looking-after-the-aonb/aonb-management-plan/estuaries-management-plan-public-consultation/
B25	Planning for the South Devon AONB, Planning Guidance 2017	http://www.southdevonaonb.org.uk/uploads/files/AONB_Planning_Guidance_version_1.pdf
B26	South Hams Green Infrastructure Framework 2015	http://salcombeplan.org/wp-content/uploads/2018/02/B26-South-Hams-Green-Infrastructure-Plan-supporting-Our-Plan.pdf
B27	Bus times to Salcombe	https://bustimes.org.uk/localities/E0045449
B28	Sustrans	https://www.sustrans.org.uk/ncn/map/route/route-28
B29	South West Coast Path Association	https://www.southwestcoastpath.org.uk/
B30	South Hams District Council Designated Rural Area Restrictive Covenants S157	https://www.southhams.gov.uk/article/3545/Designated-Rural-Area-Restrictive-Covenants-S157
B31	South Hams District Council Community Housing Fund	https://mg.southhams.gov.uk/documents/s3363/Community%20Housing%20Development%20and%20Funding%20Strategy.pdf
B32	Salcombe named Britain's priciest seaside town as coastal house prices rise	http://www.independent.co.uk/news/uk/salcombe-named-britains-priciest-seaside-town-as-coastal-house-prices-rise-9430343.html
B33	Plymouth and South West Devon (PSWDJLP) Examination Hearing Statement Matter 8 Question 8.5(vi)	https://www.plymouth.gov.uk/sites/default/files/JLPCouncilsResponseMatter8PolicyAreaStrategiesThrivingTownsVillages.pdf
B34	Public Health England Spatial Planning for Health, An evidence resource for planning and designing healthier places 2017.	https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/625568/Spatial_planning_for_health_an_evidence_resource.pdf
B35	Locality Neighbourhood Plans Road Map Guide page 44	http://locality.org.uk/wp-content/uploads/Neighbourhood-planning-roadmap-2016.pdf
B36	Community Land Trust Network	http://www.communitylandtrusts.org.uk
B37	Tree Preservation Orders in Salcombe Parish 2018	http://salcombeplan.org/wp-content/uploads/2018/02/B37-Tree-Preservation-Orders-Salcombe-Parish-2018.pdf
B38	A place in the Country The Cost of Second Homes; University of Exeter	https://www.exeter.ac.uk/media/universityofexeter/centreforsportleisureandtourism/pdf/londonshowcase/Jenny_Barnett.pdf http://www.exeter.ac.uk/slt/ourresearch/tourismcommunityandsustainabilitysecondhomeownership/

B39	Historic Landscape Characterisation Devon County Council	https://new.devon.gov.uk/historicenvironment/the-devon-historic-environment-record/historic-landscape-characterisation/
B40	Designated heritage assets for Salcombe Parish	http://salcombeplan.org/wp-content/uploads/2018/10/Appendix-B40-Salcombe-Heritage-Assets-Devon-CC.pdf
B41	Salcombe Housing Needs Survey	http://salcombeplan.org/wp-content/uploads/2018/10/Appendix-B41-Salcombe-Housing-Needs-Survey-Final-report-07.07.16.pdf
B42	Data supporting the numbers of Second Homes and the Principal Residence Policy	http://salcombeplan.org/wp-content/uploads/2018/10/Appendix-B42-Principal-Residence-Policy-supporting-evidence.pdf
B43	List of local businesses requiring marine related employment space	http://salcombeplan.org/wp-content/uploads/2018/10/Appendix-B43-List-Marine-traders.pdf
B44	Evidence supporting the Employment Policies of the Plan	http://salcombeplan.org/wp-content/uploads/2018/10/Appendix-B44-Marine-traders.pdf
B45	Salcombe NDP Health Check Report prepared by Barbara Maksymiw BSc (Hons) MSc MRTPI 20 August 2018	http://salcombeplan.org/wp-content/uploads/2018/10/Appendix-B45-Salcombe-Health-Check-prepared-by-Barbara-Maksymiw-BSc-Hons-MSc-MRTPI.pdf
B46	Evidence supporting the revised Local Separation Policy SAL Env 3	http://salcombeplan.org/wp-content/uploads/2018/10/Appendix-B46-NDP-File-Note-re-SALC-Env-3.pdf
B47	South Hams DC Local Plan 1989 to 2001 Part 4 Kingsbridge Area April 1996	http://salcombeplan.org/wp-content/uploads/2018/10/Appendix-B47-SHDC-local_plan_1996-pt_4_kingsbridge.pdf

