

BRIXHAM TOWN
VOLUME I: CONSERVATION AREA APPRAISAL
ISSUE 03
APRIL 2025



PURCELL



TORBAY COUNCIL

BRIXHAM TOWN: CONSERVATION AREA APPRAISAL

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EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

Brixham is a historic port town, preserving a diverse range of historic architecture in a dramatic setting. The conservation area designation recognises what is special about Brixham Town, and this document provides guidance on how residents, homeowners, business owners, developers and the local authority can ensure this special interest is preserved and enhanced.

Purpose of this Guidance

This consultation draft of the Brixham Town Conservation Area Appraisal seeks to:

- Record and analyse the special interest of the Brixham Town Conservation Area;
- Recognise the designated and non-designated heritage assets which comprise the Conservation Area;
- Identify issues relating to condition and detracting features, as well as opportunities for enhancement; and
- Provide guidance for the positive management, preservation and enhancement of the conservation area.

A conservation area is defined as an 'area of special architectural or historic interest the character of which is it desirable to preserve or enhance'. Approximately 2.2% of

England is covered by conservation areas. It is a requirement under the Planning (Listed Buildings and Conservation Areas) Act 1990 that all local planning authorities 'formulate and publish proposals for the preservation and enhancement' of conservation areas within their jurisdiction, and that these documents are periodically reviewed.

How to use the Conservation Area Appraisal

Section 1.0: Introduction explains what is included within the Brixham Town Conservation Area and what makes it special. It sets out the purpose of the Conservation Area Appraisal: to define and record the special interest of a conservation area, set out a plan of action for its on-going protection and enhancement, and update the boundary where necessary. This section also sets out the relevant planning policies and guidance pertinent to the conservation area.

Section 2.0: Assessing Character and Special Interest provides a summary history of the conservation area, analyses its architecture and built form, identifies key views and assesses the impact of the public realm, open spaces, geology and topography on the character of the conservation

area. It also looks at Brixham's important archaeological heritage.

Section 3.0: Character Areas illustrates the various areas throughout the conservation area which have their own distinct character.

Section 4.0: Boundary Review sets out the need to review the conservation area boundary and explains the proposed alterations.

Section 5.0: Audit of Heritage Assets explains the various categories used to understand the spread of both statutory (listed/scheduled) and non-statutory designations within the conservation area.

Section 6.0: Issues identifies the main issues within the conservation area and offers advice on how they might be mitigated/improved.

Section 7.0: Opportunities sets out opportunities to enhance the conservation area.

Section 8.0: Conservation Area Designation – Control Measures and Best Practice Guidance sets out the implications for planning/development and best practice for the management of development within

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the conservation area. It includes advice on repair and replacement, maintenance, new development and sustainability.

Please note, a glossary of technical terms used in this document can be found in Appendix C.

Frequently Asked Questions

Do I need planning permission for demolition and new development with a Conservation Area?

Planning permission will usually be required to totally or substantially demolish buildings or structures within a conservation area (including walls, gate piers and chimneys). Applications for demolition will also need a heritage statement (sometimes called a heritage impact assessment) as part of the application.

Consult with Torbay Council to confirm whether planning permission will be required ahead of any new development.

Are there any additional restrictions on permitted development rights?

Permitted development rights (i.e. changes that are allowed without requiring consent from the local authority) may be restricted. For example, replacement windows, changes to elevational finishes or the installation of satellite dishes may require planning permission. Always confirm any restrictions with Torbay Council before carrying out any works to the exterior of a building within the conservation area. Contact details for the Heritage and Design Team are provided in Appendix C.

What are the implications of Conservation Area designation for tree works?

Trees with a diameter of 75mm or greater measured at 1.5m above the soil level are protected. Any works proposed to these trees require permission from the local authority by means of a planning application. This allows the local authority to determine whether a tree preservation order (TPO) is necessary.

Are there restrictions on advertising and commercial signage?

Advertisements and other commercial signage may be subject to additional controls and/or require planning permission. Contact planning@torbay.gov.uk before installing any advertising infrastructure or commercial signage.

How do I seek pre-application advice?

For pre-application advice on any developments, contact planning@torbay.gov.uk. A pre-planning application will provide guidance on what permission is required.

Please refer to **Section 8.0 – Control Measures and Best Practice**, for further information on development within conservation areas.

Does the UNESCO Global Geopark status bring additional planning restrictions?

No, the UNESCO Global Geopark does not bring any additional planning restrictions over those which already exist in national and local planning legislation, as detailed in Section 1.6.

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Summary of Special Interest

The special interest of the Brixham Town Conservation Area is derived from the following key factors:

- **Historical interest:** the conservation area evidences the origins of Brixham Town as a small fishing port and naval supply station, and its rapid growth in the 19th century.
- **Topography and configuration:** the conservation area has a distinctive topography which shaped the direction of development in the town, resulting in tightly clustered development with an organic character, interconnected with small alleys and flights of steps. The dramatic topography also results in a number of striking vistas and glimpsed views of the harbour and wider town from many positions in the conservation area.
- **Architecture:** the conservation area is notable for the number of surviving 18th, 19th and early 20th-century terraces. There are many other attractive historic buildings which tell the story of Brixham's industrial past and its evolution over the course of the 19th century.



Historic England Archive

EXECUTIVE SUMMARY

Summary of Heritage Assets within the Brixham Town Conservation Area

There are 108 listed buildings within the conservation area, (some list entries cover groups of buildings such as whole terraces); these are recognised and statutorily protected for their architectural or historic interest. Additionally, this Conservation Area Appraisal identifies the buildings, structures and features within the conservation area which make a positive contribution to its character. These are recognised as **positive contributors, local landmarks** and **key buildings of individual heritage interest**. A full audit of the heritage assets within the conservation area is available in Volume II of this report.

Summary of Condition, Detracting Features and Opportunities for Enhancement

Common problems regarding condition include:

- Poor maintenance including blocked gutters and downpipes which encourage staining and vegetation growth throughout the conservation area.
- Misguided repairs with non-breathable materials such as cement-based render and mortar, causing brick and stonework deterioration.

Detracting features include:

- uPVC windows and rainwater goods.
- Insensitively designed modern shopfronts and inappropriate alterations to surviving historic shopfronts.
- Poor quality infill development and pockets of large scale modern development which do not respect historic plot boundaries.
- Large box dormers to historic terraces.
- Television aerials, satellite dishes and external wires.

Opportunities include:

- Upgrading lower-quality modern infill/development.
- Addressing minor detracting features.
- Improving the contribution of modern shopfronts by introducing traditional detailing.
- Sensitively designed new development.
- Heritage led regeneration.

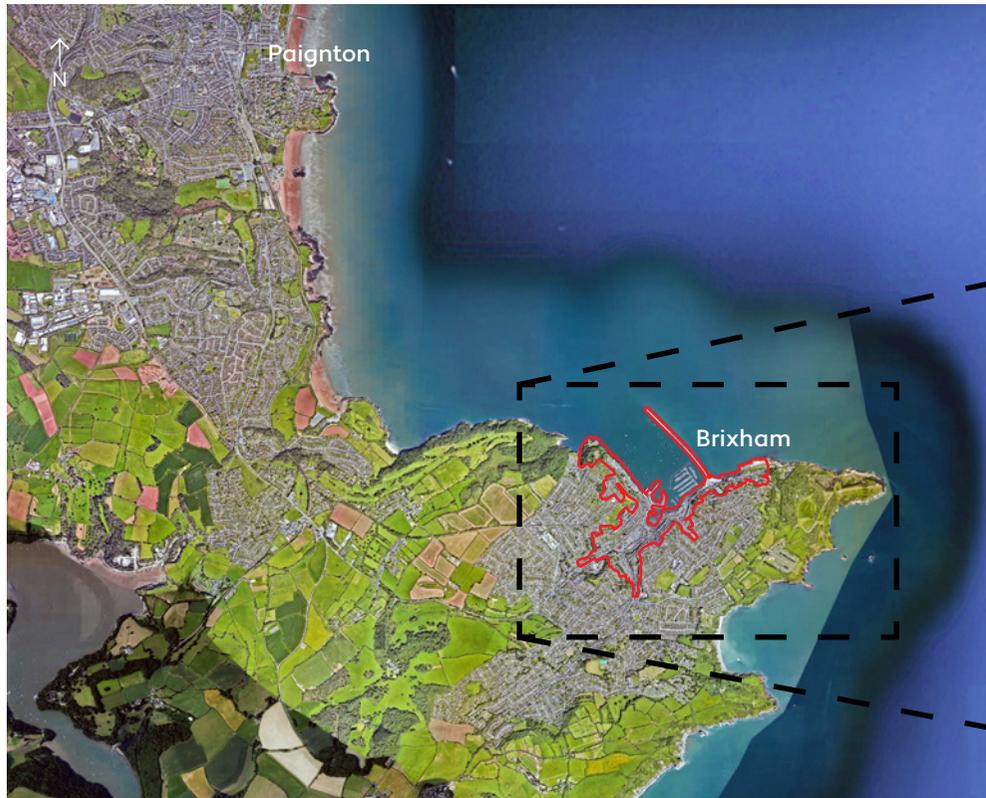
SECTION 1.0: INTRODUCTION



SECTION 1.0: INTRODUCTION

1.1 Brixham Town Conservation Area

The Brixham Town Conservation Area was originally designated in 1976 and reviewed in 1999 and 2016. The designation covers the historic core of Brixham, around Brixham Harbour, and the 19th and early 20th-century residential development to North/Higher Furzeham Road in the north, New Road in the west, Bolton Street in the south and Berry Head in the east.



Aerial imagery illustrating the location of the Brixham Town Conservation Area in its wider geographical context. High-resolution, zoomable maps are provided within Sections 2 to 5 of this document.

The conservation area was surveyed between 9th and 11th of October 2024.

The proposed boundary changes set out in this document were made available for public consultation between 12th December 2024 and 16th January 2025. A consultation draft of the full Conservation Area Appraisal was subject to a period of public review between 17th March and 7th April 2025. The comments received during these consultation periods were reviewed by Torbay Council and the boundary/document updated accordingly.

Adoption statement pending



SECTION 1.0: INTRODUCTION

1.2 Context and Vision for this Conservation Area Appraisal.

Torbay Council envisages heritage at the heart of the cultural, creative and economic development of Torbay, making our home - the English Riviera UNESCO Global Geopark - a better place in which to live, work, learn and visit.

Caring for our outstanding historic assets and sharing our stories will maximise the potential for heritage to bring social, cultural and economic benefits to all parts of the Bay. To do this, we will develop better understanding of the risks to historic places and of the diverse meanings of heritage to different people.

Torbay Council recognises that our built, natural and cultural heritage are essential to the future success of Torbay. This approach does not prevent development, but encourages a responsible approach, balancing heritage and local need for the benefit of all our communities, now and for future generations.



SECTION 1.0: INTRODUCTION

1.3 Summary of Special Interest

The special interest of the Brixham Town Conservation Area is derived from the following key factors:

Historical Interest

The conservation area continues to evidence the origins of Brixham Town as a small fishing port and naval supply station and its rapid growth in the 19th century following the continued success of the fishing industry.

Topography and Configuration

The distinctive and dramatic topography of the conservation area shaped the direction of 18th and 19th-century development, which was required to step up the cliff face and valleys as well as stretching down the lower ground at New Road and Bolton Street. Much development on the higher ground around the harbour is tightly clustered and curvilinear, lending a highly organic character despite the large number of planned urban terraces.

The many elevated positions throughout the conservation area provide sweeping views of the harbour and wider coastline, as well as across the town.

The main historic thoroughfares have been preserved, as have many historic through-roads, alleyways and long flights of steps across the conservation area.

Architecture

The conservation area preserves many examples of 18th, 19th and early 20th-century terraces, which are its characteristic typology. However, there are also several examples of historic industrial, civic and religious structures which demonstrate the origins of the town and its dramatic expansion during the 19th century.

1.4 Definition of a Conservation Area

A conservation area is defined as an ‘*area of special architectural or historic interest the character of which it is desirable to preserve or enhance.*’⁰¹

Conservation areas recognise the unique qualities of an area as a whole. This includes the contribution of individual buildings and monuments but also of other features, including topography, materials, spatial relationships, thoroughfares, street furniture, open spaces and landscaping. All

these features contribute to the character and appearance of an area, resulting in a distinctive sense of place.

The extent to which a building, or group of buildings, positively shape the character of a conservation area derives not just from their street-facing elevations but also from the integrity of their historic fabric, overall scale and massing, detailing and materials. Rear and side elevations can also be important.

1.5 Purpose and Scope of the Conservation Area Appraisal

It is a requirement under the *Planning (Listed Buildings and Conservation Areas) Act 1990* for all local planning authorities to ‘formulate and publish proposals for the preservation and enhancement’ of conservation areas within their jurisdiction and for these documents to be periodically reviewed.⁰²

The Brixham Town Conservation Area was last reviewed with the production of a draft Conservation Area Appraisal in 2016, which was not formally adopted by Torbay Council. The previous appraisal took place in 1999.

⁰¹ Section 69 (1), *Planning (Listed Buildings and Conservation Areas) Act 1990*

⁰² Section 71 (1), *Planning (Listed Buildings and Conservation Areas) Act 1990*.

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It is important for local planning authorities to maintain an up-to-date strategy for the positive management of conservation areas so that they can be carefully adapted and continue to thrive. These public documents define and record the special interest of a conservation area and set out a plan of action for its on-going protection and enhancement.

Over time, conservation areas evolve and the integrity of characteristics which underpin their special interest may depreciate due to gradual alteration. It is therefore important to review and take stock of the character of a conservation area at intervals to ensure designation is still suitable and that the proper tools to manage change are in place.

Reviews often find that conservation area boundaries were previously drawn too tightly or include peripheral areas which do not contribute to an understanding of its character. Consequently, it is important to review the boundary and include/exclude buildings and spaces which do/not meet the requirements for conservation area designation.

This Conservation Area Appraisal seeks to:

- Record and analyse the special interest of the Brixham Town Conservation Area;
- Recognise the designated and non-designated heritage assets which comprise the conservation area;
- Identify issues relating to condition and detracting features, as well as opportunities for enhancement; and
- Provide guidance for the positive management, preservation and enhancement of the conservation area.

Although this document is intended to be comprehensive, the omission of any building, structure, feature or space does not imply that said element is not significant or does not positively contribute to the character and special interest of the conservation area. The protocols and guidance provided in [Section 8 \(Conservation Area Designation: Control Measures and Best Practice Guidance\)](#) are applicable in every instance.

The assessments which provide the baseline information for this Conservation Area Appraisal have been carried out utilising publicly available resources and through on-site analysis from the public thoroughfares within the conservation area.

1.6 Planning Policy

1.6.1 National Planning Policy

Conservation areas were introduced in the United Kingdom under the Civic Amenities Act 1967. They are now governed under the *Planning (Listed Buildings and Conservation Areas) Act 1990*. The *National Planning Policy Framework* (revised December 2024) sets out the overarching requirement for local planning authorities to identify and protect areas of special interest (paragraph 204).⁰³

1.6.2 Local Planning Policy

1.6.2.1 Torbay Local Plan

The Torbay Local Plan 2012-30 was adopted in December 2015 and a draft update will be published for consultation in Spring 2025. The Local Plan details the local planning policies that will shape and guide development in Torbay to 2030. Of specific relevance to Brixham Town Conservation Area are policy HE1: Listed buildings and Policy SS10: Conservation and the historic environment, which are reproduced on the following page.

⁰³ When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest.

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Torbay Local Plan 2012-2030

Policy HE1: Listed buildings

Development proposals should have special regard to the desirability of preserving any listed building and its setting, or any features of special architectural or historic interest which it possesses. Proposals for the alteration or extension of any listed building will not be permitted if the character of the building would be adversely affected. Suitable uses for listed buildings will be supported where this would help to conserve their historic fabric and character. In appropriate cases, planning policies may be applied in a flexible manner to accommodate such uses. Changes of use, demolition or development which damage the fabric or character of a listed building will not be permitted. New development should respect the significance, scale, form, orientation and architectural detailing of any listed building it affects.

Policy SS10: Conservation and the historic environment

Development will be required to sustain and enhance those monuments, buildings, areas, walls and other features which make an important contribution to Torbay's built and natural setting and heritage, for their own merits and their wider role in the character and setting of the Bay. This includes all designated and undesignated heritage

assets, including scheduled monuments, historic buildings (both nationally listed and of local importance), registered historic parks and gardens, conservation areas, and archaeological remains.

All heritage assets will be conserved, proportionate to their importance. In particular approval of a scheme causing substantial harm to, or loss of, a Grade II listed building, park or garden will be exceptional.

Substantial harm to or loss of designated assets of the highest significance, notably scheduled monuments, Grade I and II* listed buildings and Grade I and II* registered parks and gardens will be wholly exceptional.

Proposals that may affect heritage assets will be assessed on the following criteria:

- 01 The impact on listed and historic buildings, and their settings;
- 02 The need to encourage appropriate adaptations and new uses;
- 03 The need to conserve and enhance the distinctive character and appearance of Torbay's conservation areas, while allowing sympathetic development within them;
- 04 The importance of protecting and promoting the assessment and evaluation

of Torbay's ancient monuments and archaeological remains and their settings, including the interpretation and publication of archaeological investigations;

- 05 The safeguarding of the character and setting of Torbay's historic parks and gardens;
- 06 The impact on vistas and views of Torbay's historic features and areas which form part of the visual and tourist appeal of Torbay;
- 07 Whether the impact of development, alteration or loss is necessary in order to deliver demonstrable public benefits, taking into account the significance of the heritage asset. The more important the heritage asset, the greater the benefits that will be needed to justify approval; and
- 08 Whether new development contributes to the local character and distinctiveness of the area, particularly through a high quality of design, use of appropriate materials, or removal of deleterious features.

Proposals that enhance heritage assets or their setting will be supported, subject to other Local Plan Policies.

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1.6.2.2 The Brixham Peninsula Neighbourhood Plan

The Brixham Peninsula Neighbourhood Plan was adopted by Torbay Council in June 2019, and forms part of the Development Plan for Torbay.⁰⁴ Of specific relevance to Brixham Conservation Area are policies BH6: Roofscape and dormer management, E6: Views and vistas, E7: Protecting semi-natural and other landscape features, and BE1: Heritage assets and their setting. Policy BH6 is of particular importance and is reproduced adjacent.

Policy BH6: Roofscape and dormer management

BH6.1: To protect local amenity, where planning permission is required: Dormers will only be approved where they:

- are modestly scaled;
- are subservient to the roofscape, by being below the ridge line and set in from the sides and eaves lines;
- are sympathetic to the original fascia and eaves and retain traditional roof features (such as chimney stacks);
- do not include inappropriate projecting roof features (such as Juliette balconies or extractor fans);
- use traditional materials and methods of fixing which are consistent with the local character of the area;

- include windows that are subordinate in size, aligned to the windows below and sympathetic to traditional fenestration in materials, form and expression; and
- do not result in a detrimental impact to neighbouring residential amenity.

BH6.2: Design construction should reflect the traditional, intrinsic qualities of the original building.

BH6.3: Large roof-lights or solar panels can be as visually harmful as poorly designed dormer windows. They should be carefully designed and positioned to avoid impacting on the appearance of a building, particularly where they are not a characteristic feature in the area.

⁰⁴ <https://www.torbay.gov.uk/council/policies/planning-policies/neighbourhood-plans/brixham-np/>

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1.6.2.3 Torbay Heritage Strategy

The Torbay Heritage Strategy 2021-2026 was adopted in November 2020. The Strategy produced a suite of objectives for the Torbay Area.⁰⁵

Relevant Objectives from the Torbay Heritage Strategy

ID	Objective	Measure of Success
SEC04	Heritage assets in Torbay are protected from the effects of climate change and carbon reduction is central to their management.	Updated Conservation Area Appraisals assess risks from climate change and all guidance for building owners includes reference to mitigation and/or carbon reduction measures.
SEC04	The special and distinctive characteristics of Torbay's Conservation Areas are, where appropriate, preserved and enhanced.	All Conservation Area Appraisals are reviewed, updated and adopted where necessary. Building owners and managers in Conservation Areas feel supported. Proposals that enhance heritage assets or their setting are supported, subject to Local Plan and Neighbourhood Plan policies.
SEC06	Building owners, retailers and developers are encouraged and equipped to enhance the built environment in historic areas.	Proposals for new developments which enhance or better reveal the architectural heritage of their setting are supported. Shop front design guides for Torquay, Paignton and Brixham are published and promoted. Updated Urban Design Guide and Residential Design Guide.

⁰⁵ Torbay Council, Torbay Heritage Strategy 2021-2026, <https://www.torbay.gov.uk/council/policies/planning-policies/local-plan/torbay-heritage-strategy/>

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ID	Objective	Measure of Success
SEC07	Public spaces in historic areas are easy to navigate and, if possible, enhanced by appropriate street furniture and signage	Unnecessary street furniture and signage is removed. Design of all new and replacement street furniture references and enhances the architectural heritage of its setting. Wayfinding in the public realm clearly and consistently aids navigation to key heritage sites and around the historic environment without unnecessary visual intrusion.
HMN03	Ashhole Cavern and Windmill Hill Cave are managed appropriately and protected for the future.	Management plans are agreed between the landowner, Torbay Council and Historic England, and an ongoing review process is in place. Ashhole Cavern and Windmill Hill Cave are removed from the Heritage at Risk Register. The potential for a wider Monument Management Scheme (MMS) for Torbay is explored.
TRW02	The special character of Brixham Town Conservation Area is preserved and enhanced.	Further loss of natural, local slate roofing is discouraged and its use is supported in new buildings and restoration works. Creative interpretation of Brixham's distinctive heritage is accessible in the public realm.

1.6.3 Guidance

This Conservation Area Appraisal has been prepared in line with guidance published by Historic England, the government-appointed body for the management of the historic environment in England, particularly Conservation Area Appraisal, Designation and Management, (updated February 2019). The guidance and publications produced by Historic England are subject to periodic review and users are advised to check for the most up-to-date guidance.

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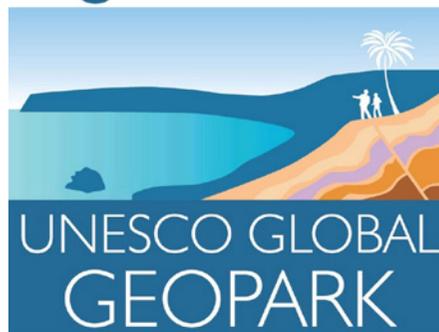
1.7 English Riviera UNESCO Global Geopark

Brixham Town is included within the English Riviera Geopark, a designation awarded by UNESCO to recognise areas of exceptional geological significance, which are managed with a holistic concept of protection, education and sustainable development.⁰⁶ Torbay was designated as a Geopark in 2007 on account of the international importance of 32 geo-sites spanning 400 million years. The designation recognises the contribution of Torbay to geological and archaeological sciences and the way that the local geology has shaped human history and endeavor across Torbay. From providing shelter to the earliest prehistoric people and animals in Kents Cavern near Torquay, to protecting Nelson's fleet from the prevailing winds and enabling the development of Brixham as a fishing port, the unique geology and landscape has influenced the history of the English Riviera.

The purpose of a Geopark is to explore, develop and celebrate the links between geological heritage and all other aspects of the area's natural, cultural and intangible heritage.

UNESCO Global Geopark status imposes no additional legislation from a planning perspective. However, the designated status of the Geopark is embedded within local planning policy. Torbay Council's working document, *English Riviera UNESCO Global Geopark: Briefing Document for Planning* explains the process for planning applications within or near Sites of Special Interest (SSSIs), Regionally Important Geological Sites (RIGS) and sites of potential geological interest (old quarries, cliff faces etc). There are three RIGS within/partially within the conservation area: Breakwater Quarry, Brixham Cavern and Sharkham Point to Berry Head.⁰⁷ Sharkham Point to Berry Head is also a SSSI.

