

**South Hams District Council**

Response to the

**Salcombe Neighbourhood Plan Regulation 16 consultation**

29/1/19

The Salcombe Neighbourhood Plan was submitted to South Hams District Council on 18th December 2018. The Council was satisfied that the submission draft and accompanying documents complied with all the relevant statutory requirements

The plan was publicised in accordance with Regulation 16 of the Neighbourhood Planning (General) Regulations and representations invited between 18th December 2018 and 29th January 2019.

South Hams District Council made a full response to the Regulation 14 consultation carried out by the Qualifying Body in respect of the Salcombe Neighbourhood Plan. This document sets out South Hams District Council’s response to the Regulation 16 version of the plan, focussing on the extent to which it is considered that the current version of the draft plan has responded to comments made at Regulation 14 and whether any significant concerns remain.

Overall, the Council is satisfied that the Regulation 15 draft neighbourhood plan has taken adequate account of comments made at Regulation 14, and that the consequent rewording of the document has resulted in a stronger plan.

Minor concerns remain as follows:

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| **Policy/Text** | **Comments** |
| **Policy SALC Env1 Impact on the South Devon Area of Outstanding Natural Beauty (AONB)**  All future development in the Parish must have due regard of its impact on the AONB, Undeveloped  Coast , Heritage Coast, the rural landscape and the guidance on development set by the South  Devon AONB Unit. 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 affected;  b) The proposal’s visual and environmental impact on the AONB, Heritage Coast and  Undeveloped Coast has been assessed and minimized;  c) It is demonstrated that they conform 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) All proposals with the exception of minor alterations to existing dwellings within the Parish  boundary must be accompanied by a landscape appraisal, a landscape plan and biodiversity action  plan in line with the requirements of the Devon Biodiversity Partnership. All of which accurately  defines the natural assets and constraints of a development site. The appraisal and plans shall be  commensurate with the level of development proposed. This requirement does not remove any  obligation to prepare a Strategic Environment Assessment on previously undeveloped land and  compliance with the environmental aspects of the local validation process for Planning Applications  as required by SHDC.31  g) Take opportunities available, where reasonable, for improving public access to and the  enjoyment of the coast. | Support the principle and objectives of this Policy.  Criteria f) has been amended as a result of comments at Regulation 14 consultation stage. The Council consider, however, the requirements at criteria f) remain unduly onerous in respect of Development Management submissions since those referred to as being necessary are over and above those normally required. |
| **Policy SALC Env2 Green Infrastructure throughout the Parish**  All future developments must demonstrate an awareness and management of wildlife corridors  through the parish and connecting to the broader green infrastructure of South Devon. Any  development should also be informed by the Wildlife Resource Map and species record produced for  the Plan32 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. 33  b) A statement is required on all developments with the exception of minor alterations to  existing dwellings within the settlement boundary detailing the way in which green infrastructure  has been incorporated into the proposed development. The statement shall be commensurate with  the level of development proposed however as a minimum the applicant should consider the South  Hams GI Framework and the Wildlife Resource Map and demonstrate how the design and landscape  proposals address them.  c) Protection of 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 included as part of the above statement.  d) Where the opportunity arises any alien and foreign species of trees considered invasive or  harmful should be replaced with indigenous species;  e) Future development should promote where reasonable opportunities for improving access  to heritage assets through walking routes along historic leats and the estuary. | Support the principle and objectives of this Policy.  The Council consider criteria b) to be unduly onerous in respect of Development Management submissions since those referred to as being necessary are over and above those normally required. |
| **Policy SALC Env3 Local Separation**  All future 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 under pin them; Salcombe is a town and Batson a rural hamlet. This policy  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.  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.  Proposals within the separation area 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. | Support the principle and objectives of this Policy.  No comments |
| **Policy SALC Env4 Local Green Spaces**  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;  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.  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  LGS24 South shore of Batson Creek  LGS8 The Park (known as Courtenay Park)  LGS10 Beadon Open Space  LGS11 Cliff House Woods  LGS12 Cliff House Gardens  LGS13 The Berry  LGS14 Old Hockey Club  LGS17 The Plantation  LGS21 North Sands Nature Reserve  LGS22 North Sands Green | Support the principle and objectives of this Policy.  Although the number of LGS allocations has been reduced, the Council remain concerned that the combined effect of the number / extent of sites appears to be inappropriately restrictive.  Specifically, the Council is concerned that the cumulative impact may limit the ability to respond to the sustainable development needs of Salcombe in the longer term. |