Appendix A3

Salcombe Neighbourhood Development Plan – Local Green Spaces

Code	Description	Ownership	Justification as LGS	Close proximity to community in minutes	Demonstrably special and holding particular significance						Wildlife and landscape designations
					Beauty	Tranquil	Historic significance	Recreation value	Richness of wildlife	Other specific	
LGS1	Bonfire Hill Cemetery	STC	As the current cemetery this is a site of major local importance serving many within the community. It is surrounded by housing and the town's park and ride site offering a level of visual amenity. It is on the skyline when seen from many locations in and beyond the Parish and as such is an integral element in the local landscape character.	5-10	√	√	√		√	Cemetery	AONB
LGS2	Allotments	STC	This is an asset of significant community value assisting local food production to many in the community. Support is evidenced by the fact that there is a waiting list for allotment plots.	10		√		√	√	Local food production	AONB
LGS3	Jubilee Gardens	STC	Local open space and play space for the community of Bonfire Hill/Ember Close/Batson Cross and other permanent residents at the top of Salcombe. It is area of important recreational value for local children and young families. The garden is also a gateway site at the entrance to Salcombe.	2		√		√		Local play area	AONB

LGS4	Shadycombe Cemetery	STC	Opened in 1879, this earlier cemetery is a site of major local importance. Casualties of the First and Second World Wars lie at rest here.	10	√	√	√		√	Original cemetery	AONB SCA
LGS5	Redfern Woods	STC	The woods are managed by the Town Council, a local wildlife habitat and include trees with TPOs. A footpath within the woods links to the Salcombe (Redfern) Health Centre providing both a physical connection and visual amenity to the centre.	5	√	√		√	√	Woodland	AONB TPOs
LGS6	New Cross Gardens	SHDC	A popular and much used tranquil plot of land within easy walking distance for many local residents. The land allows members of the public a right of access (notably disabled access) and is equipped with benches where people have for many years come to sit and admire the views across the town and estuary.	5	√	√		√		Local park	AONB SCA
LGS7	Bonaventure Wood	STC	The woods are managed by the Town Council, a local wildlife habitat and the woodland has a TPO in its entirety. Although the sloping site is not accessible to the public the woods provide a visual amenity and frame the approach to the town along Onslow Road for the benefit of pedestrians and motorists alike. The small woodland copse is an important green feature of the settlement's townscape and landscape character.	5	√	√			√	Woodland	AONB TPOs
LGS8	South shore of Batson Creek	SHDC	The green spaces on either side of the road from Batson to Salcombe. This tranquil area is a green transition space between Salcombe and Batson with larger	5	√	√	√	√	√	Walking route	AONB

			nodes for activity within it. The site borders and forms part of the SSSI, farmland/woodland and the approach to the Batson conservation area. This area has several historic designations including a lime kiln. Designation is supported by South Devon AONB Policy Est /P1 Estuary character” the more remote parts of the estuaries will be managed for their tranquil and unspoiled character and safeguarded from moorings spread and development” The footpath through the area is an established and popular link for walkers to and from Batson and Salcombe, and Snapes Point.								
LGS 9	The Park (known as Courtenay Park)	SHDC	This is a green jewel in the centre of Salcombe as a recreational area, a place for local people and children to enjoy. It contains children’s play equipment and is surrounded by residential properties. The area of green can be seen from many vantage points in the town and thus a key feature of the landscape character of the town. The open nature of the park at the heart of town’s conservation area helps frame a locally significant view from Devon Road across the town to the estuary.	5			√	√		Local park	AONB SCA
LGS10	Beadon Open Space	Wainhomes (SW) Ltd	Local open space and play space for the residential community of Beadon. It is area of important recreational value for local children and young families. The space affords dramatic views across to the open countryside to the West of	2				√		Local park	AONB