English Riviera



unesco
Global Geopark

⁰⁶ <https://unesco.org.uk/geoparks/>

⁰⁷ Torbay Council, *English Riviera UNESCO Global Geopark: Briefing Document for Planning*, working document V4, updated 04/04/2024.

SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST



South Quay, early
20th-century

SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST

Sections 2.1 and 2.2 provide a brief overview of the history of Brixham. A more detailed history, taken from the draft Conservation Area Appraisal produced in 2016, is provided in Appendix D.

2.1 Summary History

Early History: Archaeological discoveries record prehistoric activity in the area from Middle Palaeolithic times (250,000 – 40,000 BC) – with ancient caves at Ash Hole Cavern, Brixham Cavern and Bench Cavern containing evidence of prehistoric occupation and usage. Evidence has also been recovered for Bronze Age, Iron Age and Roman activity in or adjacent to the conservation area.

Medieval Brixham: During the Middle Ages, modern-day Brixham was known as ‘Lower Brixham’. It was not large enough to be mentioned in the Domesday Book of 1086 (unlike the neighbouring ‘Higher Brixham’, with a nucleus around the medieval St Mary’s Church to the south-west of Brixham Harbour). A manorial survey of 1440 indicates that there were a number of cottages around the inner harbour at Lower Brixham – their inhabitants working at sea.

Tudor Brixham: Although the Tudor town was still very small, it had established itself as a successful fishing port by the 1530s. Brixham Quay appears on a coastal defence map from Henry VIII’s time, in 1540. In 1588, Francis Drake brought *The Capitana*, the first of the great galleons of the Spanish Armada to be captured, to Brixham.

Brixham in the 17th Century: From the mid-17th century, England was engaged in longer-ranging conflict at sea with the Dutch Republic, France and Spain. This saw the development of port facilities and further infrastructure at Brixham harbour. In 1688, William of Orange’s invasion fleet landed at Brixham.

Brixham harbour was the landing site of William of Orange during the Glorious Revolution in 1688.



A statue of William of Orange memorialises the landing of the future King of England at Brixham Harbour in 1688.

SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST

18th Century: In the 1750s, Brixham constituted a single street leading to a creek and pond between Middle Street and Fore Street – to the north of the present-day central car park. Brixham fishermen pioneered deep-sea trawling in the 18th century, and many cottages were built on the steep slopes surrounding the harbour to accommodate fishermen, sailors and their families. The town became a major fleet anchorage and supply station during naval conflict with France between 1756-1763. The town continued to serve this important function until the cessation of the Napoleonic Wars in 1815.

19th Century: Following the waning importance of Torbay to the Navy, activity at Brixham throughout the 19th century was dominated by shipbuilding and fishing – both owing much to the invention of the pioneering ‘Brixham Trawler’ in the early 19th century. The town expanded with new terraced housing, churches, schools and industrial infrastructure, and in the middle of the century boasted the largest fishing fleet in England. The Torbay and Brixham Railway opened in 1868.



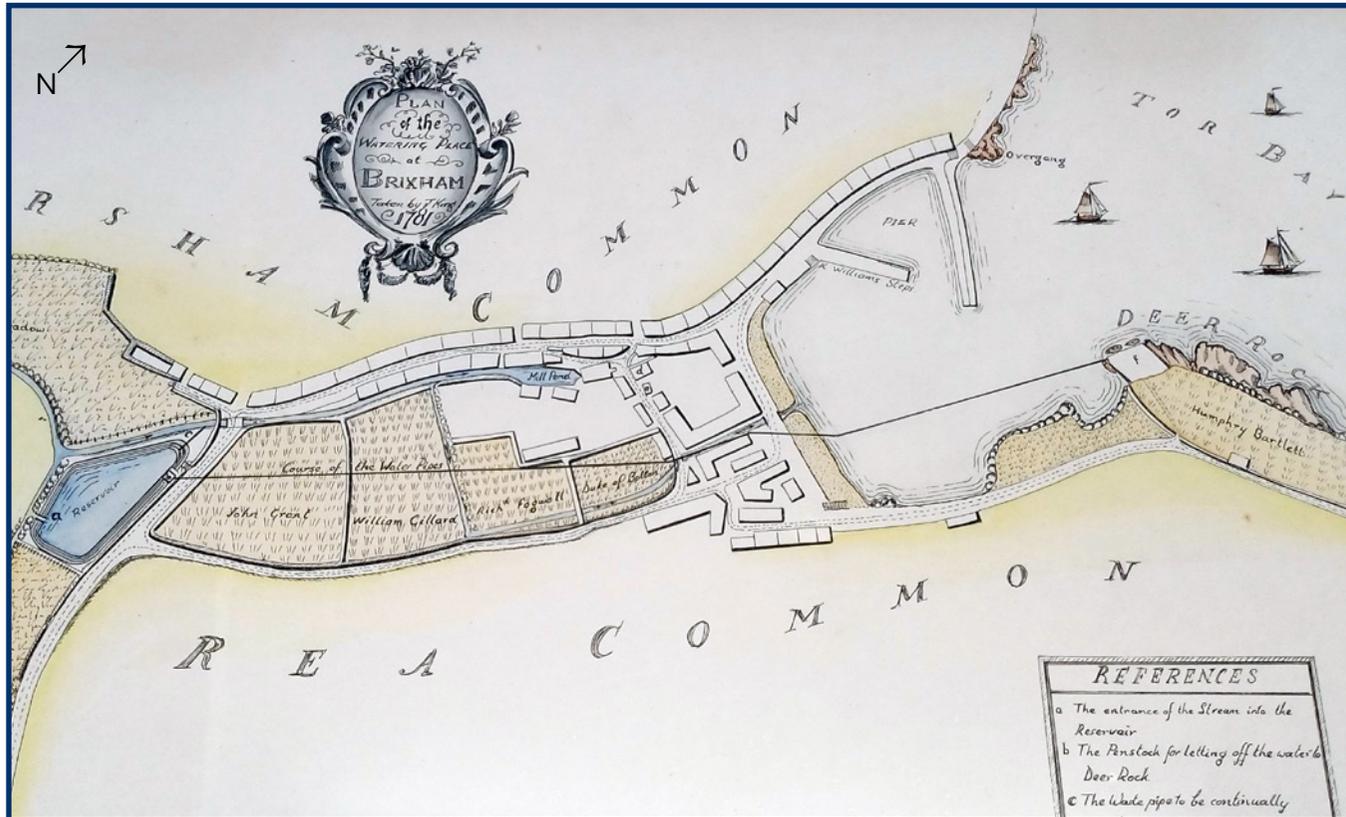
Brixham Harbour from the south-east, 1928. Historic England Archive.

Early-Mid 20th Century: The Breakwater north of the harbour was completed in 1916. Southern Quay was constructed in c.1930. The quays and shipbuilding yards were requisitioned during the Second World War, and the outer harbour main slipway and hard area (Breakwater Hard) was constructed in 1943.

Later 20th Century: Despite the dwindling size of the fishing fleet in Brixham over the early 20th century, the adoption of large trawlers in the 1960s secured the success of the industry throughout the end of the 20th and into the 21st century. The fish market was moved from the existing marketplace to a new area north of New Pier in the 1970s.

SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST

2.2 Illustrated History



Plan of the Watering Place at Brixham, by J King, 1781. Brixham Heritage Museum.

One of the earliest detailed maps of the town is J King's 'Plan of the Watering Place at Brixham', published in 1781. The plan depicts a settlement focussed around the harbour. The northern boundary was formed by Middle Street, the southern by Fore Street and King Street, and the western by Market/Bolton Street. Built development was limited to the north and partial south side of Middle Street, the western end of King Street and a small area to the west of The Strand.

West of Market Street was a reservoir, which fed King's Quay in the east by means of underground pipes running west to east below the town. The site of the present central car park was mostly occupied by meadows, with a creek and pond on its northern boundary, to the south of Middle Street.

King's plan shows the Eastern Quay in situ, and a now-lost quay known as 'King William's Steps' south-west of the Eastern Quay (which is presumed to have been the landing place of William of Orange in 1688).

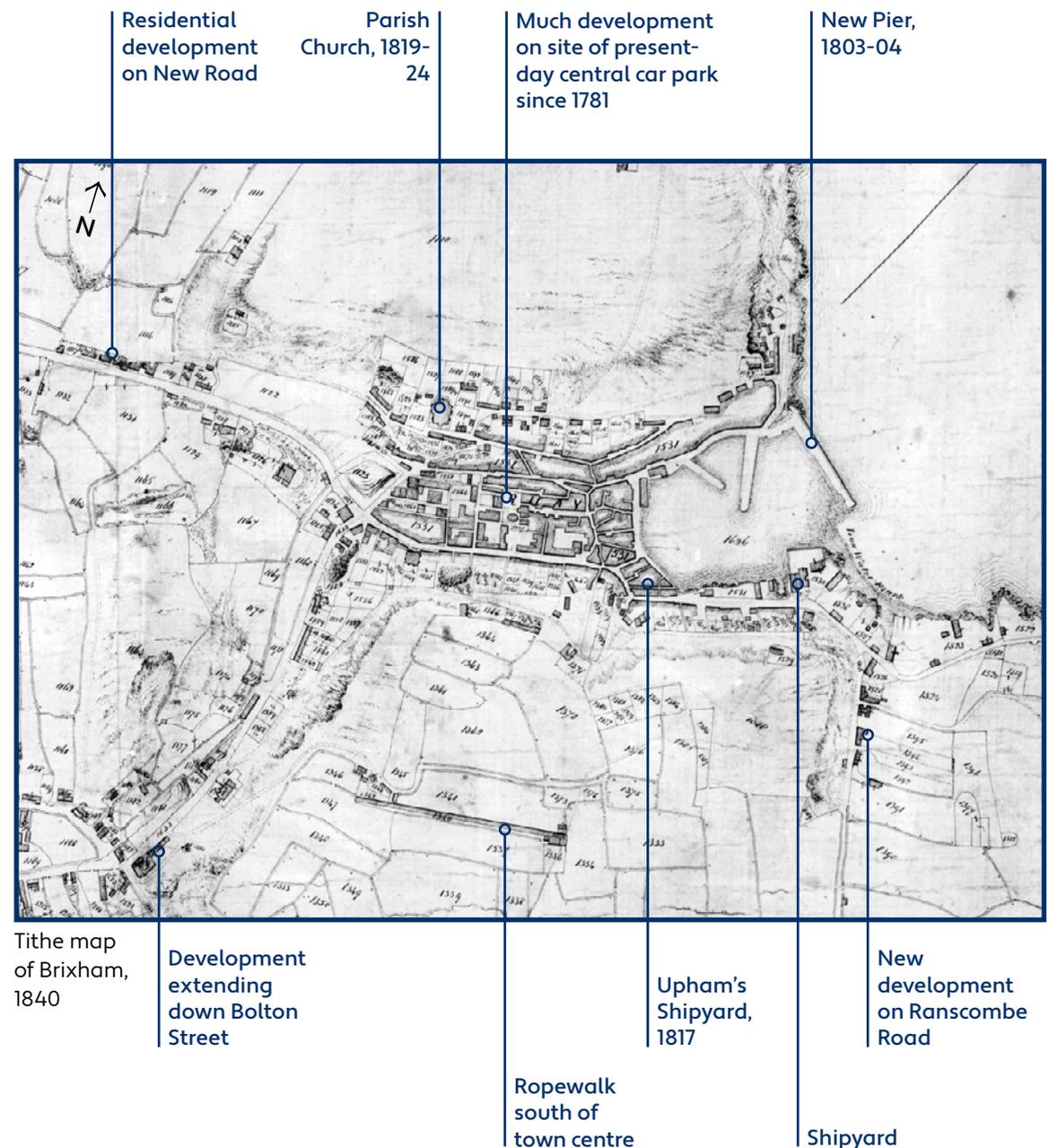
The town was bounded to the north by 'Fursham Common', to the south by 'Rea Common', and to the west by 'Tinkers Wood'.

SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST

The tithe map, produced in 1840, shows Brixham's growth as a successful fishing port. The central area occupied today by the central car park had been wholly developed. Higher Street had been laid out, connected to Middle Street by Church Hill and Apters Hill. A 'chapel of ease' had been constructed north of Middle Street in the early 19th century, serving the growing population of Lower Brixham – who had until this point been required to attend church in Higher Brixham. The church was ministered by Reverend Henry Francis Lyte from 1824-47, who is best known for his hymn 'Abide with Me'.

The map shows how Brixham was expanding beyond the historic core, with new development on Bolton Street, Ranscombe Road, surrounding the new church and extending down the aptly named 'New Road' – laid out since King's map of 1781. It depicts the Baptist Church of 1801 (at the angle of Market Street and Middle Street), and the Methodist Chapel on Fore Street (1816). The Congregational Chapel in Bolton Street was constructed slightly later, in 1843-45.

The Eastern Quay was reconstructed in 1803-1804, at which time the former pier known as 'King William's Steps' was demolished. Upham's Shipyard (now the site of the residential development at Moorings Reach) was built in 1817, and was the site at which many trawlers and other vessels were constructed throughout the 19th and 20th centuries. Although fishing and ship-building were the primary industries in Brixham at this time, the tithe map also shows two ropewalks north and south of the historic core, alongside various quarries and lime kilns.



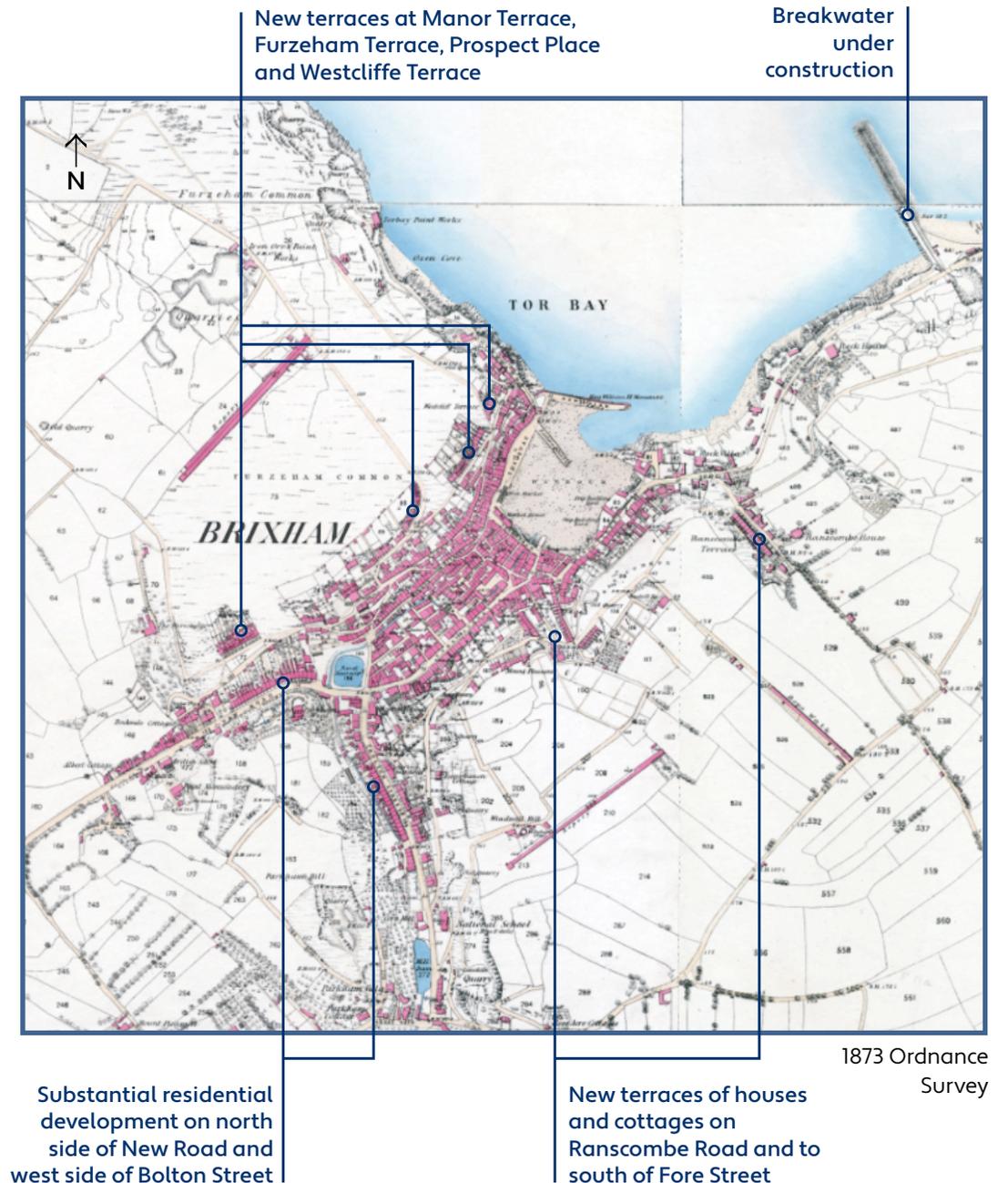
SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST

Victorian Brixham was characterised by rapid residential development, with terraced housing and cottages being built around the historic core of the town. New residential development took place in every direction, and roads shown only as footpaths on the tithe map (Station Hill and Prospect Road) had been widened to accommodate new development by the 1873 Ordnance Survey. However the development beyond Rock House, on the south side of Berry Hill, and Berry House (now the Berry Head Hotel) was still sparse.

Industry was still an important part of the townscape – the map shows a paint manufactory, malt house and timber yard off New Road, gas works in the town centre and multiple ship-building yards around the harbour. Rust-proof paint was pioneered in Brixham during the mid-19th century, produced in factories at Oxen Cove and New Road.

The map shows the Breakwater under construction – it was begun in 1843 and completed in 1916. At this point, Brixham had both a National School off Bolton Street and a British School off New Road (the hall of the former National School hall survives today). Key buildings shown in the 1873 map which exist today include the post office (now the Brixham Heritage Museum), the Independent Chapel on Bolton Street and the British Seamans' Boys Home (now the Grenville House Outdoor Education Centre) off King Street.

An important moment in Brixham's history was the discovery of Brixham Cavern, also known as 'Bone Cavern' and 'Windmill Hill Cave', in 1858. Now a scheduled monument on the site of the terraces at Mount Pleasant Road, the discovery of prehistoric vertebrate remains was of international significance.



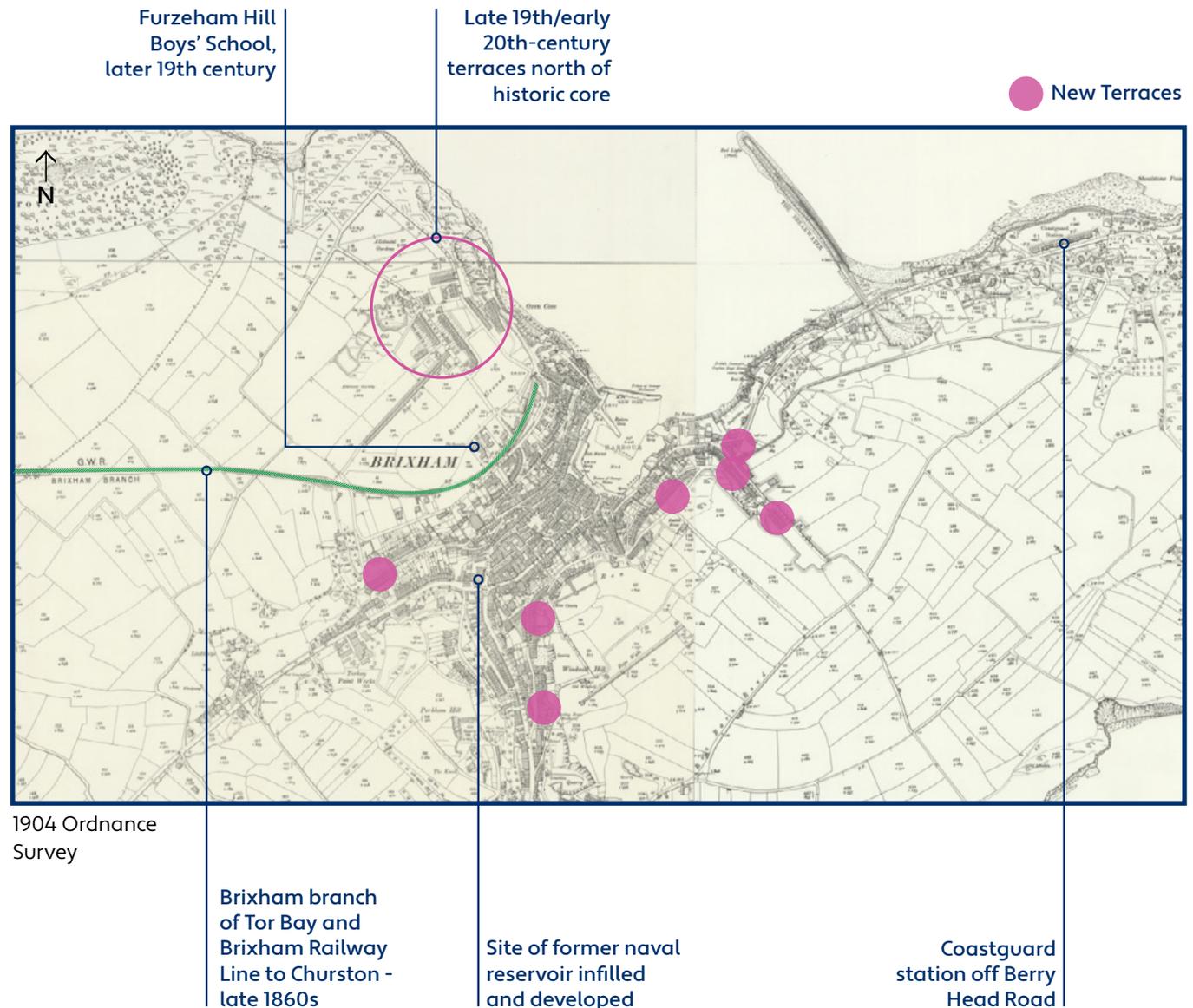
SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST

The 1904 Ordnance Survey demonstrates the continued residential development which characterised Brixham during the late 19th and early 20th centuries. New roads and terraces were laid out to the north of the historic core (e.g. Bella Vista Road), south of King Street (New View Road) and north of New Road (Lower Manor Road). The site of the former naval reservoir and the associated watercourse had been infilled and developed as the Town Hall – which is still extant today.

Further development had taken place along Berry Hill – with five linked pairs of semi-detached stone cottages built for coastguards in c.1889. Several other detached houses had been constructed behind the new coastguard station.

Significant changes closer to the town centre included the new railway line and station, which was constructed just south of Furzeham Common in c.1868 (although it is not captured on the 1875 Ordnance Survey). Furzeham Common itself was developed in the later 19th century with the construction of Furzeham Hill Boys' School.

The Breakwater was extended 500m to achieve its current length between 1909 and 1916.



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The 1936 Ordnance Survey and 1940s aerial photography shows the continued expansion of residential development around the outskirts of the town, as well as some areas of infill and rebuilding within the conservation area boundary, during the early 20th century. This includes the extension of the terracing on Glenmore Road, a new block at Nos. 44-70 Middle Street, terraces at 1-6, 7-10 and 11-16 Garlic Rea and long terrace groups on Berry Head Road (Nos.25-57).

The emergency coastal battery at Battery Gardens was built in 1940 to protect the harbour. In 1943, the slipway and hard at the southern end of the Breakwater was constructed in preparation for D-Day, and was used by the United States forces on the journey to Normandy. Two large houses in Berry Head Road were demolished to allow tanks to turn on their approach to the slipway - now preserved as Churchill Gardens.