| **Policy SALC Env5 Maintaining the character and the environmental quality of the estuary**  The natural characteristics of the estuary should be retained in any future development along the  waterside. For any future waterside development consideration should be given to respect the  following criteria:  a) The tidal and weather variation throughout the year providing shelter and durability to  withstand often extreme conditions.  b) 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.  c) Development should be restricted to the existing historic settlements of Salcombe and  Batson where waterside development and access has already been established and in sheltered  locations is protected from the prevailing and dominant winds and wave action.  d) 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.  e) No extensions of existing permanent pontoons within the historic settlement at  Whitestrand, Normandy, Victoria Quay, Shadycombe Creek and Batson will be supported without  clear justification and support from the Salcombe Harbour Board. There should be no net loss of  foreshore or seabed in any future development. For the avoidance of doubt this Plan will not  support any pontoons South of Jubilee Pier.  f) Any 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.  g) Wildlife corridors through and beyond the harbour should be respected and safeguarded.  h) 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. | Support the principle and objectives of this Policy.  At Regulation 14 consultation stage the Council considered the Policy unduly restrictive. The Policy introduction has been amended accordingly and is acceptable. |
| **Policy SALC Env6 Locally Important Views**  There are a number of views across Salcombe Parish from public land and routes that are considered  locally important. These are illustrated in figures 13 and 14.  The description of each view and points to be considered are included below and within the  evidence base as Appendix 4.  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.Development within the  foreground or middle ground of these views 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.  The views 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.  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 South from Jubilee Pier  V13 Salcombe Town and Snapes Point from East Portlemouth  V14 Salcombe Town from Millbay  V15 Collaton from Beadon  Salcombe | Support the principle and objectives of this Policy.  No comments. |
| **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.  Sub-division of any existing plot anywhere within the settlement boundary illustrated in Figure 1B  will not be supported if the volume of the new or modified building exceeds the total volume of the  original building plus the maximum additional volume that could be generated using the maximum  limits imposed for extensions under permitted development. | Support the principle and objectives of this Policy.  No comments. |
| **Policy SALC B1 Design Quality and safeguarding Heritage Assets**  Any new development in Salcombe Parish must demonstrate high quality design. All project  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 as set out in NPPF paragraph 128.  Consideration must 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 will only be  permitted where;  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 adopt the principles of sustainable design low carbon design as defined by Local Plan  Policy Dev 34;  e) 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;  f) 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 it shall have due regard for  Policy SALC ENV 1, 2 and 7 and 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 | Support the principle and objectives of this Policy.  As indicated at Regulation 14 consultation stage the wording of 3 is overly restrictive. It is suggested the introductory statement is reworded as follows:-  “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:-“ |
| **Policy SALC EM1 New employment land in Salcombe**  This plan supports 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. 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 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 BI. 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.  Locally affordable employment is defined as a rent or purchase price that the local marine repair,  construction and manufacturing sector is able to pay and agreed with SHDC. | Support the principle and objectives of this Policy.  Joint Local Plan Policy (JLP) identifies the Shadycombe site Policy TTV 29.20 to accommodate homes and employment (Use Class B1). More specifically the site identified as capable of accommodating 20 homes and 2000 sq m (taken from Modified version of Plan).  It is considered the provision of housing should be mentioned in this policy and its justification.  Furthermore the following comments are made on the following specific criteria as annotated in the policy text:-  c) It is suggested this criteria is reworded as follows:-  *c) That as many of the existing car and boat parking spaces are retained as possible and that satisfactory arrangements are retained or provided that give adequate access to the water;*  f) It is suggested this criteria is reworded as follows:-  f*) That as far as possible the development should be contained in the boundaries identified shown on Figure 16. Any encroachment into the area of Local Separation identified in Policy SALC 3 should fully mindful and take full account of aims and objectives of Policy SALC 3.*  g) JLP Policy TTV 29.20 identifies the Shadycombe site as suitable for B 1 uses for reason of location and the residential uses proposed on the site. Whilst the aspirations of the Neighbourhood Plan Group are recognised, to accommodate potential marine uses which may fall into a B2 use, it is considered the detailed question of use is best dealt with by lettings policy and the Development Management process.  It is therefore recommended that the criteria is reworded as follows:-  *g) That employment uses accommodated on the site are generally restricted to B1 uses.* |
