

BRIXHAM PENINSULA NEIGHBOURHOOD PLAN
Brixham with Broadsands, Churston and Galmpton

----- 2014

“Protecting the Green – Ensuring the Future”

Produced in partnership by
Brixham with Broadsands, Churston and Galmpton Neighbourhood Forum
and the Community
Brixham Town Council
Galmpton Residents Association
Churston, Galmpton and Broadsands Community Partnership
Brixham Community Partnership

(INSERT LOGOS AS APPROPRIATE)

Lee Bray and Jeremy Caulton – April 2014
with our comments and queries highlighted in yellow

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(This report appears not to be available online? I have a hard copy)

FOREWORD

Who should present this in order to best represent the whole peninsula. We suggest an initial Foreword from the Forum Chair (we could draft something?) followed by one from Brixham TC Chair (as below).

FOREWORD – NEWLY DRAFTED

By the Chair of Brixham Peninsula Neighbourhood Forum

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FOREWORD – AS PRESENTLY DRAFTED

By the Chairman of Brixham Town Council

Councillor Brian Harland

Since the Brixham Town Design Statement was published in 2010 work has been carried out on a Neighbourhood plan that encompasses the whole of the Brixham Peninsula to bring a collective community approach to deciding what we want for the future of our area. Having been part of the process from the start and having attended the various workshops, meetings and community consultation events I am pleased to be writing this foreword.

From the outset it was recognised that change happens and that development will continue and that this plan is our opportunity to direct and manage that change for the benefit of the community and most importantly, as you also told us, to preserve the environment, open spaces and heritage. In all the consultations the Forum held there was never a demand for no development, except with regard to sensitive areas such as the area of Berry Head controlled by the Torbay Coast and Countryside Trust.

In the 2004 Town & Country Planning Act as amended by Localism Act Section 38 A (2) a Neighbourhood Plan is defined as “A plan which sets out policies in relation to the development use and of land in the whole or any part of a particular neighbourhood area specified in the plan”. The rules governing this plan mean that it must fit with national and local planning policy so that it would pass the scrutiny process. The word “scrutiny” here is misleading. We suggest deleting this phrase.

Our area needs to attract more young families to come and live here, families need jobs and so employment has been a high priority in the plan. Without decent levels of income the community would not be sustainable or vibrant and this plan has recognised this factor.

But with all this change, growth and employment there is also a demand that the character and individuality of our town and villages should not be lost, while the quality of life should be improved. This is also a factor influencing the direction of this plan. This plan identifies projects that could be achieved to enhance our area and create jobs and it also points the way for developers to benefit and integrate their plans into our community compatibly.

This plan, created by the community, is for now and is a direction post to the future, our children’s future. It seeks to ensure that better lives for us does not mean worse lives for future generations.

1. INTRODUCTION

1. In October 2011 Torbay Council made a successful bid for government funding to produce neighbourhood plans for Brixham, Paignton and Torquay. This is the Brixham Peninsula Neighbourhood Plan covering Brixham, Broadsands, Churston and Galmpton. .

What is a neighbourhood plan?

2. Neighbourhood planning is being promoted by the government as part of the Localism agenda. A neighbourhood plan gives a local community power to plan the future of its area. That community also takes on responsibility to see that the plan is delivered and receives an increased share (25%) of any community Infrastructure levy that is in place.
3. When the plan is finished it is put in front of an independent examiner. The examiner will judge whether the plan meets several basic conditions, and if it does so the plan proceeds to a local public referendum. If over 50% of those voting in the referendum support the plan it becomes part of the statutory development plan for the area, used to guide development and help make planning decisions.
4. To meet the basic conditions a neighbourhood plan must:
 - be appropriate having regard to national policy;
 - contribute to the achievement of sustainable development;
 - be in general conformity with the strategic policies of the development plan; and
 - be compatible with human rights requirements and EU obligations.

Why does the Brixham Peninsula need a neighbourhood plan?

5. The Brixham Peninsula is cherished by its people and the plan will enable them to more strongly influence and guide their area's future development. It has been developed through consultation with and the involvement of the whole local community.

What area does the plan cover?

6. The plan covers the whole of the Brixham peninsula, including the communities (the word 'communities' is used here to better embrace Broadsands which isn't really a village. Is that okay?) of Broadsands, Churston and Galmpton.

MAP OF BRIXHAM PENINSULA NP AREA
ALSO SHOWING BOUNDARIES FOR BRIXHAM AND THE VILLAGES

How has the plan been prepared?

7. Local communities across the Brixham peninsula are keen to be actively involved in shaping their communities and there has been a range of related local initiatives such as design statements and community plans. It was natural that the community should respond positively to the opportunity to produce a neighbourhood plan, and that it should cover the whole peninsula. The plan has been produced by the people of the area for the area.

The Neighbourhood Forum

8. In 2011 (CHECK) a group of local residents and business representatives came together to start the process. A public meeting was held, and in (CHECK) Brixham Town Council formed the Brixham with Broadsands, Churston and Galmpton Neighbourhood Forum to lead on the preparation of the plan. The Neighbourhood Forum includes residents, developers and businesses from across the plan area.

9. The whole community has worked hard to shape the plan for the peninsula. This is a strong community that cares for its area and for one another. The aim is to protect and cherish the Brixham peninsula and enable it to flourish and develop sustainably.

The Prince's Foundation

10. Funded through government grant, The Prince's Foundation for Building Community was commissioned in 2012 to help support development of the neighbourhood plan. During 2012 the Foundation held two workshop series. The first workshop (in March 2012) identified these key issues:

- concern over the projected level of growth;
- an appropriate mix of housing types;
- creation of adequate spaces and facilities for small businesses; and
- barriers to community engagement.

11. The Foundation's subsequent scoping report recommended: engaging with hard to reach groups, continued engagement with Torbay Council and continued support from the Prince's Foundation.

12. Further workshops were held in June 2012, one in Brixham town centre and one at Churston Grammar School, followed by a stakeholder workshop at the Berry Head Hotel. Emerging plans were presented for comment at a further session. Issues identified during public sessions included:

Environment and character

- protection of the rural nature of the villages and preserving the green gaps
- outstanding natural environment and the coast
- the desire to preserve the historic character
- The need for a Tesco – support for and against
- the need for a town square in Brixham town centre
- the need to improve the aesthetic character of Brixham town centre
- the need for a proper town market in Brixham

Housing and development

- housing growth – densities and the plans for the golf courses

Jobs and the harbour

- the desire to preserve the working harbour and further promote employment through the harbour

Traffic and movement

- improve the accessibility of Brixham
- need for improved public transport
- overloading of roads
- concern about congestion at Windy Corner

Brixham town centre

13. At the conclusion of all the workshops the Prince's Foundation report made several recommendations:

- a) Brixham and the villages are distinct and each should create its own section of the plan whilst maintaining a collaborative approach – the plan should include one discrete section for Brixham and another covering the three villages;
- b) The agreed approach of brownfield sites first is unlikely to deliver infrastructure,

schools, open space, etc. a mix of brownfield and greenfield sites is more likely and providing enough development land will be paramount;

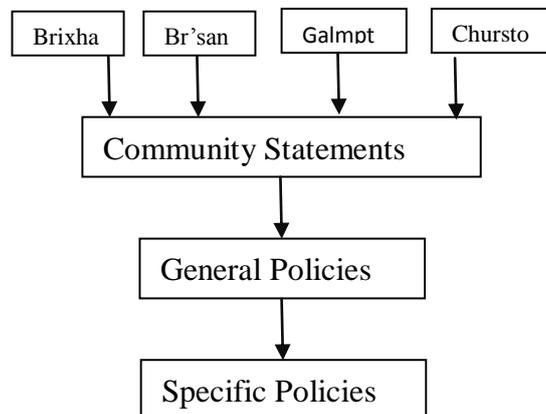
- c) A unified transport plan should cover the entire plan area suggesting specific improvements over the plan period;
- d) The plan period needs to be further discussed and agreed. A period of 5 years would give a focus on immediate priorities, 10 years would give more certainty but increase the challenge of meeting needs, 20 years even more so;
- e) Actions should be place-specific;
- f) Key growth sites have been identified but will need wider buy-in from the community. A number of sites were not considered in the workshops but could provide additional capacity.

