

CARLYON NDP VILLAGE DESIGN STATEMENT AREAS 8 & 9 (SEA ROAD & BEACHES)

Sea Road, Carlyon Bay

(Appendix 19: Village Design Statements Map areas 8 & 9)

Aims and objectives

1.1 To preserve the distinctive and special character of the area and safeguard against overdevelopment.

Context

1.2 Sea Road provides access to the South West Coast Path (SWCP) and beautiful views of St Austell Bay on the south coast. It progresses along part of a headland; approaching from the Charlestown end it rises to a high point just beyond the Porth Avallen Hotel and then descends towards Crinnis beach.

1.3 It should be noted that coastal erosion, especially opposite the Porth Avallen Hotel, has resulted in the SWCP being relocated on to the road. The coast path gives important access to the world heritage port of Charlestown, with its many eating places and pubs, which serves the Carlyon Bay community and visitors.



Description of the area as it is today

1.4 The predominant age range of the residents of Sea Road is the retired group, who live in a variety of houses, bungalows and dormer bungalows in mostly large, mature gardens. A new influx of retirees has been attracted by the development of a block of flats marketed for the over-50s on the site of an old hotel. There are also a number of younger families with children in some of the detached family homes typical of the road.

Development pressures

1.5 As the name suggests, Sea Road overlooks the sea – with views of St Austell Bay from Black Head in the west to the Gribben at the eastern end. Views are also to be had over the World Heritage Site of the 18th century port of Charlestown which lies to the west of Sea Road.

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1.6 This makes it a popular tourist destination and is well frequented by walkers, dog-walkers and cyclists from beyond Carlyon Bay. This coastal aspect has been exploited since the 1920s when the Carlyon Bay Hotel (then the St Austell Bay Hotel) was built. This was followed by two other hotels (although one has now been replaced by a block of flats as mentioned above) and some holiday lets.

1.7 But this coastal environment is also attracting developers who are buying family homes and replacing them with blocks of flats. These flats are often aimed at the holiday market, rather than permanent residency and this trend threatens the existing character of the road.

1.8 It is our aim to safeguard Sea Road as a beautiful and peaceful environment for its residents but which also attracts visitors and therefore contributes to the local economy.

The character of the landscape setting

1.9 Sea Road benefits from stunning sea views often over unspoilt farm land or the open fields of the Carlyon Bay recreation area. On the landward side, there is a beautiful skyline of mature pine trees.

The area is an important refuge for wildlife, including bees, bats, adders, slow worms, deer, foxes, badgers and other small mammals. It has mature hedges and cliffs inaccessible by humans and, it offers nesting sites for a wide variety of land and sea birds, including a family of peregrine falcons. Wildflowers and fruiting bushes line the cliff path, with lichens on the branches, a testament to the clean, unpolluted air.



1.10 Sea Road benefits from the Coast Watch lookout with its views of St Austell Bay and Charlestown Harbour.

1.11 The art deco style Carlyon Bay Hotel is an important historic building, along with the 18 hole, par 72 championship golf course, which



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runs along the coast path towards Par and Spit beach. (See Appendix 16: Carlyon Green Spaces Area 2)

Settlement pattern character



1.12 The character of Sea Road derives from it being a private coastal road, which results in peace and tranquillity, set as it is between the sea, open fields, spacious gardens and other residential communities.

1.13 Sea Road is a Private Road which shares a boundary with St Austell Bay Parish at the western end and with the coast as it runs towards the east. It is valued by residents and visitors for its open

feeling, with the building line well set back from the road, so that the deep front gardens and grass verges offer a pleasant, verdant appearance.

1.14 As the road is private, traffic is limited with a 20mph speed limit and speed humps. This is aimed at encouraging traffic to slow down as there is no pavement and the road is a favourite with walkers, dog-walkers and mobility vehicles enjoying the sea views available along a large part of the road. Sea Road also provides access to the South West Coastal Path (SWCP) and the fields adjacent to the Carlyon Bay Hotel which are a local recreation area. (See Appendix 15: Carlyon Green Spaces Area 1)



1.15 Surrounded by other residential properties, farmland or the coast path, the



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residents enjoy a peaceful situation with the amenities of the town close by. The road is primarily enjoyed by a permanent residential community, while the two hotels and few holiday homes and apartments are a testimony to the draw of this beautiful part of our coastline for visitors who contribute to our local economy.

1.16 The original properties in the road from the 1920s and 1930s give a classic feel, with some award winning architecture in this style. As this is a prestigious road, parcels of land continued to be built on through successive decades and the majority are unified by their painted render. Ridged roofs are predominant which means there is less bulk at the second or third storey, affording a feeling of upper light and space to neighbouring properties.

1.17 There is a high proportion of well cared for bungalows, dormer bungalows and split level bungalows, all of which add to the open, low-rise feel of the road. There are a number of large houses, especially towards the Carlyon Bay Hotel end, the majority sitting well within large plots. Some few recent buildings dominate their plots (see below comment from NDP survey in text box) and have introduced walls and railings around the property:

"Massive houses on Sea Road are being built which block views of the sea for everyone including visitors."



1.18 However most retain open front gardens with wide grass verges, or low walls to the road supporting gardens with grass, shrubs and flower beds, while accommodating drives for off-road parking to supplement the many private garages.