| **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 BI with ancillary retail as A1 only. | Support the principle and objectives of this Policy. |
| **Aspirational Policy SALC T1; An integrated transport Statement of Intent for Salcombe**  It is an aspirational policy that an integrated transport plan is prepared early in the plan period. This  plan should be led by the Town Council working in partnership with the District Council, Devon  County Council Highways team, the Harbour Board, and private ferry operators. The scope of the  Integrated Transport Plan shall 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 Association40  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.  Preparation of the integrated transport plan particularly relating to ferry services should address any  potential impact on the Salcombe to Kingsbridge SSSI. | Support the principle and objectives of this Policy.  No comments. |
| **Policy SALC T2; 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 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. The  following parking provision for new and replacement dwellings should be made:  1 bedroom 1 space plus I space per 3 dwellings for visitors;  2 bedrooms 2 spaces;  3 or more bedrooms 3 spaces;  Sheltered housing 1 space. |  |
| **Policy SALC H1 Affordable Housing**  This plan supports 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. Such developments  should 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) Homes shall be occupied by people with a local connection as defined by the Salcombe Local  Lettings Plan and any subsequent amendments agreed with the Town Council.  g) 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;  h) 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;  i) The controls associated with development in the AONB as set out in Policy SALC Env1 and  the South Devon AONB Management Plan (2014-2019) and Planning Guidance (2017) are strictly  followed. | Support the principle and objectives of this Policy.  The Council consider the introduction to this Policy should be reworded as shown in bold.  This plan supports 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. Such developments  should include proposals for Community Led Housing and should meet the requirements of other  policies of this plan. All development should **where appropriate** meet the following requirements: |
| **Policy SALC H2 Market Housing**  This plan supports 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. 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;  e) All new market housing on allocated sites is subject to the Principal Residence Policy H3  f) The design and planning of infill houses complies strictly with Built Environment and Design  Quality Polices SAL B1 and Environment Policy SAL ENV 7 of this Plan.  g) The controls associated with development in the AONB as set out in Policy SALC Env1 and  the South Devon AONB Management Plan (2014-2019) and Planning Guidance (2017) are  strictly followed. | Support the principle and objectives of this Policy.  No comments. |
| **Policy SAL H3 Principal Residence**  a) New open market housing, excluding replacement dwellings, will only be supported where  there is 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. | Support the principle and objectives of this Policy.  In terms of criteria a) clarity over the means of delivery is required. 106 Agreement, planning obligation and condition are referred to. |
| **Policy SAL H4 Exception Sites outside the settlement boundary**  This plan supports the use of Exception Sites to deliver affordable housing; this is in line with  National Policy and JLP policy TTV 31. 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  15% of the homes or land take complying with SALC H3 may be permitted where necessary to be  financially viable.  f) The proposal meets the requirement of all other relevant policies of the Plan and the Local Plan. | Support the principle and objectives of this Policy.  Criterion e) is out of accord with the JLP Policy regarding Rural Exceptions (recently modified) which states that open market housing should not represent more than 40% of provision on any given site. |
| **Policy SAL HW 1, Community Facilities**  a) Development that results in the loss of community facilities and public spaces as outlined  above in paragraph 6.7.1.2 or that results in any harm to their character, setting, accessibility,  appearance, general quality and amenity value will only be permitted if they are replaced by  community facilities and/or public spaces of equal or higher quality, economic viability and value to  the community or it can be demonstrated they are no longer needed.  b) New residential development on larger sites of greater than 10 homes will where practicable  be expected to deliver new community facilities including Open Space, Sports and Recreation (OSSR)  facilities on site. On smaller sites or where this is not practicable a planning obligation will be sought  to mitigate the impact of new residents through new and improved provision in an appropriate  location. For OSSR facilities this should be in accordance with the priorities and projects identified 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 will be supported.  d) Proposals that promote the public awareness and enjoyment of the historic and natural  environment such as heritage and nature trails will be supported. Any future development should  include the appropriate enhancement of adjacent heritage and nature trails.  e) Ancillary facilities must, where practicable, be accommodated in existing buildings that are  of a general design in keeping with their surroundings and Policy SALC B1 and SALC ENV7. | Support the principle and objectives of this Policy.  No conmments |