



# Brixham Town Design Statement 2010- 2015

*'Brixham is special because of its rich history and heritage. I do worry though, that some of its history and warmth will be lost without significant thought about future plans.'*

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# Introduction

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The purpose of a town design statement is to set out the community's aspirations for the design of future development of a town based on an analysis of its character. (See Countryside Agency 1993; Town Design Statements).

The Town Design Statement is produced by and for the community. The intention is it will be adopted by the local planning authority as a Supplementary Planning Document that will inform and amplify the policies within the LDF (Local Development Framework). If this can be secured it means that the Town Design Statement will be used by the Torbay Council in coming to decisions on planning applications in Brixham.

This statement is a commitment to the future of Brixham and in adopting this document Torbay Council demonstrates its support for the community.

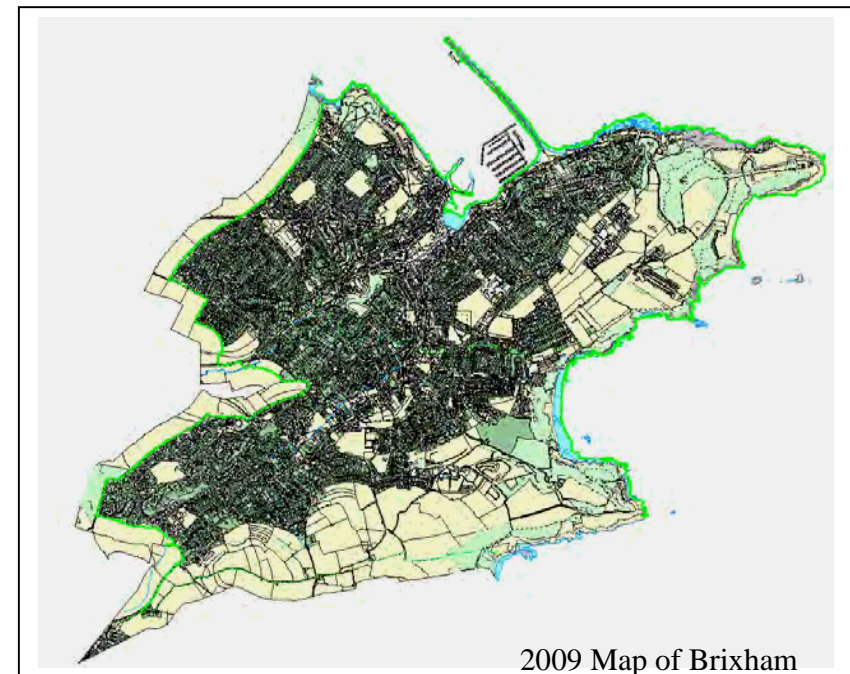
The Town Design Statement will also form part of the Town plan that is being produced by the Town Design Panel.

## An Overview of Brixham today

Brixham is defined by its geographical restrictions, the river Dart, cliffs, a steep sided coomb and its location on the coast. Set on a peninsula, at the southern end of Torbay, it is isolated from the towns of Paignton and Torquay.



*View of Churston Cove from Battery Gardens*





*AstraZeneca building*

Brixham is the most important fishing port in England and Wales, measured by the value of catch landed. Other industries in the town are tourism, including hotels, B&B's, tourist attractions and Holiday Camps, catering, many quality fish restaurants, a pharmaceutical company (AstraZeneca, who employ 80 people), marine related engineering companies, a retail mix of small to medium size retail stores, with some High Street names, a foundry, small businesses and home working or internet based companies.

Development of the town commenced around the harbour area and separately at St Mary's, but has since worked progressively away from the inlet, up steep sided hills and has amalgamated to become one town. Modern development consists of two to three bedroom town houses and a great number of bungalows catering for the retired and elderly. There are also upmarket apartments used as second homes. Current development trends are leading towards gardens being used as building plots and Holiday Camps being changed into housing estates.



*Sharkham Estate, formerly Dolphin Holiday Camp*

According to the 2001 census there were 17,457 residents in Brixham. There are five Primary Schools, with Nursery provision in the town. There is a medium sized 11yr to 16yr Secondary Education School (Brixham College), which is also used by South Devon College to provide Adult and Community Education. The campus also provides accessibility for people with disabilities. Health provision is covered by three medical centres (Doctors Surgeries), an expanding Cottage Hospital (non emergency), several Dentists and numerous Residential Care Homes. Transport links are buses to the rest of Torbay, Kingswear and Newton Abbot and ferry services to Torquay. The town is broadband enabled.



There are large regeneration projects under consideration, which include proposals for a new town centre superstore and the development of Oxen Cove and Freshwater Quarry. The development and expansion of the Fish Market section of the regeneration project is close to completion.

There is a mix of residents, marine based workers, second homeowners, retired, single parent families, affluent residents, impoverished, employed, unemployed, low waged and small business owners. The majority of employment opportunities are located out of town and the road network is insufficient for the present levels of usage.



*Historic Landscape Characterisation. Devon County Council 2008  
Available at: <http://gis.devon.gov.uk/basedata/viewer.asp?DCCService=hlc>*

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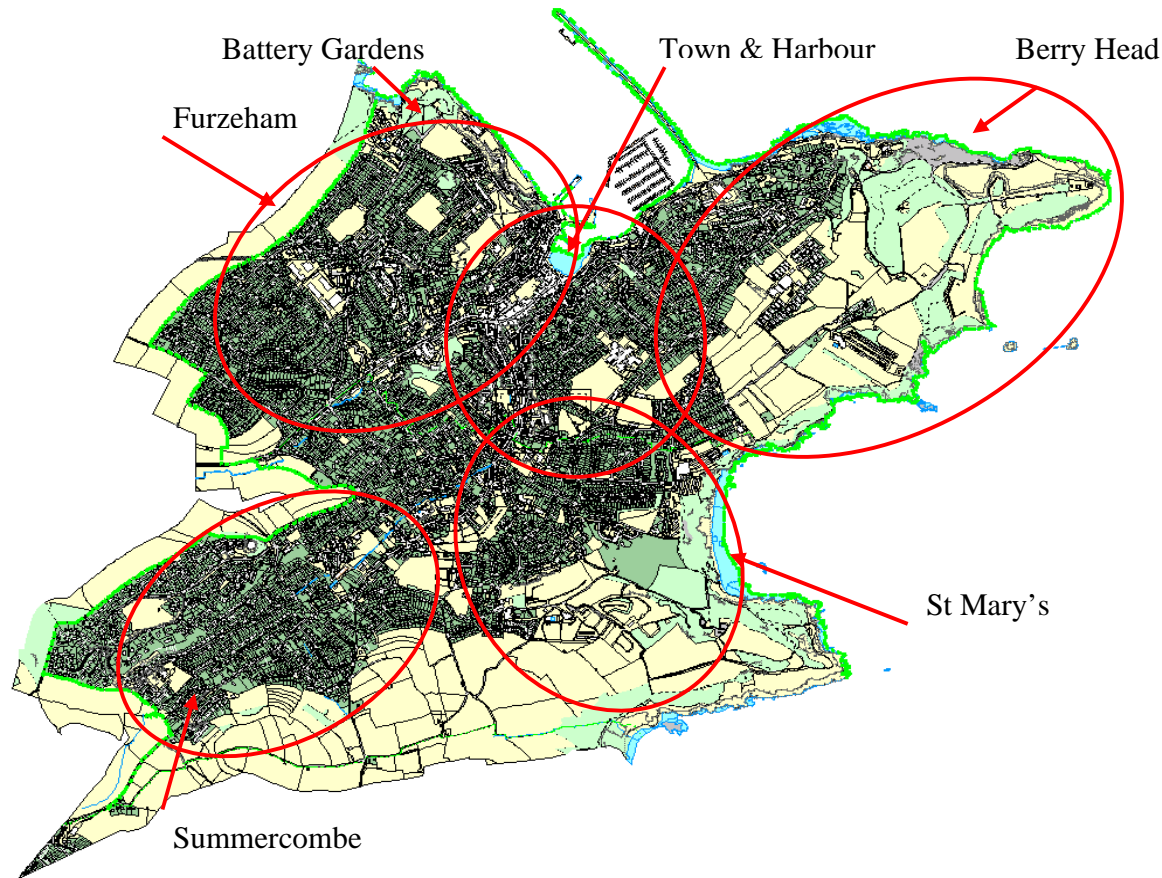
There is a Site of Special Scientific Interest (SSSI) and Areas of Outstanding Natural Beauty within the boundary of the town. This is defined as a precious landscape whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard. It covers Sharkham Point to Berry Head. Berry Head is Torbay's most important wildlife site and one of England's 200 National Nature Reserves; it also has UNESCO (United Nations Educational, Scientific and Cultural Organization) Geo park status; there are only 64 Geo parks in existence globally.



*Sharkham Point*

# How History has shaped Brixham

Brixham is an important fishing town on the south coast of Devon. It is divided roughly in to the following areas: Town & Harbour area, Berry Head, Furzeham, St Mary's and Summercombe.



Brixham's rich history and heritage dates back to Saxon times, or possibly even earlier, when two separate settlements developed – Lower Brixham, known then as Fishtown, where the fishermen lived, which is now the harbour area; and Higher Brixham, known then as Cowtown, occupied by farmers, where St Mary's Church was, and is, at the heart.

By 1535 it had established itself as a highly successful fishing port, with the low lying sheltered harbour area being protected by the surrounding Devonian limestone hills.

The unique geography of Brixham led to its major importance in defence of the southern coastline of Britain. Brixham has two sites of major historical importance – Battery Gardens and Berry Head.

The site of Battery Gardens was used as a gun battery during the Spanish Armada (1588) and in many subsequent battles, because of its ideal, low-level vantage point across the bay. Most of the features seen at Battery Gardens today are those of WW2. The site is of National Importance and is listed by English Heritage, and recognised as '...one of the best preserved of its kind in the UK.'



*Brixham Harbour 1868*

Semaphore signalling equipment was used on Berry Head in the 1800's, acting as the Lloyds Signal Station for Torbay. A lighthouse was built on Berry Head in 1906, which is still fully functional, but has been modernised internally over the years. Berry Head is now a National Nature Reserve, and falls within the South Devon Area of Outstanding Natural Beauty.

Brixham underwent significant development in the 1800's, All Saints Church was built in 1816 (where 'Abide with Me' composer, Reverend Henry Francis Lyte, was the incumbent), closely followed by the opening of Upham's Shipyard. Significant housing stock was also added to Brixham during these years, typically classic Victorian style terraces, which can still be seen throughout the town.

Prehistoric caverns at Windmill Hill were discovered later in the century, and Brixham Seamen's Boys Home was opened. A railroad into Brixham by 1868 meant that the port could continue to thrive and in 1889, Furzeham School was opened.

