

Carlyon Parish Neighbourhood Plan

Housing policy draft – 07 June 2019

The Parish has a variety of architectural styles which in the Carlyon Bay ward consist of detached houses and bungalows from the 1930s up to the present day – as illustrated in the Village Character Assessments 6, 7, 8 and the western part of area 9. The vast majority are finished in render with mainly white or cream finish. The ward also includes a prestigious cliff top golf course and the privately owned Carlyon Bay beaches which includes planning permission for 511 apartments as part of a beach resort. The latter development has been on hold since August 2016 and the developers have given no indication of their future plans.

In Tregrehan ward the character changes to that of a Cornish village, a rural community, surrounded by rolling green fields. Original buildings are 18th century stone houses and cottages mingled with newer detached homes from the 20th century typically rendered and finished in pastel colours (as shown in Village Character Assessment for area 1). As seen in Village Character Assessment area 2, on the southern side of the A390 there is a mixture of important green spaces, including woodland (Pine Lodge Gardens), a garden centre and an aquatic centre and a building site for a 190 home new development which began construction in the spring of 2018.

Where development requires planning permission, it would be supported where proposals contribute to this variety while respecting the existing character of the area. We want developers to use high quality design which responds to its surroundings, does not try to dominate them and is sympathetic to the scenic beauty of the area as demonstrated in both its rural landscape and its coastal views.

The objectives set out in the NPPF is to achieve excellence in design, especially design which helps establish a “strong sense of place” (para 58) and create attractive places to live, work in and visit.

Those objectives are of special importance in this area where coastal views are important. 98% of households who responded to a survey (216 households) either agreed or strongly agreed that these must be protected.

Cornwall’s Local Plan allocates 2,600 houses to St Austell Town and 300 to the rural community network area. Carlyon Bay is an essentially rural parish but it abuts St Austell Town (although separated by a preserved and noted green buffer zone) and most housing development within the parish is associated with the urban target. During the period 2010 – 2017 there have been 3 completions and 764 commitments in the parish. A large proportion of the commitments represent two large sites: 200 units on a site at Holmbush Road, which will provide 25% affordable housing and 511 units at the Carlyon Beach development. Cornwall Council has not allocated a separate housing target to Carlyon Bay. There is a low level of need on the Housing Needs Register (14 households at 11/17) and there is opportunity for these needs to be met in the developments currently committed and to be delivered through Local Plan Policies 8: Affordable Housing and 9: Rural Exceptions Sites.

Development within Carlyon Bay parish through windfall and infill sites, will meet local need and be in general conformity with the Cornwall Local Plan.

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Policy Area	HOUSING
ISSUE	<p>Pressure from developers in the part of the parish with coastal views and large plots (Sea Road, Carlyon ward) has led to a rash of new building, including multiple occupancy. Although some previous apartment buildings have blended into the local street scene (Kintail, Carlyon Court), recent developments stand out in an intrusive manner within the landscape – especially when viewed from the coast path (figure xx: Penolva and Cliff House), a path which is a magnet for tourists and an important local amenity. The large gardens and mature trees in Carlyon ward contribute to the green, open feel which attracts so many visitors. Applications for large new apartment buildings which fill the garden space are threatening to dominate their neighbours, with implications for quality of life and enjoyment of their homes.</p> <p>Some new developments are removing the existing green verges which contribute to the open nature of the area. The recent proliferation of new apartments puts increased pressure on the road space in the area often with inadequate provision for on-site parking.</p> <p>While the developers tick the “local need” box when applying for Planning Permission, that is contradicted by the way they are marketed (see a national newspaper article on two new blocks where the agents boast that “More than 80% of buyers emanate from outside the county and overseas...”). These flats are not for use by families who will add to the sense of community but by second-home owners or holiday lets who will by their very nature not be permanent residents throughout the year and contribute to the sense of emptiness in many of the dwellings.</p> <p>In the rural part of the parish to the north of the A 390 lies the village of Tregrehan. It sits in a wooded valley and is surrounded by open agricultural fields. There is little room for additional building without destroying the character of Tregrehan and without impinging on the existing green corridors.</p>
OBJECTIVE	<p>To encourage all new development to deliver a high quality standard of design that sits comfortably with the existing built and natural environment. Any new development should respect the importance of preserving coastal views, both for those who live here, but also for visitors. Any new development should preserve the rural feel in the Tregrehan ward. Any new development, especially that intended for family occupation, should include ample garden space to serve future residents and to reflect the current character of the area. Any new development should also include 1 parking space for each residential property with one bedroom, 2 spaces for properties with two or more bedrooms.</p> <p>In the Village Design Statement, one of the valued characteristics of the area, further evidenced by the survey, was the light and open layout, with houses within large garden plots and being predominately of a hip roof design. In order to protect this valued characteristic and specifically, to protect the quality of light available to residents within primary</p>

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	<p>accommodation rooms, developers are required to respect a minimum Vertical Sky Component (VSC) of 27%. The VSC is a measure of the amount of skylight incident at a point on the vertical plane in relation to the unobstructed skylight incident on the horizontal plane. The standard of 27% is given for new development. This standard is set in order to ensure new development benefits from good levels of natural light.</p>
<p>EVIDENCE</p>	<p>Five individual houses and one hotel have been demolished and replaced by 66 apartments in the last decade in Sea Road alone. Staff quarters for the Carlyon Bay Hotel have also been replaced by 18 flats. (According to the 2011 Census there were (awaiting data) across the Parish, of which around ...% were second or holiday homes. That was an increase of on the previous 2001 Census. More recent local research suggests that in Sea Road the figure is approximately%)</p> <p>More than 30% of residents responded to the second Neighbourhood Plan survey: 93% of respondents agreed that single occupancy dwellings should not be replaced with multiples. 93% said no increase to housing density, 92% were in favour of permanent residency and 98% were in favour of protection to existing public views and landscapes.</p>
	<p>POLICY H1 – Design quality New development will be supported where it demonstrates good quality design and respects the local character and appearance of the surrounding area. All new development must respond to and integrate with local surroundings and landscape as well as the built environment. It should achieve this by:</p> <ul style="list-style-type: none"> Using good quality materials that complement the existing variety of materials used in the area; and Using green hedging, verges and/or trees for highway boundaries (rather than walls and fencing) wherever possible and in keeping with the existing streetscape; and Respecting the landscape and setting of the area; and Ensuring no loss of important public vistas, landscapes and natural open spaces;and The scale, bulk and massing should be in keeping with the street scene and not visually overbearing in relation to the buildings around it; and the housing density of the site should not be significantly increased; and The existing building to plot ratio should be respected; and meeting a minimum Vertical Sky Component of 27%. <p>Support will be given to proposals for family homes, bungalows and starter homes.</p> <p>Each residence should provide a minimum of one off-road parking space for developments with one bedroom and two spaces for properties with 2 or more bedrooms subject to viability.</p> <p>Policy H2: Principal Residence Due to the impact on Sea Road of the continued growth of accommodation used for second or holiday homes, any additional</p>

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	<p>dwelling would only be supported where there is a restriction to ensure its occupation as a Principal Residence.</p> <p>Sufficient guarantee must be provided of such occupancy restrictions through the imposition of a planning condition or legal agreement.</p> <p>Unrestricted additional dwellings will not be supported.</p>

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