After the Second World War, Brixham began to capitalise in earnest on its ability to attract tourists. Many larger properties in and around the town were converted to serve as accommodation for holiday makers. During the late 1960s, the gas works and surrounding dwellings were demolished to make way for a multi-storey car park in the town centre (itself demolished in 2004).

The railway station was closed in 1963 and was subsequently demolished and redeveloped as a housing estate. In the 1970s, the fish market was moved to its present position off Overgang. Increased tourism in the 20th century has led to the proliferation of restaurants, cafes and pubs around the harbour.

Towards the end of the 20th century, the remaining industrial infrastructure on the South Quay was removed and the Brixham Marina was developed with associated facilities and a public harbour walkway.



Brixham as seen in aerial imagery from 1946. Historic England Archive.

Warehouses on the South Quay, associated with shipbuilding yards in this area

SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST

2.3 Architecture and Built Form

2.3.1 The Distinctive Character of Brixham Town

The physical and historical nucleus of Brixham Town is the harbour. The harbour drove the expansion of Brixham in the 18th and 19th centuries – the town was both an important victualling station for the Navy and a highly successful fishing port. The harbour has also been responsible for the growth of tourism in the town, which saw further expansion over the 20th century and shaped the commercial character of the historic core as it is now experienced.

Today, the harbour has a dual character, being both recreational (with a marketplace, marina and a range of pubs and cafes), and industrial (with a working fishery operating off New Pier and the quay east of Overgang Road).

The dramatic topography of the town is key to the sense of enclosure and density within the historic core; built development steps sharply up the cliff to the north-east and south-west of the harbour. Narrow

and often steep alleyways are typical throughout the town, connecting primary routes to one another and linking historic residential areas to the commercial core.

Unlike the neighbouring towns of Torquay and Paignton, Brixham did not fashion itself as a seaside resort town until after the Second World War. As a consequence, the built form has a more organic and intimate character than other parts of Torbay – lacking typical features of 19th-century seaside towns such as promenades, large sea-front hotels and public piers.

The built form of Brixham gives the town a post-medieval character, with the dominant typology being the late 19th/early 20th-century terrace. The expansive survival of this typology across the conservation area is important. However, the conservation area also derives historical and architectural interest through the diverse range building typologies which can be found throughout. These include churches, chapels, schools and other large-scale civic infrastructure, industrial buildings, substantial villas and humble vernacular cottages.

Brixham Harbour is the thread connecting the town's past with its present. Brixham's success as a **naval supply** station, highly successful **fishing port** and later an important **tourist destination** all derive from its proximity to the harbour, which is still surrounded and overlooked by many historic buildings.



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2.3.2 Architectural Styles and Typologies

Historic Dwellings and Shopfronts

Much of the commercial core, particularly Middle Street, Fore Street, The Strand and the northern extent of Bolton Street, is occupied by historic dwelling houses with inserted 19th and 20th-century shopfronts at ground floor level. Unlike the planned terraces in the surrounding streets, the buildings in the commercial core of Brixham are characterised by variety in style and scale.

Many historic properties along Bolton Street and New Road are still in use as residential dwellings. Together, the 18th and 19th-century houses which survive around the historic core illustrate the evolution of architectural fashions, displaying the Georgian and early Victorian fondness for symmetry and restrained façades alongside later 19th-century tastes for large bay windows and prominent street-fronting gables.



A range of historic buildings converted to provide ground floor shopfronts on Fore Street.



An early 19th-century house on the corner of Fore Street and Bolton Road, with a later ground-floor shopfront.



Grade II listed, early 18th-century cottages at Nos. 24-26 Bolton Road.



The southern end of Bolton Road has a domestic character but is architecturally diverse.

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Georgian, Victorian and Edwardian Villas

The conservation area contains several detached, historically high-status villas – including Rea House (early to mid-19th century), Ranscombe House (early/mid-19th century), Furzesham Court House (1832), Rock House (c.1840) and Wolborough House (1910). The area around Berry Head Road

in particular, towards the eastern edge of the conservation area, is characterised by detached late-Victorian and Edwardian villas. They are a minimum of three storeys high and are adorned with large gables and turrets, in a mixture of exposed masonry and render.

Brixham has a range of architectural typologies, including historic houses, shops, terraces, important civic buildings and industrial infrastructure. All tell the story of Brixham's past.



Rock House, Berry Head Road.



Wolborough House, Berry Head Road.

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The Urban Terrace

The terrace as a typology first appeared at the end of the 17th century, and is characterised by a uniform design, sharing common materials, boundary treatments and planforms. Whilst early Georgian examples were generally high-status developments (such as those found in Bath, Bristol and London), more modest terraces with standard details became common in England during the later 18th century.⁰⁸

Although a distinctive typology seen throughout the 18th, 19th and early 20th century, terraces reflected the wider architectural styles fashionable at the time they were built. Late 18th and early 19th-century terraces in Brixham, which are generally found closer to the historic centre (e.g. those at Pring's Court, Temperance Place and the bottom of King Street) are generally architecturally plain, lacking features such as bay windows, prominent dormers and decorative mouldings found throughout terraces from later in the century. They tend to have classically-inspired, highly symmetrical proportions.

Later 19th-century and early 20th-century generally terraces reflect the late-Victorian rejection of Georgian austerity. Although more restrained examples of late 19th and early 20th-century terraces exist (the development at Mount Pleasant Road for example), they tend to be characterised by prominent bay windows, and are often adorned with sculptural relief and decorative ridge tiles.



An early 19th-century terrace on Ranscombe Road. Note the uniformity of the fenestration across all three houses.



Early 19th-century terraces at Temperance Place.



A mid-Victorian terrace on the west side of New Road. The distinctive street-fronting gables and bay windows with moulded cornices are characteristic of this architectural typology.



A particularly elaborate example of an Edwardian terrace on Berry Head Road.

⁰⁸ Historic England, *Conserving Georgian and Victorian terraced housing, a guide to managing change*, 2020.

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Civic Architecture

The rapid expansion of Brixham over the course of the 19th century is illustrated in the range of civic infrastructure around the historic core. Key civic buildings include the Old Market House on the Harbour (c.1799), the former British Seamans' Boys Home (Grenville House) on Berry Head Road, the Town Hall and former police station (now the Brixham Heritage Museum) off New Road, and the later 19th-century Furzeham Hill Boys School (now Furzeham Primary & Nursery School).

The Old Market House is a vernacular building, constructed using local materials with no (or limited) regard for architectural fashion. It is constructed of exposed rubble stone with large arched openings at ground floor level to permit the movement of goods and people.

Other key civic buildings are 'polite' – designed with aesthetic intent in line with wider architectural tastes. Both Grenville House and Furzeham Primary School

display typical high Victorian detailing – with prominent street-fronting gables, tall windows, decorative ridge tiles and the use of brick dressings to articulate windows, doors and string courses. The Gothic revival style is also illustrated in the late-19th century National School hall on Bolton Street – now the Salvation Army church.

The 1886 Town Hall, in contrast, is constructed in an Italianate classical style, using classically-inspired details such as round-headed arched windows, projecting cornices, crescent-shaped fanlights, key stones and scrolled corbels.

The former post-office (now museum) of 1902 uses a different architectural style again, displaying the late 19th/early 20th-century taste for vernacular-inspired architecture in the use of rich red brick and Tudor-Gothic style window and door openings.

Together, these buildings demonstrate both the success of Brixham in the later 19th and early 20th centuries, and the range of architectural styles which were favoured at this time.



The 1880s Town Hall at Bolton Cross.



The former police station on New Road – now the Brixham Heritage Museum.

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Churches and Chapels

The Church of All Saints, first constructed between 1819-24 and rebuilt 1884-1906, is a focal point within Brixham Town. It is typical of late-Victorian churches – built in the Gothic Revival style with exposed masonry and large traceried windows.

There are several other historic religious buildings within the historic core, demonstrating the breadth of religious practice in Brixham and wider society during the 19th century. These include the Methodist Church on Fore Street (1816), the Baptist Chapel on Market Street (1801 with later extensions), the former Independent Chapel on Bolton Street – now a community centre (1843-45), and the deconsecrated St Peter's Church off St Peter's Hill (1874).

The non-conformist churches constructed in the early 19th century are typical in their use of classical detailing with round-headed arched openings, projecting moulded cornices, string courses and – in the case of the Methodist Church, a classical portico. The mid-late 19th-century churches on Bolton Street and St Peter's Hill favour the Gothic Revival style, with traceried windows and pointed arches.



Baptist Chapel on Market Street, begun 1801.



Methodist Church on Fore Street, built 1816.



Former Independent Chapel on Bolton Street, built 1843-45.



St Peter's Church, built 1874.



Former hall of Victorian National School on Bolton Street.



The Church of All Saints, rebuilt in the early 20th century.

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Industrial Architecture

The historic core retains evidence of the former industrial infrastructure which would have characterised a large part of the town prior to widespread demolition in the 1960s. These buildings are vernacular, prioritising function and economy over architectural fashion. Several examples can be found in the area to the east of the central car park (formerly home to many more industrial buildings before the construction of the multi-storey carpark). They are generally characterised by the use of exposed rubble stone walls, plain architectural detailing and large openings to admit goods as well as light.

The various piers, quays and the breakwater around Brixham Harbour are similarly reminiscent of the town's industrial past.



Looking eastwards down Paradise Place, which retains its historic industrial character.



A former industrial structure off Pump Street.



A former industrial structure on Pump Street.



Eastern Quay, a prominent historic industrial structure at Brixham Harbour.

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Offices and Commercial Buildings

There are several large-scale early 20th-century commercial structures on Fore Street, including the former offices of the Brixham Cooperative Society Limited, Lloyds Bank and a string of three-storey red-brick buildings with ground-floor retail spaces wrapping around the northern side of Fore Street and The Strand. Although occupying a limited area of the town, the large Baroque-inspired gables and rich red brick used on these Edwardian structures makes a striking contribution to the townscape.



Lloyds Bank (early 20th-century), on the corner of Pump Street and Fore Street.



Edwardian commercial structures on the north side of Fore Street/The Strand.

The architecturally striking civic and commercial buildings constructed in the Edwardian period demonstrate the confidence and success of Brixham in the early 20th century. They continue to enliven the streetscape in the historic core today.



BCSL stands for the Brixham Cooperative Society Limited - an important institution for the residents of early 20th-century Brixham.

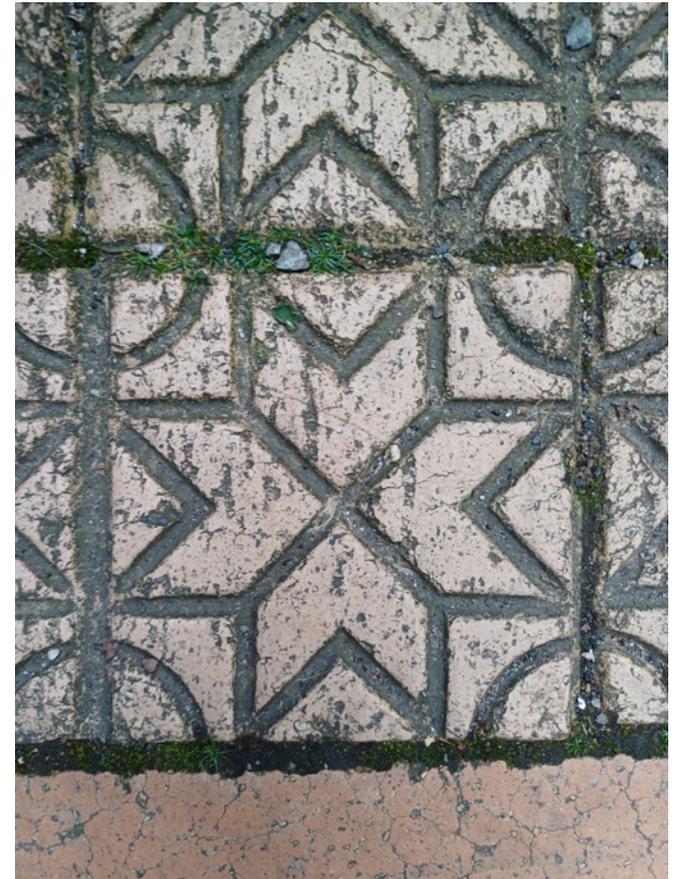
SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST

2.3.3 Distinctive Materials and Features of Interest

Common local materials used across the conservation area include:

- **Render:** a common finish found almost unanimously across historic domestic buildings, making the few examples of exposed brick or stone particularly distinctive (an example being the late-19th-century terrace on the corner of Ranscombe Road and King Street).
- **Brick:** brick-built terraces are generally finished with render although brick chimneys are visible across the conservation area. Distinctive examples of exposed red brick can be found in the Edwardian commercial buildings on Fore Street/The Strand and at the former police station on New Road. Red brick is often used to articulate openings to rubble-stone buildings around the historic core, whilst red and yellow brick dressings are found on prominent civic buildings such as the Town Hall, Grenville House and Furzesham Primary School.

- **Devonian limestone:** This grey limestone was historically readily available in the area and is found both in rubble form in industrial buildings and vernacular cottages and squared and/or dressed in larger-scale civic buildings and churches. It can also be found in boundary walls throughout the conservation area.
- **Slate:** the most common roofing finish to historic buildings, with some examples of clay and pantiles. Large pieces of purple-brown Devonian slate are often used in boundary walls.
- **Clay:** hung clay tiles can be found in pockets throughout the conservation area, frequently used to decorate gables and dormers on Edwardian terraces. Hard-fired, cream coloured clay pavers, dating from the late 19th century, can be found throughout the commercial and residential areas of the conservation area.



Detail of the late 19th-century decorative pavers found throughout the conservation area.

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There has been widespread replacement of traditional timber sash units with uPVC across the conservation area. Where pastiche replacements have been made in uPVC, these are conspicuous by their disproportionately thick frames and false glazing bars. Despite widespread replacement, there are many instances where traditional timber units have survived.

Doors are a mixture of panelled/glazed timber and modern glazed and uPVC replacements – particularly to domestic properties and commercial units on Bolton Street, New Road and Fore Street.

Common decorative features include:

- Decorative ridge tiles
- Decorative finials to dormers of terraces
- Moulded cornices and window/door surrounds to late 19th and early 20th-century terraces
- Quoins externally demarcating property boundaries
- Red and yellow brick dressings to exposed masonry
- Brightly coloured paint/render throughout

Historic shopfronts are prevalent throughout the conservation area, particularly on The Quay, Middle Street, Fore Street and King Street. However, there are also many examples of unsympathetic modern shopfronts in all commercial areas. Historic shopfronts tend to incorporate a stallriser (a platform below the shop window), glazing articulated by mullions and transoms (horizontal and vertical glazing bars) and

a fascia which advertises the name of the business. The fascia may be flanked by corbels at either end and may sit under a projecting moulded cornice. Traditional shopfronts follow the proportions established by the host building; fascias in terraced buildings generally respect party wall divisions and are situated well below first-floor window cills so upper windows are not obscured.



Example of a traditional shopfront on Fleet Street.

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2.3.3 Urban Grain, Configuration and Direction of Movement

The principal thoroughfares in Brixham today accord with the historic hierarchy of the access routes in and out of the town – all leading towards the harbour. Bolton Street, Middle Street, King Street and Overgang Road experience a steady flow of traffic in both directions, as does the mid-19th-century New Road which leads west out of the town centre. Traffic along Fore Street and the narrow and winding residential streets on the slopes above the town centre is far lighter.

The urban grain around the centre of the conservation area is very dense, with buildings generally fronting directly onto the highway. Long rows of buildings are

punctuated intermittently by narrow passages leading to other streets or providing access to the rear of buildings. This density is continued in the residential areas which developed on the slopes around the historic core in the 19th century – this is particularly noticeable around All Saints' Church. Narrow alleyways and steep runs of steps are prevalent throughout the conservation area, connecting residential terraces to the historic core of the town.

The latest parts of the conservation area to be developed – the suburban streets north-west of Overgang and towards the end of Berry Head Road – are notably less congested with wider streets and designed gaps between buildings.

The **history** of Brixham can be read today in the configuration of the main thoroughfares, as well as the **intricate alleyways** which form connections across the town. Bolton Street, King Street, Middle Street, Fore Street, Overgang and The Strand can all be seen on an 18th-century map of the town.



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2.4 Setting and Key Views

There are several types of views which contribute to and enhance the special interest of Brixham Town and situate the conservation area within its wider setting. The conservation area is bounded to the north-east by the sea. The wider town, which includes the Higher Brixham Conservation Area, is surrounded on all sides by the South Devon Area of National Beauty (AONB). An indicative selection of key view types are provided to illustrate the views analysis, and can be cross-referenced with the accompanying plan on page 39. The selection of views shown here is not exhaustive, but includes the most notable examples.

2.4.1 View Out to Sea From the Quays, Breakwater and Coastal Path (views 01, 02, 03, 23 and 24)

These views facilitate wide-ranging vistas across the sea beyond the Breakwater. The sense of openness in these positions draws a striking contrast to the dense urban grain of the town centre. The coastline at Torquay is prominent in views from these positions, helping to situate the conservation area in its wider geographical context as part of Torbay. Berry Head is also highly visible – the exposed masonry of the coastguard cottages on the headland providing a contrast to

the paler rendered finishes which generally characterise the rest of the conservation area.

2.4.2 Views Across the Harbour from the Surrounding Quays and Piers (views 04, 05, 06 and 07)

Views 04-07 facilitate appreciation of the town's dramatic topography – with the colourful façades of the surrounding residential buildings, all orientated towards the harbour, stepping up the cliff-face. Views towards the South Quay take in the imposing 19th-century retaining wall which buttresses the north-west side of King Street. The view from New Pier back across the harbour demonstrates the distinctive 'bowl-shape' of the town, with development curving both around the harbour and sweeping up the cliff face behind.

2.4.3 Views Back Towards Brixham Town from the Breakwater (view 08)

Like the views from New Pier across the harbour, the 'bowl-shape' of the town is readily appreciable when looking back towards Brixham from the Breakwater. The additional distance in views from the Breakwater means the backdrop of the rural landscape is also visible, illustrating the historic relationship between the town and its wider landscape setting.

2.4.4 Views North-East from the Historic Core Towards the Harbour (views 09 and 10)

Views north-eastwards from the town centre out towards the harbour from Paradise Place, Beach Approach, The Strand and Quay Lane are both aesthetically pleasing and historically significant. Intervisibility between these early streets and lanes and the waterfront reflect the historic pattern of development, which has always been orientated towards the harbour as the economic nucleus of the town.

2.4.5 Views of the Harbour from Higher Ground (views 11 and 12)

Elevated, open views down into the harbour are particularly prominent on King Street, but can be found at various positions across the conservation area including from North View Road, Overgang Road and North Furzeham Road. The elevation from these positions enables sweeping views of the entire harbour including the piers, marina and Breakwater. These views are set against the wider coastal backdrop, situating the conservation area within its geographical context as part of Torbay.

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There are also important glimpsed views of the harbour throughout the conservation area from the tight residential developments on the cliff slopes.

2.4.6 Views Across Brixham from Higher Ground (Views 13, 14 and 15)

The roofscape of the conservation area plays a particularly important role in views across the town from higher ground. The variety in building heights, particularly within the historic core, lends the roofscape an organic character. There is a sense of unity however in the historic preference for pitched and/or hipped roofs with slate coverings – the retention of these traditional features enhancing the historic character of the town.

Elevated views across the town provide an opportunity to regard key local landmarks – in particular the Church of All Saints, Furzeham Primary School and Wolborough House.

There are also important glimpsed views of the town throughout the conservation area from the tight residential developments on the cliff slopes.

2.4.7 Terraced Streetscape Views (Views 16 and 17)

Much of the conservation area is characterised by coherent groups of terraced properties ranging from the late 18th century to the early 20th century. The effect of the large-scale survival of such groups is to create multiple self-contained streetscapes throughout the conservation area, which add significant visual interest as well as reflecting the historic development patterns of the town.

The characteristics of the various terraces vary between humble two-up, two-down rows with minimal architectural detail to larger three-storey houses with elaborate mouldings and prominent bay windows.

All rely for their architectural effect on the sense of uniformity – with shared proportions, materials, finishes and boundary treatments. The historic integrity of the terraces varies widely throughout the conservation area, with additions such as later box dormers and uPVC windows detracting from the overall effect.

2.4.8 Streetscape Views within the Historic Core (View 18)

Streetscapes within the historic core of the conservation area capture the diversity in typology, style and scale in this part of Brixham, which contains a range of industrial structures, historic dwellings, shopfronts, civic, commercial and religious buildings.

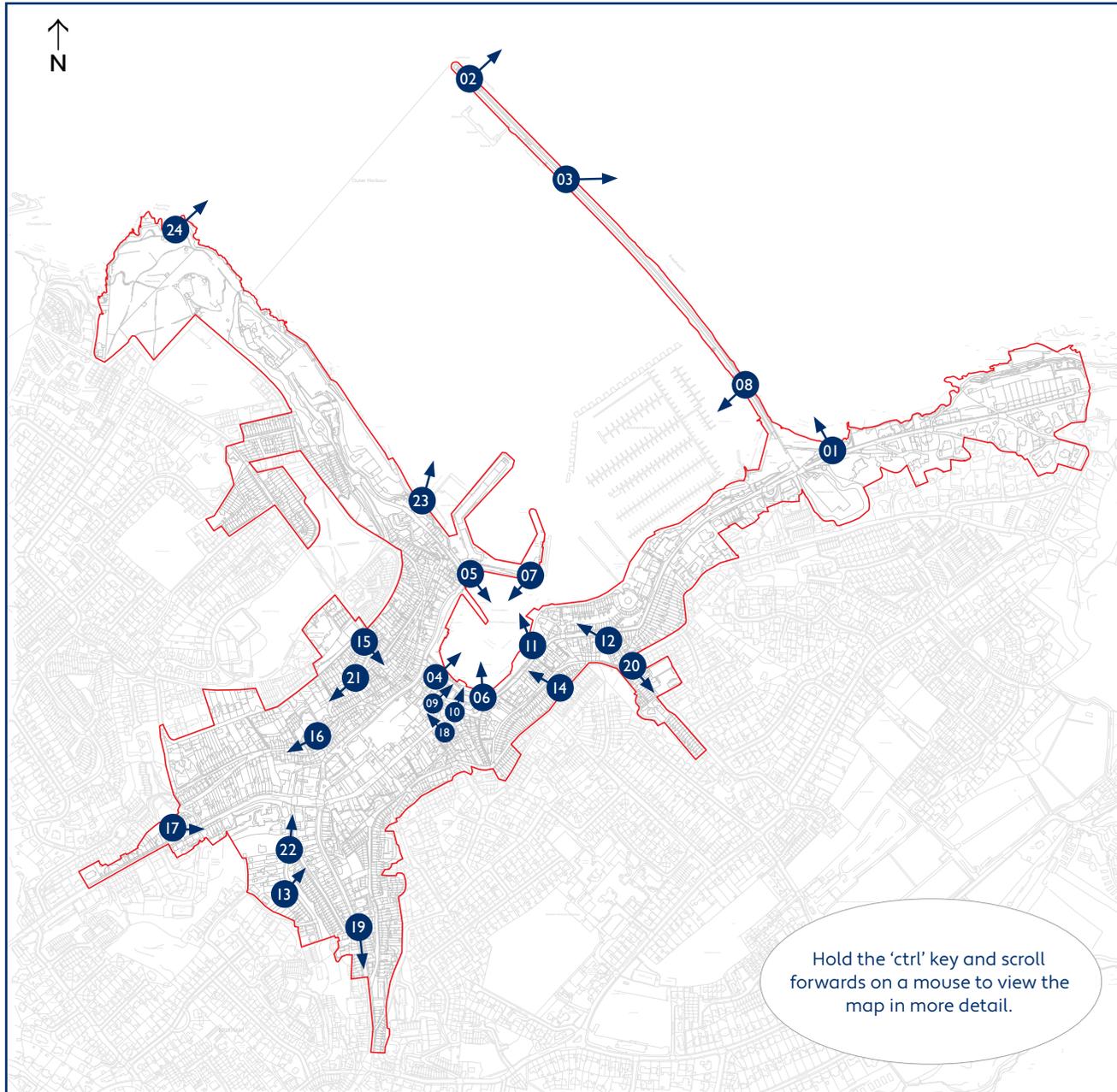
2.4.9 Glimpsed Views of the Rural Landscape (Views 19 and 20)

At certain positions within the conservation area, the rural landscape west of Brixham can be glimpsed. Where visible, this verdant backdrop punctuates the dense urban grain and allows the town to be appreciated within its wider setting. Key vantage points can be found on Bolton Street, Mount Pleasant Road and around St Mary's Church.