In 1688 William Prince of Orange with his Dutch Army stepped ashore in Brixham and the Prince travelled onwards to change the course of English history, and become King William III of England. Brixham commemorates this historic day with a statue on The Strand.

The Napoleonic wars enabled the Brixham fishing fleet to prosper while their European counterparts suffered, thanks to the protection by Royal Navy ships in Torbay. Berry Head House (now the Berry Head Hotel,) was built at this time as a military hospital to care for the casualties of war.



*William Prince of Orange*

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In 1793 two forts were erected on Berry Head, (built on top of pre-existing Iron Age forts), to protect against the threatened invasion by France. In 1803 (during the Napoleonic Wars) the fortifications were strengthened with limestone, and the gun batteries were added. The artillery house still stands and now displays details of the history of the area, its wildlife, and how it became an important strategic point.

Limestone, iron ore and ochre were extensively mined during this era, which was a massive boost to the economy. Iron ore was discovered on Sharkham Point, and limestone was mined at Berry Head (these quarries are still evident today). Ochre, discovered in the Furzeham area, was a mineral which had massive importance – its use in producing a rust resistant paint (invented in Brixham in 1845) was a world first, it played a major part in the industrial revolution, which led to huge demand and to the founding of the Torbay Paint Company. The mineral was also painted on the sails of trawlers (giving them their characteristic red/brown hue), which protected the canvas from seawater. There is now little evidence of the iron & ochre mines and their significance in shaping Brixham and the Torbay Paint Company closed in 1961.

In 1866, the Great Storm caused major loss of life and prompted the acquisition of Brixham's first lifeboat. Since then, there has always been an all weather lifeboat in Brixham, which to this day has been manned by volunteer crews from the town. The Great Storm also triggered the start of the formation of the Breakwater as a sea defence for Brixham harbour.

By 1894, Fishtown and Cowtown merged and formed Brixham Urban District Council. By this time, Brixham's population was over 8000.

The outbreak of World War One saw a decline in the fishing industry, and brought a halt to the prosperity and development of the Victorian era. In 1916 the breakwater was completed, and a lighthouse was erected at the end.

Immediately post WW1, the region started to gain in prosperity again and led to another significant increase in housing stock all over town.

The bay fronted semi detached properties with their front pitched gables and red brick porches were typical of this era, and filled in a lot of gaps between existing housing.

The outer harbour main slipway and hard area, known as Breakwater hard, was built by American troops in 1943 and is now a rare example of WW2 D-Day landing craft loading ramps. English Heritage Grade II listed the hard and slipway, stating that "....it was one of the best examples of its kind left in the UK".



*Brixham Fish Market*

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Immediately post war, Brixham capitalised on its idyllic location, history and heritage, to become a popular holiday location. Pontins invested heavily in the area, at one time operating five holiday parks. The town also offered an abundance of hotel accommodation and camping sites, with many of the larger properties in town converted to Bed and Breakfast's.

Brixham Environmental Laboratory came to Brixham in 1948 as a testing station for ICI paints, bringing with it some employment opportunities. It is now part of the AstraZeneca organisation.

Brixham next altered significantly in the 1960's and 70's, with the widening of Middle Street. The fish quay (together with associated facilities) was moved from the covered area on The Quay to the front of the Seaman's Mission (Overgang) and changed the shape of the harbour dramatically. The old Gas Works was demolished, along with old cottages and buildings to make way for a new multi-storey car park in the centre of town and the Fire and Police stations were also moved out of the town centre. Several high-rise blocks (steel framed with cast concrete) appeared during these years, with a generally unappealing architecture, with more emphasis on housing needs rather than build quality.



*Brixham Railway 1948*

1963 saw the closure of the railway branch line into Brixham as part of the infamous Beeching cuts.

An area of Furzeham was also developed with mainly low-level bungalows, often detached, which were brick built, and part tile hung, with tiled roofs. These were well spaced, with adequate gardens front and rear. By the mid-late 70's, Summercombe (Higher Brixham) had been developed with a mixture of bungalows and houses using similar build techniques.

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As Brixham moved towards new fishing methods, using diesel driven vessels and more modern fishing techniques, traditional boat building waned and Upham's shipyard finally closed its doors in 1984. The area was developed creating the existing marina with walkway and its associated facilities, a new coastguard station, and a private housing development with prime waterfront location.

Brixham Boys Home also closed in the mid 80's, and the building is now used as an outdoor adventure centre, which overlooks the Marina.

By 1991 more improvements and extension to the Fish Quay, including the addition of Southern Quay were completed. This provided extra berthing and landing facilities for the fishing industry, which hit an all time peak in 1992. A walkway between the town and Oxen Cove was also created, which links in to the pathway along the outer harbour, then on to the steps at Battery Gardens.



*Old Multi-storey Car Park*



*Upham's Yard – 1960's*

The last few years have seen the demolition of the town's central car park, which although an architectural eyesore, was important to the prosperity of local shops with poor provision of other transport links into town.

The large scale development of the St Mary's area (formerly the Dolphin Holiday Camp, now Sharkham housing estate) has substantially increased housing stock in that area, but has poor road access for the number of vehicles using it.

In 2007, the Torbay area was given Geopark status by UNESCO, recognising its rich geological, historical and cultural heritage. Five particular sites of interest in Brixham were noted: Berry Head to Sharkham point, Breakwater Quarry, Brixham Cavern, Churston Cove & Point, Shoalstone.

# What makes Brixham Special?

***'Brixham is special because of its rich history and heritage. I do worry though, that some of its history and warmth will be lost without significant thought about future plans.'***

***Chris, 64, Berry Head.***

***'I love Busy Bee's and Jingle Bells on the Quay at Christmas!'***

***Lilly, 3, Furzeham***

***'Brixham has a unique coastal and countryside landscape, with an amazing history. My family have lived here for many generations so it will always be special to me. I would like it taken care of for the sake of future generations'***

***Kerry, 62, Berry Head.***

***'Brixham is special to me because it is a safe place to bring up my children, and has a friendly, close-knit community.'***

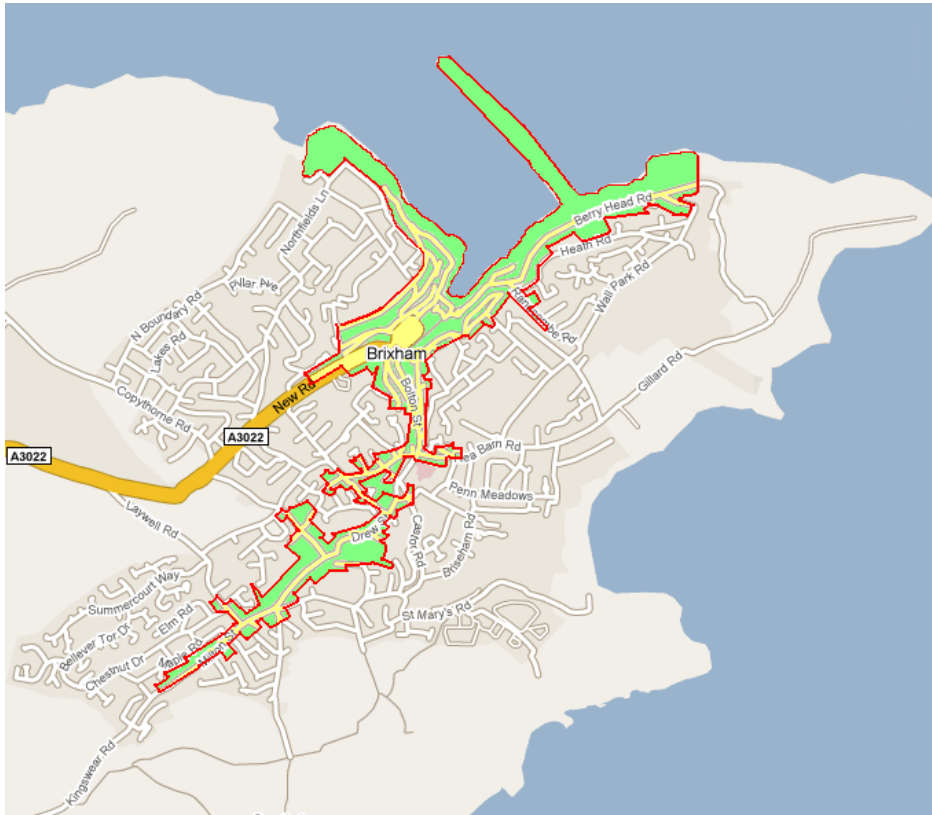
***Michele, 37, Town Centre.***

***'I love the fact that we have so many small independent retailers in the town. This should be encouraged so that Brixham retains its character and remains different to other small towns.'***

***Simone, 39, Summercombe.***

The top five things that people liked about living in Brixham according to the 'Who Plans Brixham for the future?' survey, taken in 2008, were the neighbours, the people, amenities and shops, the natural beauty and the fact that people had friends and family living in the town.

# The Conservation Area



The conservation area of the town, reflecting ribbon developments was created from the 1970's and covers the harbour area, town centre, Bolton Street, Milton Street and St Mary's Square.

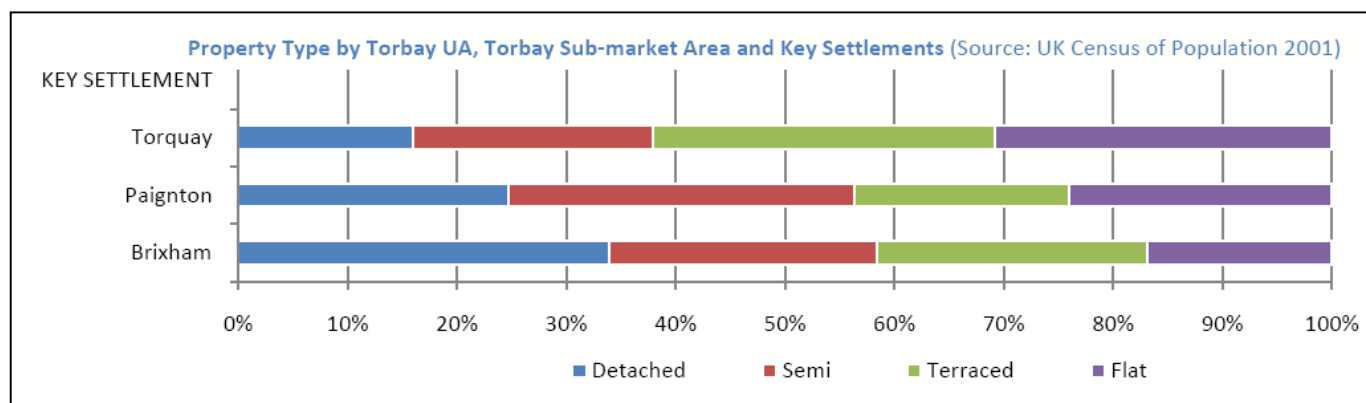
There are approximately  
315 Listed Buildings in Brixham (Appendix I)



*The Inner Harbour*

## Housing

Housing need is one of the main issues in the town in the 2008 survey 'Who Plans Brixham for the future?' 25% of those surveyed expressed the perception that affordable housing was needed. 21% felt that local authority owned rental properties were required, with a priority for local young people and key workers. These points also had a large amount of support in the 2009 open event. Also at the Town Plan open event held in September 2009 there was overwhelming support for Brixham Town Council being asked to carry out a 'housing needs' survey to ascertain a true picture of the issue in Brixham.



