



# **Galampton**

## Village Design Statement

*An integral part of the Brixham Peninsula Neighbourhood Plan*



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## **1 Aims of the Village Design Statement**

1.0.1 Based on an analysis of the distinctive characteristics and assets of Galmpton's built environment, the statement is intended to demonstrate the good design which will conserve and enhance these assets.

1.0.2 The aims of this design statement are to:

- identify the distinctive features of the village that create its identity and are valued by its residents
- urge all proposed development to sensitively accommodate these features and respect the Conservation Area (marked on Sheet 31, map supporting Adopted Torbay Local Plan documentation 2012–2030) which incorporates the built heritage and open rural context of Galmpton village.

1.0.3 To fulfil this aim, the Village Design Statement (VDS) will address the following design-related issues:

- Quality of (hard and soft) environment
- Rural context
- Open rural views
- Conservation area sustainability
- Limestone walling and boundaries
- Building design
- Extent and character of the common.

1.0.4 Allusions to any of the above within the text will be supported with a bracketed reference to the Design Guideline (DG), given in full in Section 6, followed by the relevant number.

## **1.1 Contributory bodies**

1.1.1 The groups responsible for compiling and drawing up this design statement are the *Churston Galmpton and Broadsands Community Partnership* (CCBCP) and *Galmpton Residents Association* (GRA) which consults, represents and records the views of village residents.

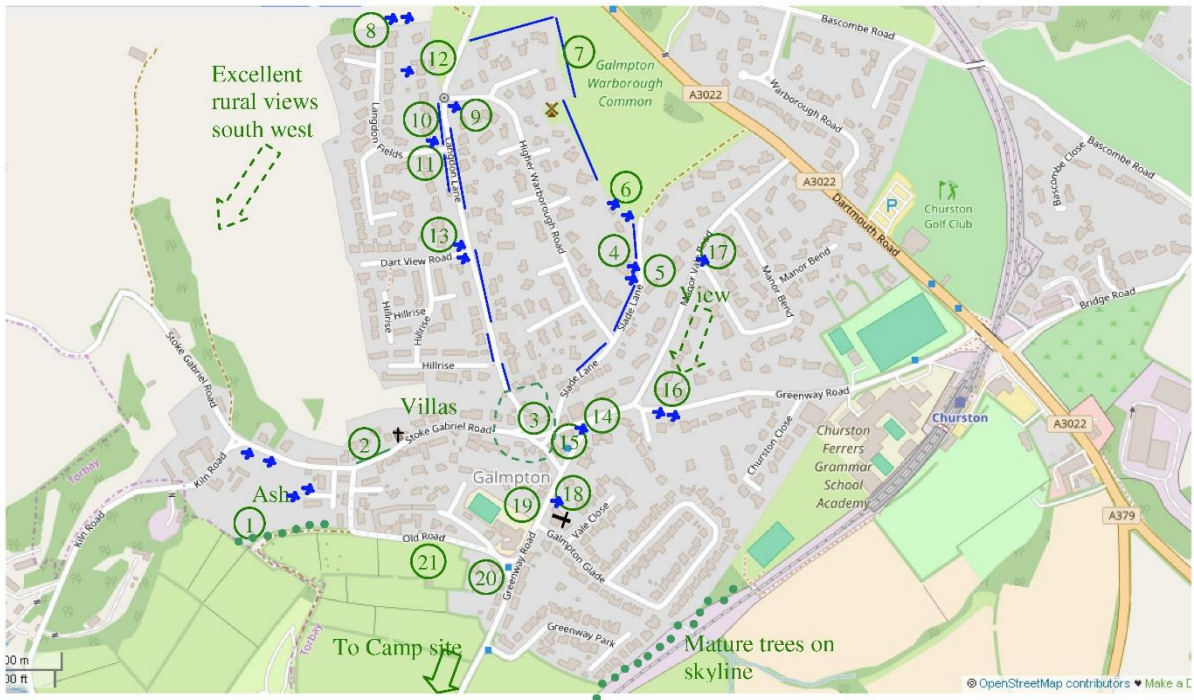
1.1.2 The GRA was first established in 1965 to serve a community currently made up of 570 houses, with 244 subscribers. Residents have access to information concerning the village and the progress of the Neighbourhood Plan in email circulars and from the Galmpton village website set up by the GRA ([www.GalmptonTorbay.org.uk](http://www.GalmptonTorbay.org.uk)). Regular updates are supplied in the *Gazette* distributed locally four times a year.

## **1.2 Distribution of the VDS**

1.2.1 The draft document will be circulated to organisations concerned with planning including:

- Torbay Borough Council
- The Environment Agency
- The Council for the Protection of Rural England (CPRE)
- Natural England
- Devon Wildlife Trust
- Torbay Coast and Countryside Trust
- RSPB
- Open Spaces.