14. The Prince's Foundation went on to recommend a structure for the plan, which is broadly the structure followed in this plan, and to produce a report based on the workshops setting out objectives and actions for Brixham and for the villages. These objectives and actions are reflected in the plan's policies and proposals.

The Community Partnerships

15. In Brixham town and each of the villages a community association has taken the lead in drafting content for inclusion in the plan. For Brixham a Town Design Statement has been prepared. In Broadsands, Churston and Galmpton draft pages have been produced to help shape the neighbourhood plan. Each of these is reflected in the plan's policies and proposals. Summaries also given in section 4 below.

Insert a flow diagram of the NP process, indicating the point(s) reached to help the reader understand how the plan has been put together by the various parties. Something like that shown in outline below, but to be provided as part of DTP.



Who is the plan for and how will it be used?

16. The plan is for anyone and everyone with an interest in the area – residents, visitors, businesses and investors. It will be used to promote investment, guide new development to the most suitable sites, protect valuable assets, secure improvements of all kinds, give a continuing voice to the community, and promote a better quality of life for current and future generations.

How is the plan related to other plans?

17. The Brixham Peninsula Neighbourhood Plan (this plan) has been developed in parallel with

the Torbay Local Plan being prepared by Torbay Council. More than that, each plan informs and strengthens the other. The local plan (titled “a landscape for success”) provides the big picture for the whole Bay, and neighbourhood plans for the Brixham Peninsula, Paignton and Torquay add detail about local outcomes, projects and sites.

18. A neighbourhood plan has to comply with national planning policy, European guidance and regulations, and the local plan whose area it lies within. A statement of compliance for this plan is included at appendix B. The plan also aims to complement and not conflict with other plans, particularly the neighbourhood plans for Paignton and Torquay.

What period does the plan cover?

19. The plan, in common with the local plan, covers the period from now until 2032 and beyond. The development proposals it contains relate to the period 2018-2027. These horizons comply with those set out in the local plan.

CHECK AND REVIEW PLAN HORIZON

2. VISION AND OBJECTIVES

20. The Brixham peninsula is a remarkable area. Full of history, outstanding coastal landscape, rare species, well loved by holidaymakers and residents alike – it deserves to be carefully planned, and its future well-being will depend upon striking the right balance between protecting its most precious assets and enabling its continued growth.
21. The neighbourhood forum has determined a series of “vision statements” which form the basis of the approach taken to the plan. Those vision statements, or more truly objectives, are as follows:
- a) The established neighbourhood peninsula and environment is preserved and enhanced.
 - b) Improvements and new developments are compatible with and respect the individual character of existing urban and rural areas, existing building design and maintains or enhances the close community spirit, lifestyle and ambiance of the established community.
 - c) Public and private improvements are well planned and designed, such that any infill and new development serves to strengthen and unify the town and village character of the peninsula.
 - d) The mix of land uses, residential, commercial, light industrial, marine, fish landing and agricultural, still make the Brixham Peninsula distinct.
 - e) Community facilities and services are developed in consultation with local people and designed to meet their needs.
 - f) Employment, job creation or retention, business expansion and a healthy retail centre are vital to the sustainability of the area and are a core consideration.
 - g) Transport links are enhanced and transport infrastructure improved to meet growing needs.
 - h) Key workers and rentable homes for local families are catered for in new developments.
 - i) Education for all ages is enabled by access to improving and expanding school and college facilities.
 - j) Enhancements to the community ensure that the activities and impacts of residents and businesses are better accommodated and managed, retaining the community’s diversity of land uses and facilitating marine activities ensuring that the community's character is not lost in a vibrant, prosperous and growing future.
 - k) Sport and leisure pursuits are supported and facilities for these are increasing and being improved.
 - l) Increased development and quarrying on Berry Head is not permitted so as to preserve the headland for the flora and fauna that thrive on it as well as an open space.
22. The forum has neatly and succinctly summed these statements up in the following vision statement for the plan:

'Protecting the Green – Ensuring the Future'

This simple vision is the plan's theme and the litmus test for all of its policies and proposals.

3. THE PLAN AREA AND WHAT MAKES IT SPECIAL

23. The Brixham Peninsula is a precious area with a wide range of characteristics that make it special. It lies to the south of Tor Bay, with the high cliffs of Berry Head prominently jutting out into the English Channel.
24. Brixham is an ancient port, best known for its fishing fleet and with a strong sense of community. It was at Brixham that William Prince of Orange (later William III) landed in 1688, before marching on to take the throne of Britain and Ireland from James II. Local street and pub names still recall that event. There are two main parts to the town – Fishtown, reflecting that area's focus on the fishing industry, and Cowtown, the part of town with a more agricultural focus. Brixham is still a major fishing port, landing the highest value catch in all of England. Its other main industry is tourism, and the fishing fleet plays its part in maintaining the town's attractiveness for holidaymakers. Brixham is home to some 17,000 people and receives many more thousands of visitors each year.
25. The Brixham peninsula has a strong sense of local identity. In part this derives from its history and character, but in large measure it is also a product of the strength and cohesiveness of local communities, which perhaps arise at least in part because of its peninsular nature.
26. Across the peninsula, alongside extensive open, farmland, there are substantial areas of coast and countryside which remain unenclosed. In particular, Berry Head country park is notable for its dramatic clifftop landscapes, rare species and historic fortifications and the South West Coast Path hugs the coast, tracing the shape of the coastal landscape.
27. Churston and Galmpton are ancient villages. Each was recorded as a manor in the Domesday Book, and local history records the fortunes of several prominent families and their estates. Modern developments in and around the villages have not obscured their ancient origins, and their rural and coastal settings are highly valued. Broadsands is a more recently developed area, stretching down from the main road between Brixham and Paignton to the coast and Broadsands beach, but it too is a prized and sought-after location.
28. These precious assets are variously protected by a host of local, national and international designations. The cores of Brixham, Churston and Galmpton are each protected by Conservation Areas, there are a wealth of listed buildings and structures. The peninsula is largely blanketed by the South Devon Area of Outstanding Natural Beauty. Berry Head is protected as a Local and National Nature Reserve, a European Special Area of Conservation and a Site of Special Scientific Interest. The area also lies within the English Riviera Geopark.
29. However, these assets are counter-balanced by deep-rooted needs for affordable homes, new job opportunities, improved health and social care, and investment in physical and social infrastructure. The area needs care, investment and sensitive regeneration, and this plan aims to help secure that.