Property types Exeter & Torbay Strategic Housing Market Assessment 2007

New development should not intrude upon the existing skyline of the town and so any high rise buildings should be set in low lying areas and be of a height to not affect that skyline. The main social Housing provider is Sanctuary Housing with just under 5,000 housing stock in Torbay with a bay wide waiting list of 5,221 (Sources: DCLG's Housing Strategy Statistical Appendix return). In the Housing Needs Survey of 2003 there were high numbers of disabled people in unsuitable homes with an average waiting time 31 weeks to receive an adaptation. In the 2001 census 2.4% of the houses in Brixham were vacant and 5.5% were holiday homes, of these some would be short let holiday accommodation.

The emerging Local Development Framework aims to provide for an appropriate range of housing types and tenures. This includes marketable and affordable housing, to meet the requirements of everyone including key workers. This is to ensure everyone has the opportunity of a decent home, to ensure that all new dwellings are sustainable in design and construction and to minimise the use of energy and natural resources and emphasis should be on low scale development sites.

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Development within the conservation area should be limited, in keeping with the surrounding structures and be sympathetic to the area. Any development within the Area Of Outstanding Natural Beauty should be severely limited and be sympathetic to the surroundings. It must also enhance its value as Area Of Outstanding Natural Beauty so that the level of enjoyment of the area is not diminished and can still be appreciated by all who visit.

A primary consideration should be the scale of any proposed building. Scale is the relative dimensions and proportions of the elements of a building compared with each other and with other buildings nearby and the surrounding environment. Brixham has buildings in a wide variety of sizes and it is important that the scale of any new building suits its surroundings. For instance, in a large development of bungalows dwellings should be of a similar size. A house would look completely at odds with the surrounding properties, as would a large block of flats amongst a row of conventional houses. Scale relates not only to a building, but also to the space between it and its neighbours. New buildings should have the same impression of space around them as the existing, surrounding ones.

Scale is also relevant to extensions to buildings as it would be inappropriate if the original building was dwarfed by the new extension. The interaction between any new developments sites and the road infrastructure should be taken into account at the design stage. New streets created on new development sites should be named by residents of the town through the Brixham Town Council in order to ensure that the heritage and history of the town is acknowledged and made more relevant by being linked with new developments.



*Town Centre Mews Development*

## Cemetery

Torbay Council makes provision for cemeteries across Torbay through its Bereavement Services department, which provides the following services:-

- Provision of burials
- Provision of cremations
- Maintenance of grounds of Cemeteries and Crematorium
- Maintenance of 5 closed churchyards for which the Local Authority has responsibility
- Issuing of memorial permits

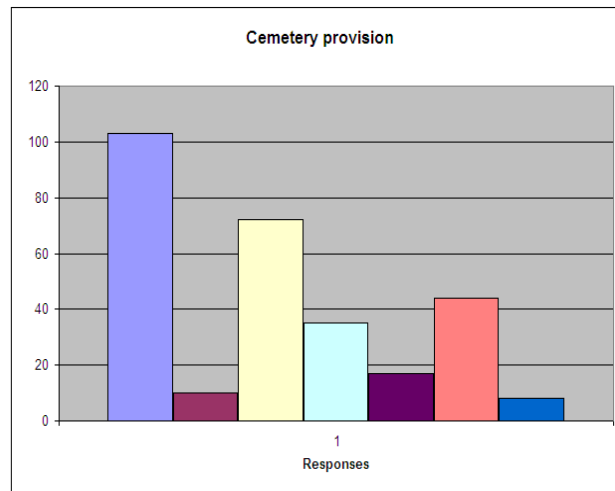
The Council provides cemeteries at the following locations:

- Torquay Cemetery, Hele Road, Torquay
- Torquay Cemetery, Barton Road, Torquay
- Paignton Cemetery, Ailescombe Road, Paignton
- Paignton Cemetery, Colley End Road, Paignton

There is a need for cemetery in Brixham and this has been recognised by Brixham Town Council. In 2009 the Town Council Regeneration Committee met with the Westerleigh Group, who manage the cemetery provision on behalf of Torbay Council to discuss provision and subsequently a questionnaire was placed in the Brixham Signal on the issue which returned the response that the majority of people felt there was a need for a cemetery in Brixham.

Cemetery questionnaire returns

Need		book plot		Type		
Yes	No	Yes	No	Family	Double	Single
103	10	72	35	17	44	8



### Torbay Local Plan states:

CF4 New Cemeteries in Torbay Council  
New Cemeteries are proposed in the following locations:-

- (1) Collaton St Mary, Paignton; and
- (2) Mathill Road, Brixham.

**7.39** The future provision of cemeteries within Torbay has been addressed through the Council's Cemeteries Working Party. There is recognition that an urgent need now exists to provide additional burial space to complement existing provision. As a consequence, sites are proposed at Collaton St Mary, Paignton and at Mathill Road, Brixham. Surveys indicate that ground conditions are appropriate in both locations. It is clear that suitable sites are not available elsewhere within the urban area.

**7.40** Research carried out indicates that the site in Brixham should be given the priority in the development of burial facilities. The Mathill Road site is currently designated as an Area Of Outstanding Natural Beauty (Policy L1) AND Countryside Zone (Policy 14).

**7.42** In the view of the landscape qualities of each site, careful consideration will need to be given to layout, access and car parking arrangements. It is envisaged that no small buildings will be erected on these sites other than very small scale structures required for basic maintenance purposes.

There would be a number of issues to take into account when considering a detailed planning application for a cemetery. These include access and car parking arrangements, the design of any buildings that may be required, landscaping proposals, ground conditions and flooding issues and the Environment Agency will need to be involved. The Brixham Town Council is continuing to make cemetery provision in Brixham a reality in the next few years and this action is supported as such provision is seen as an intrinsic part of a viable community.

## Preservation of green spaces

The principle of using infill sites in gardens is acknowledged but such development should be constrained in Brixham to preserve the character of the town, for recreation and to support wildlife. Where such infill is detrimental to the quality of, and fails to enhance the immediate area or the town, it should not be supported. The cumulative effect with other infill additions is detrimental to the town as a whole as is high density out-of-scale development, these too will not be supported.

The removal of mature and healthy trees on any proposed development is to be discouraged and Tree Preservation Orders (TPOs) should be enforced with agreed landscaping plans as conditions of planning approval where appropriate.



*Wishings Field*

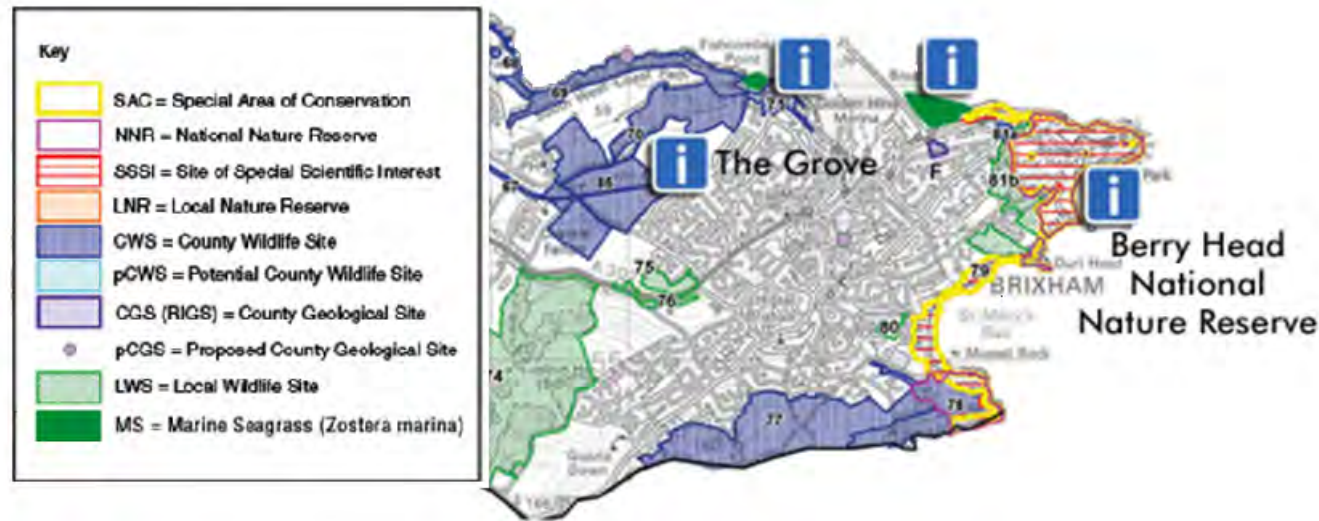
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New developments of over six dwellings should have green space provision as part of the design and family homes should have adequate garden space as part of the design.

Existing parks and open spaces should be retained and developed as part of the tourism offering, as stated in the Torbay Community plan 2007.

Brixham has a large amount of Area of Outstanding Natural Beauty and Berry Head is a National Nature Reserve and Country Park.

It is home to the rare Greater Horseshoe bats, the UK's most southerly Guillemot colony and a variety of rare or threatened flora and fauna. The headland is occupied by Ancient Monuments in the form of some of the UK's best-preserved Napoleonic Fortifications. Brixham also is within the Torbay Geopark and has recognized areas of Geopark (Appendix 2). Geoparks aims to protect geo-diversity and to promote geological heritage to the general public as well as to support sustainable economic development of Geopark territories primarily through the development of geological tourism.



Map Source Torbay Wildlife Sites Review (1998) and the Devon Biodiversity Records Centre DBRC).  
The map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of HMS Office Crown copyright.

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## Cleanliness of the town and harbour

Torbay Council is responsible for street cleaning and on their website state they will clean town centres daily, remove accumulations of rubbish from Council land, empty litter bins and help with locally organised clean-ups. 30% of people in Brixham who responded to the Torbay Council Place Survey of 2009 said that clean streets are important in making a place feel good to live in.

Floral displays enhance the look of the town during the summer months and for the last two years Brixham has been entered in the Britain in Bloom contest winning silver guilt on both occasions. Comments from the Britain in Bloom judges for 2009 was 'The standard of the entry was very good and the community has obviously pulled together to achieve fantastic results.' With areas for improvement highlighted as 'Floral content a bit light' with the choice of planting in hanging baskets being 'questionable subjects'. Torbay Council, who provides the hanging baskets and street planting, should improve the plant provision and local businesses should be encouraged to support the floral displays. Brixham Town Council should also become more involved with supporting the floral provision in the town in a similar way that they provide the Christmas lights.