			Salcombe and is a major amenity for local residents.								
LGS11	Cliff House Woods	Registered charity (since 1962) funded by public subscription	The woodland copse is an important green feature of the settlement's townscape and landscape character it provides a green back drop to Cliff House, one of the town's most historic public buildings and as such is within one of the Plan's designated locally important views. A public footpath within the woods connects Devon Road and Cliff Road, although narrow it is a popular thoroughfare connecting the top and bottom of the town and one of a number of important historic alleyways and steps referred to in the Salcombe Conservation Area Appraisal 2010.	5	√	√	√	√	√	Woodland, footpath and local park	AONB SCA TPOs
LGS12	Cliff House Gardens	SHDC	The location of the Town's war memorial, this garden landscaped in terraces was a major vantage point as the troops left Salcombe at the time of the Normandy Landings. It is the most important viewpoint of the estuary of the town for locals and visitors alike to watch the regular sailing and rowing event. The gardens are an important local recreational facility and a tranquil spot to watch the activity on the water. They are accessible to the public and can accommodate functions over the regattas.	5	√	√	√	√		Local and town park	AONB SCA

LGS13	The Berry	SHDC	This area of woodland and public open space was gifted to Salcombe under covenant which only allows recreational use. It is a wildlife habitat and is widely used by local people for dog walking and general recreation. The open space included a play area and a football pitch which until 2017 was used by Salcombe Town Football Club and is still used by the club for training. The area is at the highest elevation of the town and the woodland canopy creates a distinctive green feature on the skyline and contributes to the settlement's landscape character.	5	√	√		√	√	Local and town park and woodland	AONB
LGS14	Old Hockey Club	SHDC	This area of open space was gifted to Salcombe under covenant which only allows recreational use. It is currently used by Salcombe Rugby Club for training and by the junior section of the club for matches.	5				√		Recreation ground	AONB
LGS15	The Plantation	The Woodland Trust and lower section in private ownership	Important to the Green Infrastructure of the town at the heart of several of the plan's locally important views. The area is at a high elevation of the town dropping steeply between Devon Road and Bennett Road. The woodland canopy with a number of mature trees have TPOs creates a distinctive green feature on the skyline and contributes to the settlement's landscape character of "wooded hillsides". The site has a footpath running through it and is Important for local wildlife.	5	√	√			√	Woodland	AONB TPOs DUC

LGS16	North Sands Nature Reserve	SHDC	The bird-hide and reed bed area is in the AONB and CPA. The area plays host to an abundance of flora and fauna and the hide provides experienced and novice bird watchers alike an opportunity to enjoy, not only being amongst the wildlife and its habitats, but also the peace and tranquillity of an unspoilt natural, wetland landscape. The area also serves to preserve the open, undeveloped character and outstanding local views up and down North Sands Valley.	5	√	√		√	√	Nature reserve	AONB CPA CWS DUC
LGS17	North Sands Green adjacent to the car park	SHDC	A grass area across the road from North Sands Beach is in the AONB and CPA, enjoyed by the public for over 100 years. Preserves the open, undeveloped character and outstanding local views up and down North Sands Valley, in the summer months it is in constant use for a wide range of informal recreational and sporting activities, children's sports and beach events during the Town Regatta, or simply relaxing in a chair and enjoying the peace and tranquillity. Approx.2 hours either side of high water, North Sands Beach is completely covered and unusable (+/- 50% of each summer day) that the open grass area provides North Sands a lifeline.	5		√		√		Open space for visitors and locals	AONB DUC

Updated 15/5/19

Key

CWS	County Wildlife Site
AONB	South Devon Area of Outstanding Natural Beauty
CPA	Coastal Preservation Area
DUC	Devon Undeveloped Coast
SSSI	Site of Special Scientific Interest
SHDC	South Hams District Council
STC	Salcombe Town Council
RIGS	Regionally Important Geological Site
LB	Listed Building
LNR	Local Nature Reserve
SCA	Salcombe Conservation Area
BCA	Batson Conservation Area
TPOs	Tree Preservation Orders

