

CARLYON VILLAGE DESIGN STATEMENT

AREAS 4, 5 & EASTERN END OF 9

Industrial Units, Par Moor Road (Appendix 19: VDS MAP areas 4 & 5) and area 9

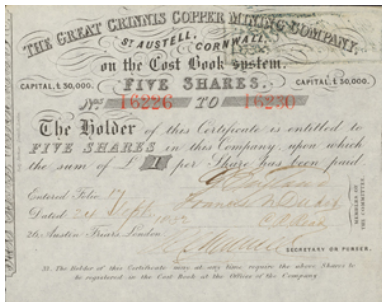
Aims and objectives

1.1 To preserve the distinctive and special character of the area and safeguard against over-development.

Context

1.2 The area to the south of the A390 over to and including the Carlyon Bay beaches was largely owned by the Carlyon family since 1565 as part of the Tregrehan estate. It was sold off in lots at auction in the late 19th Century.

1.3 The land which lies between the A3082 Par Moor Road and Tregrehan stream was, and still is, a flood plain. The land from Tregrehan stream, which climbs gently south to the Great Western Railway line was farmland and woodland known as Cuddra Plantation. (see Appendix 32: Area Flood Map)



Carlyon Bay beaches.

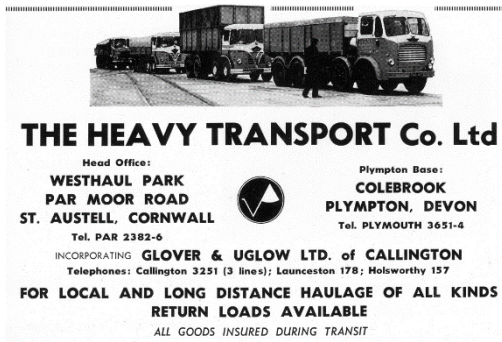
1.4 The entire stretch of land south of the railway line, to the East and Western boundaries of Carlyon Parish was a richly productive but relatively soon exhausted copper mining area spanning from the early 19th Century through to the late 19th Century. The mines, Great Crinnis & Carlyon Consolidated and East Crinnis, riddled the area with adits and deep shafts, long since abandoned and mostly capped off. Great Crinnis mine is now the site of the Carlyon Bay Hotel and golf course, and some mine adits exit onto, and are visible from, the

1.5 Due to its flood plain classification, only industrial development was permitted along the A3082, resulting in the acquisition of West Haul Park (now St Austell Bay Business Park) at the western end by English China Clays in the early 20th Century. It was used by the Heavy Transport Co. as a depot for ECC until the late 1970s, which saw the general decline of the Cornish China Clay industry.

1.6 As the China Clay industry declined, the West Haul site was gradually fragmented and sold or leased and has become a mix of light industrial units.

CARLYON VILLAGE DESIGN STATEMENT

AREAS 4, 5 & EASTERN END OF 9



1.7 National builders Selleck Nicholls, then a local building company heavily involved in building Cornish unit houses, with links to the China Clay Industry, chose the site to build their new offices in 1929. The art deco company logo still graces the building today.

1.8 The areas further east along the south side of the A3082 remained undeveloped marsh and scrubland until the 1990s when the land was acquired for a Seventh Day Adventist church and a motor museum. The museum site has since been leased by Commercial Estates Group (CEG) as a potential marshalling yard for the 511-home permitted development on Carlyon Bay Beach. The Cornwall Local Plan has designated it for light industrial use once the lease expires (*see Appendix 31: St Austell Strategy Map v5*)

1.9 Further south, over as far as the railway line, areas of Cuddra Plantation are still partially owned by the Tregrehan Estate and survive as woodland. Other parcels of land, originally sold at auction as small holdings and farmland, have become Pinetum Gardens, an ornamental garden, and Carlyon Bay Caravan & Camping Park (Bethesda Farm).

Description of the Parish as it is today

2.1 The image below illustrates the green and rural character of the Parish in contrast to the more urban St Austell, which can be seen top left. Areas 4 and 5 of the Parish, naturally divide along Tregrehan stream and consist on the one side of green spaces with Cuddra Plantation, fallow fields and Carlyon Bay Caravan and Camping Park which overlooks the Carlyon Bay Hotel golf course driving range.

2.2 On the other side of the stream with access to Par Moor Road, is an important flood plain populated by industrial units. This is essentially a flat area which then rises towards the railway line at the western end of the ancient spit.

CARLYON VILLAGE DESIGN STATEMENT

AREAS 4, 5 & EASTERN END OF 9



crosses the beach at the stream outlet.