## Tourism

In the Torbay Local Plan 1995 to 2011, adopted in 2004, it states that in Brixham three-quarters of paying holiday visitors stay in holiday camps/holiday parks. These proportions have grown in recent years and the importance of this type of accommodation in these areas and the facilities that they offer to tourists is self-evident. Any significant losses of sites to other uses by redevelopment would be unacceptable, both to the tourist industry and the local economies of their surrounding areas.



*View from Freshwater Quarry*

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The emerging 2010 Local Development Framework has the objectives ‘to support the modernisation and enhancement of the tourist industry, through the upgrading and provision of new accommodation and facilities. To allow a reduction in the supply of poorly located and outdated accommodation, in order to achieve an overall modernisation and enhancement of the Torbay’s tourism offer. To improve the quality of recreational, leisure and tourist facilities available, including high quality active seafronts, family-oriented attractions, and Geopark based attractions to promote Torbay as a year round destination’.

Brixham’s remaining holiday parks should not be used for residential development but be improved to provide quality tourist accommodation facilities. A mix of family orientated and top end tourism provision should be encouraged. The decline of use of a holiday park caused through the long term lack of investment in it should not be seen as a reason to allow development of such sites.

## Provision of Employment

Industrial development that would encourage employment opportunity would be welcome with adequate provision of entrance and exit ways, so that expansion and development of businesses are not unduly limited due to access problems. The use of the existing industrial units also needs to be monitored and reviewed before any more such units are proposed.



*The building of the new Fish Market 2010*

Facilities to encourage employment for those living in the town are seen as a vital part of making a viable community and an integral part of any development scheme. The survey results put boat building and repair as the main type of business that would benefit Brixham (58%), closely followed by provision of small business workspace units (54%).

Marine related industry should be encouraged in the development of any new employment areas. 66% of those businesses that responded to the questionnaire work within the local community and identified traffic congestion and road infrastructure as the main factor in restricting business growth. In 2009 the expansion of the capacity of broadband provision in the town was identified as being of benefit to improving employment prospects in the town.

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## Road infrastructure

Traffic congestion was a big concern both at the open event and in the survey. Many locations and reasons for Traffic Control Orders were identified, with Bank Lane/ Bolton Cross area being the most mentioned problem area. Most of the businesses (50%) responding to the 2008 survey put improved traffic flow and road infrastructure as the one thing that would help to establish or further develop a business.

### The transport network from the M5 to Torbay

The major road route into the South West from the rest of the UK is the M5. This motorway is linked to Newton Abbot by dual carriageway (A38/A380). At Penn Inn roundabout problems begin with regard to delivering reliable and efficient transport networks and reducing emissions of CO<sub>2</sub>.



*Windy Corner*

### The Western Corridor

Access into Brixham becomes problematic from the start of Hamelin Way along the Western Corridor (A380), known as the ring road, to Windy Corner. There are no less than 7 sets of traffic lights from Spruce Way to Windy Corner. It restricts the flow of traffic along the Western Corridor, leading to more congestion and greater CO<sub>2</sub> emissions. Additionally, where Hamelin Way (A3022) meets Riviera Way (A380), traffic on the northbound carriageway of Hamelin Way is often backed up at busy times since traffic from Torquay has priority unless intercepted by traffic from Kingskerswell turning up Hamelin Way.

The A3022 from Windy Corner to Brixham is probably the most difficult of the road links considered so far. This is the only main access route into Brixham and also to Kingswear (via A379), which at the current time have a combined population of over 20,000. This road is frequently congested, as a result of morning and evening rush hour, summer holiday traffic, utility and other works.

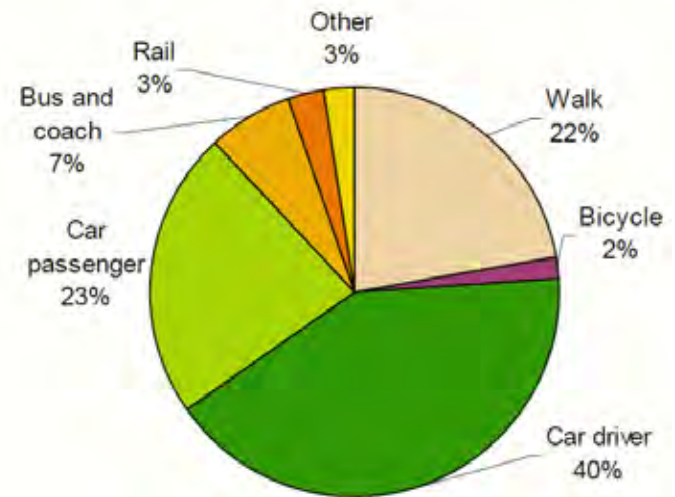
The only other road to Brixham from Windy Corner, avoiding all but a short stretch of the A3022, is Bascombe Road/Copythorne Road. This is a country lane, which in many places is single track. Consequently, it is unsuitable for large vehicles and should there be problems with the main road (A3022), it is quickly congested because of its numerous bottleneck points and is prone to flooding.

In recent times, planning permission in Brixham has been granted for over 200 houses at Sharkham estate, 64 houses at the old Cricket Club ground, and there are proposed developments of 200 houses at Churston Golf Club, 300 houses at Wall Park Holiday Camp, with possibly other schemes at Riviera Holiday Camp and Freshwater Quarry/Oxen Cove to come in the future. Any development of Oxen Cove/Freshwater Quarry to create jobs would generate a greater degree of commercial traffic. This number would surely cause more strain on the road network and should be accounted for in any planned road network improvements. The Department For Transport Bulletin on Transport Statistics 2008 gives the average number of trips per person per year as 992 this equates to 19 trips per week or 2.5 trips per day. If each house had two occupants this would equate to an increase of 5 trips per day and for 200 houses gives one thousand trips per day.



*Old Cricket Club Housing Development 2010*

#### Average number of trips by main mode



*Dept. of Transport  
Transport Statistics Bulletin 2008*

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The narrowness of both Monksbridge Road and Burton Street which form the major through routes in Brixham for those coming from the Wall Park, Ranscombe Road, Gillard Road and Rea Barn directions is of concern. Frequently, on Monksbridge Road, vehicles have to mount the pavement to avoid large lorries, buses, etc.

Burton Street is another narrow road with many house doors opening right onto this busy main route. Again, safety aspect would seem a problem and in the case of this road, there appears to be no option of widening it.

Bolton Cross has a pollution issue due to standing traffic held up at the traffic lights and this could be alleviated by the widening of the junction as it would enable traffic to flow two ways through Market St instead of one way, as at present.

The favoured method of achieving this is to remove the building forming the corner between Fore St and Bank Lane, which would also allow a wider footway to be created.

This would replace the current hazardous narrow footway that also doubles as a waiting area for the pedestrian crossing and often pedestrians are forced to step out into the road to negotiate this corner.

## Parking



*Town Centre Car Park*

A permanent park and ride site with proper provision for users would be a good part solution of the problem of parking in the town and reduce traffic flow into the town. The park and ride should have dedicated bus provision and not rely upon existing services. This should be more than just a park and ride but also contain transfer facilities for larger lorries to offload into smaller vehicles (or vice versa) to limit the size of vehicle requiring access to the narrow streets of Brixham. A timed town entry schedule on specified roads to facilitate vehicles unable to use a transfer station would also be of benefit.

Any development of the central car park and 'Town Square', including the proposed increase in parking provision and a supermarket, should be in character with the surrounding buildings and enhance the area. The existing conflict between buses and vehicles exiting the existing car park should be resolved.

In the event that the development proposed as part of the regeneration scheme does not take place increased parking provision and a coach drop off and pick up point (in the town square location) is required.

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## Street and pavement maintenance

Torbay Council, as the Highway Authority, has responsibility for the maintenance of the highway and this includes pavements and footways. Torbay Council recognize 'trip hazards' on pavements as a key concern; trip hazards and other defects on pavements are addressed in the an order of priority with the highest being:

- Slab movement, uneven ironwork, and potholes with a trip exceeding 20mm in busy urban area.
- Depression greater than 25mm deep and less than 600mm in plan.
- Cracking with a gap wider and deeper than 15mm.

Potholes should be repaired to an adequate standard so that the repair is not eroded away with in a short period of time.

Pavement repairs should not be made solely in tar macadam, especially where the pavement is slabs or cobbles. Reinstatement of the existing pavement surface is preferable to ensure the town to retain the character of its streets, steps and alleys. Areas of 'decorative' road surface, such as Fore Street, should be repaired by use of replacement bricks of the same colour and pattern as the existing.

## Future Development in Brixham

Acknowledging that development will happen this document sets out criteria for that development with the aim that Brixham is not 'spoiled' by its growth but is enhanced and benefits from that growth.

The incursion of development into the Area Of Outstanding Natural Beauty is a cause for concern and use of this land should be avoided where ever possible. Any future development in this area should be in keeping with the surrounding aesthetics and should not make a visual impact on the area or its skyline.

For future development in Brixham it would be preferable to utilise existing brown field sites before green field options are explored. A brown field site is previously developed land that has the potential for being redeveloped. The use of brown field sites is a core component of the UK Sustainable Development Strategy, integrating a wide range of economic, social and environmental objectives and Brixham upholds this strategy.

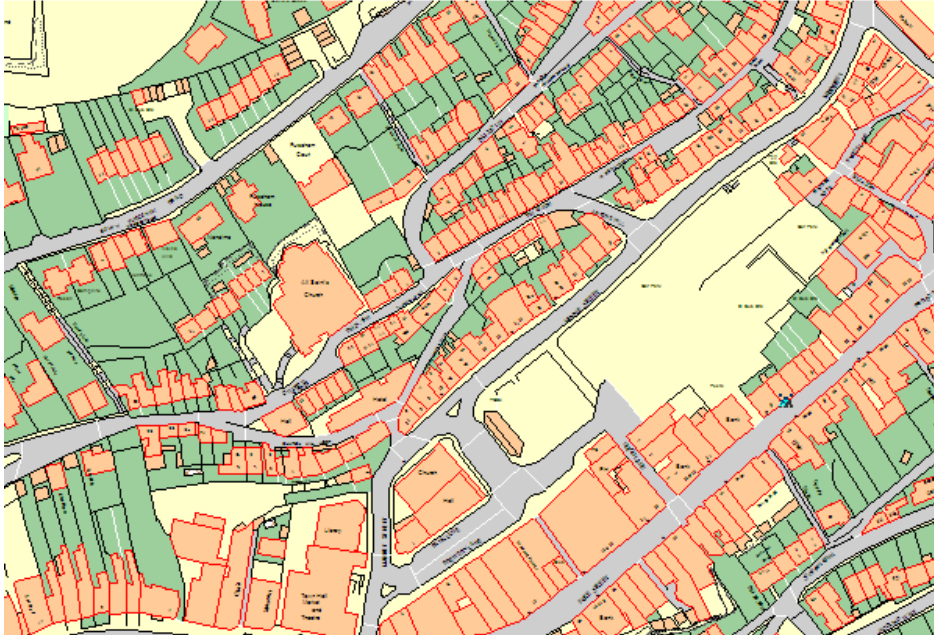


*Fishcombe Cove*

# Townscape Analysis – Area by Area

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## Town Centre



*Fore Street*

## Development in this area

With awareness of current planning guidelines with regard to town centre development parking requirements it is recommended that all developments in this area should have adequate parking provision for at least one vehicle per property as a part of each planning application. New development in this area should reflect and retain the character of the town centre.