## 2 Annotated street map



**Key:**

1	Hedge and trees	12	Mature conifer
2	Hedge and trees	13	Mature beech and conifer
3	Pre-Victorian cottages	14	Mature oak
4	Devon Bank (mainly one side)	15	Good example of extension
5	Beech trees	16	Mature beech and conifer
6	Beech trees	17	Mature cherry
7	Devon Bank	18	Chestnut (next to chapel)
8	Large mature conifers	19	Limestone walling
9	Large mature conifers	20	Jubilee oak
10	Devon bank (both sides)	21	Devon bank south side; limestone wall north side
11	Mature Ash	+	(Victorian) chapel

*Figure 1: This map shows the main features encompassed in the design guidelines itemised at the start and summarised in the conclusion.*

## 3 Brief description of Galmpton

3.0.1 Galmpton village is made up of several distinct, connected sections developed at different periods, with the central, oldest part largely concentrated between and along the Greenway and Stoke Gabriel Roads. The village is situated within a valley bounded on its more recently developed, eastern side by the Dartmouth Road (A379) and extending into the rolling contours of the Area of Outstanding Natural Beauty (AONB) in the direction of Stoke Gabriel at its southern and western end, climbing to the higher location of Galmpton Touring Park overlooking the river. There is still much evidence, in the built environment and

rural context of the village, of the historical origins of a place that had been carefully chosen for its strategic location both within the catchment of the river Dart and 25 metres above high water. Technically in the South Hams, the Dart Quay Business Park area on the River Dart provides a number of small business developments related in the main to marine and fishing activities, to which Galmpton remains the only access route.



*Figure 2: Galmpton Creek, showing Dolphin Quay with marine units and additional pontoon for leisure craft.*

- 3.0.2 Community cohesion is created through a range of practical and social amenities, some dating back to before the 19th century, which include, at the western end of the Stoke Gabriel Road, the Galleon Stores and Post Office, a butchers, a hairdressers and The Manor Inn. Located on the Greenway Road are the Village Institute, Barn Chapel and Hall, while other facilities for religious worship are supplied by the Victorian Flavel (Congregational) Chapel at the lower village end of the Stoke Gabriel Road (Figures 19 and 24). At the north-western end of Galmpton Warborough Common is the valuable facility of Compass House Medical Surgery. The Manor Inn supplies the hub for community events such as the annual Gooseberry Pie Fair.
- 3.0.3 Resources such as the village stores and butchers, and employment supplied at Knapman's village builders, along with a number of successful mechanical and marine-related business units at Galmpton Quarry and the Creek boatyard, contribute to economic sustainability and self-sufficiency in the village.





*Figure 3: The Galleon Stores and Post Office.*

### **3.1 Origins and history of the village**

- 3.1.1 Galmpton (originally "Gafolsman") is a village of 'rent-paying peasants' of Saxon origins and, until the 1940s, a part of the extensive Greenway Estate. Devon-banked Langdon Lane connects the village with historic Galmpton Warborough Common, originally strategically located to control access to Saxon farmsteads and communities on the Brixham and Kingswear Peninsula. Its function of martial defence continued into the 16th century when John Gilbert of Greenway mustered soldiers there for the Battle of the Armada in 1588. Galmpton Warborough Common was for many generations under the jurisdiction of the Greenway- based Squires of Galmpton. In the 1930s it was gifted to the local community under the trusteeship of Totnes Rural District Council and latterly Torbay Council. Crowned with a World War memorial and a windmill dating from 1810, this common is also an example of calcareous grassland of ecological importance. It supports a variety of wild flowers including orchids, and is annually cut for hay by one of the commoners still granted rights to this resource.
- 3.1.2 The management of the common and any attempts at boundary definition, should, with respect to the scale and nature of materials used, always respect the common's historical identity, environmental value and importance as a local green space and leisure facility (DG 7).



*Figure 4: Views of Galmpton Warborough Common: war memorial.*



*Figure 5: Views of Galmpton Warborough Common: windmill dating from 1810.*

3.1.3 In the 19th century, the village was famous for its apple orchards and abundance of gooseberries which gave rise to the annual village Gooseberry Pie Fair, which was resurrected in 1995. Older gardens along the Stoke Gabriel and Greenway Roads still contain remnants of the original orchards (Figure 19).

- 3.1.4 The earlier historical identity of the village is still evident along the Greenway and Stoke Gabriel Roads. The latter extends to Galmpton Creek and the boat-building yard which marks the industrial origins of the village, Devon limestone having been quarried there from the 16th century and over 200 Brixham fishing smacks constructed on the site at a later date (Figure 2). On either side of the Greenway Road above Galmpton Primary School (established in 1870) is a row of attractive stone-built houses constructed in the 1860s in a renovative scheme by innovative Greenway estate landowner Squire Richard Harvey, to replace what had become "miserable hovels" (J. Risdon, president of Galmpton History Society, quoted from Galmpton village website).
- 3.1.5 Both the Stoke Gabriel Road and the Greenway Road in their higher sections are distinguished by historic limestone walling adorned with pink valerian in summer months. These make an important contribution to the historic and rural character of the village. Conservation sustainability should be observed by ensuring that the heritage status of all historic built features within the village Conservation Area such as the traditional limestone walls, (see Figure 6), is respected and maintained to preserve the existing rural character of the village. The same boundary style and materials should also be observed and employed in any new village development (DGs 4 and 5).



*Figure 6: Limestone walling with valerian, Greenway Road, looking south over the AONB.*

3.1.6 Despite a fivefold expansion of the village in the 1960s when surrounding farmland was sold for residential development, the village still possesses a physical unity in its hill-bounded valley location. It has in addition retained a strong sense of community cohesion and identity, largely as a result of the communal facilities established there since early times.

## **4 Preserving and enhancing Galmpton village**

### **4.1 The rural context**

4.1.1 The character of the village's built environment is inevitably shaped by its rural context. We consider the defining elements of the latter to be:

- its steep valley location and surrounding hills
- the mixture of open pasture and wooded hillside in these surroundings which, at the village's western and southern end, falls within the AONB (see Figure 9)
- established landscape and recreational features within the built environment, such as the mature trees along older residential roads and open amenities such as Galmpton Warborough Common.