2.3 Area 9 of the Parish begins along the western end of the South West Coast Path (SWCP) parallel to Sea Road. As the footpath crosses the upper car park for Crinnis beach and joins the golf course we overlook the spectacular views of the beaches of Crinnis, Shorthorn and Polgaver, including the Parish boundary, which

Development pressures

2.4 This area is currently nicely balanced with areas of different usage which complement each other. However the new Devonshire Homes development on the A390 is a departure from the current overall rural character of this western end of the Parish, introducing around 200 new homes. It is important to safeguard the green character of the Parish and avoid a ribbon development continuing along the A390 from St Austell towards Par Moor Road.

The character of the landscape setting

CARLYON VILLAGE DESIGN STATEMENT AREAS 4, 5 & EASTERN END OF 9



2.5 Interesting buildings within this section of the parish include the 1934 Selleck Nichols and Co Ltd office building at the entrance to St Austell Bay Business Park and the cottages at Bethesda farm.

Settlement pattern character

3.1 The industrial area between Par Moor Road and the stream is a distinct commercial area enclosed by trees.



CARLYON VILLAGE DESIGN STATEMENT AREAS 4, 5 & EASTERN END OF 9

3.2 Entering Par Moor Road from the A390, we first come



CARLYON VILLAGE DESIGN STATEMENT AREAS 4, 5 & EASTERN END OF 9

to St Austell Bay Business Park on the southern side of the road.

The photographs illustrate how the site is subdivided into several sections with a diversity of businesses listed within each section, representing categories B1/B2/B8 and with a recently permitted change of use to D2 (gymnasium).

- 3.3** Moving east we pass the entrance into Cypress Avenue and come to the Imerys head office and its UK Research & Development centre, an important and historic local employer. Within the site a solar farm has been erected.



- 3.4** Beyond the Imerys site is a lane leading to more industrial units and then the Plymouth Brethren meeting place.
- 3.5** Beyond this is a site, known locally as Granite Gate which has been leased by the developers, CEG, as a potential marshalling yard for the Carlyon Bay beach development. This was a result of local pressure to exclude heavy traffic from the Sea Road residential area. Originally, this site was partially developed as a motor museum.
- 3.6** Finally, at the eastern end of the A3082, is the Par Garden Centre.



- 3.7** Turning back south, along Cypress Avenue towards the London to Penzance railway line, we pass the Heavy Transport Bowling and Social Club.

CARLYON VILLAGE DESIGN STATEMENT AREAS 4, 5 & EASTERN END OF 9

3.8 We cross the stream to Carlyon Bay Caravan and Camping Park, which has hay fields abutting Cypress Avenue and overlooks the green space of the golf course driving range. There currently exists planning permission for a hotel off Cypress Avenue on part of the driving range: the plan is not under active development.

3.9 Beyond the driving range, extending from the Golf Club, across the railway line and to the Parish boundary (which is a footpath across the golf course to the A3082) is a beautifully kept and landscaped course which attracts locals and hotel visitors.



3.10 Finally, we come to the historic 19th century gothic railway bridge designed by IK Brunel which is Grade II listed and protects the



CARLYON VILLAGE DESIGN STATEMENT AREAS 4, 5 & EASTERN END OF 9

neighbouring Sea Road from heavy commercial traffic, due to its narrow access and restricted height.

- 3.11** Turning back, along the A390 heading west, we pass D Thomas' St Austell Garden Centre, which includes important flood drainage land.

- 3.12** Further along, we pass a section of the Cuddra Plantation followed by Cuddra Aquatics, the Pinetum Gardens (formerly Pine Lodge Nursery) and its extensive gardens of about 30 acres, which is a popular tourist attraction. The land between Cuddra Aquatics and Pinetum Gardens is currently offered for sale as a commercial development.



- 3.13** Finally we come to what were once open fields and are now the site of a large housing development of some 200 residences, which also involves a new set of traffic lights on the A390.

Highways and traffic

- 4.1** Cypress Avenue was originally the access road from the Halt at the Brunel bridge for the Tregrehan family, to their estate. Things are different today.

- 4.2** The proposed road widening scheme on Cypress Avenue which has a 40mph speed limit. There are also build-outs which in one case means driving into oncoming traffic on a blind bend.

- 4.3** A safety audit was required and it was mooted that it may be necessary to replace the characterful Cornish cast iron bollards with plastic ones, which would not be in keeping with local character.



CARLYON VILLAGE DESIGN STATEMENT AREAS 4, 5 & EASTERN END OF 9

- 4.4** Traffic along the A390 is already very congested and exceeds national pollution limits; the new residential development is inevitably going to add to the congestion and pollution particularly with the insertion of an extra set of traffic lights.

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