The retail provision within the town centre through Middle Street, Fore Street, The Quay and The Strand is a major part of the town's economy. Individual, unique small shops should be encouraged and retained within this area.

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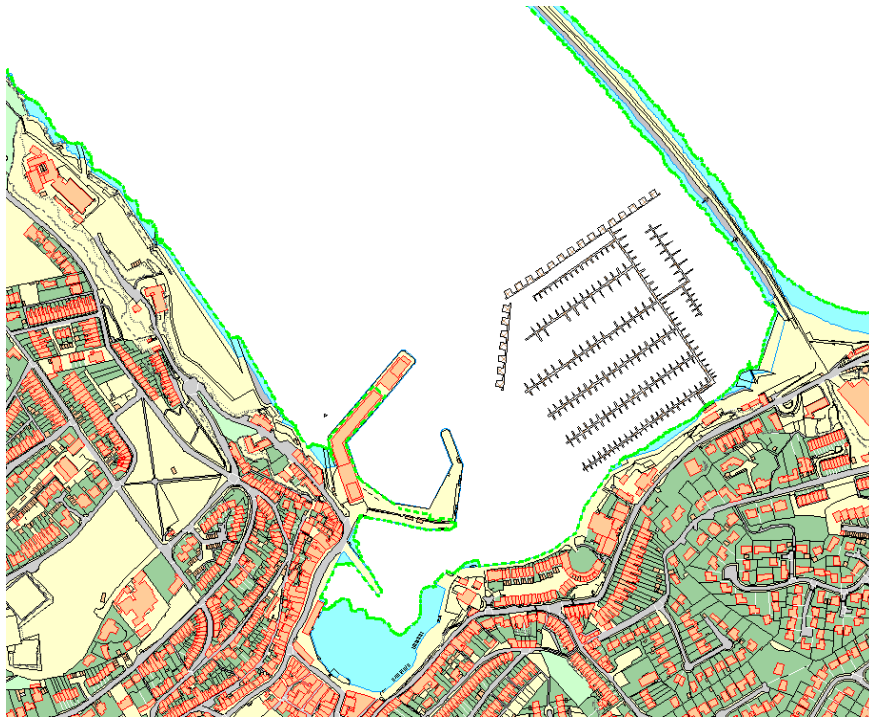
## Harbour Area

### Development in this area

The harbour area of Brixham is renowned for being quaint and picturesque as well as being a busy working fishing port, with modern fishing industry demands.

Housing development should be limited, as it is a conservation area and any dwellings that are developed should reflect the qualities of the surrounding terraced houses.

The fishing industry attracts tourists and the demands of both these industries should be dovetailed together in any infrastructure improvements to enhance and facilitate both. Improved provision should be made to enable tourists to view the working of the fishing harbour and market area. Footfall from both these industries makes navigation along the quay a hazardous environment for both pedestrians and vehicles. It is therefore essential that adequate provision is made to enhance the daily routine for the tourist, resident and worker in this part of the town.



*The Harbour*

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When developing or renewing the infrastructure and street furniture consideration should be given to making the harbour area friendlier to those with disabilities and this should not be exclusively for wheel chair users. At present the boarding facilities are not adequate and provision for an accessible and dignified embarkation and disembarkation pontoon for people with all disabilities is needed.

A pedestrian crossing along the quay road would have a massive impact enabling pedestrians to cross the road safely in a clearly marked place, which would also help people with disabilities. The benefit from this would also alert vehicle drivers of a potential hazard and could have a calming effect on the road.

The town receives a large number of tourists via the Brixham - Torquay Ferry link. Local residents also like to use the ferry to cross the bay and this has a significant impact on reducing carbon emissions in Brixham. The ferry link between Torquay and Brixham has a vital part to play in the economy of Brixham, lowering road usage level and demand for parking spaces.



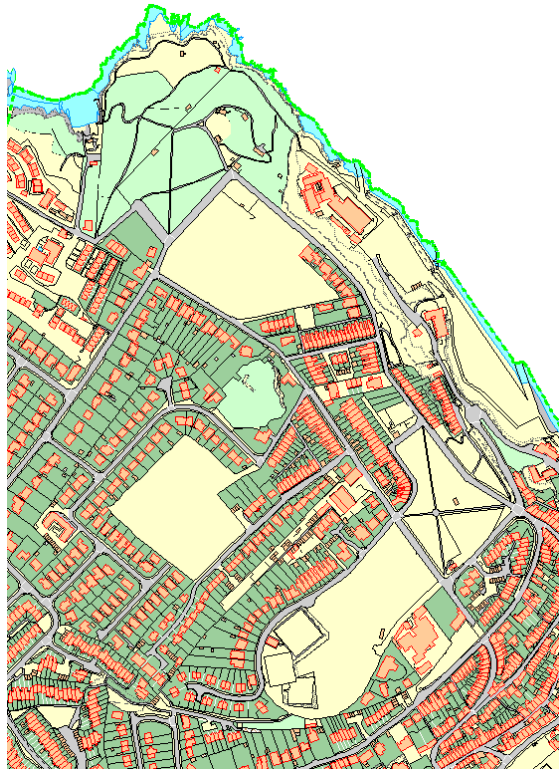
*The Fairmile Greenway Ferry*

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## Furzeham

### Development in this area

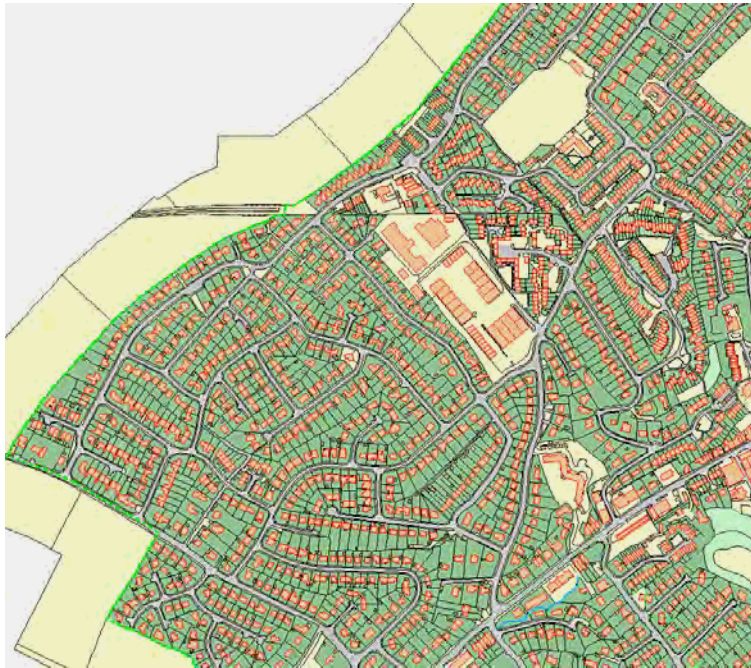
The character of the immediate surrounding area and the impact of any development on it should be taken into consideration. Any proposed development should be similar to the neighbouring environment and have the same proportion of garden space. With a high density of dwellings in this area there is little scope for large scale development. None should impact on the open space of Furzeham Green, consisting of three component parts, higher, middle and lower green, and its leisure facilities or on the two statutory allotment gardens in this area.



*The Middle Green - Furzeham*

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## Pillar Avenue & Copythorne



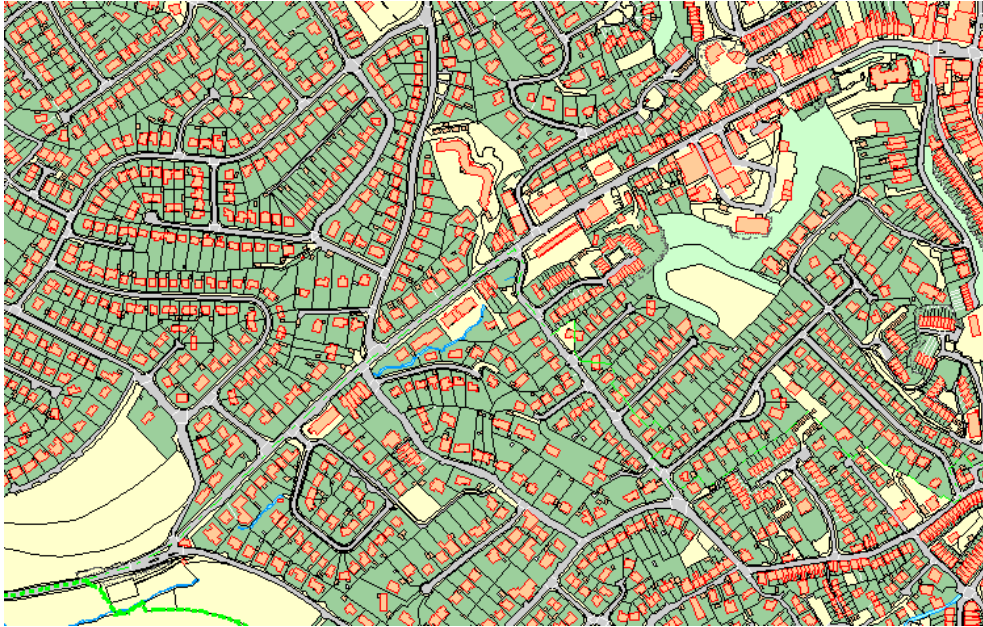
*North Boundary Road*

### Development in this area

This area consists of a mix of modern terraced bungalows, semi and detached bungalows, houses and one industrial estate. If development is to take place here modern style designs would be acceptable in this area of the town, but provision is required for more and better play space facilities and public open space in the immediate vicinity. There is little scope for large scale development in this area as it is surrounded by green spaces.