*Figure 7: Rural context of Galmpton viewed from Mill Lane in the AONB below Galmpton Touring Park (right edge of picture).*



*Figure 8: The southern end of Langdon Lane at its junction with Stoke Gabriel Road commands a fine open view of the surrounding hills of AONB designation. On the left is the original, 18th century Old Post office, formerly The Dartmouth Inn.*



*Figure 9: Tree-flanked Manor Farm in the AONB, western end of village.*



*Figure 10: Narrow approach to village from Slade Lane showing open view beyond Harvey Cottages on Greenway Road.*



*Figure 11: Open views visible from low height and density residential development in Manor Vale Road.*



*Figure 12: Looking southwards down Langdon Lane over surrounding hills.*



*Figure 13: Rural context of village looking south-west across livestock-grazed fields from Kennels Lane Railway Bridge.*

## **4.2 Distinctive village trees**

- 4.2.1 Old Road emerges at the distinctive Jubilee Oak on the Greenway Road, a fine village landmark that commemorates (in plaques around the base of the community planted garden) the Diamond Jubilee of Victoria as well as the accession of Elizabeth and her Silver and Golden Jubilees (Figures 14 and 15). We believe it to be important to preserve distinctive mature trees such as this and others in the more established areas as contributing to the rural aspect and

character of the village (DGs 1 and 2). Other landmark village trees include the mature oak opposite the Manor Inn (Figure 16). Additional mature deciduous trees distinguish older sections of village roads, such as the eastern end of Greenway Road where Churston Ferrers Grammar school is situated, and also line hedge banks on the crest of rising land within the western Conservation area of the village above Old Road and further down, around the perimeter of Manor Farm, situated within the AONB (see Figure 9).



*Figure 14: Jubilee Oak and Harvey Cottages, Greenway Road.*



*Figure 15: The Jubilee Oak in front of the older section of Galmpton Primary School.*





*Figure 16: Mature oak tree opposite Manor Inn.*



*Figure 17: The mid-Victorian Barn Chapel and Hall with small limestone wall- surrounded "green" and mature, pollarded chestnut tree.*

### **4.3 The built environment**

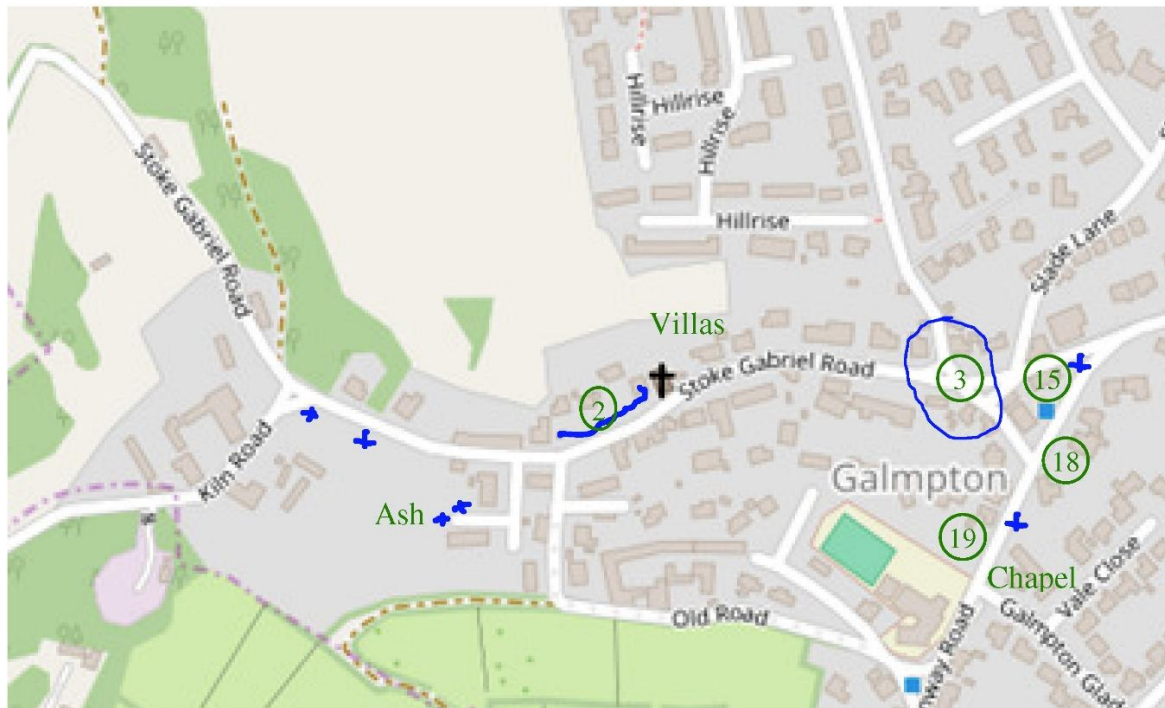
4.3.1 For convenience, the village will be divided geographically into four main sections, as follows:

- **Section 1a and b:** Extending into the AONB at the western end of the village, this is the oldest part of the village which originated from quarry and creek-based industry and developed along the main Stoke Gabriel and Greenway Roads. This section, broadly divided into (a) Stoke Gabriel Road and (b) Greenway Road, contains most of the earliest and most distinctive residential and community buildings.
- **Section 2:** West of the Greenway Road, this embraces the more agricultural edge and context of Galmpton and includes, along Old Road, a large early farm and outbuildings more recently converted to residential use.
- **Section 3:** Extending east and north of the Manor Inn to the Dartmouth Road, this comprises the residential development of Manor Vale Road dating from the mid to later 20th century.
- **Section 4:** Includes the older minor village roads Langdon Lane (with later residential development on its western side), Slade Lane and the more recent Higher Warborough Road, all of which extend northwards to the historic green community space of Galmpton Warborough Common.