4. LOCAL COMMUNITY STATEMENTS

30. Each of the peninsula's communities has carried out work to help inform and shape the neighbourhood plan. The approaches taken are complementary, but each is distinctive, has been selected by the local community and has been largely progressed independently of the others. Draft statements have been prepared by each community as follows:
- a) For Brixham a Town Design Statement has been prepared, including statements of policy for various topics and development principles for different parts of the town.
 - b) For Broadsands there is a draft framework for that section of the neighbourhood plan, including draft policies, principles and design guidelines.
 - c) For Churston there is a draft section for the neighbourhood plan, with draft policies, aspirations and guidelines.
 - d) For Galmpton there is a draft village design statement, with aspirations and draft policies.

The draft documents are intended to be read and applied collaboratively.

31. This part of the plan sets out a summary of the approach taken and the principal conclusions reached in each community. The original draft documents form part of the evidence base for the neighbourhood plan and are available on the neighbourhood plan website <http://brixhamplan.wordpress.com/>.

- The summaries below are only that – summaries. The full documents remain relevant, are a key part of the evidence base, and hyperlinks to the BPNP website should be included to take the plan user straight to them.
- The summaries aim to encapsulate each community's distinctive approach and the core content of the resulting documents. We've tried not to alter the sense of each community's work. In the same way, we've used place names as headings rather than a standardised heading.
- We haven't raised profile of P&R in the Brixham summary, because the Town Design Statement doesn't do so, but we do raise it in the plan. This may be a key proposal for Brixham (and the whole peninsula). The plan could be improved by making it clear what the key proposals for Brixham are. Can the Forum and/or Town Council advise on this?
- We think it could be useful to apply the design guidelines for Broadsands across all three villages, but of course the villages need to consider whether they agree with that. If they do, then we'll make that change.
- Galmpton raise some wider objectives and policies. We've left them in Galmpton's summary because that's where they arose, but some recur (where we thought they might be able to be taken forward) in the wider policies later in the plan. Does the forum agree with that approach?

a. BRIXHAM

32. The Brixham Town Design Statement (2010 – 2015) was drafted with the intent that it form part of the Local Development Framework for Torbay. Although it has not been formally adopted its content provides a significant foundation for the neighbourhood plan.

33. The Design Statement gives an account of Brixham's history, including recent events, describes the main issues faced in the town and sets out some principles to guide the way these should be dealt with. These principles are initially set out initially under several topic headings and then by area, as summarised below. In a number of cases the same principle recurs throughout the document – such instances are recorded under the most relevant heading below.

Housing

- Housing need is a main issue, in particular a need for affordable homes.
- Sites for the development of about 260 homes have been identified.

The sites referred to above are set out in work other than the Design Statement, and the housing figure is our estimate. The community has not given any indication of site capacities. Indeed, the site details are vague throughout.

Cemetery

- The Town Council aims to enable a cemetery to be provided in Brixham. A site has been identified at Mathill Road.

Green Spaces

- Existing parks, open spaces, play spaces and allotments should be retained and enhanced, healthy trees protected, green space provided in developments of 6 dwellings or more, and infill development constrained.

Cleanliness

- Clean streets and floral displays are important.

Tourism

- Holiday camps and parks are important and should be retained and enhanced to provide for quality family holidays. Their loss to other uses will be unacceptable.

Employment

- Additional employment opportunities would be welcomed, particularly marine

related industries and small workspaces.

- Poor road infrastructure limits business growth. Broadband improvements would be of great benefit.

Road Infrastructure

- The A3022 is the only main route into Brixham, the only alternative being a country lane unsuited to large vehicles. Within the town many roads are narrow. There are problems of congestion, pollution and road safety.
- A permanent Park and Ride would help address the problems. It should have its own dedicated bus service and include goods transfer.
- Any development at the 'Town Square' should enhance the area and resolve vehicle conflict with buses.
- Streets and footways should be better maintained and enhanced in keeping with the town's historic character.

Future development

- Growth should be planned to enhance and benefit the town. New development should reflect and retain the character of each area. The scale of new buildings and extensions should suit their surroundings.
- Development should be limited in the conservation area and avoided in the AONB. Skylines should be protected, and brownfield development preferred to green.

- New streets should be named by Brixham Town Council. acceptable.

Town Centre

- Individual and unique small shops should be encouraged and retained.
- At least one parking space should be provided for each new property.

Harbour area

- Housing development should be limited.
- Infrastructure improvements should enhance and facilitate both the fishing and tourism industries. Harbour access and boarding facilities for those with disabilities should be improved, including a pedestrian crossing.

Pillar Avenue and Copythorne

- Modern styles of architecture would be

34. The Brixham Town Design Statement is at <http://www.torbay.gov.uk/brixham-town-design-statement.pdf>. Its description and analysis of Brixham's history and townscape help to shape this neighbourhood plan, but the guidelines and principles it contains are not set out as policies. This plan therefore aims to extract their core content and build them into the neighbourhood plan's policies so that they can more effectively help to guide the future development of the town.

St Mary's

- The character of this older part of the town should be preserved. No large scale development without an expanded road network.

Rea Barn and St Mary's Bay

- Poor road infrastructure limits development.
- Application for village green status.

Berry Head

- Limited development supported.
- The coast path, ecology and archaeology should be preserved.

b. BROADSANDS

35. The Broadsands and Elbury Residents Association (BERA) has prepared a draft section for the neighbourhood plan, with the local community engaged in the process. The draft document outlines the area's history, describes its special qualities as identified by local people and aims to balance economic development, housing and the environment through a range of objectives and principles, summarised below:

Environment and Conservation

- The natural beauty, tranquillity and biodiversity of the area must be preserved and enhanced.
- Development on green spaces must be avoided and the green wedge separating Paignton and Brixham maintained.
- The area's built heritage and character must be preserved and enhanced.
- Development which threatens to disturb wildlife habitats will not be permitted.
- Views and vistas, both to and from the sea, including horizons and skylines, must be protected.
- Developments which could generate unacceptable levels of noise and light pollution will not be permitted.

Transport and access to services

- Retain, improve and improve access to local services.
- Prioritise the introduction of an integrated transport system and associated infrastructure.
- Provide and promote attractive alternatives to use of the car.
- Prioritise the needs of vulnerable road users.
- Retain and improve footpaths, cycle routes and bridleways.
- Improve the accessibility, punctuality, affordability and reliability of public transport.
- Introduce targets to
 - a) increase cycle trips,
 - b) increase use of public transport,
 - c) reduce car use, road accidents and fatalities, and
 - d) reduce vehicle emissions to meet National Air Quality targets.

Economy

- Economic development and growth should focus on leisure and tourism.
- Tourist and leisure facilities should be sensitively developed and improved at Broadsands beach to provide a high quality facility.
- Home working is encouraged.

Housing and future development

- Sites for the development of **about 19** new homes have been identified.

We only find scope for about 16 homes.

- New development, including business development, should incorporate the latest developments in sustainable construction, adaptive technologies, eco-innovation and other measures to combat climate change and enable sustainable lifestyles.
- New development should retain the area's distinctive character and conform to the guidelines below.

Design Guidelines

- a) Design and materials of new buildings and extensions to buildings should be those typically associated with local styles.
- b) Extensions and additions to buildings should be sympathetic in style and scale to the existing building.
- c) Very low or high roof pitches should be avoided. Porch and garage roof pitches should mirror main roof and gable end pitches.
- d) The size, height and fenestration of new houses should be in character with and in proportion to those prevalent in the street and the area.
- e) New development should strengthen

local landscape character by providing boundaries of suitable material, e.g. trees along lanes in communal spaces. Trees planted should be of native varieties (e.g. beech) rather than decorative or non-indigenous species.

- f) Front garden boundaries should be low hedging or picket fencing to maintain and enhance the area's open feel and allow glimpses of the surrounding countryside.