2.4.10 View of the Church of All Saints (Views 21 and 22)

The Church of All Saints is highly prominent in views throughout the conservation area, and can be seen from the lowest point in the town centre as well as from higher ground. The church creates a pleasant focal point within the town and references the growth of Brixham which began in earnest in the early 19th century, when the first iteration of this church was constructed.

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View 01: Looking out to sea from the small beach east of the Breakwater.



View 02: Looking north-east from the end of the Breakwater out to sea.



View 03: Looking east from the Breakwater.



View 04: Looking north-east from The Strand, part of the South-West Coastal Path, out across Brixham Harbour.



View 05: Looking south-east from The Quay on the north-west side of the harbour.



View 06: Looking north from The Strand towards the north-west side of Brixham Harbour.

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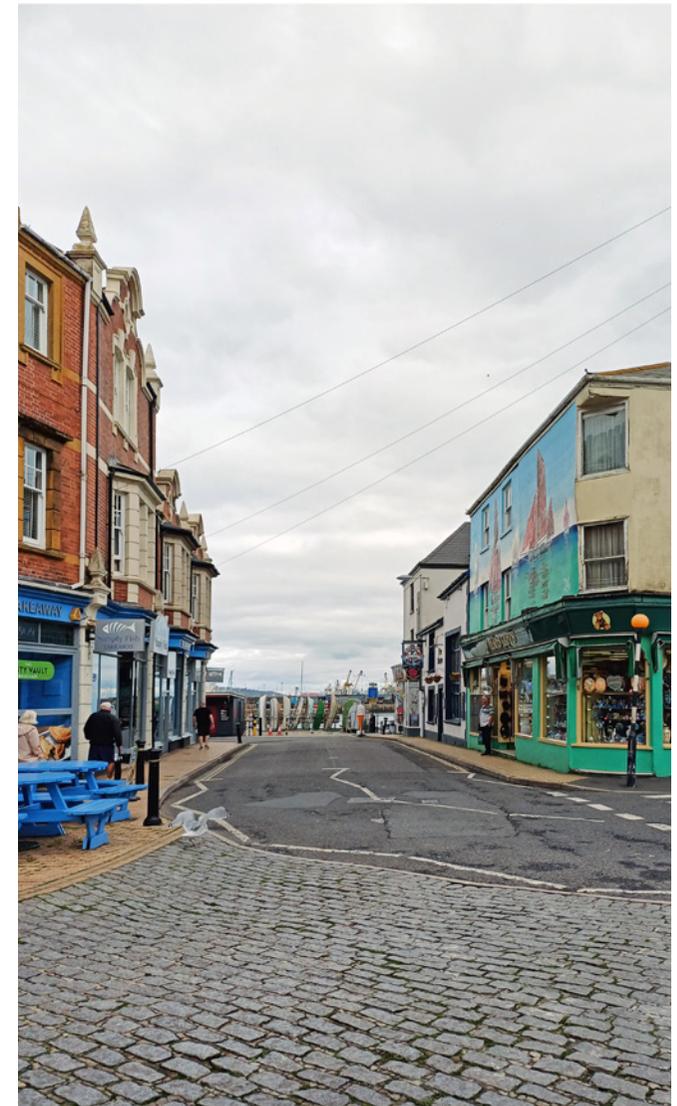
View 07: Looking south-west from New Pier across Brixham Harbour, back towards the town.



View 08: Looking back towards Brixham Town from the Breakwater.



View 09: Looking north-east along Beach Approach towards the harbour.



View 10: Looking north-east along The Strand towards the harbour.

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View 11: Looking across Brixham Harbour from King Street.



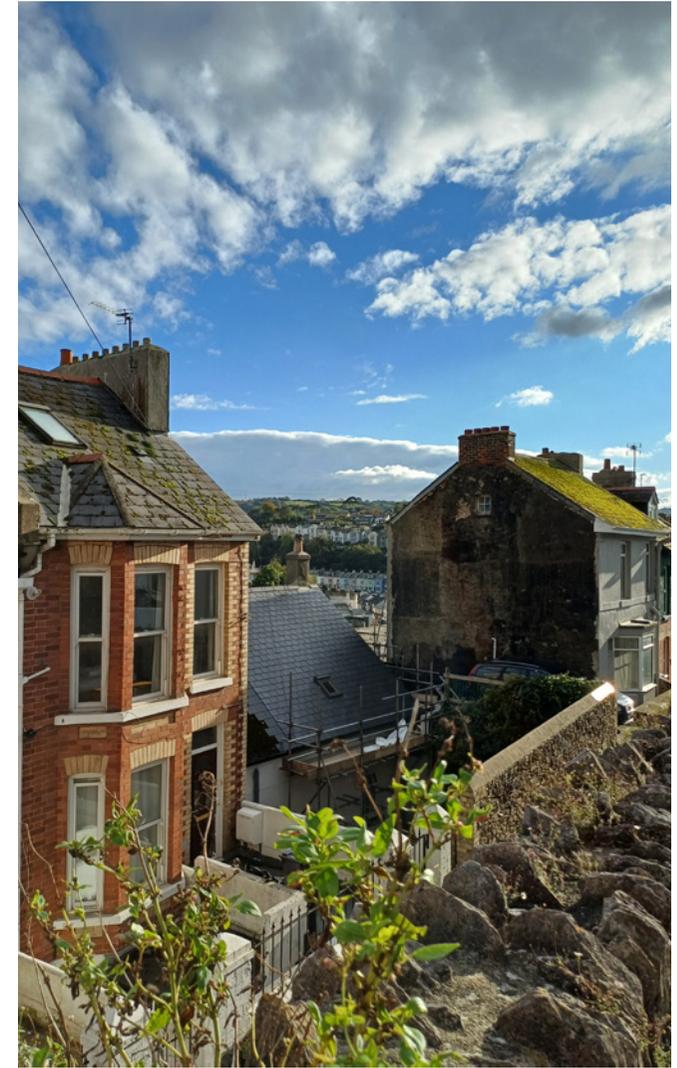
View 12: A glimpsed view of the harbour between two buildings on Garlic Rea.



View 13: Looking north-east across the conservation area from Parkham Road.



View 14: View of the roofscape from Elkins Hill.



View 15: A glimpsed view into the town below from Station Hill.

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View 16: A simple historic terrace on Church Street.



View 17: A later 19th-century terrace on New Road.



View 18: The corner of Pump Street and Fore Street, from which can be seen historic shopfronts, former industrial buildings and an Edwardian bank.



View 19: Looking south down Bolton Street away from the conservation area. The rural landscape terminates the view from this position.



View 20: Looking south towards the surrounding rural landscape down Mount Pleasant Road.



View 21: Looking towards the parish church from Station Hill.

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View 22: The Church of All Saints as seen from Parkham Road, off New Road.



View 23: Looking north towards the end of the Breakwater from the South-West Coastal Path.



View 24: Looking east from the South-West Coastal Path at the north of Battery Gardens.

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2.5 Public Realm

The public realm encompasses all the spaces and features which are accessible to the public and help bring together a sense of place as a whole.

Streetlighting generally comprises utilitarian modern streetlamps, with traditionally-styled lanterns around the harbour.

Street furniture is mostly concentrated around the harbour, where there are many contemporary public benches, traditionally

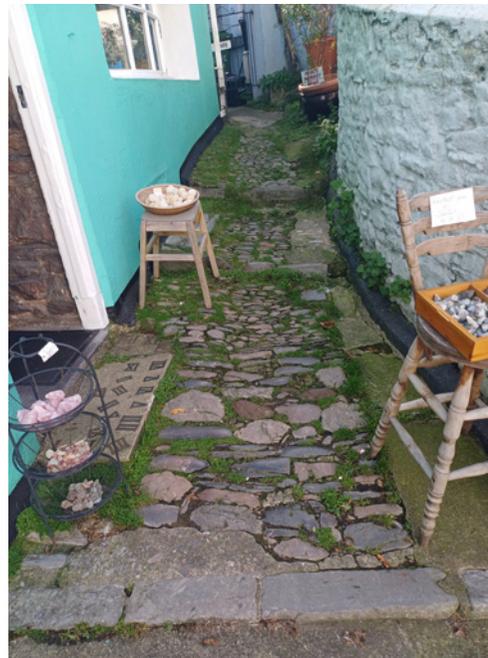
styled bollards, a mixture of smaller traditionally styled refuse bins and larger, more conspicuous modern bins. There are also several small kiosks selling tickets for local attractions on the north-west side of the harbour. There are modern benches positioned at key vantage points along Berry Head Road.

Most surfaces throughout the conservation area have been replaced with tarmac or modern pavers, however there are important areas where historic finishes survive.

Large areas of the pavement at Fore Street retain historic cream-coloured pavers, which can also be found in pockets throughout the wider conservation area. Other historic finishes are preserved on some pavements, alleyways, street gullies, steps and outside historic residential properties. In many places these finishes are clearly worn by many years of use and have a historic patina. Where they survive, these surfaces provide visual interest and enhance the historic character of the conservation area.



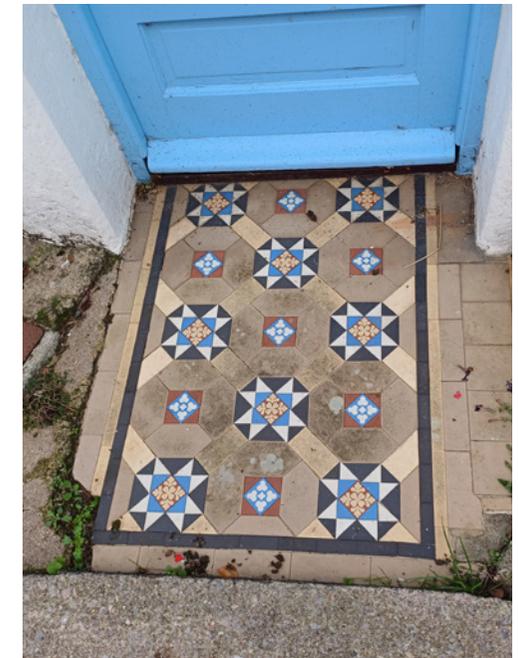
Historic cobbles and kerbstones at the bottom of Ranscombe Road.



Historic surface finish to a private lane off The Strand.



Characteristic cream-coloured pavers at Bella Vista Road.



Victorian encaustic tiles denoting the entrance to a terraced house on Prospect Road.

SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST

Street name plates are generally discreet and are a mixture of modern and traditional in style. Traditional name plates are in keeping with the character of the conservation area.

Boundary treatments are variable. A high proportion of the buildings in the historic core, and many domestic terraces further out, front directly onto the public highway. This negates the need for boundary treatments in these areas. Conversely, many of the 19th and 20th-century terraces across the conservation area are set back from the street – most behind low, rendered boundary walls, some of which are topped with traditionally styled cast iron railings. Gate piers are a common feature both in terraces and historically higher status villas. Some terraces are also raised off the pavement, reached by steep flights of steps.

An important feature of the conservation area are the exposed Devonian stone/slate rubble walls, which can reach considerable heights in some areas. The 19th-century retaining wall on the north-west side of King Street is a particularly prominent feature in views across the harbour.

There are several monuments which create focal points within the public realm and provide a level of historic interpretation. These include the Prince of Orange

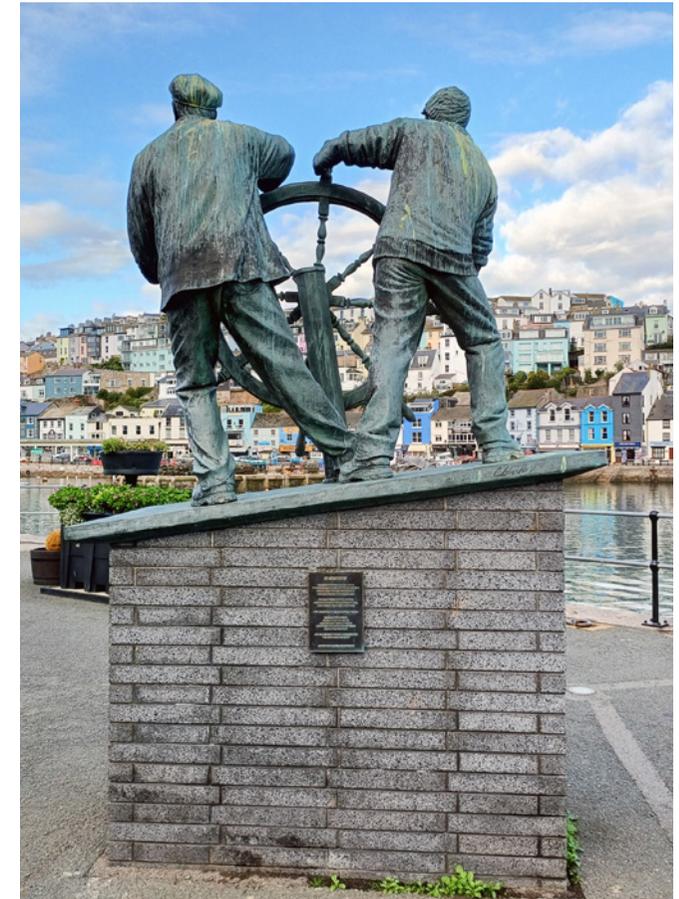


A traditionally styled nameplate. The use of small, dark blue ceramic tiles is prevalent across the conservation area.



Exposed rubble stone wall at Queens Steps.

Monument at The Quay, the Prince of Orange Statue at The Strand, the Man and Boy Monument on Kings Quay, and the war memorial on Berry Head Road.



The Man and Boy Monument on Kings Quay.

SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST

2.6 Open Spaces and Trees

The dense pattern of development within Brixham means that public open space and mature trees are limited throughout most of the conservation area. Key public open spaces are found around the harbour - in particular the sheltered area at New Fish Quay, the open space outside the Old Market House, Kings Quay, Breakwater Beach, New Pier and the Breakwater. There are also small seating areas on Berry Head Road.

There are small areas of green open space off North Furzeham Road, in the far north of the conservation area. In the far east is Shoalstone Outdoor Pool, off Berry Head Road.



Looking back towards the harbour from the public park off North Furzeham Road.

All these open spaces provide sweeping views across the harbour and points from which to appreciate the dramatic topography of the town.

Mature trees visible from the public realm are generally limited to those in private front gardens - most of which are too small to accommodate larger specimens. Mature trees do occur on the slopes of the inland valleys which flank New Road, Bolton Street and Ranscombe Road. Views of these trees are limited due to the density of development, but where visible, they soften the streetscape and serve as a visual reminder of the rural landscape beyond the town.



A small public open space around the war memorial on Berry Head Road.

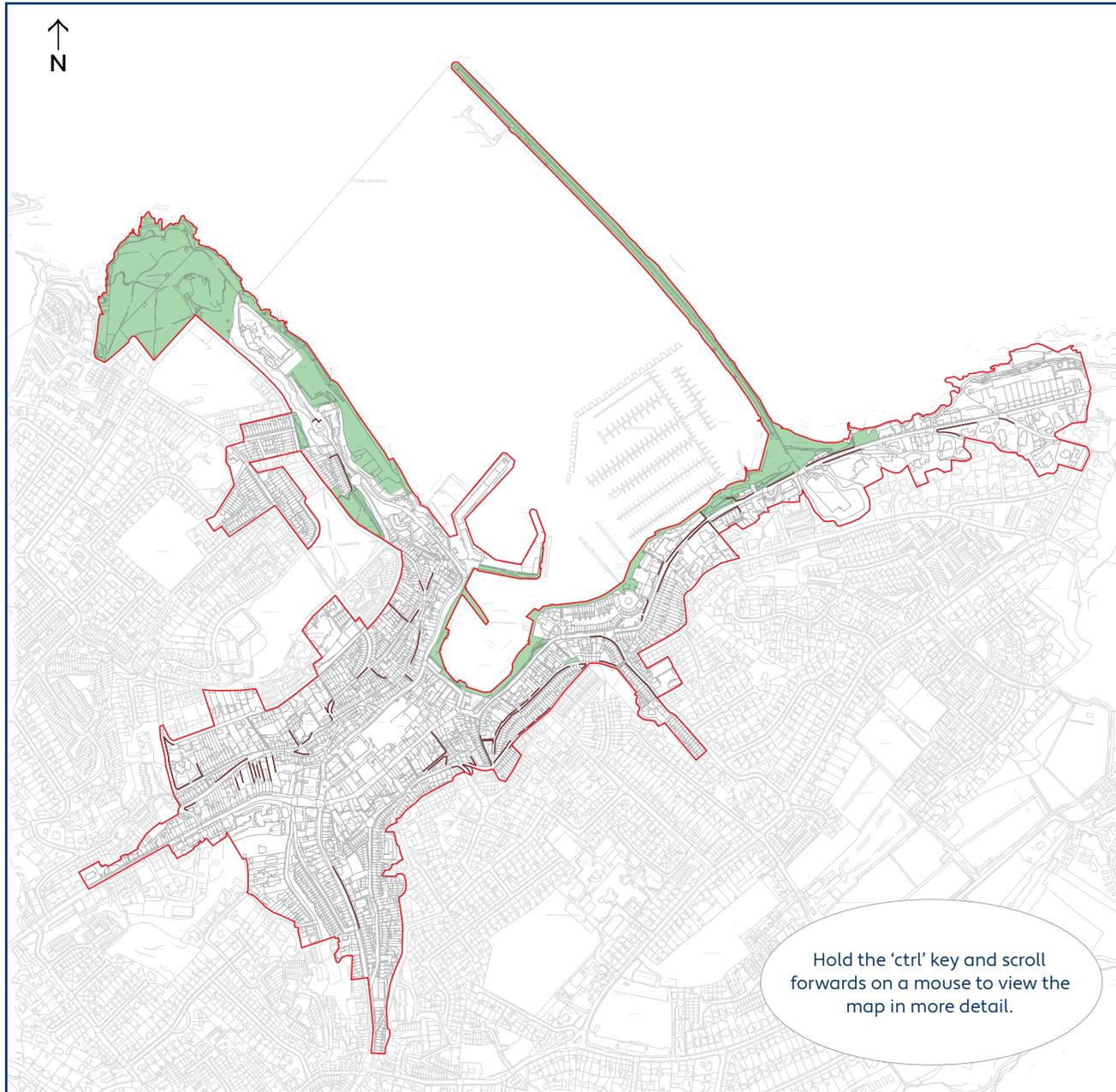
There are denser pockets of mature planting at the peripheries of the conservation area on the western boundary of Vicarage Hill and along Overgang Road, which lend a more verdant character in these areas.

The dense woodland at Battery Gardens to the north and around the Berry Head Hotel to the east frame the town in views from the sea and Breakwater, situating the conservation area within the wider rural landscape.



Looking down Vicarage Hill towards Higher Manor Road.

SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST



OPEN SPACES AND IMPORTANT WALLS

- Open Spaces
- Prominent Walls
- 2025 Conservation Area Boundary

This plan is not to scale

SECTION 2.0: ASSESSING CHARACTER AND SPECIAL INTEREST

2.7 Geology and Topography

The bedrock geology of lower Brixham is predominantly formed of Middle Devonian limestone, with overlying soils and shallow, well-drained brown stony clays and clay loams. The former inner harbour between Middle and Fore Streets comprises silty clays with occasional bands of peat, which sit below infill deposits of the post-medieval period. Local limestone is prevalent in the built environment across the conservation area.

Brixham occupies a 'bowl' shape within the landscape, the lowest points being the harbour, the town centre around the central car park, Bolton Street and New Street. Development rises sharply up the cliff face surrounding the harbour, levelling off at the plateaux historically occupied by Furzham Common to the north and Rea Common to the south. Bolton Street and New Street both sit at the bottom of valleys and are similarly flanked by historic terraces rising steeply on either side. The dramatic topography is highly characteristic of the conservation area and provides many elevated views throughout.

2.8 Archaeological Potential

Brixham has a rich archaeological heritage. Excavations of prehistoric caves at Windhill Hill Cave (more commonly known as Brixham Cavern) off Windmill Road, Bench Cavern (off Higher Furzham Road – now lost) and Ashole Cavern (behind Berry Head Road and just outside the conservation area) during the 19th century resulted in internationally important discoveries.⁰⁹ The town also preserves important archaeology relating to conflict from the Napoleonic wars and the American War of Independence (largely situated around Berry Head outside the conservation area boundary) and the Second World War. The site of central carpark and the quays surrounding the harbour are likely to retain archaeological remains related to former industrial activity in these areas, both pre- and post-medieval.

⁰⁹ Historic England, Windmill Hill Cave, <https://historicengland.org.uk/listing/the-list/list-entry/1008681>; Historic England, Ashole Cavern, <https://historicengland.org.uk/listing/the-list/list-entry/1019133>

SECTION 3.0: CHARACTER AREAS



SECTION 3.0: CHARACTER AREAS

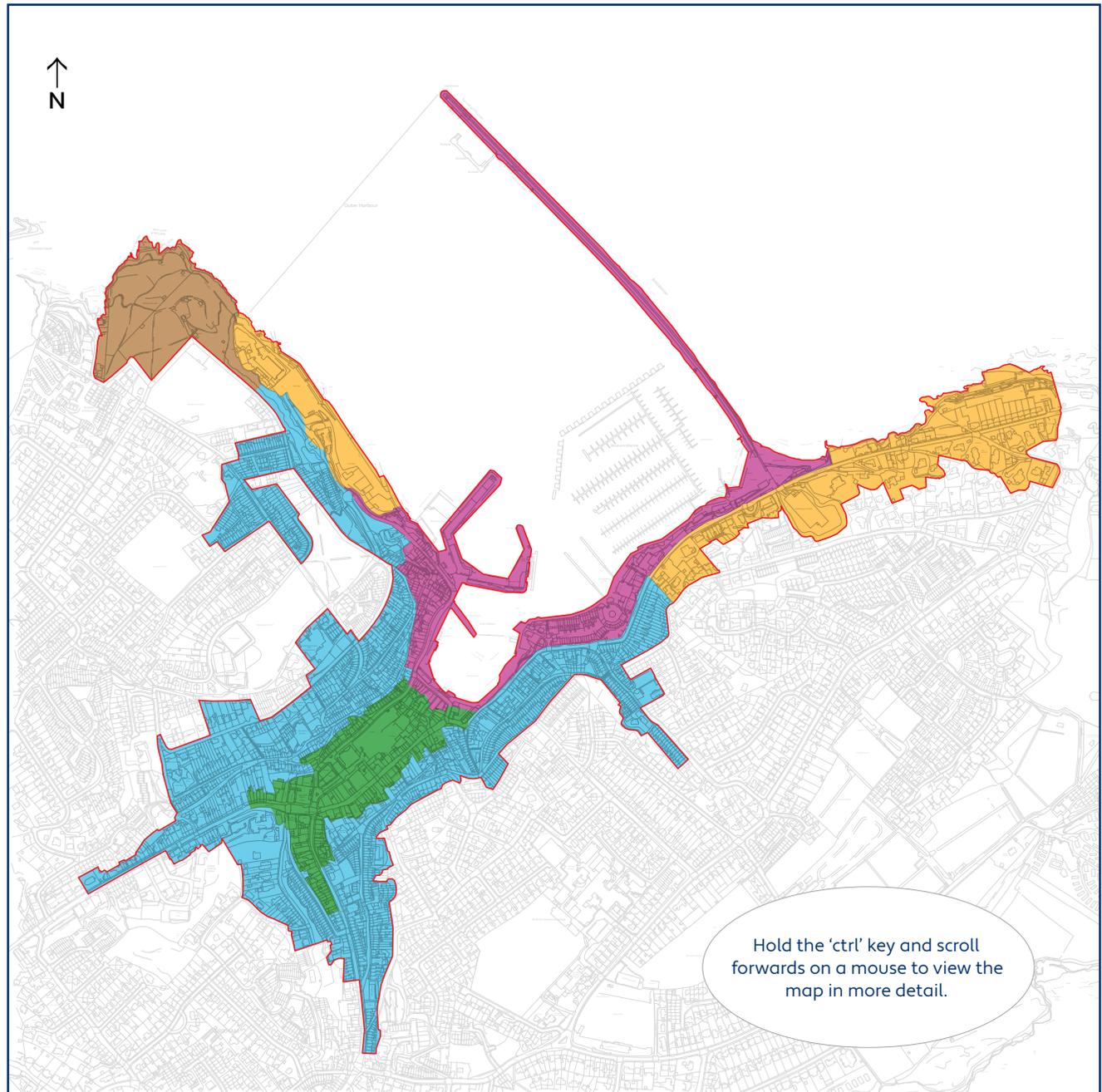
There are several spaces/groups of buildings throughout the conservation area which share common features and sub-characters. These are not geographically adjacent in every case. This section of the Conservation Area Appraisal identifies each character area's defining features.