#### **4.3.2 Section 1a: Stoke Gabriel Road**

4.3.3 Most houses date from before 1930 and are constructed in a variety of styles, many with mature gardens and remnants of the village's original orchard trees. On the south side of the Stoke Gabriel Road, on the edge of The Roundings, is a small area connecting Greenway and Stoke Gabriel Roads which contains some of the village's earliest cottages, such as the attractive seventeenth-century, formerly thatched, cream-washed Wisteria Cottage (Figure 21). Houses on the north side include detached villas from the late Victorian period to early 20th century (Figure 23). Apart from a few more recent examples, houses on

the south side include two rows of early 20th-century terraced cottages with, further on, the older, but modernised Galleon Stores and Post Office (Figure 2), along with a butchers and a hairdressers.



Key:



	Mature deciduous trees
	Limestone wall, Devon hedge-bank and trees
2	Pre-Victorian cottages
3	Good example of extension
15	Chestnut on green chapel plot
18	Limestone walling
19	

Figure 18: Section 1a: Stoke Gabriel Road.

- 4.3.4 On the far corner of the left-hand turning to Old Road is a group of early Victorian, stone-built terraced cottages (Figure 7), beyond which is a cul-de-sac of modern terraced cottages at right angles to a detached early Victorian road-facing cottage. On the north side of the lower end of the Stoke Gabriel Road closer to Galmpton Creek are three-storied, terraced Victorian houses, formerly shops with living accommodation above. Some of these have, however, been slightly defaced by modern additions which should, in future, be avoided in village buildings of historical distinctiveness and conservation status. Higher up, beyond on the same side, is a distinctive house and garden constructed by and for two naval brothers in the 19th century. Beyond this are some further older adapted cottages and the much earlier stone and slate-roofed Port Hill Cottage

painted in traditional pink pigment (Figure 20). Many of the gardens of the older cottages along this road contain historic stone-built, slate-roofed pigsties remnants of more self-sufficient earlier lifestyles (Figure 19).



*Figure 19: Orchard remnant and original pigsty on a pre-Victorian plot at the western, creek end of Stoke Gabriel Road.*



*Figure 20: Port Hill Cottage, Stoke Gabriel Road, 17th century vintage, with rare stone spiral staircase.*



*Figure 21: 17th century (previously thatched) Wisteria Cottage at corner of Stoke Gabriel Road and The Roundings.*



*Figure 22: Example of traffic congestion on Greenway Road at school collection time.*

4.3.5 This part of the village is not served with a continuous pavement (which also applies to most of Greenway Road), and the lack of garages results in a number of cars being parked on the roads. The width of the road is set by historic limestone walls along sections of this road which are protected by the Conservation Area designation, despite some unchecked infringement of this in recent years along here and in Old Road. Restricted access and road- fronting old properties limit the amount of traffic the road can sustain (Figure 22).

4.3.6 Development in the Conservation Area should observe these constraints and recognise the possibly unsustainable traffic pressure that could be generated by further building in a village still served by just two main through-roads (DGs 1 and 4).



*Figure 23: 1860–1914 villas on Stoke Gabriel Road from between 1860 and 1914, which retain their historical character and design.*



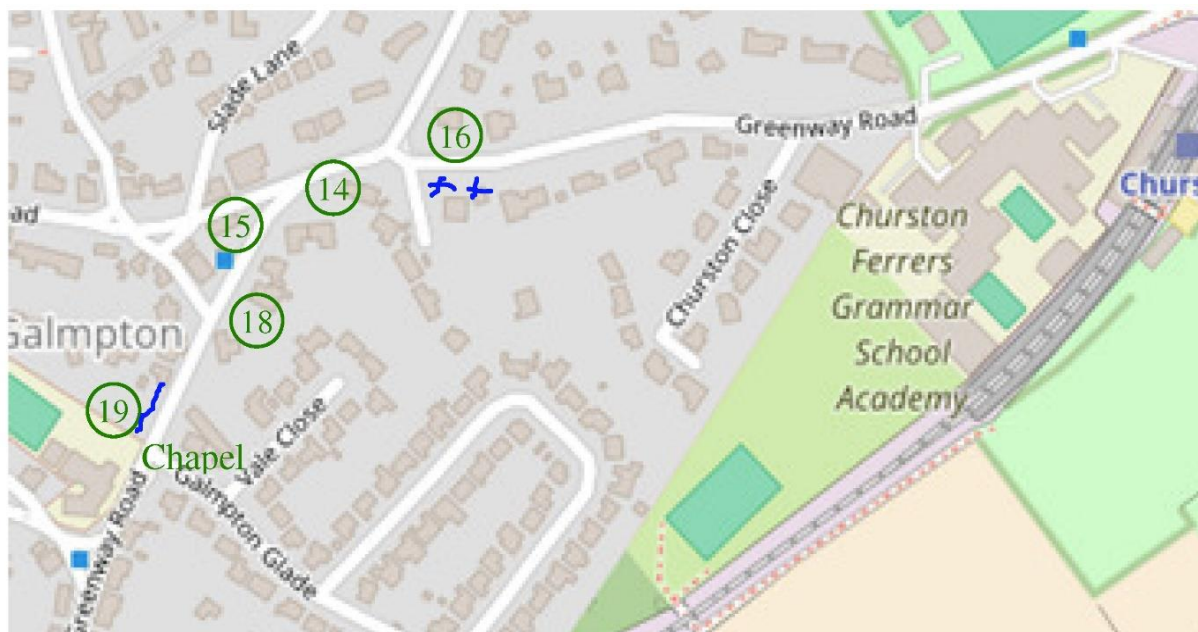
*Figure 24: Victorian Flavel Chapel, Stoke Gabriel Road, behind the limestone wall which bounds much of this road.*