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## New Road



*New Road*

### Development in this area

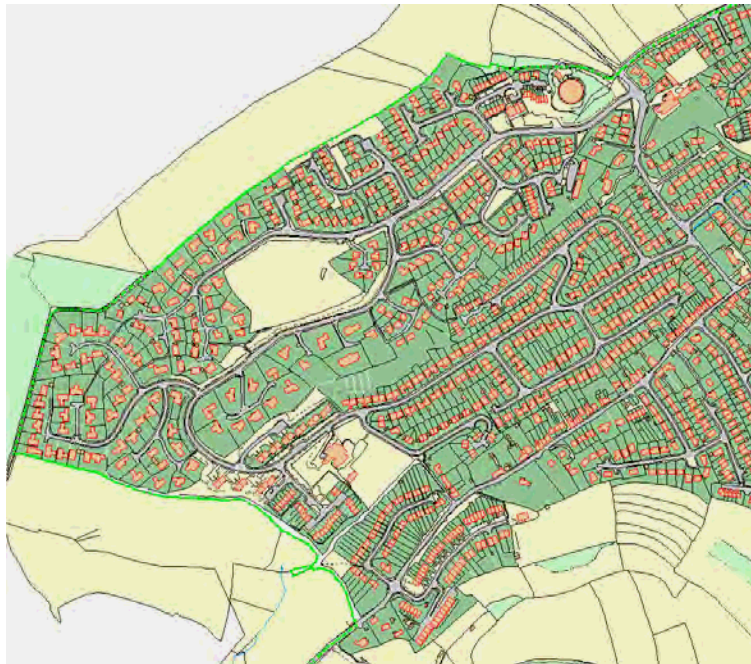
New Road is the main arterial road into the town centre of Brixham and carries the majority of vehicles that need to access the fish quay, several industrial estates and brings tourists into the town. There is a wide mix of development in this area ranging from blocks of flats to a design icon building, designed by Mervyn Seal. New Road is mainly commercial with several B&Bs along a seemingly residential street leading into retail and industrial areas. Housing in the streets beyond New Rd consist of modern estates of bungalows, houses and can be terraced, semi detached or detached. Any development in this area would largely be infill and as there is only one open space in this area the integrity of this space should not be compromised. The aspect of significant buildings in this area should not be compromised by new developments, conversions or extensions.

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## Higher Brixham

### Development in this area

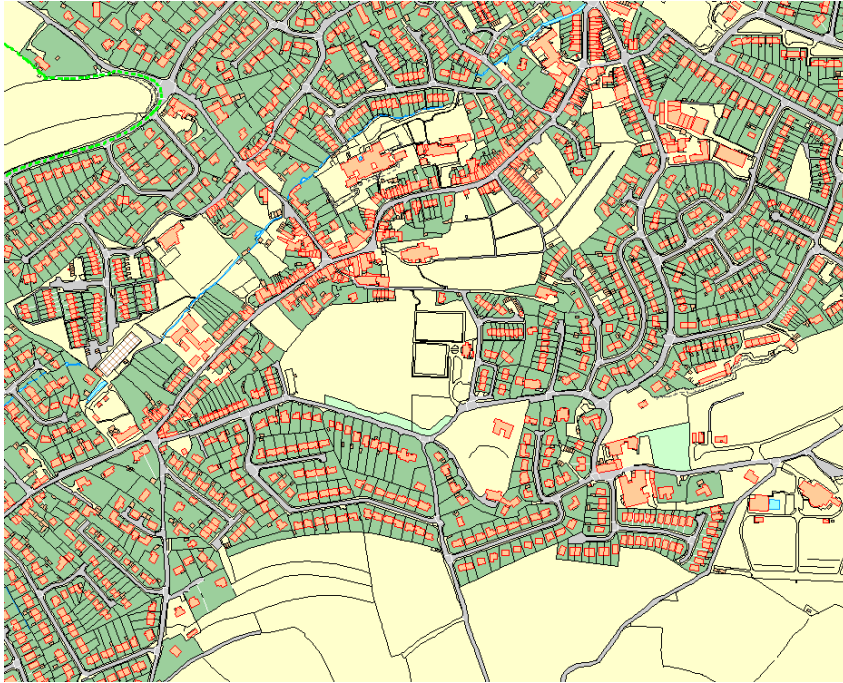
The existing development is of close-knit estates with some individual dwellings of recent construction. The area is situated in a round end valley and has only two points of exit. It is likely that the topography of the area would limit any further expansion and any development would likely be limited to infill. The area is predominantly inhabited by families and therefore provision for play space and open ground is essential and the existing open spaces should not be developed for housing or industry.



*Milton Street*

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## St Mary's



### Development in this area

St Mary's is an older part of town with several listed buildings in the area and is included in the conservation area in the Milton Street vicinity. The integrity of the existing character of this area should be preserved. Due to the restricted access to this area of town further large scale development should not be allowed without investment in an expanded road network. Holiday parks in the area have been the subject of development and the existing open spaces should be conserved. Any dwellings that are developed in this area should closely reflect the qualities of the surrounding buildings and garden space.



*St Mary's Square*

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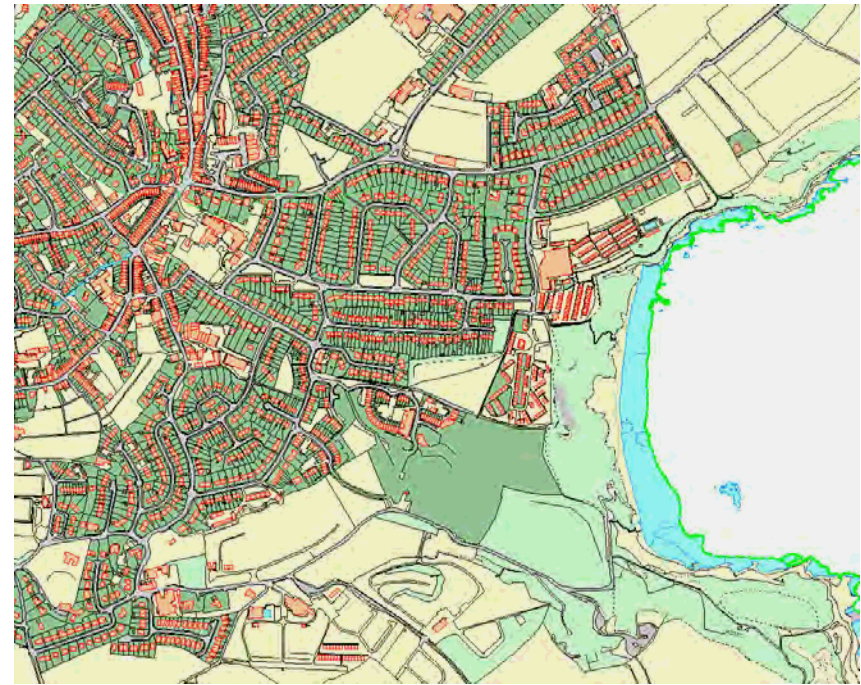
## Rea Barn and St Mary's Bay

### Development in this area

There is a mix of industrial units, modern housing, dense estates and older individual houses with open public areas in the form of playing fields, sports grounds, coastal path and parkland. The road infrastructure restricts much further development in the area, but any further major developments here should make ample provision for play space and open space as this is much needed. An area of ground is in the process of an application to make it a village green in order to preserve open space from development, proving the strong feeling of residents with regard to the need for play area. Development along the coastal fringe should not be considered as this is an Area of Outstanding Natural Beauty and part of the infrastructure that supports the local bat colonies.



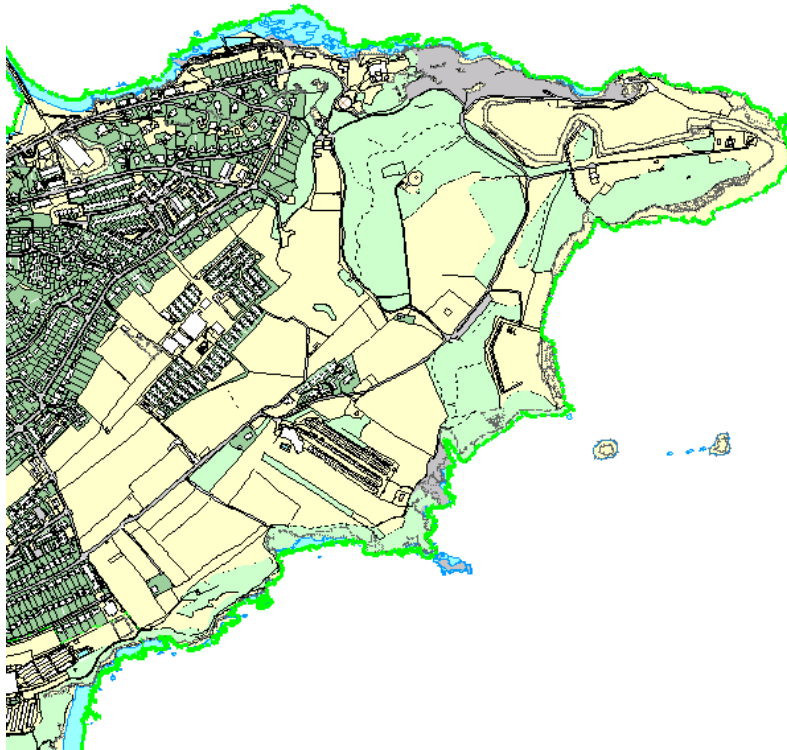
*Rea Barn Road*



## Berry Head

### Development in this area

At a public meeting to discuss the future of the Berry Head to Sharkham Point area, which was held in February 2010 in Brixham, it was clear that residents would support limited development in this area. Any development should however take into account the Local Development Framework and should not be intrusive or of high density. Tourist accommodation provision is a priority in this area and existing tourist sites should be enhanced and improved rather than be used for housing or have the densities of holiday park sites increased.



*Berry Head Fort and Visitors Centre*

It is important to preserve the remaining open spaces and also maintain public access to these open spaces and the coastal path. The environment and ecology of this area is of high importance as it is within an Area of Outstanding Natural Beauty and has archaeological importance with features such as the Napoleonic fort and natural caves, which have provided evidence of man's existence alongside now extinct animals.

# Conclusion

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*Brixham Lifeboat*

In a town wholly enclosed by and partly contained within an Area of Outstanding Natural Beauty, Brixham needs to pursue what Gordon Cullen, in his book 'Townscape', calls the 'Art of the Environment'. This concerns itself with the right relationship between buildings, spaces, trees and other features, creating a pleasant place for people to live. It is not just some esoteric concept to be analysed and defined by experts, it is at the very heart of good planning. The people of Brixham, by their responses to the Town Plan workshop, showed that they understand this, and manifested a desire that the 'Art of the Environment' should be put into practice in any future development of the town. It is not enough to make narrow ad-hoc decisions on individual planning applications, these should all be viewed in relation to their neighbours, the preservation of the essential character of the town and its unique place in the Area of Outstanding Natural Beauty.