Refer to figures 12a, b and c for the location of each designated LGS

Appendix A4

Salcombe Neighbourhood Development Plan - Description of Locally Important Views

View	Description	Considerations in the view
V1	From Batson Green looking east down the wooded Batson Creek within the conservation area - a tranquil place with little or no through traffic, to which many local people and visitors have for many decades walked and then sat looking down the creek.	Setting of Batson Conservation Area, AONB, SSSI, CWS
V2	A view of Batson Green , Lower Batson and the Batson Conservation Area from the much walked footpath from Salcombe. The view includes the historic lime kilns on each side of the creek which are local heritage assets.	Setting of Batson Conservation Area, AONB, SSSI, CWS
V3	Batson Creek from the North to Shadycombe. This view defines the 'landscape character of the South Hams area' which small creeks and inlets sit within green fields. The view from this well known walking trail across the inlet and the creek over to the green hill side beyond is a perfect example.	Setting of Batson Conservation Area, AONB, SSSI,
V4	Batson Creek from the South and the boat park. This is the view that thousands of visitors and locals have throughout the year when they bring their boats to launch at the slipway and then drive or walk away. The view across the creek to the historic listed building Snapes Manor and lime kiln is unique.	The importance of the green and natural edge to the town and the encroachment of Green Infrastructure. With a view over the AONB, SSSI, CWS
V5	Salcombe Town from the path to Snapes Point . from the heavily used National Trust path to Snapes Point – this much photographed view of the town defines and describes the setting of the town within a framed border of woodland and trees on the natural horizon and changing water level of the estuary.	Setting of Salcombe town its conservation area, and the AONB.
V6	Batson Creek and Shadycombe from the end of Thorning Street across to the Fish Quay and the green hillside of Shadycombe and the Crofts beyond. This view describes and defines the green edge of the town from the North and the green promontory prevents coalescence of Salcombe with Batson. The view is a good example of the water glimpses and its maritime heritage that add vitality to the town making any stroll through Salcombe so attractive to so many people and an important element of the town's traditional 'character'	Setting of Salcombe town its conservation area, and the AONB. CWS of Batson farmland.
V7	Shadycombe Creek from the West with the boat builder's slipways of Island Street to the Fish Quay and Snapes Point beyond. It defines the edge of the town and provides views of the marine industries that underpin the economy of the town. The view is one known to the many thousands of visitors and local people who walk or park in this part of the town.	Setting of Salcombe town its conservation area, and the AONB. CWS of Batson farmland and marine employment areas
V8	Collaton from the A381 – a distinctive view, of rolling fields, isolated rural settlements woodland and the sea beyond, and relatively unimpeded skyline views. This view defines the Western boundary of Salcombe and the sensitive transition from the built to natural environment and future development should respect this transition in terms of density and green infrastructure.	The setting of Salcombe Town, AONB, County Wildlife sites and transition to the Devon Undeveloped and Heritage Coast.