*Figure 25: Dawn Chorus talk and walk at one of the Manor Barn gardens in the AONB at the western end of the village.*

#### **4.3.7 Section 1b: Greenway Road and adjacent residential roads**

4.3.8 On either side of the ascending Greenway Road from the Jubilee Oak are the two rows of Victorian "Harvey" cottages already referred to, beyond which is a detached ex-vicarage and the small-scale bungalow development of Greenway Park. The road continues uphill through fields to Galampton Touring Park and holiday lodges on the right. This leisure site proudly promotes its scenic rural location overlooking the AONB (see Figure 44).



*Key:*

14	Mature oak
15	Good example of extension
16	Mature beech and conifer
18	Chestnut on green chapel plot
19	Limestone walling

*Figure 26: Section 1b: Greenway Road and adjacent residential roads.*

- 4.3.9 Below and behind the (western) row of Harvey cottages is a bungalow development (Galmpton Glade, Vale Close and Barnfield Close) from the 1960s, a number with good sized, well-tended gardens with some, though fewer, mature trees than in the older part of the village. This development backs on the south side onto the open fields rising to the embankment of the steam train route between Paignton and Kingswear. This open view towards the heritage steam railway is an attractive contextual feature which should not be obscured by development (DGs 2 and 3).
- 4.3.10 Towards the lower end of the Greenway Road opposite the Victorian Village Hall, before the road branches to the left, is the farmhouse where poet Robert Graves (1895–1885) lived for 6 years during World War II, a fact commemorated by a blue plaque.





*Figure 27: Steam train running west of Greenway Road.*



*Figure 28: Vale House, where the writer Robert Graves lived from 1940 to 1946.*

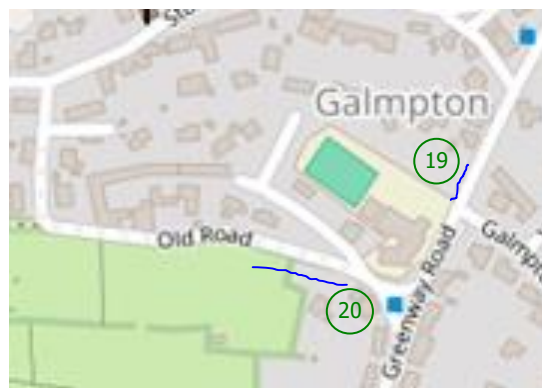
4.3.11 The lower, north-east facing part of the Greenway Road, towards the Brixham Road, is flanked by a mixture of larger detached houses from the earlier decades of the 20th century combined with a few more recent bungalows. Just beyond the Four-Cross Nursing Home on the right of the road is Churston Ferrers Grammar School. This sits opposite the Churston War Memorial Playing Fields gifted to the village in 1949 by Mr Hugh Goodson, and which residents agree should continue to be preserved as a facility for community use.

4.3.12 Non-intrusive, low-wattage street lighting is a feature of the older centre of the village Conservation Area along the Greenway and Stoke Gabriel Roads and

should be retained or rendered even more economical and visually sympathetic. The rural character of the road with soft and hard landscape and conservation features should be respected in any development (DGs 1 and 4).

#### 4.3.13 **Section 2: Old Road and Farm Close**

4.3.14 Running to the south-east from Stoke Gabriel Road is Old Road along which are the converted outhouses and barns of former Galmpton Farm, now residentially developed. During World War II, the main barn, reputedly the longest in the country, was the venue for dances organised by American naval cadets when billeted at nearby Greenway.



Key:


19	Limestone wall and trees
20	Jubilee Oak
	Devon bank

Figure 29: Section 2: Old Road and Farm Close.



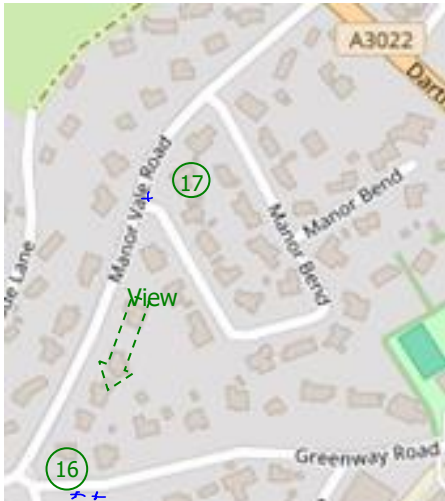
Figure 30: Old Road flanked with mature hedge banks and the converted old barn of former Galmpton Farm.



Figure 31: Mature trees, Devon bank and limestone walling in Old Road.