CHARACTER AREAS

- Battery Gardens
- Brixham Harbour
- Commercial, Civic and Industrial Core
- Historic Residential Areas
- South-West Coastal Path and Berry Head Road
- 2025 Conservation Area Boundary

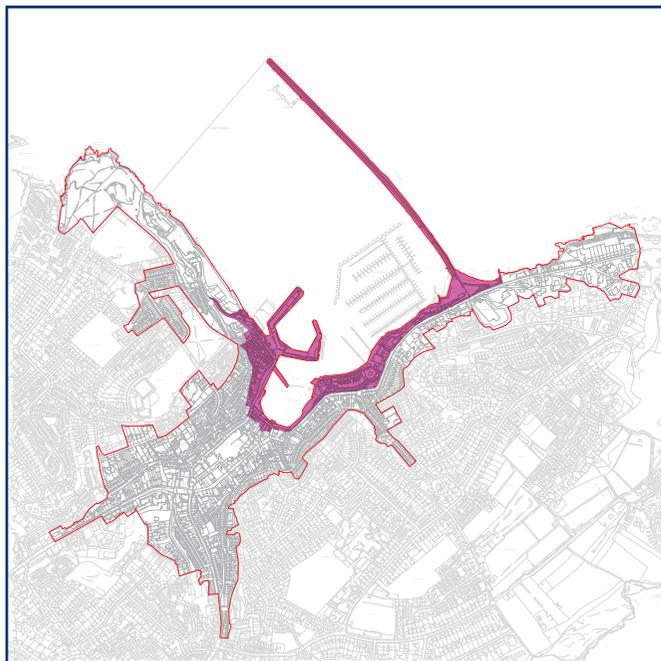
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SECTION 3.0: CHARACTER AREAS: BRIXHAM HARBOUR

3.1 Brixham Harbour



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The Brixham Harbour character area comprises The Quay, New Fish Quay (east of Overgang), The Strand, Southern Quay, Kings Quay, New Pier, the Marina, Breakwater Beach and the Breakwater. The area has an intimate relationship with the harbour, with the water coming right up to the public walkway. The piers, quays and Breakwater have a utilitarian, vernacular aesthetic and many sites around the harbour are still used within the fishing industry. This gives the harbour a dual

character; with both recreational aspects (the waterfront kiosks, public seating, pubs and cafes) and visible industrial infrastructure.

The buildings along the north side of The Quay and The Strand front directly onto the public highway, lending a sense of enclosure and intimacy. They range from two to four storeys high, with varying sizes and scales creating an eclectic streetscape. As is characteristic of the wider conservation area, most buildings are rendered, though there are some examples of hung slate tiles, painted brick, weatherboarding and mock-timber framing, which add further visual interest. There are several traditional shopfronts illustrating the precedent for commercial activity along the harbour.

The Old Market House, built of exposed rubble stone, is a prominent building within the character area and identifies the commercial nucleus of the early 19th-century town.

The buildings appear to date from the early to late 19th century, with some areas of modern infill. However, The Quay is one of the oldest streets in the conservation area and it is likely that some older structures survive at least in part behind later façades.

The diversity in scale, style and typology of the built structures around the harbour gives a sense that the area has evolved naturally and incrementally, without the large-scale public realm schemes which characterise other coastal tourist destinations in Torbay.

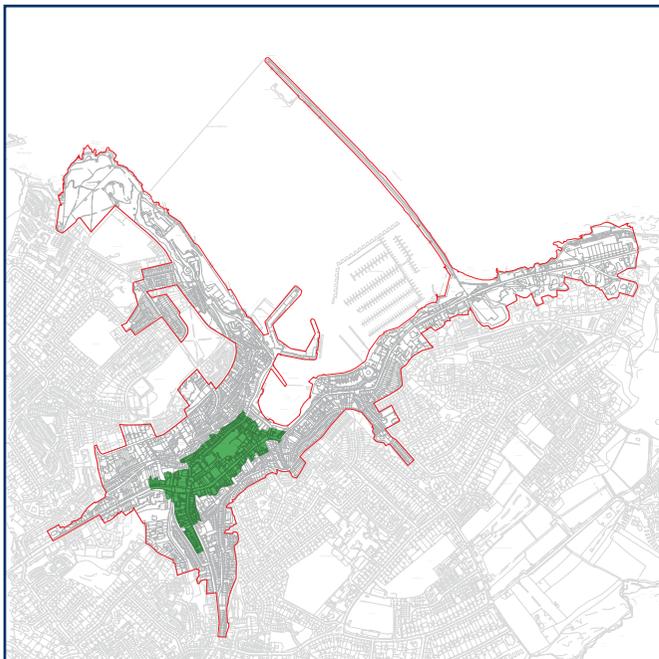
The harbour draws significant visual interest from views of the surrounding terraces stepping up the cliff face to the north-west and south-east.



Eastern Quay at Brixham Harbour, in situ by 1781 and still in use today.

SECTION 3.0: CHARACTER AREAS: COMMERCIAL, CIVIC AND INDUSTRIAL CORE

3.2 Commercial, Civic and Industrial Core



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To the west of the waterfront stretches the historic and commercial core of Brixham. It includes the closely packed buildings between The Strand and Pump Street, the central car park, Middle Street, Fore Street, Market Street, Bolton Cross, and the top of New Road and Bolton Street.

The central car park creates a large gap in the urban fabric, at odds with the tightly

clustered industrial buildings and cottages which formerly occupied the area. The densely packed structures west of The Strand, intersected by Paradise Place/Furze Lane, Beach Approach and New Quay Lane, give a sense of how the wider area may have appeared prior to the demolition of the 1960s. The buildings around these historic streets have a vernacular character, constructed with unfinished rubble stone and eschewing fine architectural detailing. They range from two to four storeys and are built flush against the public highway, creating a strong sense of enclosure.

Middle Street, which was well developed by King's map of 1781, and Fore Street, developed by the 1840 tithe map, also represent an early part of Brixham's evolution. Although the original character of both streets was likely more domestic than it is today, both feature many historic shopfronts demonstrating a long tradition of commercial activity. There are a handful of historic shopfronts on Bolton Street, but most retail units on Bolton Street and New Road are clearly 20th-century additions/insertions. Therefore although they have a commercial character today, it is clear that the streets as first laid out would have had a stronger domestic character.

At Bolton Cross is a key group of civic buildings – the Town Hall, former police station and early 20th-century Conservative Club. These commanding structures occupy the approximate site of the former naval reservoir which marked the western boundary of Brixham during the 18th century. Their construction established a tertiary nucleus in the expanding town, in addition to the harbour and the Church of All Saints.



An example of a later 20th-century shopfront on Bolton Street, which incorporates traditional features (a stallriser, timber glazing bars and decorative tiles to the recessed entrance). These features enhance the visual interest of the façade and are in keeping with the historic character of the street and wider conservation area.

SECTION 3.0: CHARACTER AREAS: COMMERCIAL, CIVIC AND INDUSTRIAL CORE

This built environment in the commercial, civic and industrial core is characterised by variety in scale and style, ranging from humble dwelling houses on Fore Street with later shopfronts, to the imposing presence of the Town Hall at Bolton Cross.

Throughout the character area, buildings generally abut the highway. In Fore Street this creates a strong sense of enclosure, whilst the south side of Middle Street is bounded for the most part by the central car park and is thus has a far more open character. The sense of enclosure is mitigated on Bolton Street and New Road by the more generous proportions of these thoroughfares.

Historic buildings within this character area are generally rendered, with some prominent examples of exposed red brick on Fore Street (e.g. Lloyds Bank, the terraces at Nos. 7 to 9 and 45-47) and New Road (the former police station) and exposed masonry at the Town Hall. Except for the Edwardian buildings at the eastern end of Fore Street, the police station and the conservative club, buildings generally date from the early to late 19th century. There are pockets of modern infill throughout.



Middle Street, looking south-west.



A particularly striking historic shopfront on Fore Street.



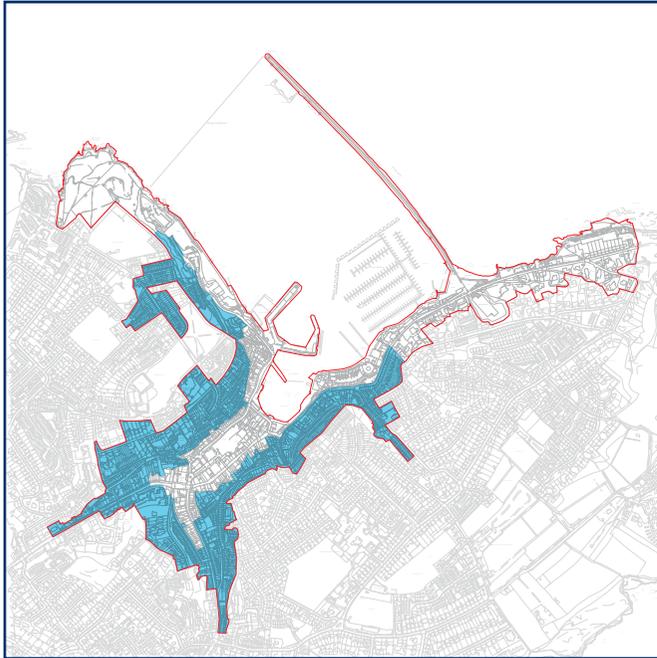
Looking north from Bolton Street towards Bolton Cross.



20th-century shopfronts on the north side of New Road, with the late 19th-century Town Hall in the distance.

SECTION 3.0: CHARACTER AREAS: HISTORIC RESIDENTIAL AREAS

3.3 Historic Residential Areas



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This character area comprises the residential areas which grew up around the centre of Brixham from the late 18th through to the early 20th centuries. The terraces in this character area are two to three storeys high and are almost unanimously rendered. Included are the early terraces which developed during the late 18th and early to mid-19th centuries (with some later dwellings) on King Street, Overgang, Temperance Place, Church Street and Higher Street.

These buildings are generally characterised by their plain architectural detailing and flush façades, and tend to abut the highway directly. The terraces are built around gently curving and narrow roads and generally radiate from nuclei either at the harbour or the Church of All Saints.



Early to mid-19th century terraces on Higher Street.

The character of these early areas is congested but tranquil, with the narrow highways deterring traffic and the elevation lending a sense of seclusion from the busy town below.



Early 19th-century terrace at Temperance Place.

SECTION 3.0: CHARACTER AREAS: HISTORIC RESIDENTIAL AREAS

Much of the conservation area on the higher ground around the historic core and along Bolton Street and New Road is occupied by terraced houses from the late Victorian and Edwardian periods. The terraces range from rows of two or three, up to twenty-seven houses (as on North View Road). Although there are examples of architecturally plainer terraces from later in Brixham's development,

many from this era are characterised by prominent bay windows, sculptural relief and decorative ridge tiles. In contrast to their early 19th-century predecessors, they are often set back from the highway behind dwarf walls and/or flights of steps.

These terraces are generally rendered and often painted in bright colours, which adds

a high degree of visual interest both in close-range streetscapes and long-range views. A notable outlier to this trend is the late-Victorian terrace on Ranscombe Road, built with exposed local limestone and yellow-brick dressings. The terraces are generally two or three storeys high, with many formerly two-storey houses extended upwards with box dormers.



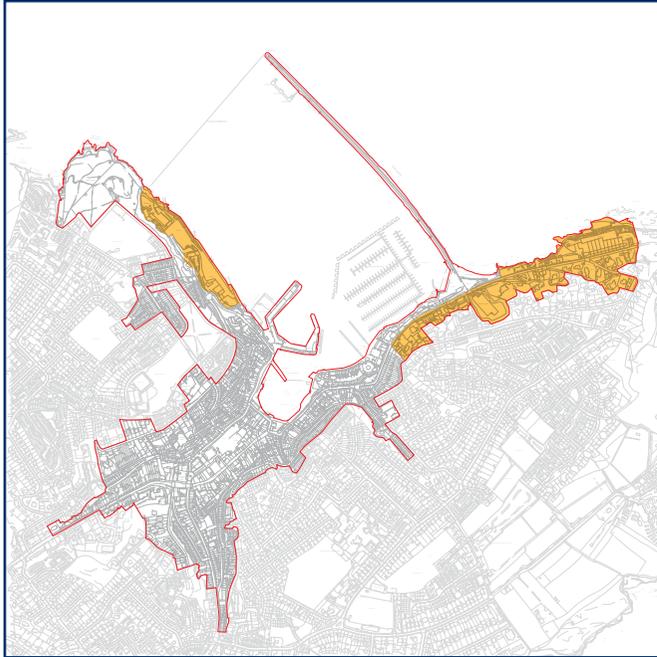
A late 19th-century terrace on North Furzeham Road.



Edwardian terraces on Berry Head Road. The use of mock close-studding to the gables and hung tiles are typical of early 20th-century domestic architecture.

SECTION 3.0: CHARACTER AREAS: SOUTH-WEST COASTAL PATH AND BERRY HEAD ROAD

3.4 South-West Coastal Path and Berry Head Road



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The South-West Coastal Path runs across the seafront at Brixham – from Battery Gardens in the north to Berry Head in the east. The character area climbs steeply away from Brixham Harbour and this, alongside the relatively sparse built development, creates a sense of separation from the dense urban grain below.

The area includes buildings across a range of ages – from the cluster of 19th-century vernacular structures on Overgang Road, to the large Victorian and Edwardian villas off Berry Head Road. The scale, massing and materiality of the buildings is similarly varied; including render, dressed stone, painted masonry and exposed local limestone. A particularly prominent and attractive group of buildings are the



The late-19th century coastguard cottages off Berry Head Road. The space between the upper storeys of this terrace creates a more porous streetscape than that found in the majority of the conservation area.

coastguard cottages (c.1882) overlooking the cliff face at the eastern end of Berry Head Road.

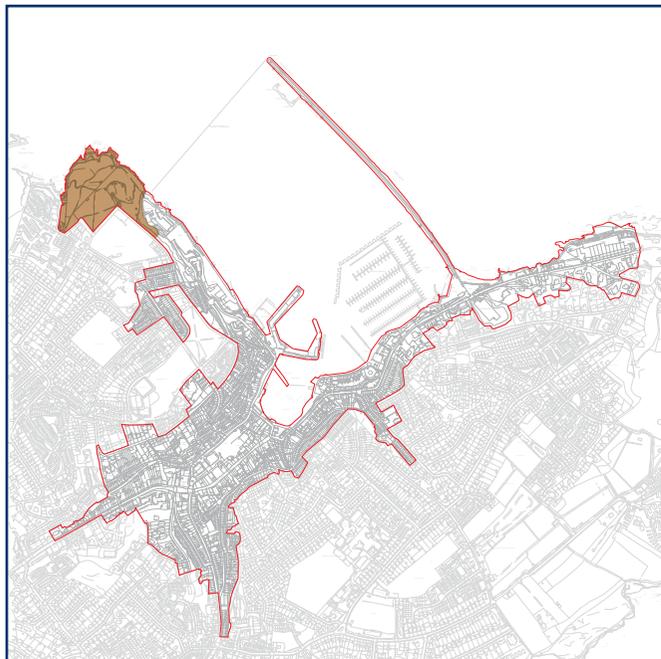
The space between buildings in this character area makes for a noticeably looser grain than is found throughout the majority of the town.



One of several large detached Edwardian villas on Berry Head Road.

SECTION 3.0: CHARACTER AREAS: BATTERY GARDENS

3.5 Battery Gardens

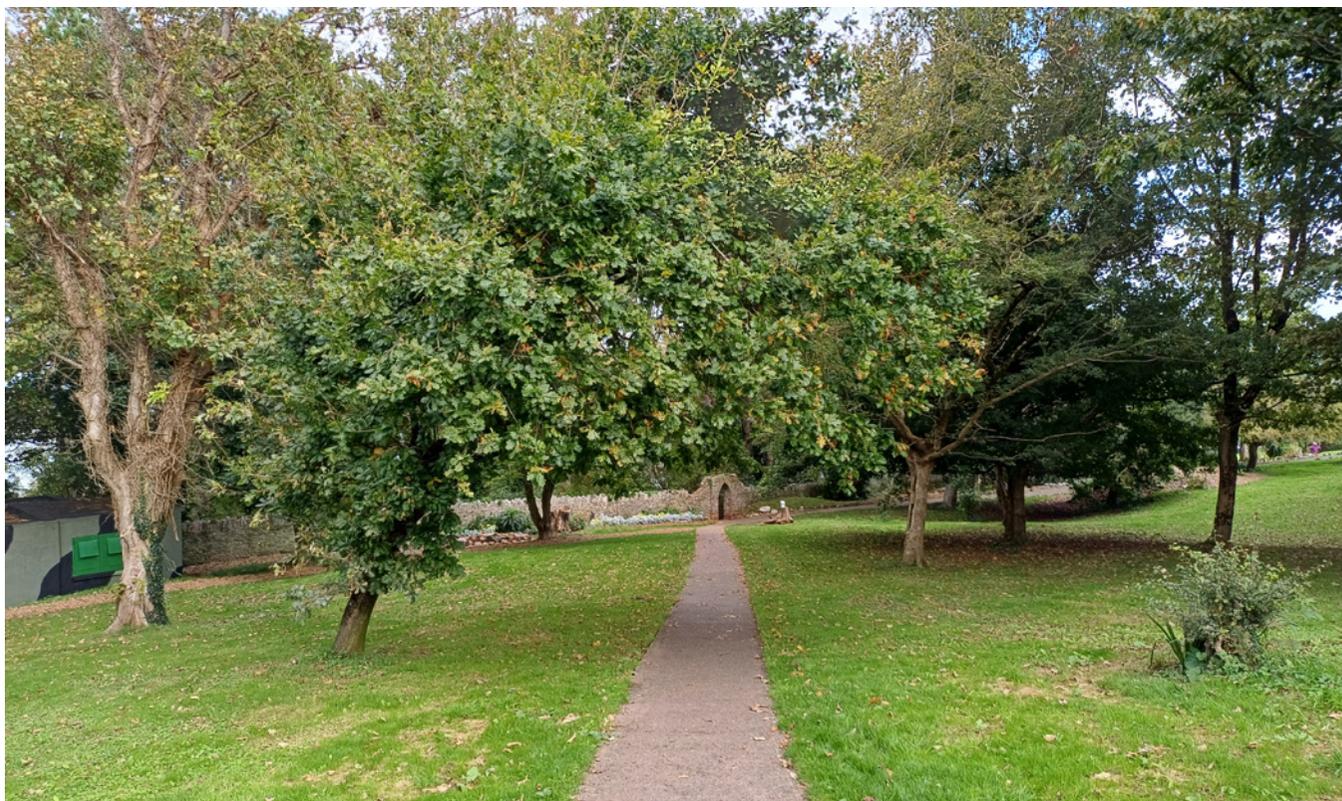


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This character area encompasses the former military site at Battery Gardens in the far north of the conservation area, which preserves both the remains of a 19th-century practice battery, and infrastructure associated with an emergency battery constructed during the Second World War.

The gardens have a parkland character, reflecting the establishment of a public park on the headland during the 1930s. The gardens are crossed with a multitude of footpaths. The dense woodland which intersects the park contrasts with the more formally landscaped areas which straddle this dense planting to the north and south.

The South-West Coastal Path encloses the gardens to the north, east and west, providing striking views across Torbay and eastwards towards Berry Head.



Looking north into Battery Gardens from the entrance off Northfields Lane.

SECTION 4.0: BOUNDARY REVIEW



SECTION 4.0: BOUNDARY REVIEW

4.1 Reasons for Reviewing the Boundary

In accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework and Historic England best practice guidance, the boundary of a conservation area should be periodically reviewed and suitably revised in accordance with findings made during this exercise.

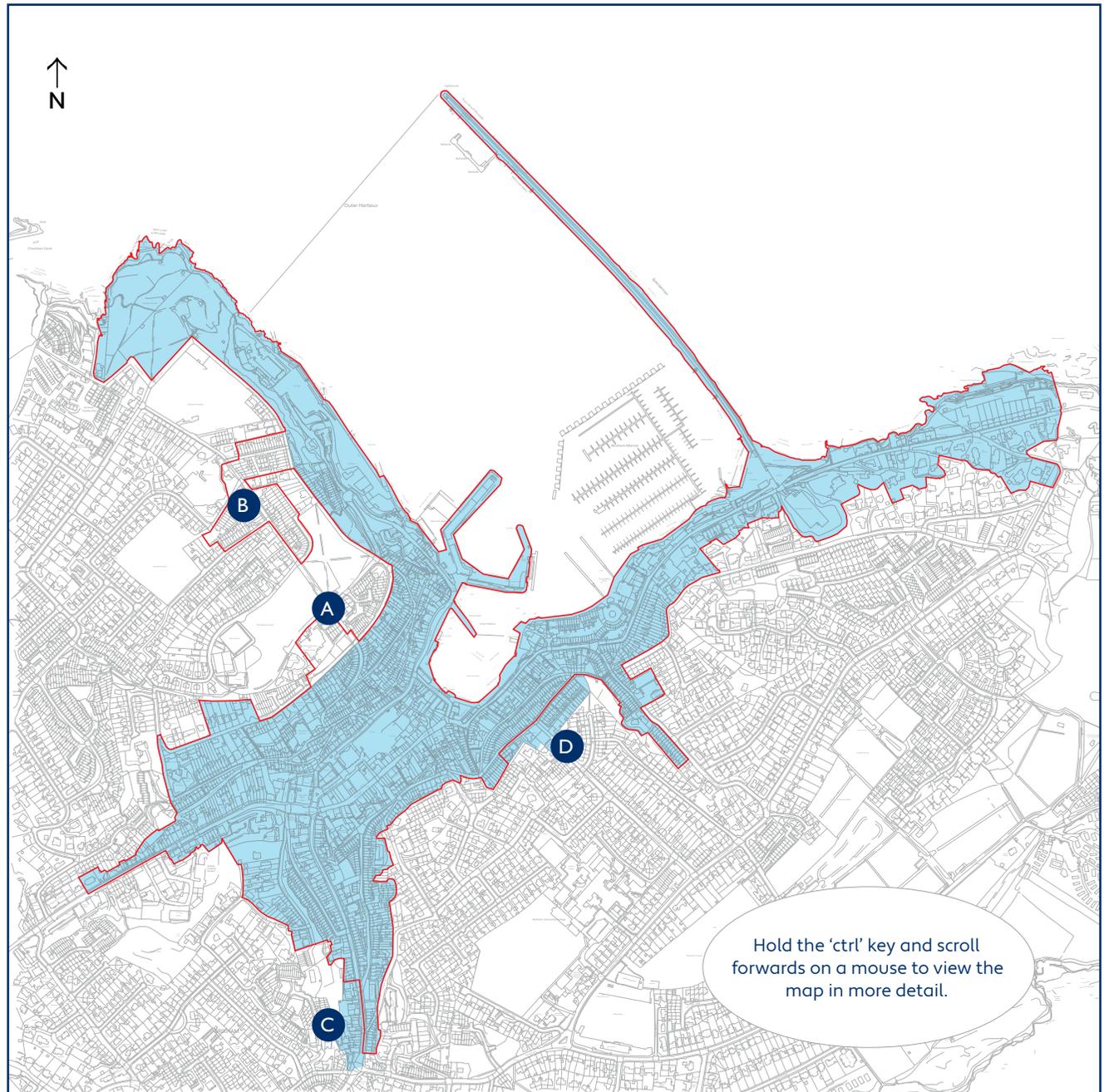
The need to review the boundary can be in response to a number of factors: unmanaged incremental changes which have, over time, diluted the character of an area; the boundary may have been drawn too tightly originally; or the special interest of a feature may not have been evident to a previous assessor. Although it is principally the built structures that are recognised in amending the boundary, their accompanying plots often provide an important historical context which should be incorporated together with the building(s).