All planning applications will be viewed in the context of the preservation of the essential character of the town. This will only be possible if the development actually enhances the environment, is sensitive to the neighbouring dwellings and open spaces and recognises the importance of trees in creating the natural beauty of the town. Brixham will welcome good design, interesting variety and the use of sustainable construction techniques and traditional materials in any new building.

New projects should include an adequate supply of affordable housing of the size and type, which allows local first-time buyers to remain in their home town. It is recognised that buyers looking for a holiday home (non letting) in Brixham poses a problem that affects the town's vitality and the viability of local business.

It is proposed that a group continues to operate as a revising and updating committee to monitor the effect of this Design Statement. It should encourage partnership working between residents, the Town Council and developers to improve the quality, design, construction and sustainability of proposed projects. New development should avoid the destruction of the mix of buildings and open areas, which have emerged over the last 400 years or more years.



*Battery Gardens*

# About this Design Statement

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The draft design statement was published for consultation in 2010.

The membership of the Town design panel that produced this document  
Residents of Brixham:

Jackie Stockman – Chairman  
Paul Addison  
Will Baker  
Lucy Burnell  
Joe Cloutman  
Olive Farnham  
Brian Harland  
Rebecca McPartlan – Morey  
Mike Morey  
Helen Meacock  
and  
Ki Barnes (Brixham Town Clerk)

**Road Map images:**  
Copyright Brixham Town Council



# Appendix 1 – Listed Buildings

Source - <http://www.imagesofengland.org.uk>. Accessed October 2009

Street/Road	Property
<b>Bakers Hill</b>	<ul style="list-style-type: none"><li>▪ 2 including front terrace wall and gate</li><li>▪ 3</li><li>▪ 4</li></ul>
<b>Berry Head Road</b>	<ul style="list-style-type: none"><li>▪ 12 - 42 (even numbers) including front area wall and railing</li><li>▪ Berry Head Hotel</li><li>▪ Lime Kiln at SX 9390 5665,</li><li>▪ Wolborough House</li><li>▪ Gateway to Wolborough House GV II</li><li>▪ Gun Battery Approx 10m W of the battery, now converted to cottage and garage</li><li>▪ HM Coastguard rescue station, including walls, piers and railings at front</li></ul>
<b>Bolton Street</b>	<ul style="list-style-type: none"><li>▪ Congregational Chapel</li><li>▪ 36-42 including front area railings</li><li>▪ 20 Thor House</li><li>▪ Bolton Hotel</li><li>▪ 24 &amp; 26 Church House</li><li>▪ 34 Drake House including front area railings and shoe scraper</li><li>▪ 62 &amp; 64 including front area railings</li></ul>
<b>Burton Street</b>	<ul style="list-style-type: none"><li>▪ Parkham Villa, 11</li><li>▪ 19</li><li>▪ 31</li><li>▪ Nos.5, 7 &amp; 9 Beams Cottage</li><li>▪ Burton Villa</li></ul>
<b>Castor Road</b>	<ul style="list-style-type: none"><li>▪ Castor House and Castor Stores</li></ul>

<b>Cavern Road</b>	<ul style="list-style-type: none"> <li>▪ 2 &amp; 4</li> </ul>
<b>Church Street</b>	<ul style="list-style-type: none"> <li>▪ All Saints Church</li> <li>▪ 1, 3 &amp; 5</li> <li>▪ 2 including short retaining wall abutting left side wall</li> <li>▪ 4</li> </ul>
<b>Dashpers</b>	<ul style="list-style-type: none"> <li>▪ No.3 Aylmer House</li> </ul>
<b>Drew Street</b>	<ul style="list-style-type: none"> <li>▪ Waterman's Arms</li> <li>▪ Non-conformist chapel</li> <li>▪ St Mary's Church</li> <li>▪ Bell Inn</li> <li>▪ 100-106 (Even)</li> <li>▪ 110, 112 &amp; 114</li> <li>▪ St Kilda House, 15</li> <li>▪ 17 &amp; 19 including front garden</li> <li>▪ The Skipper Public House, 57</li> <li>▪ 60-66</li> <li>▪ 61</li> <li>▪ 68 &amp; 70</li> <li>▪ 69</li> <li>▪ 71</li> <li>▪ 82 &amp; 84</li> <li>▪ 87 &amp; 89</li> <li>▪ 91, 93 &amp; 96</li> <li>▪ 98 Pomeroy Cottage</li> <li>▪ Cemetary chapel</li> <li>▪ Gatehouse and gates St Mary's Church</li> </ul>

<b>Doctors Row</b>	<ul style="list-style-type: none"> <li>▪ Dovecote base approx. 45m west of Eveleigh House</li> <li>▪ Eveleigh House</li> <li>▪ Front garden wall and gate to north-east of Eveleigh</li> </ul>
<b>Fore Street</b>	<ul style="list-style-type: none"> <li>▪ Methodist Chapel</li> <li>▪ 61 The Globe Inn</li> </ul>
<b>Heath Road</b>	<ul style="list-style-type: none"> <li>▪ 1,2 &amp; 3</li> </ul>
<b>Harbour</b>	<ul style="list-style-type: none"> <li>▪ King's Quay</li> <li>▪ Walls and Quays on all four sides of harbour extending from New Pier to King's Quay</li> <li>▪ Retaining wall on SE side of Southern Quay</li> <li>▪ Coastguard station</li> </ul>
<b>Higher Street</b>	<ul style="list-style-type: none"> <li>▪ Manor Inn</li> <li>▪ 1 &amp; 1A Cobblers Cottage</li> <li>▪ 27 &amp; 29 formerly Brixham museum (was a pilchard cellar)</li> <li>▪ 12 &amp; 14</li> <li>▪ 16 &amp; 18</li> <li>▪ 20 &amp; 22</li> <li>▪ 25, 27 &amp; 29 including building adjoining no. 29</li> <li>▪ 3-9 (Odd)</li> <li>▪ 30 &amp; 32</li> <li>▪ 48 &amp; 50</li> <li>▪ 56 &amp; 58 Chandlers Cottage</li> <li>▪ 60</li> </ul>
<b>Horsepool Street</b>	<ul style="list-style-type: none"> <li>▪ Hill House</li> <li>▪ 15 Rose Cottage</li> <li>▪ Brookdale including garden wall on street frontage</li> <li>▪ 21</li> <li>▪ 25 Greenover Farmhouse</li> </ul>

<b>Horsepool Street (continued)</b>	<ul style="list-style-type: none"> <li>▪ 25A Greenover Orchard</li> <li>▪ 8 -16 evens</li> <li>▪ Former stable immediately NE of No.25</li> <li>▪ The Goat House</li> </ul>
<b>Kiln Path</b>	<ul style="list-style-type: none"> <li>▪ 2 lime kilns at SX 9247 5562</li> </ul>
<b>King Street</b>	<ul style="list-style-type: none"> <li>▪ Quayside Hotel</li> <li>▪ Maritime Inn</li> <li>▪ Harbour View Hotel</li> <li>▪ 14 &amp; 16</li> <li>▪ 29 &amp; 31</li> <li>▪ 33</li> <li>▪ 51 &amp; 53</li> <li>▪ 57 &amp; 59</li> <li>▪ Hole in the Wall Public House, 6, 8 &amp; 10</li> <li>▪ 69 Kings House</li> <li>▪ 75 &amp; 77</li> <li>▪ Waterloo House</li> <li>▪ 83 &amp; 85</li> <li>▪ Torfrey, 95</li> <li>▪ Coastguard Station</li> </ul>
<b>Market Street</b>	<ul style="list-style-type: none"> <li>▪ 1</li> </ul>
<b>Middle Street</b>	<ul style="list-style-type: none"> <li>▪ 22</li> <li>▪ 24 &amp; 26 Mayflower Court</li> <li>▪ 74</li> <li>▪ 76</li> </ul>

<p><b>Milton Street</b></p>	<ul style="list-style-type: none"> <li>▪ 81-87 (odds)</li> <li>▪ Norton House</li> <li>▪ 1 &amp; 3</li> <li>▪ 101 Milton Cottage</li> <li>▪ 103, 105 &amp; 107 April Cottage</li> <li>▪ 109, 111 &amp; 113</li> <li>▪ 141</li> <li>▪ 17 Black Cottage</li> <li>▪ 18 Trosbie Cottage</li> <li>▪ 19 Friars Pardon</li> <li>▪ The Lodge &amp; The Lilacs, 20 &amp;22</li> <li>▪ 23, 25, 24 &amp; 26 Pound Cottage</li> <li>▪ 39</li> <li>▪ Hearthstone &amp; Hearthstone East, 40 &amp; 42</li> <li>▪ 47</li> <li>▪ 5 &amp; 7</li> <li>▪ 58 Nut Tree House</li> <li>▪ 60 &amp; 63</li> <li>▪ 69 &amp; 71</li> <li>▪ 9-15 (Odd)</li> <li>▪ Aylmer, 61</li> <li>▪ Coach house 4.6m north-west of Aylmer</li> <li>▪ Milton House</li> <li>▪ Premises of Wellhouse Pottery Ltd</li> </ul>
<p><b>Monksbridge Road</b></p>	<ul style="list-style-type: none"> <li>▪ Tollgate House</li> </ul>
<p><b>New Road</b></p>	<ul style="list-style-type: none"> <li>▪ 1 &amp; 3 Grosvenor House</li> <li>▪ 85 &amp; 85A</li> <li>▪ Brixham Town Hall and Market Hall</li> <li>▪ Museum</li> <li>▪ Corner House</li> </ul>

<b>New Road (continued)</b>	<ul style="list-style-type: none"> <li>▪ Lime Kiln</li> <li>▪ Bolton Hotel</li> </ul>
<b>Overgang</b>	<ul style="list-style-type: none"> <li>▪ No.1 The Old Custom House</li> <li>▪ 11-14 (Consecutive)</li> <li>▪ 35 Castle Cottage</li> <li>▪ Retaining wall to path fronting Custom House</li> </ul>
<b>Pump Street</b>	<ul style="list-style-type: none"> <li>▪ 1 Paradise Place</li> </ul>
<b>Quay</b>	<ul style="list-style-type: none"> <li>▪ 1 – 7</li> <li>▪ Rising Sun</li> <li>▪ Jackman's tobacconist</li> <li>▪ 10</li> <li>▪ 23 Crown and Anchor</li> <li>▪ 24 Sprat and Mackerel</li> <li>▪ 27 &amp; 27A</li> <li>▪ 28 &amp; 28A</li> </ul>
<b>Strand</b>	<ul style="list-style-type: none"> <li>▪ Prince of Orange statue</li> <li>▪ Old Market House</li> </ul>
<b>Park Avenue</b>	<ul style="list-style-type: none"> <li>▪ 1 Sunpark</li> </ul>
<b>Prings Court</b>	<ul style="list-style-type: none"> <li>▪ 1,3,4,6 ,6a &amp; 6b</li> </ul>
<b>Rea Barn Rd</b>	<ul style="list-style-type: none"> <li>▪ 2</li> </ul>