4.3.15 **Section 3: Manor Vale Road and Manor Bend**

4.3.16 Branching off to the left of the Stoke Gabriel Road past the Manor Inn to connect with the A3022/Dartmouth Road is Manor Vale Road and Manor Bend. These roads are flanked with bungalows dating largely from the 1950s to the 1980s, many set in spacious, well-tended gardens and several on the north-west facing side enjoying direct access to the common. Coming down this road from the A379 you are greeted with a fine panoramic view of the rolling rural setting of the village extending into the AONB (see Figure 46).



Key:

17	Mature cherry
★	Mature trees

Figure 32: Section 3: Manor Vale Road and Manor Bend.

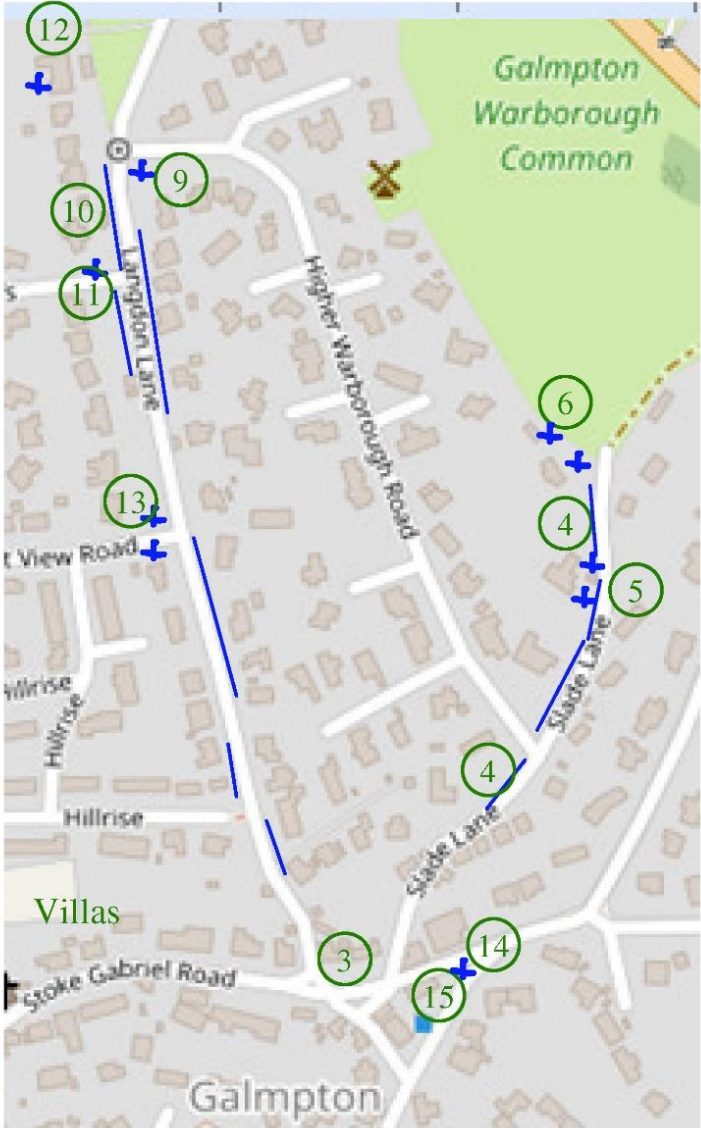
4.3.17 We consider it most important to conserve these open aspects which help to create the attractive rural character of the village (DGs 1, 2 and 3).

4.3.18 **Section 4: Langdon Lane, Higher Warborough and Slade Lane**

4.3.19 Langdon Lane leads at the northern, Common side of the village into Higher Warborough Road, first developed in the 1960s, which, from its higher end, commands south-facing views of the surrounding countryside. The width of the road, the low density and the low height of this residential development create a spacious feel which would be eroded by more of the in-filling which has lately been allowed at its higher and lower ends. Such residential in-filling should, we feel, be restricted to preserve the area's open aspect and avoid encouraging more traffic in a village of limited traffic capacity (DGs 3 and 6) (Figure 22). Any edge of common development should also respect the visual and historical distinctiveness of Galmpton Warborough Common (DG 6).



*Figure 34: Mature tree and hedge banks contributing to the rural character of Langdon Lane.*



Key:



3	Old Post Office
4	Devon bank (other side intermittent)
5	Beech trees
6	Beech trees
9	Mature conifer
10	Devon bank section both sides
11	Mature Ash
12	Mature conifer
13	Mature beech and conifer
14	Mature oak
15	Good example of extension
	Devon bank
	Mature tree

Figure 33: Section 4: Langdon Lane, Higher Warborough and Slade Lane.



*Figure 35: View of windmill through mature trees from Langdon Lane end of Higher Warborough Road (DGs 1 and 3).*

- **Dart View (leading to Hill Rise) and Langdon Fields.** Running off to the west of Langdon Lane (on the left as you climb towards the Common) are two roads leading to residential development: Dart View, leading to Hill Rise comprising solidly built, rendered, original council housing which enjoys wide views across the valley in the direction of the Galmpton Creek, and higher up, Langdon Fields, consisting largely of rendered bungalows dating from the 1960s. Although there are fewer mature trees in this area, many houses on the south-western side command fine open views over agricultural fields (also a valuable breeding habitat for the nationally depleted, but locally successful, curlew) stretching towards White Rock. Villagers are anxious that these open views of the village's rural context should be respected and preserved to retain its village identity and protect the precious remaining wildlife habitat (DGs 1, 2 and 3).