Open Spaces and Vistas

- g) New developments should respect the sense of openness and seek to protect important views.

Roads and Footpaths

- h) The present network of footpaths should be maintained and wherever possible expanded.

- i) Kerbs should reflect existing style and materials and be of modest height.
- j) Road signs and markings and street furniture should be kept to a minimum.

Street Lighting

- k) Street lighting in new development should be minimised to help maintain low levels of lighting. Where it is a requirement, it should be sympathetic to the locality.

General

- l) The transition between the sea and the countryside is an important rural characteristic and should be protected.
- m) Developers are strongly encouraged to discuss their proposals at the earliest opportunity with the villagers and show how the details of their proposals reflect these guidelines.

36. The original document is [available at ---](#).

c. CHURSTON

37. The Community Partnership has prepared a draft section for the neighbourhood plan, with the local community engaged in the process. The draft document outlines the area's history and character and for a series of topic areas sets out current characteristics, consultation evidence and draft policies and guidelines, as summarised below:

Environment and Conservation

- The natural beauty, landscape character, tranquillity and biodiversity of the area must be protected.
- Wildlife, including habitats for protected species, must be preserved and protected.
- The area's open character and green spaces must be protected, including low density areas of development, rural roads and tree-lined avenues, the golf course, common land and farmland.
- Undeveloped land separating Churston from Brixham and Galmpton must be protected and a green buffer maintained around the village, including the golf course, common land and farmland.
- Views and vistas, both to and from the sea or the river Dart, including horizons and skylines, must be protected.

Several significant features, very important to the area's character, lie adjacent to but outside the AONB. The golf course, Marridge Woods, and the open fields running down to Broadsands should be treated as if they fell within the AONB and the extension of the AONB boundary to include them should be promoted.

- The area's medieval heritage and character, including the conservation area, farmsteads and field systems, must be preserved and enhanced for future generations.
- Development must not detract from the existing historic character of the village.
- Flood alleviation measures should be introduced in the old village of Churston, Bascombe Road and the medieval fields bordering Elberry Lane.

Transport, services and access to services

- Retain, improve and improve access to local services.
- Prioritise the provision of new play areas and improvement of GP and dentist services, facilities for primary school age children and public toilets.
- Footpaths, cycle routes and bridleways should be preserved and improved. In particular,
 - American Way (Quay Lane), an historic footpath, should be maintained and its surface appropriately improved
 - the exit from Alston Lane (part of the designated Greenway Walk) should be made safe for walkers and road users
 - better footpath and cyclepath links to neighbouring areas should be provided,
 - a trim trail should be developed.
- Measures should be introduced to improve safety for walkers, schoolchildren, cyclists, and horse riders. In particular:
 - A weight limit should be introduced on Bascombe Road
 - Off-road footpaths and cycle paths should be provided on the main road (the A3022)
 - The footpath that ends at Elberry Lane should be extended to Churston village.
- New development should be located to minimise highway impact and not increase traffic or road safety problems. S106 monies should help to fund the improvements and safety measures above, together with improvements to the bottleneck at

Windy Corner.

Economy

- Economic development and growth should focus on leisure, tourism, local food, green enterprises and small businesses.
- In consultation with the local community and tourism industry, the golf club should be developed and enhanced on its existing site as a facility for residents and visitors, with the clubhouse remaining in its current optimal location.
- The land between the farm shop and Elberry Lane will be used for leisure, tourism and associated employment only.
- The large field at Brokenbury will be developed as public amenity open space.
- Tourism in the area will be promoted through better signs, information boards and leaflets. All signs should be in keeping with the surrounding rural area and multiple signs avoided.
- Closer links for outdoor tourism, walking and wildlife observation will be encouraged
- Start-up business incubation units should be provided on a small site adjoining the A3022 near Dartmouth junction.
- High speed broadband should be provided.
- The farm shop should be developed to create a horticultural business.
- Food security should be promoted.

Housing and future development

- The development of about 50-60 new homes is proposed, including on sites of 10 or more units each at Ferrers Green and adjoining The Weary Ploughman, and on a range of small infill sites.

The sites identified are almost all very small and in the Local Plan Countryside Area. Few will be likely to come forward. We find scope on only one site (the Weary Ploughman) and

that is for about 10 homes.

- New development must be in keeping with the open, low density, rural character of the area. Sites should be small scale to help protect and enhance the area, and development should be low density and low rise, with low pitched roofs, and well landscaped and planted. It must not block views and vistas.
- It should be in keeping with its surroundings in character, scale, design, height and density. Local building materials must be used and over-development of a site will not be permitted.
- Affordable housing for key workers should be provided.
- To help preserve the peace and tranquillity of the area no developments resulting in unacceptable levels of noise or light pollution and no new playing fields or pitches close to residential properties will be permitted.
- No more than 5 new dwellings to be accessed off an unadopted highway.
- For developments of 2 units or more the following will be required:
 - a statement setting out how local tradesmen and builders are to be used,
 - a n 'Access and Design' statement, covering layout, transport, site access, building heights, design style and material finishes etc. as a minimum,
 - a S106 contribution to help resolve local problems set out in the plan.
- Wind turbines and solar arrays will only be permitted where they will not adversely affect residential amenity. Wind turbines shall be at least 350m from the nearest dwelling, with that distance rising in the following height / distance ratio (where height is

measured to the end of the blade tip at
38. The original document is available at ---.

its highest point): 25/350.

d. GALMPTON

39. The Galmpton Residents Association has prepared a draft section for the neighbourhood plan, with the local community engaged in the process. The draft document outlines the local circumstances in relation to a series of topics, outlining aspirations and draft policies for each one, as summarised below:

Environment and Conservation

- The natural beauty, landscape character, tranquillity and biodiversity of the area must be protected.
- Wildlife, including habitats for protected species, must be preserved and protected.
- Development on green spaces must be avoided and the green wedge separating Paignton and Brixham maintained.
- Views and vistas, both to and from the sea or the river Dart, including horizons and skylines, must be protected.
- The area's built heritage and character must be preserved and enhanced.
- Development which threatens to disturb wildlife habitats will not be permitted.
- Galmpton village, its setting and surroundings should be protected and cared for as a whole. Existing designations should be maintained and related policies strictly interpreted and enforced. To assist an holistic approach to the area's conservation:
 - Galmpton Conservation Area should be extended to cover the lanes, Devon banks and old stone walls along Langdon Lane, Slade Lane and Greenway Road and to include the fields adjacent to the west of the village up to Windy Corner,
 - Galmpton Memorial Playing Field should be protected as a green space for sport and recreation,
 - Galmpton Warborough Common should continue to be protected as an Urban Landscape Protection Area and County Wildlife Site and its extent should not be diminished, including by widening Dartmouth

Road or Windy Corner Junction,

- Churston Grammar School playing fields should not be used for any new buildings apart from small scale changing rooms, and
- The 'green wedge' that separates Galmpton from Hookhills should be maintained.
- Wildlife habitats should be protected and improved by all means, and hedgerows, Devon banks and trees conserved and replanted.

Local Services

- The local surgery should be redeveloped to become a purpose-built medical centre.
- Facilities (halls, clubs etc.) that support local social life, particularly for the elderly and infirm, will be safeguarded and improved.
- Purpose-designed pre-school premises and facilities are proposed.