V9	From Snapes Point to Salcombe Town and Estuary; a much-photographed view of the town that defines the dramatic valley slopes and coombes (see Devon Landscape Character Assessment) and sets the town within a framed border of woodland and trees on the natural horizon and changing water level of the estuary with the sea beyond.	The setting of Salcombe Town, its conservation area AONB, County Wildlife sites and transition to the Devon Undeveloped and Heritage Coast. Also includes SSSI and RIGS
V10	A panoramic view from Devon Road across Courtney Park and across the rooftops to the estuary, East Portlemouth and beyond. This defines the importance of the valleys and coombes that are sensitively developed and provide shelter to the harbour. The view shows the varying density of development from lower density green villas higher up to the densely packed waterfront.	The setting of the town, its conservation area, AONB, Heritage and Undeveloped Coast.
V11	North from the historic Jubilee Pier. This defines the sensitive water's edge treatment to the town and the clustering of boating infrastructure contained within existing developed areas.	The setting of the town, its conservation area, AONB, the character of the estuary, Heritage and Undeveloped Coast.
V12	Collaton from Beadon – a view, of a natural agricultural landscape and isolated rural settlements. This view looks out over the Western boundary of Salcombe and the sensitive transition from the built to natural environment and any future development should respect this transition in terms of density and green infrastructure.	The setting of Salcombe Town, AONB, County Wildlife sites and transition to the Devon Undeveloped Coast.
V13	A panoramic view from Devon Road looking North; above Baptist Lane and Robinsons Row and across the rooftops to the Parish Church, estuary, Snapes Point, The Crofts and the countryside beyond. This defines the importance of the valleys and coombes that are sensitively developed and provide shelter to the harbour. The view also shows the importance of Snapes Point and the Crofts to the natural setting and green edge of the town and the varying density of development from lower density green villas higher up to the densely packed waterfront.	The setting of Salcombe conservation area, existing residential densities, the AONB, and view of two County Wildlife sites (Snapes and the Crofts).
V14	Buckley Street, a view in the heart of the Salcombe Conservation area helps define the historic character of the town of densely planned streets with a view out to Snapes Point and open countryside beyond the parish.	The setting of Salcombe conservation area, existing residential densities, the AONB, and view of a County Wildlife site (Snapes).
V15	Onslow Road on the main approach to the town that offers extensive views out across Coronation Road, Shadycombe Creek, Batson Creek and across to the Crofts, Snapes and the countryside beyond the parish. This view is possibly one of the most regularly enjoyed in Salcombe, a regularly walked route that leads up and over to Beadon.	The setting of Salcombe and Batson in the open countryside, their separate conservation areas, AONB, County Wildlife sites includes the Salcombe to Kingsbridge SSSI.
V16	Horscombe Cross to Batson this defines the distinctive setting of Batson area and demonstrates the rural aspect of this part of the Parish and the existing natural separation through woodland and fields from Salcombe. As an active rural area, the narrow lanes with Devon banks topped by hedges are well maintained, and with the advantage of height, provide all with some spectacular distant views over Batson back towards Salcombe and the shores beyond. The road from the A381 via Horscombe Cross is the road taken by many visitors to access the car park for the path to Snapes point.	The setting of Higher and Lower Batson and Salcombe Town. Their context within the AONB, and the need for continued separation between them. The view over the County Wildlife site of Horscombe.

V17	North Sands Valley from North West: This provides distinctive, largely unspoilt views eastwards from inland down over the valley and countryside to the point where it meets the sea. The valley has largely escaped the character changes associated with development. This coastal valley offers visitors and locals any number of footpaths and vantage points from which to explore and enjoy country and coastal views, wildlife habitats and farmland.	The sensitive treatment of the town edge with a view over DUC, HC, AONB, SSSI, CWS and RIGS
V18	North Sands Valley from South East; This provides outstanding, largely unspoilt views looking to the West when entering Salcombe Estuary by sea, from and over the hugely popular North Sands beach. The valley has largely escaped the character changes and marks a major transition from low density housing or tourist related development to the undeveloped coast– and is unique in this respect in Salcombe. Every effort should be made to safeguard this important and outstanding example of a coastal valley from inappropriate development.	The setting of North Sands Valley with a view over DUC, HC, AONB, SSSI, CWS and RIGS
V19	Overbecks to North Sands; view over the Moulton and South Sands to the North Sands valley, Fort Charles, the wooded hillside, mature gardens surrounding villas. As V18 this view expresses the character of Salcombe at its Southern boundary as it transitions into the Devon Undeveloped Coast and heritage coast. The view includes a number of statutory and non-statutory landscape and biodiversity designations.	The setting and character of the town, existing residential densities, green infrastructure. With views over DUC, HC, AONB, SSSI, CWS and RIGS

Updated 15 05 19

Key

- CWS** County Wildlife Site
- AONB** South Devon Area of Outstanding Natural Beauty
- CPA** Coastal Preservation Area
- SSSI** Site of Special Scientific Interest
- RIGS** Regionally Important Geological Site
- LNR** Local Nature Reserve
- HC** Heritage Coast
- DUC** Devon Undeveloped Coast