*Figure 36: Open south-west-facing views over bungalows in Langdon Fields.*



*Figure 37: Open south-west-facing views between bungalows in Langdon Fields.*

- **Slade Lane.** This older village lane still has a rural aspect created by limestone walling and traditional Devon banks remaining largely on the left-hand approach to the common, and the open aspect of Galampton Warborough Common itself, onto which the road opens at the top. The Lane is now flanked with houses dating from the 1920s to 1980s, softened by mature trees and shrubs, with, at the bottom on the left, just above the junction with the Stoke Gabriel Road, the early Bix Cottage, which alone features in a Victorian hunting photograph of this road.



*Figure 38: Slade Lane, facing south towards Stoke Gabriel Road across to the rural Conservation Area and AONB beyond, with Bix Cottage bottom right.*



*Figure 39: Natural Devon hedge bank in Slade Lane.*

- **Kiln Road.** Technically partly within the jurisdiction of South Hams, and in the AONB, Kiln Road (named after the historic limestone kiln at its higher end) connects the Stoke Gabriel Road with Galmpton Creek. It runs alongside the attractive converted buildings of what used to be Manor Farm (of which the original farmhouse is opposite), and the now disused sewage works. This lane is popular with pedestrians but also supplies access for vehicles using the yards and service centres at the creek, a



conflict of use which is occasionally problematic owing to the constraints of the narrow creek service road. The road gains its name from the historic lime kiln, restored and maintained by Galmpton History Society and situated opposite the barn conversions.



*Figure 40: Old limestone wall with wildflower rockery in Kiln Road.*

## **5 Building design to emulate and avoid**

- 5.0.1 Any new development within the designated village Conservation Area should always be sensitively adapted, in materials and design, to the historical character of the built environment. Building extensions which encroach on other heritage features, within or outside the Conservation Area, such as the windmill, should be avoided in future design, as should extensions to older properties which significantly alter their scale or character or employ inauthentic synthetic materials. If added to a terraced row of older houses, dormer window additions should be in a style and constructed in materials which accord as far as possible with the original building. The spatial balance and rhythm of residential

development should also not be significantly altered by inappropriately dense in-filling, such as, in a recent local example, three new properties to a single plot (DGs 1, 4 and 6).



*Figure 41: Good example of recent extension which sensitively accords with the existing style and materials of this Victorian house in the Stoke Gabriel Road.*



*Figure 42: Respectful restoration of limestone wall at the AONB end of Stoke Gabriel Road, which replicates the regionally authentic "cock and hen" structure.*



*Figure 43: Positive example of attractively landscaped barn conversions at Manor Farm, AONB, using and adapting original materials and design.*

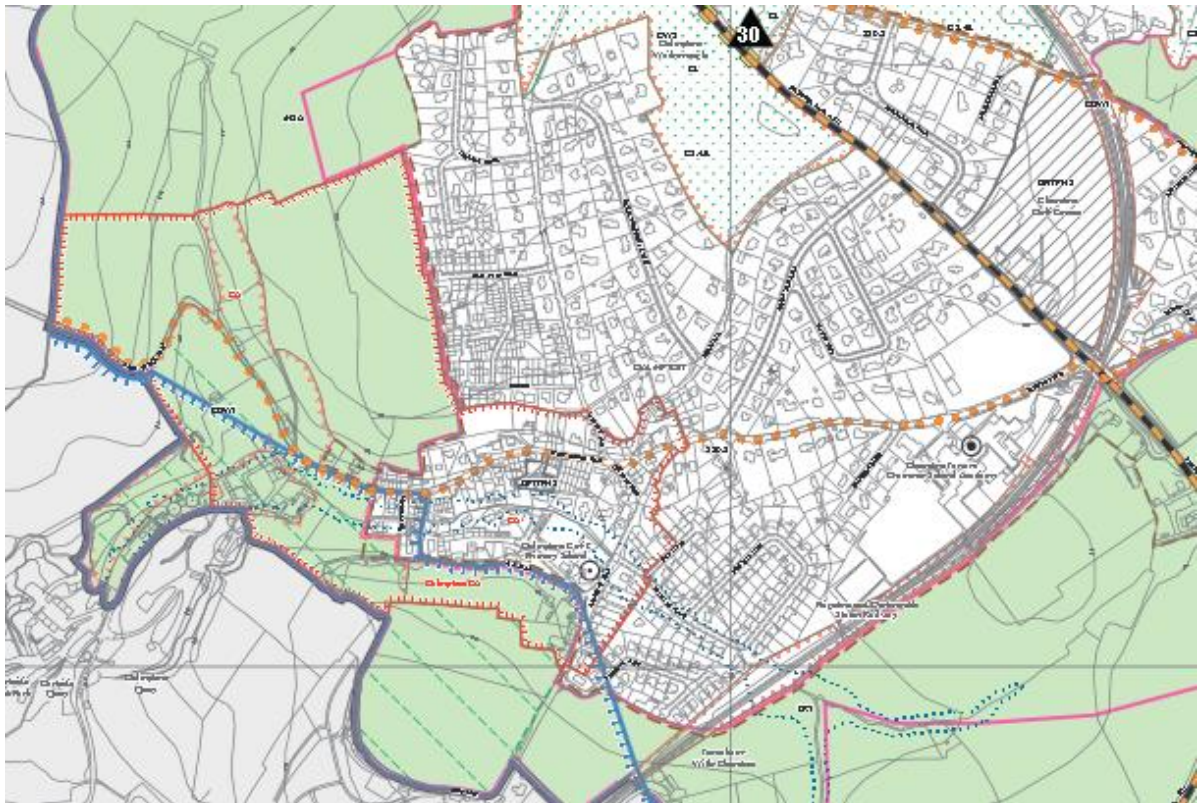
## 6 Summary

6.0.1 Based on the preceding analysis, any future development proposals should reflect and comply with the following guidelines:

- DG 1** Ensure that the village identity created by the scale and rural context of Galmpton is respected and preserved.
- DG 2** Ensure that any new development does not obstruct prime rural views from within the village.
- DG 3** Ensure that new residential or occupational development is constructed in a style sympathetically adapted in style and materials to existing buildings.
- DG 4** Ensure that new development is of a single or two-storey height in accordance with existing heights and styles and appropriate to the character of the village.
- DG 5** Respect the practical and environmental constraints of the village in any development proposals.