Transportation

- Footpaths, cycle routes and bridleways should be preserved and improved.
- There should be segregated cycle ways along Dartmouth Road and safe cycle passage across Windy Corner.
- A rapid transit system across the Bay connecting to Newton Abbot and Exeter, based on the existing rail route, should be investigated.
- Core bus services across the bay should be improved by express (limited stop) services, bus lanes and other bus priority measures, route shortening and direct commuter services for large employers.
- A bus service stopping in Galmpton village centre should be guaranteed.

- At least one access junction to Galmpton village should be assisted by traffic lights, preferably at Langdon Lane, and the village made a 20mph zone.
- Windy Corner junction should be improved within its present area to increase its capacity.
- Commercial road traffic to Galmpton Creek should be limited.

Leisure and Tourism

- Access and travel for leisure and tourism should be improved in the following ways:
 - Retain and improve existing footpaths & cycle paths and establish new ones, including to the west of the village from Port Hill to Hunters Tor and/or Waddeton Road,
 - Provide a footway to improve safety along Kiln Road to Galmpton Creek and improve facilities there for residents and tourists,
 - Nature trails and wildlife/historical walks should be developed,
 - Improve public transport links to beaches, including a new rail halt at Blue Water Drive for Broadsands, and
 - Manage visitor numbers and pressures in Galmpton, including limits on cars and coaches and the promotion of river and rail travel.

Economy

- New business in the village or at the Creek should be small scale, unobtrusive and generating little vehicle traffic.
 - Farm diversification, including such
40. The original document is available at ---.

innovations as high value crops, farm shops farm holidays and farm walks, should be encouraged.

Housing and future development

- The development of about 50-60 new homes is proposed on sites at Greenway Park, Kiln Road and Knapman's Yard. These sites should be developed at high densities to provide affordable housing for the young and starter homes for key workers.

Only two of the three sites is likely to come forward, and their development potential has been over-estimated.

- New development should be in keeping with its surroundings in character, scale, design, height and density. Local building materials must be used and over-development of a site will not be permitted.
- To help preserve the peace and tranquillity of the area no developments resulting in unacceptable levels of noise or light pollution will be permitted.
- No more than 5 new dwellings to be accessed off an unadopted highway.
- For developments of 2 units or more the following will be required:
 - a statement setting out how local tradesmen and builders are to be used,
 - a n 'Access and Design' statement, covering layout, transport, site access, building heights, design style and material finishes etc. as a minimum,
 - a S106 contribution to help resolve local problems set out in the plan.

5. GENERAL POLICIES

Environment and Conservation

41. The environmental qualities of the Brixham Peninsula are its greatest asset, supporting the local economy and providing a superb quality of life for everyone. From towering cliffs at Berry Head to rolling fields and lanes, from bustling Brixham harbour to sleepy rural villages – the rich diversity of the area is precious.
42. There are a wide range of protective designations in place and all prevailing policies should be rigorously and consistently applied. New development should respect, conserve and improve the precious qualities and features which make the area special.
 - **BPNP1: The natural beauty, landscape character, tranquillity and biodiversity of the area must be preserved and enhanced. New development must respect and wherever possible enhance these natural assets.**
 - **BPNP2: Protected landscapes, including the Area of Outstanding Natural Beauty and other designated areas, must be safeguarded and enhanced. Prevailing national and local policies must be rigorously and consistently applied.**
 - **BPNP3: Wildlife, including habitats for protected species, must be preserved and protected. Devon banks, hedgerows and trees should be managed and conserved to maintain and enhance wildlife habitats.**
 - **BPNP4: Local green spaces must be preserved, enhanced and safeguarded from development. This includes all public spaces – country parks and common land, formal parks and informal open areas, allotments and community orchards, sports fields and play spaces. In particular, the green wedge separating Paignton and Brixham must be maintained.**
 - **BPNP5: Views and vistas, both to and from the sea or the river Dart, including horizons and skylines, must be protected.**
 - **BPNP6: The area's built heritage and character must be preserved and enhanced – not only the conservation areas, listed buildings, ancient monuments and their settings, but also the distinctive local character and setting of the town and villages in general.**

New Development

43. Clear separation should be kept between settlements across the peninsula, both to maintain the integrity of each place and to protect its open character. Settlement limits should be defined and development should not extend beyond them.
44. A sequential approach to development should be taken, with brownfields being developed in preference to the use of green field sites. This approach should apply to all development sites, not just housing developments.
 - **BPNP7: To maintain the distinctive character of local settlements, development should not encroach into or narrow the separation between them.**
 - **BPNP8: In general, brownfield developments will be promoted ahead of greenfield developments.**

Transport and access to services

45. As a peninsula the area experiences natural limits in accessibility. In general access to the area is poor. However, there are possible measures which could improve the situation and these should be investigated and implemented as a priority to help secure a prosperous future for the area.
46. Transportation to, from and within the peninsula requires an integrated approach. All modes of travel – pedestrian, cycle, bus, train, ferry and private vehicles – and links across Torbay and beyond must be included. Measures should aim to improve accessibility, safety and capacity, enhance public transport availability, frequency, punctuality, affordability, choice and integration, including park and ride, and reduce emissions, delays and congestion.
47. The Park and Ride service should be more firmly established on the optimum site and with a dedicated bus service and goods transfer facilities. Bus services should be enhanced including through better co-ordination and bus priority measures. The former rail line should be safeguarded from development and remain available for possible future use as a transport route.
 - **BPNP9: Access and movement to, from and within the Brixham Peninsula, by all modes of transport, should be improved, enabling better access for all to local services. There must be an integrated approach to access and safety, involving improvements to facilities for pedestrians, cyclists, users of public transport – by road, rail and sea – and private vehicles.**
 - **BPNP10: Retain and improve footpaths, cycle routes and bridleways, including segregated pedestrian and cycle paths along the A3022 main road, and safeguard the former railway line to assist in future patterns of movement.**
 - **BPNP11: Maintain and improve public transport – including road, rail and ferry services – with express (limited stop) bus services, bus lanes and other bus priority measures.**
 - **BPNP 12: The Park and Ride service for Brixham should be improved, with a permanent site and associated facilities including a dedicated bus service and goods transfer facilities.**
 - **BPNP13: Improvements are proposed on Brixham Road and at Windy Corner, to improve safety and capacity.**

Economy

48. The economy of the peninsula is diverse. The traditional industries of fishing and farming are still very significant, leisure and tourism play a major role, and there is scope for a range of small businesses and enterprises to grow and flourish. The plan aims to maintain and encourage growth in the existing key sectors of the local economy and provide scope for new business growth, particularly in the marine and technological sectors.
49. Economic growth and regeneration of all kinds will be welcomed, providing they do not damage the varied social, cultural and environmental assets which make the area special. In addition, a number of specific sites are proposed for employment development. Existing employment land and commercial and business premises are protected for those uses and in particular Brixham Harbour should be protected, maintained and developed as a working

harbour, central to the identity and economy of the town.