The boundary of the Brixham Town Conservation Area was last reviewed in 2016 in a draft Conservation Area Appraisal. The draft appraisal recommended the inclusion of the early houses on Bella Vista Road and Furzeham Gardens. It also recommended the exclusion of Battery Gardens, on the basis that the area was of a very different character to the conservation area and has been protected by designation as a scheduled monument since 2002.

SECTION 4.0: BOUNDARY REVIEW

4.2 2024/2025 Boundary Changes

This Conservation Area Appraisal identifies several minor amendments to the boundary.



BOUNDARY REVIEW

- 2025 Conservation Area Boundary
- 1999 Conservation Area Boundary

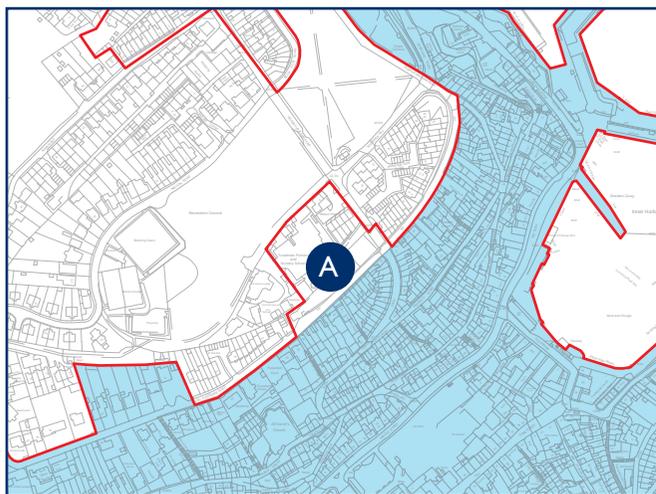
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SECTION 4.0: BOUNDARY REVIEW

Inclusions

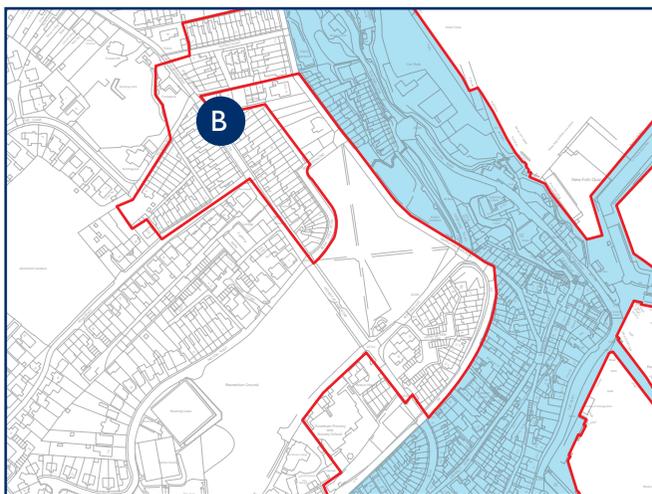
A. Partial inclusion of Furzeham Primary and Nursery School



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The boundary is extended to include the historic buildings at Furzeham Primary School and the adjacent historic railway bridge. The school complex contains several attractive Victorian buildings which demonstrate the growth of Brixham during the 19th century. The school is prominent in views from the higher ground to the south of the town.

B. Inclusion of terraces at North Furzeham Road, Higher Furzeham Road, Bella Vista Road, Queens Road, Alma Road and Holborn Road.



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The boundary is extended to include several late 19th and early 20th-century suburban terraces to the north of the town centre – on North Furzeham Road, Higher Furzeham Road, Bella Vista Road, Queens Road, Alma Road, and Holborn Road. These terraces are highly characteristic of the wider conservation area, the late Victorian/Edwardian terrace being the dominant architectural typology within the existing

boundary. Together these historic terraces illustrate the expansion of Brixham during the late 19th and early 20th centuries.

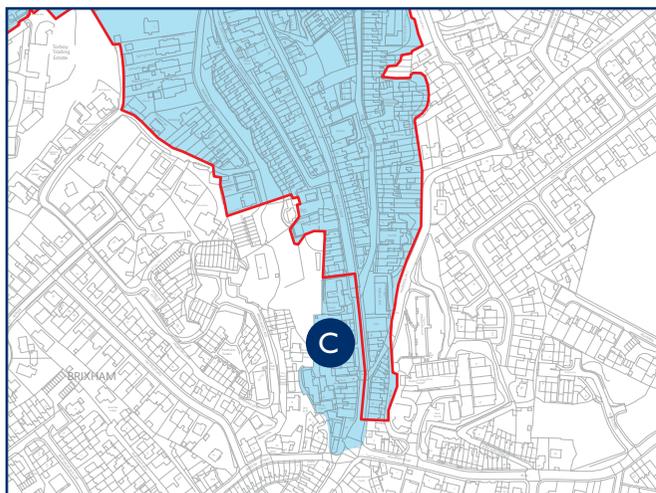
The extension includes the large L-shaped historic building off Higher Furzeham Road, which is depicted on the 1840 tithe map adjacent to a historic quarry. The style, scale and materiality of this structure enhance the historic character of the Brixham Town Conservation Area. The historic boundary wall enclosing the garden to this property is also highly characteristic of the wider conservation area.

The cream-coloured ‘star’ pavers which survive along Bella Vista Road provide a strong visual link between this suburb and the wider conservation area.

SECTION 4.0: BOUNDARY REVIEW

Exclusions

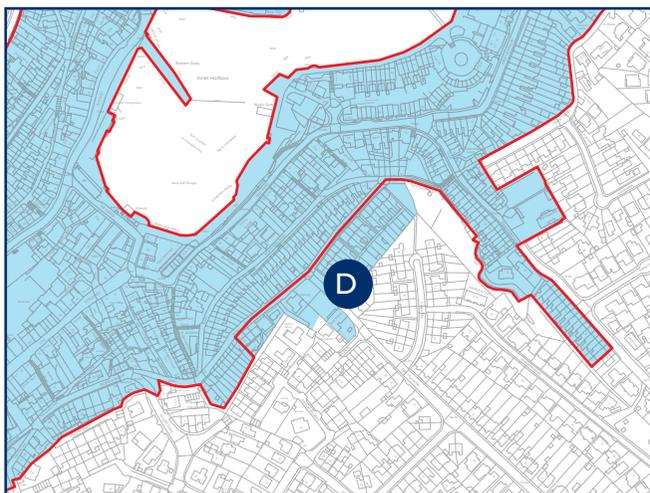
C. Exclusion of development to the south of Bolton Street



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The boundary is amended to remove this area of mostly modern development, which detracts from the historic interest and character of the conservation area and has no historic relationship to it. The small terrace of four houses in this area, which dates from the late 19th or early 20th century, is of limited architectural interest and makes a negligible contribution to the historic character of the streetscape.

D. Exclusion of interwar terraces on Garlic Rea, Rea House and modern development on the south side of Elkins Hill.



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The boundary is amended to exclude the inter-war terraces on Garlic Rea, Rea House (off Great Rea Road) and the modern residential development at the top of Elkins Hill. The inter-war terraces are of limited architectural interest and have been heavily modified with the addition of large box dormers. As later structures they do not accord with the character of the wider conservation area – which is largely dominated by buildings from the late 18th to the early 20th century.

The incline up Great Rea Road away from Garlic Rea and Elkins Hill instates both a geographical and topographical separation between this building and the rest of the conservation area. The architectural interest of the building has been depreciated through the recent addition of a large box dormer.

The properties excluded on the south side of Elkins Hill are modern buildings of a generally low architectural quality. They detract from the special interest of the conservation area and have no historic relationship with it.

SECTION 5.0: AUDIT OF HERITAGE ASSETS



SECTION 5.0: AUDIT OF HERITAGE ASSETS

The Brixham Town Conservation Area is a heritage asset in its own right and contains numerous individual heritage assets. These include both listed and unlisted buildings and structures. This section of the document outlines the heritage assets within the Brixham Town Conservation Area, identifying both individual assets and groups of structures and articulating why they are important.

The audit has been carried out by means of visual examination from public thoroughfares. The intention is to identify these heritage assets, rather than to provide a fully comprehensive and detailed assessment of each individually. It should not be assumed that the omission of any information is intended as an indication that a building or feature is not important. A detailed assessment of heritage significance, specific to a building or site within the conservation area, should always be carried out prior to proposing any change.

5.1 Positive Contributors, Key Buildings and Local Landmarks

The buildings within the conservation area have been assessed against the following criteria:

Positive Contributors

A positive contributor is a building, structure or feature which beneficially adds to the overall character of its local area. This is likely to be true of most buildings within a conservation area. The extent to which a building will positively contribute will largely depend on the integrity of its historic form and is not restricted to its principal elevation. For example, roofscapes and side/rear elevations can all make a positive contribution. Modern buildings can also make a positive contribution here provided they have been sensitively designed to suit their setting.

Buildings which meet one or more of the following criteria have been identified as positive contributors, provided their historic form and value have not been substantially eroded:

- Does the structure reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?
- Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?

- Does it contribute positively to the setting of adjacent designated heritage assets?
- Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?
- Does it have significant historic associations with features such as the historic road layout or a landscape feature?
- Does it reflect the functional character or former uses in the area?
- Does its use contribute to the character or appearance of the area?¹⁰

Local Landmarks

Local landmarks are buildings, structures or features which are visually prominent and recognisable within the local streetscape, and which make a positive contribution to the character of the surrounding area.

Key Buildings of Individual Heritage Interest

Key buildings of individual heritage interest are buildings, structures or features which have a degree of heritage significance drawn from their own heritage interest. The

¹⁰ Criteria adapted from Conservation Area Designation, Appraisal and Management, Historic England Advice Note 1 (Second Edition): 2019.

SECTION 5.0: AUDIT OF HERITAGE ASSETS

ability to appreciate this heritage interest does not rely on the relationship with surrounding structures (although these may form an important part of its setting).

Key buildings of individual heritage interest are frequently unlisted but can be afforded protection against harmful development by recognition as a non-designated heritage asset by the local planning authority, who may choose to formally recognise their special interest through the adoption of a local list. The identification of positive contributors and/or the adoption of a local list provides no additional planning controls; however, the protection of their status as heritage assets is a requirement of the National Planning Policy Framework and will therefore be a material consideration for local planning authorities in determining planning applications.

A full audit of heritage assets within the Brixham Town Conservation Area is provided in Volume II of this report.

5.2 Listed Buildings

Listed buildings are protected under the Planning (Listed Buildings and Conservation Areas) Act 1990 and are designated for their architectural or historic interest. All listed

buildings in England are designated at the recommendation of Historic England and details are recorded on the National Heritage List for England. Listings are ranked from Grade I (the highest level), Grade II* (in the middle) and Grade II (the lowest and most common level).

Statutory listing does not equate to a preservation order intended to prevent change. However, alterations to listed buildings will require listed building consent, which allows the local authority to make decisions that have been informed by an understanding of the building or site's heritage significance. Importantly, national and local planning policies also recognise that changes to un-listed buildings or sites in the setting of a designated heritage asset can affect its special interest.

5.3 Scheduled Monuments

There are two scheduled monuments within the conservation area boundary. Scheduled monuments are protected under the Ancient Monuments and Archaeological Areas Act 1979. Scheduling protects nationally important archaeological sites, which can be above or below ground, and the register is managed by Historic England.

Schedule monument consent is required for any works to/on the site of a scheduled monument.¹¹

5.4 Opportunities for Enhancement

The character of the historic core could be greatly enhanced by incorporating traditional details to modern shopfronts and the gradual replacement of inappropriate modern development. The gap in the urban grain around the central car park also represents an opportunity for enhancement.

The contribution made by many buildings to the character of the conservation area could be improved through small alterations as and when the opportunity arises, such as replacing windows with more traditional units and general maintenance to improve outward condition. Due to the high concentration of such buildings throughout the conservation area, they are not individually identified on the accompanying plan.

¹¹ <https://historicengland.org.uk/listing/what-is-designation/scheduled-monuments/>

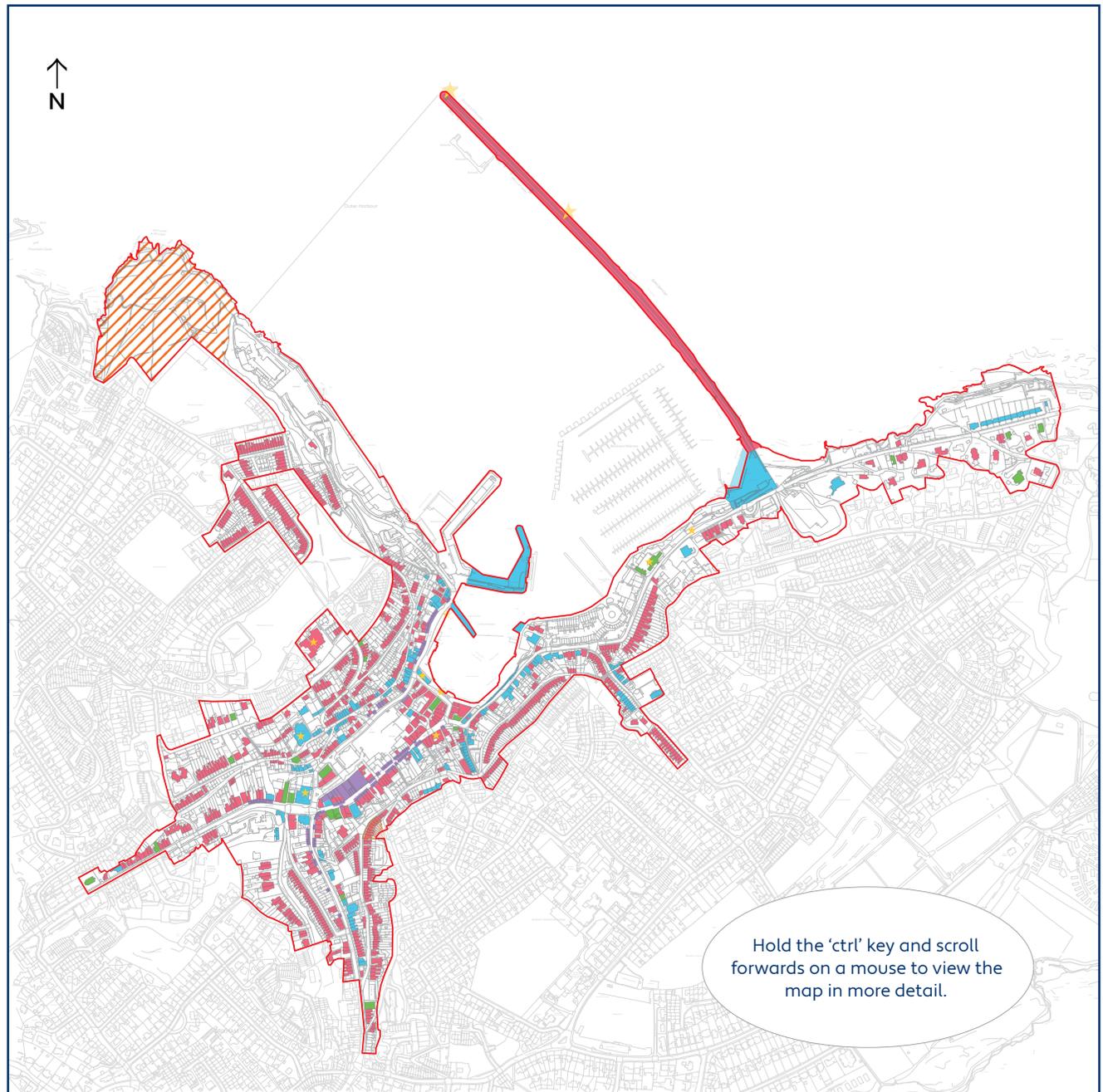
SECTION 5.0: AUDIT OF HERITAGE ASSETS

HERITAGE ASSETS

- Positive Contributor
- Key Building of Individual Heritage Interest
- Listed Building
- Local Landmark
- Opportunity for Enhancement - Shopfronts
- Opportunity for Enhancement - Other
Detracting Feature/s
- Windmill Hill Cave and Battery Gardens
Scheduled Monuments
- 2025 Conservation Area Boundary

This plan is not to scale

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SECTION 6.0: ISSUES



SECTION 6.0: ISSUES

6.1 Condition

Overall, the conservation area is generally in fair condition: the buildings, roads and pavements have been well maintained in most instances. There are several buildings along Fore Street and Bolton Street, both vacant and occupied, which are in poor condition externally. Many common problems could be easily addressed through regular maintenance or the appropriate repair.

A prominent issue within the conservation area is ineffective rainwater management, which is particularly noticeable around the historic core. There are many examples of blocked gutters and downpipes, which can contribute to external staining as well as more serious issues with damp. Regular clearance of/improvements to rainwater goods can easily rectify these issues.

The use of inappropriate materials to repair historic buildings can often stimulate or hasten the deterioration of built fabric. This is because traditional buildings (generally those built before 1919) utilised 'breathable' materials which facilitate the free passage of moisture through a structure.

Although older buildings absorb more moisture than modern structures, this moisture should be able to evaporate in dry conditions. Modern cement-based renders and mortars are not breathable and prevent the evaporation of moisture from a traditional building, thereby causing issues with damp and deterioration. Non-breathable paint applied over walls which were originally intended to be exposed can have a similar impact.

There are several instances throughout the conservation area where boundary walls are suffering from a lack of maintenance which manifests in staining, vegetation growth and missing joints. This could be remedied through the careful removal of vegetation and cementitious mortar and the localised replacement of masonry/brick, bedded in and pointed with lime mortar.

Similarly, there is a lack of maintenance to historic paved steps throughout the conservation area, resulting in vegetation growth and crumbling/loss of historic fabric. These important and characteristic through-routes should be repaired with traditional, breathable materials and the use of cement and concrete should be wholly avoided.

Where timber window units and shopfronts survive, these make an important contribution to the character of the conservation area and should be regularly maintained. There are several examples of rotting joinery to historic window units and shopfronts, and this should be addressed through the replacement of damaged timbers which cannot be salvaged with new timber, and regular re-painting of joinery with breathable paint. Effective management of water runoff will also help to prevent timber decay.

Where buildings within the conservation area are vacant, problems with condition tend to be exacerbated as they go unnoticed for longer periods.

SECTION 6.0: ISSUES



An example of a blocked and broken gutter and failing render to a property on Pump Street.



Extensive vegetation to historic flight of steps.



A gutter to a historic building on Fore Street, completely blocked with vegetation.



Detail of a boundary which has been repointed with non-breathable cementitious mortar and has extensive vegetation growth. A plant will typically root in mortar joints and force itself deeper as it grows, which can push the built fabric out of position and weaken the integrity of the wall.



Rotting timber detracts from the aesthetic impact of this traditionally styled shopfront on Fore Street.



Deteriorating joinery to original windows at the end of this terrace on Bolton Street. The property is vacant.

SECTION 6.0: ISSUES

6.2 Detracting Features

The replacement of traditional timber-framed windows with uPVC alternatives is common across the conservation area; there are numerous instances where this has taken place on buildings of all types. The materials, style and position within the window reveal (i.e. flush with the elevation, rather than set back) of the uPVC replacements are detrimental to the character of the historic elevations and collectively detract from the special interest of the conservation area. Although they are often perceived to offer environmental benefits, the lifespan of uPVC windows is also considerably shorter than that of well-maintained timber windows and the units cannot be easily recycled. Similarly, the replacement of traditional timber doors with modern designs in uPVC result in features which are discordant with the character of the conservation area.

Many of the historic shopfronts retain much of their traditional character. However, some have been altered with inappropriate additions such as box fascias and expansive float-glass frontages which

are overly prominent and do not respect the proportions of the host building. There are many later 20th-century shopfronts on Fore Street, Bolton Street and New Road in particular, which are also out of keeping with both their host building and the wider conservation area. Incorporating traditional features such as a stallriser (a platform below the shop window), glazing articulated by mullions and transoms (horizontal and vertical glazing bars) and a fascia which respects the proportions of the host building can greatly improve the character of modern retail units in conservation areas.

Other minor detracting features include:

- Roof or chimney-mounted television aerials, satellite dishes and trailing wires.
- Large plant equipment on return elevations which are highly visible from the public highway.
- uPVC rainwater goods.
- Unsympathetic, municipal style street lighting.



These shopfronts on Fore Street have been heavily modified through the replacement of the original window units with modern float glass and aluminium frames. Improvements might be made through the introduction of mullions and transoms and the rationalisation of advertising.



The accretion of wall-mounted services on this principal elevation detracts from the aesthetic interest of the host building and the wider streetscape.

SECTION 6.0: ISSUES

6.3 Inappropriate Modern Development

There are many examples of modern development which depreciate the special interest of the conservation area through inappropriate massing and detailing. Flat roofed extensions or infill are also at odds with the varied rooflines throughout the conservation area. Large modern box dormers are prevalent within the conservation area and disrupt the visual uniformity of many historic terraces. New dormers should be modestly scaled, subservient to the established roofscape and sit comfortably within the proportions of the original building. Traditional roof features such as chimney stacks should be retained, and materiality should be consistent with the established historic character. Design construction should reflect the character of the original building. Please refer to policy BH6 of the Brixham Neighbourhood Plan (reproduced in Section 1.6 of this report).

When successfully delivered, development within a conservation area responds to the proportions of historic buildings plots and frontages, existing architectural detailing, and materiality. New development need not replicate the established massing of the historic environment, but should not detract from it. This also applies to developments within the setting of a conservation area.



An example of modern development on Fore Street. The massing of the structure does not respond to historic plot boundaries, whilst the modern detailing of the shopfronts is out of keeping with the character of the streetscape.



Modern box dormers disrupt the historic proportions of these properties on New Road.



SECTION 7.0: OPPORTUNITIES

SECTION 7.0: OPPORTUNITIES

There is scope to enhance the conservation area through addressing the minor but altogether detracting elements such as external accretions, management of rainwater goods and the appropriate repair of failing elements. Incrementally addressing these issues will have a positive impact and enhance the conservation area.