- DG 6** Recognise the physical constraints of the village (layout) in any proposal likely to generate more traffic.
- DG 7** Preserve the existing mature trees in the village, along the original roads through the village, and particularly the fine oak trees at the bottom of Old Road and opposite The Manor Inn.
- DG 8** Ensure the maintenance of the Common and the protection of its ecological and cultural integrity.
- DG 9** Retain the traditional limestone wall boundaries of roads and properties.
- DG 10** Any new street lighting to have minimal visual and environmental impact, and, wherever compliant with safety, to have low-energy wattage.
- DG 11** Signage to be used only in relation to speed and safety considerations to avoid visual clutter.
- DG 12** That the integration of the built environment, landscape and river so important to local residents be respected in any development proposals.

# Appendix 1



Key for Local Plan map symbols (Note AONB and Conservation Area indicators):

**TORBAY LOCAL PLAN 2012 - 2030**  
**A landscape for success**  
**Adopted December 2015**  
**KEY TO POLICIES MAP BOOKLET**

**STRATEGIC DELIVERY**

- Storage Delivery Areas (See Core Strategy Policies S07 (4), S07 (4-a) S07 (4-b)) S01, S02, S01.2
- Future Growth Areas for housing and related development S01, S02, S01.2, S01.2

**TOURISM**

- Core Tourism Investment Areas T01, T02
- Proposed Harbour Extensions T03

**SHOPPING AND TOWN CENTRES**

- Town Centre (TC) TC1, TC1.1
- Primary Shopping Area TC2
- Primary Shopping Frontage TC2
- Secondary Shopping Frontage TC2
- District, Local or Neighbourhood Shopping Centres TC2.2, TC2.3, TC2.4
- Proposed Local or Neighbourhood Shopping Centres (appropriate location) TC2.2, TC2.4

**WASTE AND MINERALS**

- Strategic Waste Management Facility W3
- Waste Water Treatment Works W5
- Minerals Subsequent Imp Area (MSA) W6

**COMMUNITY**

- Community Investment Areas S01.1
- Road Hub S04

**RECREATION AND LEISURE**

- Proposed Sports Facilities - Areas of Search S02.1, S02.1A, S02.2
- Proposed Closed Road Cycle Route S02.2
- Enhanced Sport Facilities S02.3
- Proposed Waterports Centre S02.5

**LANDSCAPE AND THE ENVIRONMENT**

- Countryside Areas (see note 2) C1
- Village Landscapes C2
- Undeveloped Coast C2
- Coastal Change Management Areas C3
- Urban Landscape Protection Areas C5
- Areas of Outstanding Natural Beauty S08
- Countryside C59
- Proposed Countryside Parks/Countryside Access or Enhancement Scheme S09
- Country Access Hub S09
- Forest & Arb. Areas (see note 4) S09

**HERITAGE AND NATURE CONSERVATION**

- Proposed Sites - nationally important sites Major Special Areas of Conservation (SAC)\* (see note 1) A01
- Proposed Sites - nationally important sites Special Areas of Conservation (SAC) (see note 1) A02
- Proposed Sites - nationally important sites Sites of Special Scientific Interest (SSSI) (see note 1) A03
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**TRANSPORT AND ACCESSIBILITY**

- Western Corridor Improvements S05.2
- Torbay Gateway Corridor Improvements S05.2
- ASOS Tamaras Road Improvements S05.2
- Habitats/Cycle Walkways S05.2
- Proposed routes on the Habitats/Cycle Network S05.2
- South West Coast Path S05.2
- Proposed to Ferry Station S05.4
- Water Transport (Ferry Services) S05.4
- Transport Hub S05.6

**DESIGNATIONS FOR INFORMATION ONLY**

- Proposed Transport Hub S05.6
- Air Quality Management Area T04
- Torbay Adapted Network T02
- District or Neighbourhood Network T02
- Village Green CL
- Common Land CL
- Existing educational premises
- College of Further Education
- Secondary school
- Primary school
- Special school
- Private school
- Neighbourhood Development Plan (NIDP) Areas
- Conservation Area (see note 2)
- Historic Parks and Gardens (see note 2)
- Schedule Monument (see note 2)

**Notes**

- The Public Path network is 5300m long. To reach other destinations may be required for walking 500m.
- Distances between 10 metres (100m) and 500 metres (500m).
- Some information shown on the Public Path is not shown in the map. To reach other destinations may be required for walking 500m.
- The LFN is shown in orange on the map. The LFN is shown in orange on the map.
- Distances between 10 metres (100m) and 500 metres (500m).
- Some information shown on the Public Path is not shown in the map. To reach other destinations may be required for walking 500m.
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Figure 44: Section of Torbay Council Adopted Local Plan Map Sheet 31.





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