50. Green enterprises, including local food, green tourism and homeworking are encouraged. Brixham's holiday camps and parks should be retained and enhanced. Walking and cycling, nature trails and historic walks should be promoted. Tourist and leisure facilities at Broadsands beach and at Churston golf club should be developed and improved.
- **BPNP14: Employment development is proposed to include development for marine related uses, start-up business incubation units and the provision of high-speed broadband in all premises.**
 - **BPNP15: Employment land and commercial and business premises in the area should be protected for those uses unless they are demonstrably non-viable.**
 - **BPNP16: Tourism development in keeping with the area will be permitted, including:**
 - a) **new holiday camps and parks and improvements and extensions to existing ones;**
 - b) **farm diversification, including farm holidays, farm shops and farm walks;**
 - c) **high value crops and food tourism;**
 - d) **footpath and cycle path improvements to improve access and safety for all;**
 - e) **nature trails and historic walks; and**
 - f) **better signs, information boards and leaflets, all signs being in keeping with their setting and the character of the area and multiple signs avoided;**
 - **BPNP17: Food security should be promoted.**

Housing

51. The plan aims to make balanced housing provision that will address local needs, particularly the need for affordable homes. Over the plan period (2012 – 2032) there is provision for more than 800 new homes, made up as follows:
- a) Existing commitments (planning permissions) in the area amount to about 200 homes.
 - b) This plan proposes about 300-350 new homes on a number of sites in the period 2018-2027, including provision for affordable homes for young families and key workers.
 - c) In the longer term (2028 and beyond) the Torbay Local Plan provides for about a further 50 new homes on allocated sites.
 - d) The local plan also estimates that about 65 new homes will arise on windfall sites (sites not proposed in a plan, generally small scale sites) every five years.

(All figures are rounded).

52. This plan proposes about 250-300 new homes in Brixham, 15-25 in Broadsands, 5-15 in Churston and 15-25 in Galmpton. Site locations and details are shown in the proposals specific to each community later in the plan.
53. Housing types should be suited to the site and its context, and the development of holiday flats and holiday homes should be limited.
- **BPNP18: Sites for about 300-350 new homes are proposed in the period 2018-**

2027, including % affordable homes.

The housing figures given above are rounded from our own estimates of the development potential likely to be realised. Commitments have been excluded from the figures. The estimated figures in the villages are lower than the community had indicated. In Brixham no specific figures had been given by the community.

Can/should the plan require an agreed % of affordable housing? If so, how much and how will it be evidenced? We suggest that it would be better to rely on the local plan for the affordable homes target rather than repeat or (worse) contradict it?

- **BNP19: New holiday and tourist accommodation will be permitted where it can be clearly demonstrated that the development will lead to the creation of local jobs, but the conversion of existing premises into holiday accommodation will not be acceptable unless no other use is viable or suitable.**

Design Guidelines

54. These guidelines apply to all forms of new development, residential, commercial, business and so on. They aim to enable development which respects and learns from the past and builds and provides responsibly for the future.
55. Developments should incorporate sustainable advances in construction and technology and reflect the local distinctiveness of the area in general and the locality of the site in particular.

- **BNP20: New development should incorporate the latest developments in sustainable construction, adaptive technologies, eco-innovation and other measures to combat climate change and enable sustainable lifestyles.**
- **BNP21: New development should retain the distinctive character of the area. It should be in keeping with its surroundings in character, scale, design, height, density and landscaping. Local building materials should be used. Colours should be selected from a local palette.**
- ~~**BNP22: The density of new development must be in keeping with its context and location. This implies difference between the village environments and that of Brixham.**~~ This was a redrafted version of a policy produced by the community. However, it actually just repeats some of the previous policy. We have therefore deleted it.
- **BNP22: New development must not block important views and vistas.**
- **BNP23: New development resulting in unacceptable levels of noise or light pollution and non-complementary uses close to residential properties will not be permitted. But what does 'unacceptable' actually mean?**
- ~~**BNP24: No more than 5 new dwellings to be accessed off an unadopted highway.**~~ This policy (drafted by the community) seems unduly restrictive. Normal highway standards will in any case limit such proposals. We have therefore deleted it.
- **BNP24: For developments of 2 units or more the following will be required:**
 - a statement setting out how local tradesmen and builders are to be used,
 - an 'Access and Design' statement, covering layout, transport, site access,

building heights, design style and material finishes etc,

- **a S106 contribution to help resolve local problems set out in the plan.**

The last two clauses add nothing to what will in any case be normal planning practice. We suggest they be deleted and the policy simply focus on promoting the use of local tradesmen and builders.

- **BPNP25: Wind turbines and solar arrays will only be permitted where they will not adversely affect residential amenity.**

6. AREA SPECIFIC POLICIES AND SITE PROPOSALS

BRIXHAM

56. Brixham is the focus of activity in the peninsula. It is an ancient port, the home of England's largest fishing fleet (we think this is so? CHECK), a hub for several surrounding communities and an attraction for tourists and visitors from far and wide. It deserves to be well cared for and prosperous. The plan aims to enable these things to happen.
57. Over recent decades the town has experienced a variety of changes, some positive but others with negative effects. In particular the shopping centre has experienced structural change and some decline. This has been a common experience across the country, but in Brixham's case there is scope to halt and reverse the decline by building on the town's tourist image. Good shopping and other facilities are needed for residents and visitors alike and a site is identified for a major retail development to take place. Shopping frontages should otherwise be concentrated in Fore Street and Middle Street.
58. The quality of the public realm in Brixham must be maintained and improved. The town's heart is a fine example of a traditional fishing port. Development is tightly packed and climbs steeply up the hillsides surrounding the harbour. The area is protected by its status as a Conservation Area, and opportunities for its improvement should be identified and a programme of enhancements carried out. These could include such things as co-ordinated street furniture to reduce clutter, including lighting and signs, improved and unified paving and floral displays. A design guide for shop fronts and signs could see steady improvements to the quality of experience in the town centre. Consideration could be given to a sill which would maintain a permanent body of water in the harbour.
59. Access to and around the town centre must be made as easy and attractive as possible. Footpaths, alleys, steps and all pedestrian routes must be maintained and enhanced. The ferry service is critical and must be maintained. Access to harbour facilities should be improved. A better arrival and departure point for buses should be provided as part of the town centre retail development, alongside other improvements to services. Car parking, including Park and Ride, should be as attractive and convenient as possible. To help alleviate congestion goods transfer facilities should be provided at the Park and Ride site. All these aspects are dealt with in the transport and access policies above.
60. There are several significant green spaces in and around the town, all of which should be protected, maintained and enhanced. But there is no public square in the town centre and public spaces around the harbour, albeit very attractive, are constrained and congested. A new town square should be created at a suitable location – either as part of the town centre retail development site or by a sensitive extension of the quayside into the harbour itself. This would provide scope for a wide variety of activities, including expanded market operations.
61. Development sites, for housing, employment and commercial development, are identified and site proposals are made as part of the economy and housing parts of the plan above. The harbour is protected as a working harbour, both for its own sake and to help safeguard the town's tourist image and economy. A planning brief or masterplan will be required to accompany proposals for the development of Freshwater Quay to ensure that a satisfactory and comprehensive approach is taken.
62. Development of the tourist economy is also provided for, and existing holiday camps and parks will be protected to remain in those uses.

- **BPNP26:** A town centre site is identified for major development. A masterplan will be required to accompany the development to ensure that a satisfactory and comprehensive approach is taken. The site should deliver the following to support the regeneration of the town centre:
 - retail development including a town centre supermarket;
 - at least as many car parking spaces as presently exist on the site;
 - housing, office and / or commercial development to assist the site's viability so long as these do not detract from the supermarket or car parking provision;
 - a new public transport interchange, public space and improvements to streetscape, both on-site and / or through financial contributions; and
 - a high design quality, suited to the site's town centre conservation area setting, and not adversely affecting the locality.

The development of this site is approved in principle but, we think, S106 negotiations are still under way? Until the legal agreement is signed it is possible to make it subject to a proposal in the plan. Care must be taken to align that proposal with the line being taken in negotiation of the agreement.

