

CARLYON NDP

VILLAGE DESIGN STATEMENT – AREAS 1, 2 & 3

VDS FROM THE A390 THROUGH TREGREHAN TO GARKER



SEE APPENDIX 19: VILLAGE DESIGN STATEMENTS MAP

Aims and objectives

1.1 To preserve the distinctive and special character of the village, keeping its Cornish village character of a rural community surrounded by rolling green fields.



1.2 98% of respondents to the Parish-wide questionnaire agreed or strongly agreed that future development or redevelopment must preserve existing views, landscapes and natural open spaces.

1.3 Tregrehan Mills lies to the north-east of St Austell and links to the rest of the Parish over the main A390. It has been developed over the last two centuries and many of the original cottages remain. However the mills have long since disappeared. The old mill cottages have been interspersed with numerous individual, single dwellings that reveal by their design the period in which they were built. This diversity gives the village great character, with old stone and whitewashed cottages, bungalows, 1970s family homes and a number of contemporary houses, some of which have been squeezed into small garden plots.



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1.4 The green spaces and surrounding agricultural land provides the village with a rural feel while being very accessible to St Austell.



1.5 The urban development around St Austell has sprawled to overwhelm villages such as Bethel and Carclaze which previously had their own distinctive character and identity.



The Urban sprawl of St Austell should be stopped at the A391 boundary to protect green fields and Tregrehan

1.6 It is clear from the responses to the survey that residents of Tregrehan Mills do not want the same to happen to our village.

1.7 As you enter the village from any direction there is a clear agricultural break with the next set of houses, giving the village a clear boundary that the residents expressed a wish to preserve.



1.8 The infill within the village is a concern. Building onto garden plots increases the hard standing and therefore increases the flood risk and leaves little open space, altering the green and rural feel of the village. However, the opportunity for this to continue might be limited.

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The character of the landscape setting

2.1 When you enter Tregrehan from the north you do so by a single-track lane through miles of countryside. As you enter the village the housing density begins to increase; there are large houses within good sized plots, interspersed with agricultural land.



2.2 In central Tregrehan, the housing extends beyond the main road with developments on one side up School Lane and Chapel Lane (unadopted). On the other side is the playing field, a valuable amenity as it is a green space open to all and hosts the Tregrehan Mills duck race in the summer. (See Carlyon NDP Green Spaces Area 4 doc in Appendix 18)



2.3 Housing continues to spread back from the road. The exception is Arran Cottage, which has retained the land behind it as was typical in the past. This provides views of the wonderful open space behind.



2.4 As you approach the crossroads the playground area is on the left; this has a large dog free area.

2.5 At the crossroads housing is to the left and right; after the junction the vista opens up to the countryside.

2.6 Wherever you look in the village the landscape is framed by mature trees and green open spaces.

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Preserve mature trees



Recommendations

- 3.1** New development, alterations etc. should only use materials and architectural styles in keeping with the character of the area
- 3.2** Future development or redevelopment must preserve existing views, landscapes and natural open spaces
- 3.3** Any future development or redevelopment of a site should preserve the green space surrounding it.
- 3.4** Any future development should not increase significantly the housing density of the site
- 3.5** 93% of responses from the survey agreed or strongly agreed that the green boundary that rings Tregrehan be maintained

Highways and traffic

4.1 There are four main access roads into the village, which meet at the crossroads at the southern end of the village. These are minor roads without footpaths and the main carriage-way through the village is single-track.

4.2 Due to drivers using the village as a cut-through, two of the roads have traffic calming measures but these are of limited success

4.3 Parking has always been an issue in the village as roadside parking is limited and often causes obstruction.