Although many of the uPVC windows and doors which have already been installed are unlikely to require replacement in the near future, there is scope for any further replacement windows and doors to be carried out using styles, materials and methods that are better suited to enhancing the special interest of the conservation area. It would be especially beneficial for first-generation uPVC double-glazing, which is generally coming to the end of its life cycle, to be replaced with more suitable alternatives, rather than the more visually intrusive standard option.

Some of the low-quality 20th-century architecture within the conservation area could be beneficially re-developed should the opportunity arise. Likewise, the replacement or alteration of unsympathetic shopfronts would greatly enhance the special interest of the conservation area. Considered place-making, such as landscaping, also has the potential to improve the relationship of new design with the conservation area.

Locations for future development within the conservation area and its immediate setting provide an opportunity to enhance the character of the conservation area. The town centre car park is proposed for mixed use regeneration in the Local Plan and Brixham Peninsula Neighbourhood Plan.

Heritage-led regeneration opportunities have the potential to increase economic returns in the local area whilst celebrating and enhancing the special interest of the conservation area.¹²

¹² Historic England, Heritage and its Role in Development and Place, 2023. <https://historicengland.org.uk/research/heritage-counts/heritage-and-economy/place-development/>

SECTION 8.0: CONSERVATION AREA DESIGNATION – CONTROL MEASURES AND BEST PRACTICE GUIDANCE



SECTION 8.0: CONSERVATION AREA DESIGNATION – CONTROL MEASURES AND BEST PRACTICE GUIDANCE

8.1 Control Measures

In order to protect and enhance the conservation area, any changes that take place must conserve its character and special interest. Statutory control measures are intended to prevent development that may have an individually or cumulatively negative effect. Control measures within a conservation area include:

- Planning permission will usually be required to totally or substantially demolish buildings or structure (including walls, gate piers and chimneys). This will also need a heritage statement (sometimes called a heritage impact assessment) as part of the application.
- The extent to which permitted development (i.e. changes that are allowed without requiring consent from the local authority) may be restricted. For example, replacement windows, different elevational finishes or the installation of satellite dishes may require planning permission.

- Trees with a diameter of 75mm or greater, measured as 1.5m above the soil level, are protected. Any works proposed to these trees require permission from the local authority by means of a planning application. This allows the local authority to determine whether a tree preservation order (TPO) is necessary.
- Advertisements and other commercial signage may be subject to additional controls and/or require planning permission.

8.2 Conservation Aims and Best Practice

There is no generally accepted detailed definition of ‘best practice’ in conservation: it is a term used to describe the management of change (including repair) so that the integrity and character of a historic site is not eroded or compromised. It is not the intention of conservation best practice to prevent change from happening: alterations can still be carried out but should be subject to additional scrutiny to ensure that the special interest of the conservation area is protected.

It is the purpose of this Appraisal to provide guidance that will help achieve these aims. Overall, any change in the Brixham conservation area should seek to:

- Preserve its historical features;
- Enhance, where possible, its special interest;
- Positively contribute to its established character; and
- Be high quality.

8.3 ‘Like-for-Like’

A term that is frequently used in conservation is ‘like-for-like’ replacement or repair. This is frequently – and mistakenly – taken to mean that a modern alternative that generally echoes the style of the element removed is acceptable. However, this is not accurate. Like-for-like should always be interpreted as an alternative that matches the historic element removed in terms of its material, dimensions, method of construction, finish, means of installation and any other feature specific to the original element, such that the modern replacement is hardly discernible from the original (accepting that its condition will be greatly improved where the original has failed beyond repair).

SECTION 8.0: CONSERVATION AREA DESIGNATION – CONTROL MEASURES AND BEST PRACTICE GUIDANCE

For example, modern uPVC windows in imitation of Georgian or Victorian-style sash windows but with false glazing bars and a top-hung casement opening mechanism do not constitute a like-for-like replacement for traditional timber-framed Victorian sliding sash windows, although they may appear stylistically similar.

8.4 Repairs and Replacement

Repairs and replacement are inevitable with any building or site, regardless of age; however, within a conservation area, it is especially important that this is carried out sensitively to protect the historic fabric of its buildings and respect the character of the wider area. Key points to remember when looking to carry out repair work or install replacement features are:

- A method of repair that was suitable for one building may not be suitable for another. Repair and replacement should always be considered on a case-by-case basis.
- Repairs using appropriate materials and techniques are always preferable over wholesale replacement.
- Where a historic feature has degraded beyond repair, replacement should be carried out on a like-for-like basis.
- Where seeking to improve failing modern features, a traditionally-designed alternative using appropriate materials is preferable. For example, the replacement of uPVC gutters and downpipes with lead, cast iron or coated aluminium alternatives that better reflect the traditional character of the conservation area.
- Cement-based mortars and/or ribbon pointing are harmful to historic brickwork and masonry. Repairs to any pointing should be carried out in a lime mortar after any cementitious mortar has been raked out. This will ensure the longevity of the historic built fabric.
- Due consideration should be given to the sustainability of the repair or replacement, i.e. what is its lifespan? What maintenance will be required to prolong this?
- Reversibility is an important consideration as better alternative may become available in the future.
- Historic external detailing should be retained or, where damaged beyond repair, replaced on a like-for-like basis. This includes (but is not limited to): the texture and colour of render; size and colour of bricks used, and the bond in which they are laid; stone dressings; and chimneystacks.
- The reinstatement of historic features that have been lost is favourable. For example, re-exposing brickwork that has been rendered or painted over.
- The repair and replacement of windows can have a notable effect on the character and special interest of the conservation area, both positively and negatively. The aim should always be to retain historic windows wherever they survive, carrying out refurbishment work where needed to make sure they remain usable. Timber frames are preferable over uPVC for a number of reasons, mainly their comparative slimness and breathable quality which has a positive knock-on effect on the overall condition of the historic building.

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8.5 Maintenance

Maintenance differs from repair in that it is a pre-planned, regular activity intended to reduce instances where remedial or unforeseen work is needed. The higher the levels of maintenance, the less need to carry out repairs. Regular maintenance activity should include annual gutter clearing, seasonal vegetation control and repainting external joinery with an oil-based paint. This is not an exhaustive list and each historic building will have its own specific needs. Larger historic buildings and those which are listed may benefit from occasional condition surveys (usually around every five years) to highlight their individual maintenance and repair needs.

The maintenance requirement of a building will depend on its age, materials and susceptibility to wear. Historic England, the Society for the Protection of Ancient Buildings (SPAB) and other heritage bodies publish specialist guidance on the suitable maintenance and repair methods for different historic buildings.

8.6 Trees

Trees are afforded extra protection within the conservation area and there are several tree preservation orders in place. Any tree surgery work should be carried out only once the relevant permission has been sought. The management of the planted elements within the conservation area is beneficial to its overall appearance and potentially also to the condition of the buildings where root damage may pose a threat.

8.7 Public Realm

Public realm features, including bins, bollards, seating and planters, etc. often become outdated in their appearance. This can be due to heavy wear, antisocial behaviour or as a result of poor design and short-lived trends. Successful public realm schemes are contextual, using high-quality materials that echo the character of the wider area. Any additions or amendments to the public realm will also need to take account of highways and other relevant regulations.

8.8 Modern and New Development

It is not the intention of conservation area designation to prevent new development or entirely exclude existing modern development where this is woven into a surrounding historic space. Instead, it puts in place a process whereby any proposals are more thoroughly studied to ensure that the special interest of the conservation area is protected and opportunities to improve its character are identified.

New development can range from entire new buildings to the introduction of new features, however small, on existing buildings. It is acknowledged that there are pressures on housing numbers within the conservation area and that associated planning applications are likely to be submitted in the future.

New development within the setting of the conservation area should also be carefully managed as it has the potential to detract from its character and special interest. The potential for substantial new development inside the conservation area boundary is generally limited to the replacement or alteration of those buildings, generally from the mid-late 20th century, which do not positively contribute to its character.

SECTION 8.0: CONSERVATION AREA DESIGNATION – CONTROL MEASURES AND BEST PRACTICE GUIDANCE

Any proposals will need to be considered on a case-by-case basis and take account of:

- The significance of any existing building affected;
- The impact on the setting of neighbouring listed buildings, key buildings of individual heritage interest and/or positive contributors;
- How local features and materials can be incorporated into the new design;
- Whether or not any historical plot boundaries survive or could be recoverable;
- The impact of the overall scale, massing and design on the wider streetscape;
- The loss of any important rear/side elevations or views of these;
- Characteristic boundary treatments and planting;
- The potential for below-ground or built archaeology; and
- Any other heritage or conservation constraints identified.

The addition of new features on existing buildings can be detrimental to the individual buildings as well as the overall character of their wider setting if unmanaged. Specifically:

- Television aerials and satellite dishes should not be fixed to principal or highly visible elevations, or chimneystacks.
- Features such as external lighting and security cameras should be as discreet as possible.
- Solar panels should be restricted to rear or secondary elevations, especially where a building forms one of a group.
- Internal alterations can have an external impact; for example, staircases cutting across windows or the removal of chimneybreasts necessitating the removal of the associated chimneystack.
- New/replacement dormers should be modestly scaled, use traditional materials consistent with the character of the area and be subservient to the existing roofscape (for further details see Policy BH6 in the Brixham Peninsula Neighbourhood Plan).

8.9 Sustainability

Maintenance and continued use of historic buildings is inherently sustainable. However, there are growing pressures to improve the energy efficiency of the country's historic building stock in order to reduce carbon emissions, particularly from heating which uses fossil fuel sources. Pressures to increase sustainability performance can be accommodated within the conservation area but will require a bespoke approach to ensure that the measures needed can be viably implemented without harm to its special interest.

Straight-forward measures to improve building performance include:

- Refurbishing historic windows and doors to prevent drafts.
- Re-pointing external walls to prevent damp and air leaks.
- Maintaining rainwater goods.
- Improving and/or expanding green spaces.

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- Inserting breathable insulation in loft spaces and suspended floor voids.
- Installing thick curtains or internal shutters.

Double-glazing is now available in slimline, timber frame units which are considerably more sympathetic within historic contexts than earlier versions. It will be necessary to obtain the relevant permissions to install double-glazing. Best practice will always be to retain historic windows wherever possible, with the installation of secondary units being an alternative to full replacement.

The installation of solar panels and other infrastructure such as electric vehicle charging points and heat pumps in a conservation area is generally acceptable, however they must not be installed in a location that is visible from any public highway and their physical and aesthetic impact will need to be carefully considered and mitigated. For more information contact planning@torbay.gov.uk.

Historic England, the Society for the Protection of Ancient Buildings, the Royal Institute of British Architects and other bodies publish extensive guidance on the sensitive adaptation of buildings in response to climate change and sustainability challenges.

APPENDICES



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APPENDIX B: USEFUL CONTACTS

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Planning and Building Control Webpages

<https://www.torbay.gov.uk/planning-and-building-control/>

APPENDIX C: GLOSSARY

Terminology	Definition
Baroque	A highly decorative and theatrical style of architecture popular in England during the 17th century. It experienced a revival in the early 20th century.
Classical	Architecture inspired by the buildings of ancient Greece and Rome - characterised by the use of columns and pediments.
Corbel	Stone, wood or metal bracket, often structural but sometimes decorative.
Cornice	A horizontal decorative moulding.
Fanlight	A small semicircular or rectangular light above a doorway.
Fascia	A horizontal band beneath the eaves of a building or over a shopfront.
Fenestration	Architectural terminology for windows and doors.
Finial	Vertical decorative element found on roofs, towers, spires and gables.
Gothic	Architecture inspired by the style of medieval churches - featuring pointed arches and tracery.
Key stone	A wedge-shaped stone found at the apex of a masonry arch.

Terminology	Definition
Massing	Refers to the shape, form and size of a building.
Mullion	A vertical glazing bar on a window or window opening.
Patina	Visible signs of historic use.
Polite building	A building designed with regard for architectural fashion, often by an architect.
Portico	A projecting porch supported by columns.
Quoins	Masonry blocks to the corner of a wall - can be structural or aesthetic.
Rubble stone	Unfinished stone.
Stallriser	A platform below a shop window.
Tracery	Division of openings with stone bars or moulded ribs.
Transom	A horizontal glazing bar on a window or window opening.
Urban grain	The pattern of building plots in an urban environment.
Vernacular building	A building constructed using local materials with limited or no regard for architectural fashion.

APPENDIX D: DETAILED HISTORIC DEVELOPMENT OF BRIXHAM

The following text has been extracted from Hal Bishop, 'Brixham Town Conservation Area Character Appraisal', the draft document produced for Torbay Council in 2016.

Historic Environment, Origins & Development

- 2.1 During the Pleistocene epoch (1.64 million – 10,000 BC) conditions conducive to the appearance of humans can be recognised in two locations, both are raised beaches: the first a limestone platform stretching from Shoalstone Point to about half a mile west of Berry Head; this is about 5 metres above the high tide mark and consists of a bed of pebbles containing flint and chert with shells cemented with sand and shingle. The other is a well-marked platform on the north side of Sharkham point, also about 5 metres above high tide mark, consisting of a thin strip of pebbles and flints with local rocks, coarse sand and shells.
- 2.2 Prehistoric remains and settlement is well attested from Middle Palaeolithic times (250,000 – 40,000 BC), from three

solution caves discovered in the 19th century: Ash Hole Cavern; Brixham, or Windmill Hill, Cavern; and Bench Cavern – all lie within the conservation area or are immediately adjacent to it. Ash Hole (or Ashole) was investigated by the Revd Henry Francis Lyte in 1824; beneath stalagmites he uncovered the bones of elephant, reindeer and hyena species. In the upper layers of the cave earth deposits, well above the stalagmite floor, pottery, bronze metalwork, a Roman coin and human remains were found. In the 1960s the site was re-investigated and it was established that it had been used as rock shelter with occupation from the Neolithic (4000 – 2200 BC), Bronze Age (2200 – 700 BC) and Roman periods. The majority of the pottery was dated to the Bronze Age and was analogous to Cornish Trevisker ware of 1750-1000 BC. The burials recognised by Lyte have been broadly assigned a Romano-British date of c.AD 0-500. In 1858 during the development of housing on Mount Pleasant Road a cave system of galleries and chambers was discovered by workmen. It was investigated by William Pengelly who recognised that, unlike Ash Hole, the

cave had been sealed since Palaeolithic times and that '*the last previous event in its history being the introduction of a reindeer antler attached to the upper surface of the stalagmite floor*'. Historically this was most important because the traditionalist argument used against the dating of the Kent's Cavern deposits in Torquay was that it had been open since at least the 17th century and potentially contaminated. Over a period of 12 months at Windmill Hill cavern Pengelly revealed rich faunal remains in layers with Palaeolithic flints: 1600 bones and 32 flints, the latter of Middle Palaeolithic and post-Palaeolithic date (after 10,000 BC). The discovery of the two together in cave earth deposits sealed by stalagmite floors provided the first scientific proof of the contemporaneity of early man in Britain with extinct animal species. Thus Brixham Cavern, as Nature put it in April 1894:

established beyond all doubt the existence of Palaeolithic Man in the Pleistocene Age and caused the whole of the scientific world to awake to the vast antiquity of the human race.

APPENDIX D: DETAILED HISTORIC DEVELOPMENT OF BRIXHAM

- 2.3 A third cave now quarried away entirely, Bench Cavern, was revealed in 1861 during quarrying between Higher Furzeham Road and Blackball Lane; Bench House lies to the south of the quarried area. Here similar Pleistocene faunae were uncovered and identified as bear, hyena, wolf, fox, reindeer, ox and hare. Brixham's caves though less well known than Torquay's Kent's Cavern are of international importance with undisturbed cave earth deposits surviving in the two remaining caves. In the fields west of Berry Head Mesolithic (10,000 – 4000 BC) 'microliths' (tiny flints), and larger Neolithic flint tools have also been recovered.
- 2.4 An Iron Age promontory fort is presumed to have been established on Berry Head – fancifully identified on Donn's 1765 Map of Devonshire as a 'Danish Castle' – with a ditch and ramparts east of the present Napoleonic-period walls of Fort No. 3. Recent archaeological work at the site (2009) has established that the terrace between the walls and the guardhouse is not bedrock but an infilled hollow and thus probably the excavated ditch which would have provided the fill of the rampart. Mid-19th century reports of Roman coins being found in the vicinity may well be late-Iron age copies of Roman types. Also in the mid-19th century Claudian coins (AD41-54) are said to have been found on Furzeham Common. At the same time observations on the common of circles surrounded by ridges were thought to be barrows; however as the inside of the ridges contain a circular path of pebbles this might be better interpreted as the presumed bases of military bell-tents known to have been present in the later-18th and early-19th centuries. As with much of Devon west of the Exe there are few signs of Roman influence with Romano-British settlements continuing as dispersed farmsteads into a post-Roman Iron Age.
- 2.5 The Brixham referred to in Domesday is Higher Brixham, around whose church the historic manor and parish of *Briseham* developed. The name may be derived from *Brioc* a Celtic personal name and the old English *ham* – 'the homestead or enclosure of Brioc'. If Brixham does derive its name from a Celtic overlord, the vill is likely to predate the Saxon settlement of the area in the 8th century. The manorial system and boundaries which are recorded in Domesday (1086) may have been well established by the 10th century. Certainly the presence of a 'Kingswear' and a 'Kingston' in the vicinity are indicative of the presence of a large Saxon royal estate. The manor at Domesday was held by Judhael of Totnes as Tenant-in-chief. Judhael, who held the manor of Brixham as part of his Honour of Totnes, farmed his own land here: 12 slaves working ½ hide, or c.60 acres. 15 villagers, 12 smallholders and 5 cottagers farmed the other 2 hides, or c.240 acres under the plough; these figures suggest a community of around 200 at the end of the 11th century. Domesday also records the presence of meadow (4 acres), pasture (12 acres) and woodland (12 acres); as well as cattle (4), horses (2), pigs (10), and sheep (180). This record of mixed agriculture taken with the size of population further suggest a settlement of long establishment, with the transition of isolated farms and hamlets into a larger community – a proto-urbanisation. The parish embraced the smaller manors of

APPENDIX D: DETAILED HISTORIC DEVELOPMENT OF BRIXHAM

Galmpton, Churston (Ferrers), Lupton, Wodhuish, and Coleton – all the estates on the peninsula between the river Dart and Torbay.

2.6 In 1205 the township of *Brikesham* was awarded to Henry de Nonant and valued at £18; from the thirteenth century Brixham was held by various families in dower and often subdivided, though in 1334 Edward III gave John de Leybourne free warren (the taking of rabbits) in all the demesne lands of Brixham. A deed dated 1335 records a lease given by Henry de Pomeroy (one of the two Lords of the Manor) to one William le Baker of Brixham and his wife Gonnuldathe; the lease contains probably the first mention of a house in Higher Brixham, the house and land being that located in *Bremele Furlong*. From this time increasingly houses and tenements enter the record although often only in relation to another tenement rather than any independent location. New building is mentioned in 1343 when Johannes de Wynston granted to Ely Baker of Brixham and Laurencya his wife ‘a house in my tenement of *La Chircherete* [?Church Street] in Brixham,

which house I have built anew near the tenement of Clement Boghecleve’. Leases for various properties occur throughout subsequent reigns given by the de Pomeroy overlords, many of the cottages or tenements having substantial small holdings of land. Some sense of size is given by Edward Pomeroy’s 1537 grant of his portion of the manor which included 40 messuages (houses with outbuildings and land), a mill, 400 acres of land, and rents in Brixham.

2.7 Higher Brixham shows a typical medieval land arrangement of narrow burgage plots laid out perpendicular to the axis of the main streets with house plots on the frontage itself; the plan form is likely to be a post-Conquest feature rather than a survival of the Saxon one, though the street plan is undoubtedly pre-Conquest. Lower Brixham exhibits none of this; there is no evident pattern. A corn mill is known to have existed within the footprint of 69 Middle Street adjacent to the former inner harbour; while it must have originated as a tidal mill, and may have medieval antecedents – an

account claiming that the open creek was dammed in 1172 and tidesmills established either side of the harbour is unsubstantiated by documentation. Similarly the claim that a mill on the Fore Street side went out of use in 1560 must also be treated with caution. The earliest documentary evidence to date is a letter from a local citizen to the Navy Board in March 1672 recording the ‘large poole’ of the Corn Mill. The letter was written in the context of establishing a reservoir for naval use. Churchwardens accounts in 1706 hint at the presence of three mills, though only two are identified: *Higher Mill* in Mill (now Bolton) Street, (see 2.17) and the *Kay Mill* between Middle and Pump Streets.

2.8 Other than manorial leases of land parcels Brixham is disappointingly poorly represented in the extant medieval documents, what little there is tends to be maritime: surveys of customs paid, ships owned and mariners available for royal service. Perhaps the first recorded ship from Brixham is *le batel* (the boat) that landed wheat at Topsham (for the Exeter market) in 1296; later a barge of

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Brixham is recorded in the Thames in 1404 while a number of 15th-century customs accounts from Exeter record cargoes of fish. The ship-names *George*, *Rose* and especially *Mary* are common. Some familiar place names are well attested, Furzeham as *Fursham* in 1475. A lone manorial survey of one-third of the manor of Brixham in 1440 allows an extrapolation, that there were 90 cottages within the whole manor but only 30 farm holdings. The large number of landless cottages must indicate that many of the inhabitants then worked at sea, with most of the cottages being in the lower town. 'Brixham Quay' appears on a Henry VIII's coastal defences map of 1540.

2.9 Throughout the medieval period Brixham is certainly subservient to Dartmouth in population, wealth, and shipping tonnage, and is sometimes subsumed into the returns of the larger haven. John Leland in 1542-3 dismisses Brixham as one of the mere 'Fisher' towns, as opposed to Dartmouth with its extensive overseas trade. This is borne out in Thomas Colshill's 1572 survey of Devon merchant ships in which the total

given for 'Torbay' is 5 ships under 60 tons, whereas Dartmouth has 8 ships between 60-100 tons and 24 under 60 tons – smaller fishing vessels are probably not enumerated. But it is to Brixham that Sir Francis Drake brought the *Capitana*, the first of the great galleons of the Spanish Armada to be captured in August 1588. In the Duke of Buckingham's 1619 Survey of All Mariners in Devon, the Dartmouth and the Torbay parishes (Brixham, Paignton, Tormohun, and Saint Marychurch) numbered 1,538 seamen, of which 428 come from Dartmouth, and 151 from Brixham.

2.10 A map of the manor of Brixham (DRO 59/7/5/6) displaying in a cartouche the legend *The Estate of Chas Haynes Esq Surveyd by Josh Willey 1743* showing a rudimentary shoreline, but no inner creek, has been cited as evidence that the inner harbour had already been infilled. This may be the case but otherwise places too much reliance on the map as an accurate survey. It is essentially a depiction of scattered manorial holdings in Higher Brixham; the tenancies and holding sizes being differentiated in coloured inks. Brixham

Quay is shown in a quite rudimentary manner as 9 houseblocks on what is probably Middle Street, and 4 on what is probably King Street. It cannot be supported on this evidence that the harbour of 1743 was the same as that known from 1781 (below) as neither creek nor the streams that flowed into it are shown; nor are any mills or quays.