- **BPNP27:** Shopping frontages should be concentrated in Fore Street and Middle Street. Elsewhere in the town centre (apart from at the major development site) new retail development will not be permitted. Ground floor changes of use away from retail will not be permitted in Fore Street and Middle Street.
- **BPNP28:** A comprehensive programme of improvements is proposed for the town centre conservation area, including
 - footpath improvements, to unify street surfaces and paving and provide safe and convenient access for all;
 - co-ordinated street furniture, lighting, signs and floral displays; and
 - a design guide for shopfronts.
- **BPNP29:** A new town square is proposed, to provide a safe, attractive and accessible public space for activities such as an expanded market. This should be a part of the town centre major development site, or an extension of the quayside into the harbour, or at another suitable central location.
- **BPNP30:** Brixham harbour shall be maintained and developed as a working harbour, to support the harbour-based economy and harbourside businesses, and to safeguard the town's heritage and image.
- **BPNP31:** Development, including 1.3 ha of employment development, is proposed at Freshwater Quay and Oxen Cove to support the town's regeneration. A planning brief or masterplan will be required to accompany the development to ensure that a satisfactory and comprehensive approach is taken.
- **BPNP32:** Holiday camps and parks in Brixham should be maintained and improved. Change to other uses will not be permitted.
- **BPNP33:** Housing development is proposed (about 250-300 homes) at the

following sites:

- **About 30 new homes at North Cliff** (site PF7)
- **About X new homes at Wall Park** (site PF1) (X to be decided by Forum)
- **About 12 new homes at Summer Lane (east and west)** (sites SHA2 and SHA3)
- **About 5 new homes to the rear of Washbourne Close** (site SHA9)
- **About 10 new homes at Haycock Lane** (site SHR2)
- **About 6 new homes at the former Devon Industries site, New Road** (no site no)
- **BPNP34: A new cemetery is proposed at Mathill Road.**

THE VILLAGES

63. The aim in the villages is to achieve a balance between economic development, provision of housing and protection of the environment. The rural qualities of the area are treasured but there is also a realisation that in order to enable those qualities to be retained local communities must be healthy and prosperous.

64. Most key issues in the villages are addressed by the general policies of the plan. Where there are matters specific to a particular village they are dealt with in the policies below.

BROADSANDS

- **BPNP35: Housing development is proposed (about 15-25 dwellings) at the following sites:**
 - **About 10 new homes at Waterside Quarry** (site B1)
 - **About 6 new homes at the former children's home at 5, Broadsands Road** (site B3)
- **BPNP36: Economic development and growth should focus on leisure and tourism. Tourist and leisure facilities should be developed and improved at Broadsands beach to provide a high quality facility, including the provision of a rail halt. A rail halt at Blue Waters Drive is suggested by Galmpton village – do Broadsands agree? These developments should be designed so as not to damage the environmental assets or detract from the amenities of the locality.**

CHURSTON

- **BPNP37: Housing development is proposed (about 5-15 dwellings) at the following site:**
 - **About 10 new homes beside 'The Weary Ploughman'** (site C17)

This site should be developed at a high density to provide affordable housing for the young and starter homes for key workers.

- **BPNP38: Churston Golf Club should be developed and enhanced on its existing site, as a facility for residents and visitors. The clubhouse should remain in its**

current optimal location.

- **BPNP39: Provision of new or improved local facilities will be a priority, including in particular:**
 - **development of Churston Farm Shop to create a horticultural business;** Does the owner agree? Is this the one at the P&R site? If so it could become part of a bigger P&R policy.
 - **new play areas and a new area of public open space** (needs a better description than “the large field”) at Brokenbury; (who owns this and do they agree?)
 - **improved GP and dentist services, facilities for primary school age children and public toilets; and** (all feels a bit vague, and do we have evidence?)
 - **only leisure and tourism use of the area between the farm shop and Elberry Lane.** (what is the reasoning behind and justification for this?)
- **BPNP40: Pedestrian and cycle facilities shall be improved, including**
 - the extension to the village of the footpath that ends at Elberry Lane;
 - improvements at American Way (Quay Lane) and the Alston Lane exit from the Greenway Walk; and
 - **development of a trim trail.** Who will do this? Is it realistic? Is it to be required as part of future S106 commitments? Need to remember that not everything on a typical S106 'shopping list' ends up being able to be afforded.
- **BPNP41: A weight limit is proposed on Bascombe Road.** Needs evidence and more detail. Could perhaps re-phrase to read “HGVs will be restricted on Bascombe Road to improve safety and access.”
- **BPNP42: Churston's open character must be protected, including its low density areas of development, rural roads and tree-lined avenues, the golf course, green spaces, common land and farmland.** This is exactly as worded by the village and is probably just about sufficiently distinctive to merit inclusion in its own right – but be aware that it's marginal.
- **BPNP43: Churston's medieval heritage and character, including the conservation area, farmsteads and field systems, must be preserved and enhanced for future generations.** This is exactly as worded by the village and quite good – but it doesn't really add anything to the general policy about conservation. Another marginal one.
- **BPNP44: Churston golf course, Marridge Woods, and the open fields running down to Broadsands should be treated as if they fell within the AONB and the extension of the its boundary to include them should be promoted.** As worded by the village, but we think unlikely to get through. National policy already says that development in areas adjacent to AONB must consider the affect on AONB. Of course, the areas could also be designated as Local Green Space.
- **BPNP45: Flood alleviation measures should be introduced in the old village of Churston, Bascombe Road and the medieval fields bordering Elberry Lane.** Why and what – needs substantiation and more detail if to be included.

GALMPTON

- **BPNP46: Housing development is proposed (about 15-25 dwellings) at the following sites:**
 - **About 10 new homes adjoining Greenway Park (site G1)**
 - **About 6 new homes at Knapman's builders yard, Stoke Gabriel Road (site G2)**

These sites should be developed at high densities to provide affordable housing for the young and starter homes for key workers.

- **BPNP47: New business development in the village or at Galampton Creek should be small scale, in keeping with the village and unobtrusive. It should generate little vehicle traffic. Galampton Creek is in South Hams and outside the NP area. The plan cannot specify policy for it. However, the proposed vehicle weight/size limits in the village (see below) will help to address the issue.**
- **BPNP48: Community facilities should be safeguarded and enhanced, particularly facilities for the elderly and infirm, such as halls and meeting places. Priority should also be given by providers and in S106 commitments to upgrading and improving the local surgery, providing purpose-designed pre-school premises, and maintaining a bus service stopping in the village centre.**
- **BPNP49: Traffic conditions and pedestrian safety in the village, including for leisure and tourism, should be improved by:**
 - **designation of the village as a 20mph zone and a vehicle weight / size limit across the village;**
 - **provision of new footpaths and cycle paths (i) to the west of the village from Port Hill to Hunters Tor and / or Waddeton Road, and (ii) along Kiln Road towards Galampton Creek; and**
 - **traffic lights at the Langdon Lane junction with the main road.**
- **BPNP50: To protect and enhance the village, its setting and surroundings:**
 - **Galampton Conservation Area should be extended to cover the lanes, Devon banks and old stone walls along Langdon Lane, Slade Lane and Greenway Road and to include the fields adjacent to the west of the village up to Windy Corner;**
 - **Galampton Memorial Playing Field should be protected as a green space for sport and recreation; This can be covered by the general policy on green space**
 - **Galampton Warborough Common should continue to be protected as an Urban Landscape Protection Area and County Wildlife Site and its extent should not be diminished, including not by widening Dartmouth Road or Windy Corner Junction; The plan doesn't specifically propose that any other of the very many existing designations "continue" - why should this one get special treatment? We recommend deletion of this clause.**
 - **Churston Grammar School playing fields should not be used for any new**

buildings apart from small scale changing rooms; and This seems unduly
limiting on the school and we can't see it surviving.