<b>Ranscombe Rd</b>	<ul style="list-style-type: none"> <li>▪ 1-5 consecutive</li> <li>▪ 10 Crabbers Cottage</li> <li>▪ 12, 14, 16, 18 &amp; 20</li> <li>▪ 31, 33 &amp; 35</li> <li>▪ 39-49 (Odd)</li> <li>▪ Ranscombe House Hotel</li> </ul>
<b>St Mary's Road</b>	<ul style="list-style-type: none"> <li>▪ 1, 2 &amp; 3</li> <li>▪ 1-5 consecutive</li> </ul>
<b>St Peter's Hill</b>	<ul style="list-style-type: none"> <li>▪ 22 &amp; 23</li> </ul>
<b>Station Hill</b>	<ul style="list-style-type: none"> <li>▪ Furzeham Court House</li> <li>▪ Gate piers approx. 35m SE of Furzeham Court</li> </ul>
<b>Temperance Place</b>	<ul style="list-style-type: none"> <li>▪ Steps</li> <li>▪ 6 &amp; 8</li> <li>▪ Coffin House</li> <li>▪ 7-29 (Odd)</li> </ul>
<b>The Strand</b>	<ul style="list-style-type: none"> <li>▪ The Market House</li> </ul>
<b>Upton Manor Rd</b>	<ul style="list-style-type: none"> <li>▪ Pair of gate piers at entrance to drive of Upton Manor</li> </ul>
<b>Victoria Rd</b>	<ul style="list-style-type: none"> <li>▪ Gun Battery immediately N of 'Round Top'</li> </ul>
<b>Windmill Hill Rd</b>	<ul style="list-style-type: none"> <li>▪ Windmill</li> <li>▪ 25 Windmill Cottage</li> </ul>

## Berry Head to Sharkham point

### Designations

SSSI, Proposed CGS/RIGS

Massively quarried limestone headland, a National Nature Reserve, stands 60 metres (200foot) above sea level guarding the Bay. High sea levels during the Quaternary cut this high level marine platform whilst later extensive marine caves developed. Within the quarry sandstone filled fissures (dykes) cut into the limestone evidence of deposition in the Permian. The site provides an excellent viewpoint from which to view Torbay.



### GCR block / key theme

Marine Devonian, Mineralogy, Variscan structures of southwest England, Quaternary of south-west England, Caves and Karst.

### Associated SSSI

Berry Head to Sharkham Point SSSI

### Geological / geomorphological features

[Provisional] *Marine Devonian*: The coastline and adjacent disused quarries between Sharkham Point and Shoalstone Point on the north-west side of Berry Head, show a key section through the changing Facies of the Middle Devonian 'Brixham High', including stratotypes for the Sharkham Point and Berry Head members of the Brixham Limestone Formation and the St. Mary's Bay Member of the Nordon Formation. The Sharkham Point Member (early mid Eifelian) at its type locality includes slaty mudstones with thin beds of shelly crinoidal limestone below, passing upwards through levels with interbedded tuff to thin bedded limestones with abundant stromatoporoids. The Berry Head limestone sequence is then interrupted by a wedge of dark slaty mudrocks of the St. Mary's Bay Member of the Nordon Formation (late Eifelian-late Givetian), which at its type locality - St. Mary's Bay itself - includes thin seams and lenticles of limestone with a shelly fauna including brachiopods, small solitary corals and rare trilobites and cephalopods. Carbonate sedimentation resumes with the Berry Head Member of the Brixham Limestone Formation, well exposed around the Berry Head itself, its type locality, which, although locally showing signs of tectonic distortion, includes a range of facies including bioclastic and stromatoporoid rich levels indicating a reeflike biogenic bank complex.

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## Structural geology

The cliffs on the south side of Berry Head show spectacular structures in the Middle Devonian, Berry Head Member of the Brixham Limestone Formation, revealing several phases of deformation. These include gently inclined, northward verging, tight D1 folds refolded by steeply inclined D2 folds.

## Quaternary of south-west England, Caves and Karst

The Devonian limestones of Berry Head include a remarkably sequence of caves with associated deposits, some of which lie below present sea level, ranging from -15 OD to +29 OD. The caves provide a unique record of marine transgression with 3 levels of horizontal passage development, at -2 to +2 m, +5 to 9 m and 22 to 29 m OD, clearly related to former sea level stands. The morphology of the caves is also typical of passage development at the boundary between fresh and saline waters. Cave sediments are extensive and speleothems have been dated using Uranium series methods, indicating ages between around 107,000 and 332,000 years for the caves.

Shoalstone Beach, to the west of Berry Head Quarry, where most of the caves have been recorded, includes a raised beach platform at +8.5 m O.D., clearly related to the intermediate level of cave development on Berry Head. The beach is marked by a cobble deposit suggesting an ancient storm deposit.

## Reasons for proposal as a RIGS sites: *Marine Devonian*

The area is of prime importance for Middle Devonian stratigraphy and sedimentology, showing the development of carbonate facies (a facies is a distinctive rock unit that forms under certain conditions of sedimentation, reflecting a particular process or environment) associated with the 'Brixham High'. It includes stratotypes for the Brixham Limestone Formation and three lithostratigraphical members: The Sharkham Point Member and Berry Head Member of the former formation and the St. Mary's Bay Member of the Nordon Formation. Accessible exposures, in particular in St Mary's Bay and around Shoalstone Point give the site a high educational value in addition to its scientific importance. [Brixham High: Brixham Limestone Formation, including Sharkham Point Member and Berry Head Member; Nordon Formation, St. Mary's Bay Member]

## Structural geology

Although not easily accessible, these spectacular folds can be viewed from the south side of the Berry Head Fort, although binoculars are recommended. In this way the site can be incorporated into educational visits to the headland. The features exposed, however, are some of the most dramatic and important structural features in the district.

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Quaternary of south-west England, Caves and Karst: The site is unique in the region, and similar features related to cave development under the influence of changes in sea level in the Plymouth limestone are either inaccessible or have now been largely destroyed by development. The scientific value of the site is potentially national, although educational use is limited by health and safety considerations too viewing openings form a safe distance.

## **Breakwater Quarry, Brixham**

### **Designations** CGS/RIGS

Middle Devonian limestones from the quarry were used to build Brixham Breakwater

GCR block / key theme: Permian-Triassic

Associated SSSI: Not applicable

### **Geological / geomorphological features**

"Middle Devonian limestone, mainly massive and micritic but bioclastic in part. Bedding is obscure; the dip is steep to the SE. Cleavage seen in places dips about 20° NW. The limestone has an irregular palaeokarst surface and is penetrated by deep narrow fissures filled with brown Permian sandstone, which contains angular limestone fragments in places, some of large size. Pleistocene/Holocene solution fissures in the limestone are associated with coatings of flowstone. Engineering geological applications include the use of rock bolts for the large scale stabilisation of rock faces in association with steel mesh to prevent falls of smaller rock fragments."

### **Reasons for registration as a RIGS sites**

"The quarry provides an excellent demonstration of pre-Permian solution fissures in the Devonian limestone (palaeokarst) with later, Permian, sandstone and limestone fragment infilling. The vertical extent of the fissure is particularly notable. Other useful aspects included structural features and solution fissures with flowstone in the limestone; also engineering application of rock bolts to stabilise faces and the use of mesh to prevent falls of smaller material."

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## **Brixham Cavern**

### **Designations**

Proposed CGS/RIGS

The Cave was discovered in 1858 and subsequent excavation revealed important vertebrate remains e.g. mammoth, woolly rhinoceros and cave lion. (Not open to the public)

### **GCR block / key theme**

Quaternary of south-west, England and Pleistocene Vertebrata

**Associated SSSI** Not applicable

### **Geological / geomorphological features**

[Provisional] Quaternary: Brixham Cavern is a historically important source of Pleistocene vertebrate remains, indicating an assemblage similar to that known from Kent's Cavern. The site is a Scheduled Ancient Monument and was formerly operated as a show cave. The cave was discovered in 1858 and subsequently excavated, yielding mammoth, horse, woolly rhinoceros, deer, cave lion, hyena, bear, amongst other remains.

### **Reasons for proposal as a CGS / RIGS sites**

Brixham Cavern is a key historical site in Torbay, a former source of rich Pleistocene vertebrate faunas. Access is currently restricted and the cave is privately owned - use is therefore likely to be primarily for research purposes.

## **Sharkham Iron Mine**

### **Designations**

SSSI, Proposed CGS/RIGS

The former mine workings reveal a form of mineralisation that is virtually unique to the region

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## **GCR block / key theme**

Mineralogy

### **Associated SSSI**

Berry Head to Sharkham Point SSSI

### **Geological / geomorphological features**

[Provisional] Sharkham Iron Mine is a remarkable but little known geological site. The deposit is characterised by hematite replacement of Devonian lime stones, associated with limestone breccias and localised developments of botryoidal goethite, limonite and hematite. Some surfaces show patches and radiating crystals of white and pink barite. The source of the iron was almost certainly from Permian 'red beds' in the area, probably via circulating hot fluids migrating along fractures. The process of replacement is likely to be similar to that known in South Wales, where iron minerals replace zones in Lower Carboniferous lime stones close to an unconformity with Triassic red-beds. Although the former opencast workings are largely filled in, good exposures remain in the coastal slope.

### **Reasons for proposal as a CGS / RIGS sites**

The former mine workings reveal a form of mineralisation that is virtually unique in the region, and which postdates the better known Variscan phase of metallogenesis in south-west England. An important site with an associated cultural significance, although requiring improvements to access to realise its full educational potential.

### **Shoalstone**

**Designations:** GCR (No: 1494), SSSI

GCR block / key theme: Permian - Triassic

Associated SSSI: Berry Head to Sharkham Point SSSI

### **GCR Statement of Interest**

The wave cut platform here exposes two sets of red sandstone filled fissures (dykes). Some of the fissures are lined by large sparry calcite crystals. The fissure cut into the Devonian Torquay Limestone and they mark the initial stages of continental deposition in the Permo-Triassic basin of south-west England on a basement of much older Palaeozoic rocks.

## Appendix 3 – Public Parks in Brixham

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Astley Park  
Battery Gardens  
Bonsey Gardens  
Churchill Memorial Gardens  
Furzeham Green  
Furzeham Middle Green  
Furzeham Lower Green  
Land at Summercourt Way  
Monksbridge Skate Park  
North Boundary Playground  
Parkham Field  
Rowan Way Playground  
St Mary's Park



*Battery Gardens*



*Bonsey (Rose) Gardens*



*Furzeham Middle Green*