2.11 Of a detailed survey made on behalf of the Admiralty, a map now in Brixham Museum survives. *Plan of the Watering Place at Brixham Taken by J King 1781* shows the newly built naval reservoir (the Old Town Hall and Museum now occupies the site) and its inlets, outlet and overflow, and the area of the creek infilled, laid out as fields, and enclosed in 4 parcels. The Pump Street/Middle Street mill house, its pond and stable are shown and annotated. On the north side house plots are shown from Pring's Court (noted in the Statutory List Description's October 1993 revision as an 18th century group and 'the best-preserved group of listed buildings in Lower Brixham') in the west to the beginning of Overgang Steps (marked) above the eastern quay. On the south

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side almost nothing of Fore Street is present, only a range approximating to Nos 67-77 at its eastern end; elsewhere there are buildings either side of New Quay Lane, and a block equivalent to 15-27 King Street. The area between Pump Street and The Strand is well developed. The enclosed fields give the closest picture of the form of the early harbour. Both Eastern Quay and King's Quay are present marking the outer limit of the enclosed area; King William's Steps landward of Eastern Quay is obviously the 17th century quay. In 1786 the mill is described in an admiralty tender as his Majesty's Mill at Brixham Quay, and its land 'on which very advantageous Improvements maybe made'. Within 50 years and possibly much sooner the whole area was built over. The tender document claiming that Brixham itself is the *Greatest-Fishing Place in the West of England*.

2.12 The necessities of longer-ranging wars at sea from the mid-17th century led to the development of some port facilities and a supply infrastructure. When William of Orange's invasion fleet was

pushed down the channel to Brixham in 1688 a fortuitous change in wind allowed most of his 300 vessels to land at Brixham. The naval reservoir had been preceded by a fleet watering-facility around 1700; five 12-pounder cannon were issued in 1745 to oppose any Jacobite landings. From the Seven Years War (1756-1763) Torbay became a major fleet anchorage, re-supply station, and safe haven for the channel fleet in westerly gales, especially when it was on blockade duties against the French. In 1779-80 after Spain and France joined the American Revolutionary War gun batteries were established at Berry Head, 'Danish Castle', Fishcombe and Hardy's Head. Maintenance at sea over long periods created enormous supply problems, there were 23,000 men in St Vincent's Squadron in 1800 – only 16 towns in England then had a population in excess of 20,000. While Brixham Quay prospered from fishing and supply activities (the Naval Reservoir on King's 1781 map is the largest structure in the lower town), the higher town was much more part of the agricultural supply economy. Curiously there appears to

be no record of a market grant until 1799. Devon's agriculture was of crucial importance for the navy from mid-18th century, with fresh provision needed to supplement dry-stores. The navy's demand certainly enriched farmers, and victualling contractors even more so, but often meant enormous hardship for local people, especially during bad harvests; food riots broke out in 1795 because of the absence of food for local consumption. At the end of the 18th century the Navy's victualling requirements increased from 2 months at sea to 5 months, since the western squadron was its strategic reserve for the entire world and had to have the capacity to follow the French fleet anywhere. In May 1800 John Rodney the Commissioner of the Victualling Board recommended that a depot of provisions was maintained on vessels lying alongside Brixham Pier. The depot ships were administered by a resident 'Storekeeper' (one of the Principal Superior Officers of the Victualling Board – third in seniority behind the Agent Victualler, and the Clerk of the Cheque) who was assisted by clerks, stevedores, coopers and

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labourers. The large naval reservoir was improved in 1801 by the laying of bigger iron pipes to increase the speed of taking on fresh water.

- 2.13 Re-victualling in Torbay has been likened to a pit stop: the fleet had to be able to return to blockading the French coast if the wind changed; contractors were thus on 12-48 hours notice. The arrival of what were in effect floating towns in Torbay necessitated the establishment of a marine guard to prevent the:

“scenes of drunkenness, obscenity, blasphemy and consequent casualties (by the men fighting with each other and falling over precipices) which, to the disgrace of His Majesty’s Navy obtained heretofore in watering the fleet at Brixham.”

Ships when at the Torbay anchorage were ordered ‘petty warrant’ victuals – soft bread instead of biscuit, fresh meat and green vegetables – in order to conserve the sea stores; additionally beer, brewed locally as it was short-lived and bulky, was issued at a gallon a day. In 1804 the Victualling Board Ledgers record £4,931 was spent on

fresh beef received from Torbay which, though only an anchorage, was in effect the Navy’s sixth ‘port’ in England behind the major dockyards of London, Plymouth, Portsmouth, Chatham and Dover. Yet where is the architectural evidence for the contractors’ warehouses, slaughterhouses, cooperage and victualling yards? King’s 1781 map shows Brixham Quay during the height of the French-American wars. Admittedly schematic the only ‘warehouse-like’ buildings shown on the map are those either side of what is now Beach Approach, those in the vicinity of New Quay Lane, and one on the south side of Fore Street, occupying the footprint of Nos 67-77. Nor are there obvious signs of rich merchants’, or farmer-contractors’ houses in Higher or Lower Brixham. MAP 2 shows the survival of houses built during the 18th century and early 19th century, with only a few showing the type constructed for conspicuous display associated with the supply contractors. Some victuallers are known to have lived in Dartmouth, and a large live cattle depot was located in Ivybridge, but all would have had agents in Brixham. Oxen Cove is obviously the

early slaughtering point on the shore, and later the loading point for live cattle and sheep sent out, with fresh vegetables and water, to the ships of the blockading squadrons off France as part of the ‘shuttle-service’ maintained by the Victualling Board’s vessels.

- 2.14 While King’s map shows only Lower Brixham it highlights the area between Middle and Fore Streets, formerly the inner harbour, as almost devoid of buildings (the medieval tide mill is now leat- and pond-fed); east of Pump Street lie the ancillary buildings of the mill and the few ‘warehouse’ buildings. West and south of what is yet to be established as Bolton Cross lie only meadows; no contiguous development links lower Brixham to higher. Torbay’s importance to the navy waned entirely after 1815 and never returned: no further wars were to be fought against the French, steam-ship technology, and the completion of the Plymouth breakwater after 25 years of construction in 1840 made the Bay’s anchorage obsolescent in strategic terms. In succeeding decades and with increasing pace Torbay transformed itself from a naval supply depot to a

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seaside tourist destination – except Brixham, where until well into the 20th century shipbuilding and fishing, and their service trades remained the chief industry. Another post-1815 loss was the 5-gun ‘Furzdon Battery’ at Fishcombe Point, now Battery Gardens, first established in 1779-80.

2.15 The impetus of war left a legacy, the *Pier, Haven and Market Act 1799* had authorised the borrowing of £6,000 in order to repair, enlarge and rebuild the public quay. The Strand which King had shown literally as a beach had a high enclosing wall erected on it with a market house above and landing slips below on the seaward side. The eastern Quay was reconstructed in 1803-4 and the older inner pier, King William’s Steps, was demolished. The Baptist Church on the corner of Middle and Market Streets was established in 1801. The first census in 1801 recorded a population for all Brixham of 3,671, by 1811 it was 4,371 a 19% increase; a figure usually associated with post-railway industrial expansion but here surely a reflection of the busy navy revictualling station.

2.16 The manor of Brixham was assessed for tithes in 1838; the resultant tithe map which is normally accompanied by a detailed apportionment detailing site names, descriptions, usages and sizes indexed against landowners and occupants is highly unusual. The central area, in contrast to the fields shown on King’s 1781 map, is now fully developed, but very few plots are delineated, only six are enumerated between Fore Street and Middle Street with two (?later) additions. On the north side none of the house plots east of Apters Hill appear to be either delineated or numbered, while the south side of Fore Street and King Street have a plethora of plot numbers but only a building frontage against Fore Street with no further divisions (Frontispiece). The houses on Bolton Street have the familiar ligatures linking house site to garden or larger ground; All Saints (originally established as a chapel of ease in 1816 and enlarged with transepts in 1825) is clearly visible but its plot number is missing. It is all very curious.

2.17 In 1842 John Wood published his *Plan of the town of Brixham and Environs* showing both upper and lower towns from 87 Milton Street in the west to Rock House, 59 Berry Head Road in the east; all of Upton in the south, and up to Cumber House on Vicarage Close, and the early 19th century Albert Cottage of 85 New Road (now listed) on the north. It mixes topographical, land use and socio-economic information – named occupiers and landlords. Lower Brixham is characterised by dense development within the former inner harbour, including a Gas Works (opened in 1838 – the gasometer shape appears on the tithe map) and terrace groups climbing up the northern slope to Furzeham Common, and the ‘New Church’ - All Saints. The non-conformist churches are also prominent on this map: the Baptist Church completed in 1801 at the angle of Market Street and Middle Street, and the Methodist chapel on Fore Street first established in 1816; the Congregational Chapel in Bolton Street followed in 1843-5. On the slopes of Rea Common are located a ropewalk and a windmill. On the west side of Bolton Street (then Mill Street) are the Higher Mill and its large pond

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(Watermill Court, and Churchill Court with 87-97 Bolton Street occupy the respective footprints), opposite the mill is the National School, present by 1830 – Bolton Court now occupies its footprint and may even incorporate some of its fabric. Higher Brixham west of the Great Gate area, marked as the Freemasons Hall (which stood east of 1 Burton Street in what is now the busy crossroads of Burton and Bolton Streets with Greenwood and Rea Barn Roads) shows a much more dispersed character with houses in large grounds clearly delineated as gentry holdings. The sociology of the map is fascinating for far from portraying Higher Brixham as a relict medieval town – Lower Brixham is largely 19th century and thus quite different – what is highlighted is the ‘polite’ landscape of landed holdings in imparked grounds outside the long through-street of historic settlement. The 1841 census records 5,684 souls across the parish, again the major expansion was in the lower town as depicted in the 1838 and 1842 maps.

2.18 William White’s *History Gazetteer and Directory of Devonshire of 1850* is among the first detailed guides aimed at new travellers, it describes Brixham at the beginning of the railway age, although distant Torre was still the end of the line at this date and for a further 8 years.

A flourishing market town, seaport and extensive fishing station. Delightfully situated on the southern projecting point of Torbay ... in two parts called Upper and Lower Brixham; the former of which extends in a long straggling street, more than 1½ mile south of Lower Brixham or Brixham Quay and most of it, (with the parish church) is in a picturesque valley ... Brixham is said to have the largest fishery in England. More than 270 sail of vessels, comprising 20,000 tons of shipping, and employing 1600 seamen, belong to the port. And a large number of them are engaged in the fishing trade. [The 1851 census records a population of 5,936.] Iron Ore has been discovered in the parish within the last ten years ... two mines are now working with considerable success, one at Upton on George

Cutler’s estate [Upton Lodge] and the other on Furzeham Common [This is the area bounded by The Close, Holborn and Higher Furzeham Roads].

2.19 White’s summary account adds to the evidence of Wood’s map a decade earlier, Brixham Quay was expanding quickly as a harbour and shipping centre while Higher Brixham remained largely the dispersed non-nucleated village surrounded by strip fields with few enclosures. The first large scale mapping was undertaken by the Ordnance Survey in 1862; the First Edition OS County Series surveyed the parish at 1:2500 and is far superior to any previous map. (Five sheets of Lower Brixham were surveyed 1862-4 at the Town Map scale of 1:500, though some were not published until 1874; the OS town maps are some of the finest public maps ever compiled anywhere.) Lower Brixham is characterised by dense development in the central area between Prospect Road from All Saints’ Church to Overgang on the north, with Manor Terrace newly built isolated on Higher Manor Road further west; Albert Cottage is still the limit of expansion up New Street while the naval reservoir

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on the site of the Town Hall and Museum is still the largest structure. In Battery Gardens the Gun Shed of the Artillery volunteers is present on the site of the Napoleonic battery; quarries, iron ore and paint works are all in evidence on Furzeham Common. On the south side the Bolton Street frontage has been built as far south as Old Mill Court on its west side – the mill and its Dam (pond) is still very much in evidence – and on the east side the National School occupies the site of what is now Bolton Court. South of Fore Street all up to Mount Pleasant has been built up, and ‘Bone’ (Brixham) Cavern revealed. The King Street and Ranscombe Road terraces have all been developed but eastwards few buildings are present along Berry Head Road, with the exception of Rock House (59 Berry Head Road) in its spacious grounds, until Berry Head Hotel (the former Napoleonic era military hospital of 1809-10) is reached. Small shipyards and ropewalks are typical features on this stretch between the harbour and the nascent breakwater.

2.20 North and south of the built-up areas, confined to the narrow valley and its sides, are areas of common, where ropewalks of up to 250m long were located – to accommodate the length of the nautical cable of 200 yards. By contrast Higher Brixham is characterised, by a relict landscape that is still essentially medieval, with the narrow plots stretching back from the houses fronting the street, and small irregular fields beyond: the narrow curved strip fields lying either side of Southdown Hill would not be unfamiliar to the Domesday inhabitants. Outside this built-up area the ‘wastes’ and remaining common land of the manor: Windmill Common, Garlic Rea Common, Parkham Common, Burlink Common, and Furzeham Common remained unenclosed for a further six years. The surviving Enclosure maps are signed off by the commissioners on 27 June 1868, somewhat later than most places and doubtless necessitated by the connection of the town to Churston on the Torquay and Dartmouth branch of the Great Western Railway in February of that year. The railway re-invigorated the fishing economy for the connection

to the main line at Newton Abbot allowed fish to reach Billingsgate and other major urban markets overnight. Similarly the small shipyards were given a boost, the number of brown-sailed trawlers and other fishing vessels of 25-30 tons exceeded 300 by 1900.

2.21 The 1862 OS maps record the lower town at the beginning of its period of independent local government. Like Torquay it moved from the parish government of vestry committees to becoming a Local Board by adopting the various public health acts and the latest Local Government Act in 1862. The need seemed self-evident as the *Dartmouth Chronicle* reported on 2 July 1862, *No town needs it more than Brixham for it possesses neither sewers, nor gas lamps, yet it has a gas company and a population of seven or eight thousand souls.* However the 1861 census gives a total of 5,984, barely an increase of 1% over the previous decade. The sewerage system was established in the early 1870s.

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2.22 Most notable on the pre-WWII OS County Series maps surveyed, and re-surveyed in 1862, 1904 and 1933 are the clear differences between the harbour town and the inland village. Higher Brixham characterised by the ubiquitousness of its orchards and closes remains little developed away from its few historic streets, and it is on this land that the later 20th century development of the higher town took off in a frenzy of post-war house-building. The exception was the urban block of Burton Street, Doctors Road and Greenswood Road terraces – the part of Higher Brixham which naturally leads into Bolton Street and is adjacent to Brixham Town. While some parts of Higher Brixham seem hardly to have changed in the 42 years between the first and second edition County Series surveys (that of 1904 was published in 1906), the lower town changed greatly. The breakwater, begun in 1843, had extended from 230m to 440m. Between Rock House (59 Berry Head Road) east to the Berry Head House (hotel) most of the semi-detached, detached and short-run terrace houses (Nos 61-69) present today, either side of the road, were built in this period,

including the run of 10 coastguard cottages. Further west longer terraces had been established: Nos 87-93 King Street, 3-13 Berry Head Road, 2-8 and 7-17 Ranscombe Road as infill; and 59-73 Ranscombe Road extending the settlement area up the hill. Closer to the harbour houses also began to extend up the slopes. Above King Street the western 3 houses of the 10a, 10-16 North View Road group had been built on its south side, and on its north the massed terraces of Nos 1-87 in two groups – Nos 35-87 fronting onto the street having only rear gardens giving onto Garlic Rea. A number of long pedestrian steps: Ranscombe, Queen's, Bay View, Rea and North View connected these properties to the lower harbour level of King Street and Ranscombe Road. West of St Peter's Hill and Shinner's Steps North View Road joined Mount Pleasant above Fore Street; Mount Pleasant Road itself was laid out to the west and south with series of terrace groups built, by quarrying the stone immediately to the rear; between the few houses of the earlier 19th century Nos 8-24, 71-99, 59-47, 39-33, 31-15, 11-13, and 1-7 were all constructed. Additionally two further

short terraces Belle Vue and Victoria, were fitted into the sharp angle formed by Cavern Road between Mount Pleasant Road and the rear slopes of Bolton Street.

2.23 In Bolton Street itself all remaining plots on the street frontage were developed; those on the south-west side have largely been replaced by subsequent re-development but Nos 89-95, 69-79, 7-11 on the west and 2-8, 14-18, 44-60 and 66-72, on the east all date from this later 19th century expansion, as does 1-7 Windmill Hill. Above Bolton Street the long run of 1-27 Glenmore Road, and the various house groups on Parkham Road above it are part of this urban building campaign, as is the infill block of 4-12 New Road. A number of the buildings in Fore Street are replaced during this period, particularly those on the western end of the south side. However many of those assigned to the period of c.1870-1915 and shown on MAP 2 may simply be new façades on the earlier structures with consequent re-modelling rather than wholesale replacement; in most instances without detailed investigation it will be

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impossible to tell from their exteriors alone. The narrow lane connecting Fore Street and King Street was only 12⁷/₄m until widened to almost double in the early 1900s thus allowing a traffic flow from the north side of the harbour to the south and along Berry Head Road.

2.24 On the 1904 OS it can be seen that north of the harbour there are no real new roads within the conservation area between Middle Street and The Quay, with the exception of South Furzeham Road. The urban building forms here are mainly small terrace groups, with a few detached and semi-detached houses, infilling the earlier 19th century pattern: 1-6 Rocklands, Leyburn, Carfax, Homelands and Summer Bank between Higher and Lower Manor Road; Rock Bank West and East are a surprisingly large pair of semis, in complete contrast to the narrow plots of their neighbours, with curtilages of almost ½ acre; Richmond, Westville, Clifton Villa and Hillside. These with the new houses along South Furzeham Road: Nos 71, 75, 81-83, the Montrose group, Furzeham House, Nos 42-50, 24-36

and others: 21-31 Station Hill, 18-18 & 17-33 Prospect Road; and 2-6, 8, 10-18 & 1-17 North Furzeham Road represent this period of building within the envelope of the valley and the barrier of the railway. The railway arrived on the flatter ground of Furzeham Common 150⁷/₄5m above the valley, allowing roads to be laid out and terrace groups developed between what had been an industrial area of quarries, a ropewalk, and an ore and paint works. The Bella Vista Road one (currently outside the conservation area with its spacious green) is the most notable of the new terraces here; others include 1-15 Overgang Road and 19-49 Higher Furzeham Road within the conservation area. At the northern extremity of the designated area the former Fursdon Battery site had remained in War Office hands since the land's purchase in 1794. In the latter 19th century the site was used by a volunteer artillery unit, the practice battery in the 1890 included 32lb and, on still-visible rail racers, 64lb smooth-bore muzzle-loading guns. On the south side of the harbour the noticeable change

is the new building extending down Berry Head Road: the terrace groups of 1-13; 15-23 are in mid-build with 17 & 19 shown complete on the 1904 OS; 61-69. There are also a number of detached and the semi-detached houses: the lost pair on the site of the Churchill Memorial Gardens; 91, 95. 97, 99-101, 105, 107, 127 and a lost one that occupied what is now the car park next to Ashole Cavern and from whose garden the huge *Macrocarpa* remains.

2.25 Higher Brixham remained part of the Totnes Rural District Council, quite separate from Lower Brixham until both were joined together as an Urban District Council in 1894, with responsibility for the harbour transferred in 1896. A town hall was already in existence, having been built for Lower Brixham between 1882-86 on the site of the naval reservoir in the centre of the town, incorporating a market hall, and a magistrates room. Today it contains Brixham Town Council offices as well as those of the unitary authority (4.4.99). The breakwater was extended by nearly 500m between 1909 and 1916, the ½ million tons of

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limestone extracted from 'Breakwater' quarry, situated below Wolborough House, and now the site of a concealed car park (4.4.115)

- 2.26 The later pattern of development is reflected in the subsequent OS maps; the third edition of 1933 recording changes of the inter-war years shows mainly a pattern of rebuilding, the Middle Street block of Nos 44-70 being the most obvious. Of the few new developments the three 1920s terrace groups 1-6, 7-10, and 11-16 Garlic Rea are typical of their period (spacious front gardens with rear gardens beyond a service lane, paired entries and transverse gables, see 4.4.76). Along Berry Head Road there are the long terrace groups of Nos 25-57 probably built either side of the Great War; and a remaining handful of detached and semi-detached houses: Nos 71-73, 75 87a, and 111.
- 2.27 During the Second World War the Admiralty requisitioned the quays and shipbuilding yards and added a dry dock to the tidal ones, and a Coastal Forces pier was built on the seaward side of New Pier, where East Quay is

now located. The war saw two distinct building episodes, the first in 1940 when Battery Gardens, variously since 1780 an artillery site, was turned into a coastal defence battery with great speed following the fall of France in June 1940. The complex constructed of shuttered concrete and dug into the side of the hill contained two 4.7" naval guns installations with a connecting barrack block, coastal searchlight emplacements, a Battery Observation Post, rangefinder, generators, magazines and smaller anti-aircraft defences. Though part-dismantled and 'cleared' in 1947 it is one of only 7 of the 116 coastal defence batteries constructed in England to survive in anything approaching a complete state. The area of the gardens was added to the conservation area in September 1999 and scheduled as an ancient monument in March 2002. In 1943 Royal Engineers constructed a slipway (apron) and embarkation hard in the south-western angle of the breakwater and Berry Head Road, and two jetties in preparation for Operation Overlord, the invasion of France. There was also notable townscape loss as a consequence of this: the building

on the east corner of Ranscombe and Berry Head Roads (adjacent to the west side of No. 3), and two late-19th century detached houses whose footprints are now occupied by the Churchill Memorial Gardens were demolished for the ease of movement of armoured units before D-Day in June 1944. The gardens' semi-circular shape reflects the fanning out of the tanks as they approached the hard; thereby allowing them to quickly load in groups of 4, onto the 4 Landing Ship Tanks (LST) moored each side of the two jetties.

- 2.28 As in Higher Brixham within a generation the post-war house-building programme had transformed the recognisably post-medieval pattern of irregular fields, and small enclosures that lie behind the valley slopes to the south and north of the conservation area, subsuming all in a low density sprawl that is characteristic of the later 20th century. This was even more evident after the closure of the railway in 1963 and the expansion of the town towards North Boundary Road to the north-west across the railway footprint. Within the conservation area itself the notable and major changes have

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not been on the whole to residential property but to industrial sites outside the historic core, ICI was established in Freshwater Quarry 1947, and as Astra Zeneca have expanded greatly since then. The Fishing Quays have expanded north and west from the New Pier; most recently reclaiming ground below Overgang. With the demolition of the shipyards and docks in the 1980s, a large residential development Moorings Reach was built in the 1990s on their site. Attractively laid out and utilising traditional materials, particularly the slate of the roofs, it lies adjacent to the large Prince William Marina (within the lee of the breakwater) and is fronted by Prince William Quay.

2.29 The town centre, the former creek area, has not been the attractive area it should be since the 1960s; however Fore Street has retained its character, much enhanced by pedestrianisation. The northern half between Middle Street and Brewery Lane, has been much battered. A complete run of shops and small buildings between Market Street and The Quay was demolished doubling Middle Street

in width; the gas works and many small artisan workshops were then removed creating large open spaces on the north side. This was followed by the erection of large brutalist concrete multi-storey car park in 1969 (and complemented by a bus station west of Union Lane), completely out of scale and harmony with the small shops and houses that rise up the hill slopes to the north. A new Town Square was laid out west of the car park in the late 1990s in an attempt to improve this highly visible eyesore. Inevitably it was unsuccessful. Demolition of the car park in the mid-2000s removed the eyesore but highlighted the gap in the town centre. For the period 2010-2013 the proposal to infill both the Town Square and the car park gap was based on the provision of a major supermarket. Plans showing it to be a large building that made few concessions to the prevailing townscape proved controversial; but it was economic rather than aesthetic exigencies that prevailed when the scheme was abandoned in 2013.

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A team of experienced consultants from Purcell jointly contributed to the completion of this Conservation Area Appraisal.

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Date	Issue	Revision	Reviewed	Approved
November 2024	01	First Draft	HD	HD
March 2025	02	Final Draft	HD	HD
April 2025	03	Final	HD	HD

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