The policy could be better focused by concentrating on the proposed conservation area extensions in the first clause and relying on other NP and LP policies to do the rest.

DELIVERING THE PLAN

65. Many of the plan's proposals will only happen with private sector investment, but this does not remove Torbay Council or other public bodies from their responsibilities for infrastructure and services. There is developer interest in bringing forward a variety of development schemes across the peninsula. This plan's policies aim to steer and shape development, but it is expected that developer contributions will be gathered through S106 agreements, Community Infrastructure Levy or similar order to address any specific mitigation required by any new development the broader impacts of development.
66. The policies of this plan and the Local Plan are complementary, together providing a firm platform for all parties to cooperate in promoting, enabling and delivering beneficial developments and improvements of all kinds. Conformity between plans will be key to unlocking funds to support this plan's delivery, and it is to be hoped that Torbay Council will take a proactive role in this regard.
67. Once the Neighbourhood Plan is formally adopted by Torbay Council it will become part of the Local Plan (development plan). This means that it will be a material consideration in the determination of planning applications. The Council will therefore monitor development proposals against the objectives of the Neighbourhood Plan alongside the Local Plan and any related implementation plan to ensure that the aspirations of the community are being met.
68. Monitoring may require the Plan to be reviewed in due course to keep it up-to-date and relevant. Any formal amendments to the Plan will have to follow a similar process as was used to prepare the original Plan.

APPENDICES

Appendix A: STATEMENT OF COMPLIANCE

AS PRESENTLY DRAFTED

This Neighbourhood Plan meets the 'basic conditions' i.e. the requirements of Para 8 schedule 4B to the 1990 Act. Details of compliance are contained in Appendix 1 to this plan.

Appendix 1 contains a much fuller statement. Torbay Council should be asked to proof the statement and assist with its finalisation.

Appendix B: STATEMENT OF CONSULTATION

HOW THE PLAN WAS CREATED AS PRESENTLY DRAFTED

Brixham Town Council formed the Brixham Neighbourhood Forum to work on a neighbourhood plan for the town. The importance of partnership working with the adjoining communities was recognized as close working across the area has been the norm. The Community Partnerships and the Town Council united to produce this Neighbourhood Plan to truly reflect the wishes of the residents. The Forum included a wide range of residents, developers and businesses, with their varying view points on all aspects that the Plan covers.

The Brixham with Broadsands Churston and Galmpton Neighbourhood Forum (BwBC&GNF) led on the preparation for a plan for the whole peninsula. It was paramount that the plan was produced by the people of the area for the area. Support, help and advice was received from Torbay Council, especially from the Strategic Planning department, as well as the Princes Foundation.

The Forum met once a month and sub groups worked on sections of the plan which were brought back to the main Forum. Average attendance at each Forum meeting was 35 and progress was reported to the Community Partnerships and Town Council. Membership was open to all from all sections of the community and included individuals who live or work in the neighbourhood area, Torbay ward Councillors, Brixham Town Councillors, landowners, youth, youth groups, young families, businesses, developers, harbour authority and Coast and Countryside Trust. Input was also received from several other groups such as AONB, English Riviera Tourism Company and the Princes Foundation.

The Galmpton Residents Association and members of the Broadsands, Churston and Galmpton Community Partnership undertook research and consultation for the Neighbourhood plan in those areas and as a united Forum participated in workshops and discussions. Residents were alerted and informed of the progress of Neighbourhood Planning activities and meetings through membership, Email circulars and the local 'Gazette' or 'Brixham Signal' delivered free to all households.

This probably needs some more detail, but is a good start. Again, Torbay Council should be asked to proof and support completion of the statement.

Appendix C: BIBLIOGRAPHY AND EVIDENCE BASE

Appendix D: SUMMARY OF THE PRINCE'S FOUNDATION REPORT (date?)

- **Plan and deliver balanced housing that meets local needs**
 - *sequential approach – brownfield preferred*
 - *agreed % affordable*
 - *restrict development of holiday flats*
 - *housing types to be suited to location*
- **Improve access and movement by all modes to, from and within the Brixham Peninsula**
 - *make efficient use of highways by improvements on Brixham Road and at Windy Corner*
 - *provide Park&Ride at the optimum location with a dedicated bus service*
 - *improve quality of parking provision*

- *improve co-ordination of bus services*
- *protect old railway corridor for future use*
- *provide new cycle links (Laywell Rd to Summer Lane; Brixham to Berry Head)*
- *town centre parking to be mainly provided through Tesco development and at Freshwater Quay*
- *Possible removal of buildings at intersection of Bolton Cross (see town centre plan)*
- **Protect and enhance the local natural environment**
 - *maintain defined settlement boundaries (should be shown on plans)*
 - *protect food production areas (e.g. allotments and community orchards)*
 - *retain and improve parks and open spaces in the urban area*
 - *AONB development policies to be set out in the new local plan*
- **Support a strong local economy and help protect and create local employment**
 - *redevelop town centre site to provide employment*
 - *redevelop Freshwater Quay site to provide employment*
 - *protect small commercial sites in Brixham for commercial uses*
 - *protect the working harbour as central to the identity of Brixham*
 - *encourage marine related industry in new employment developments*
 - *expand broadband capacity*
 - *encourage local labour*
- **Protect the character and heritage of Brixham**
 - *prioritise improvements to listed buildings*
 - *protect and enhance maritime related industries*
 - *create guidelines to regulate:*
 - *housing colours*
 - *quality of building materials*
 - *heights of new buildings*
 - *character*
 - *preserve existing skyline of views to and from the harbour*
- **Special Areas**

TOWN CENTRE

- *improve pedestrian experience by*
 - *de-cluttering streets*
 - *improved lighting on routes into town*
 - *improved and unifies paving surfaces (comprehensive approach)*
 - *improved floral displays*
 - *unified street furniture on high streets*

- *create a shop front guide for Fore Street, Middle Street and Waterfront*
- *create a public square by*
 - *utilising or enhancing an existing space, or*
 - *extending into the harbour, or*
 - *creating a new space*
- *improve public access to harbour facilities*
- *bigger, more regular market on the town square*
- *improved public transport interchange*
- *enable town centre development site to include retail, parking and residential*
- *protect, enhance and maintain pedestrian paths throughout the town centre*
- *build a sill to maintain a high water level in the harbour*
- *concentrate shops and active frontages on Fore Street and Middle Street*
- *integrate the retail offer on those streets so there is no distinction between local and tourist shopping*
- *increase short term parking availability*

FRESHWATER QUAY

- *may need a planning brief*

SOME GENERAL OBSERVATIONS ABOUT THE BASE MATERIAL PROVIDED

- **Lots of aspirations and too few policies.**
- **Lots of repetition of national or local policy, which should be struck out.**
- **Too many policies unable to be implemented because of poor (or no) definition.**
- **Plenty of fuzzy platitudes, especially about green and pleasant or green and eco'.**

We have aimed to tackle these matters head on, redrafting many policies to bring them in line with planning requirements. Of course, their safe passage through examination and referendum cannot be guaranteed, but we consider that they are an improvement on the initial draft we were provided. The Forum should now consider whether the plan meets their expectations, particularly in setting out policy which aligns with their initial aspirations and objectives.