1.19 This results in the road feeling open to passers-by who can enjoy glimpses of countryside or sea between the houses on the south side and the

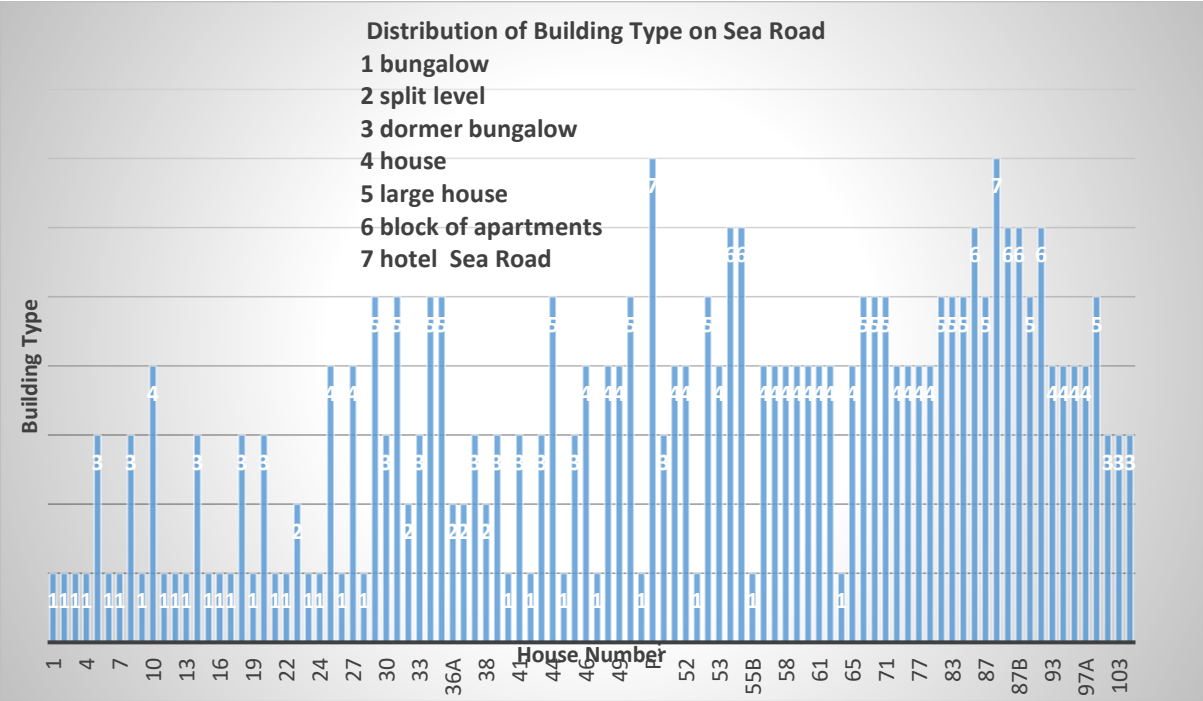
many mature trees including some fine specimens of pines which dominate the skyline to the landward side.

1.20 A large percentage of plots (41%) enjoy mature trees within the grounds or on the boundary and these contribute to the beauty and character of the road.

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2.1 The table illustrates how the character of the road progresses as we journey from the Charlestown end towards the beach and onto Cypress Avenue. The size of house and distribution of commercial properties lend a different feel to successive sections of the road.



2.2 The first (western) section comprises mostly bungalows with deep, well-kept front gardens offering a garden village feel, the road immediately has the open feeling associated with Sea Road with the building line set well back.



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2.3 The houses which follow are proportionate to their plots and set back **behind gardens or gates.**

2.4 Dwellings on the seaward side benefit from backing on to open farmland and overlook the historic port of Charlestown, a World Heritage Site. The established practice on this side is to sink garages below the road level or set them back from the road, although recent planning decisions have allowed a garage in front of the building line. Some larger dwellings on this side are split level bungalows which follow the contour of the land as it drops away and afford views over their roofs for the properties opposite.



2.5 The road now opens out to enjoy beautiful sea views, fine period properties and a skyline of mature pines. Houses on the seaward side enjoy the amenity of the South West Coast Path on their boundary.

2.6 This section of the road features a hotel (Porth

Avallen) and an apartment block (Kintail) both of which benefit from classical architecture and off-road parking. In particular the parking at Kintail is predominately to the rear of the property, so that the aspect from the road is of gardens, in character with the road.

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2.7 As the road turns east to follow the coastline, this section boasts some vintage 1930s houses, refreshing the eye with their art deco proportions. Contemporary building has successfully borrowed key design details and it is evident that the architectural design of this section is valued as one of the original properties has been listed.



2.8 Within this section of mainly one or two- storey properties, two private dwellings have been replaced with sixteen apartments over five levels and is out of character with the rest of Sea Road. (see reference below to nos 54 and 54a)



this substantial green space.

2.9 We are now passing the larger houses with their spacious gardens which sit on the landward side. Some are older properties but others in recent years have been replaced by even larger, modern homes. These dwellings enjoy views across the highly valued amenity of the recreational area, towards the sea. (See Appendix 15 Carlyon Green Spaces Area 1). The main part of this area is leased to and maintained by the Parish Council. The South West Coast Path runs along the sea side of



2.10 As Sea Road runs to the junction with Beach Road the Carlyon Bay Hotel with its unique art deco design dominates the road on the seaward side. This is the only section with on road parking, forcing traffic to share the remaining space with pedestrians.

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This section is a popular parking area for those using the Carlyon Bay Golf Club and on fine summer weekend it becomes an overflow car park for people using Crinnis Beach.



2.11 On the landward side, another large hotel has been converted to 33 retirement apartments (called Ocean House), set back with well-designed gardens to the front and parking tucked out of sight to the rear, in keeping with the verdant character of Sea Road.

2.12 There are further large homes (one now converted into apartments) half hidden behind mature hedges adjacent to Ocean House as the road runs to the junction with Beach Road.



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2.13 A beautiful specimen oak, which is subject to a Tree Preservation Order, marks the junction with Beach Road and the eastern section of Sea Road which has been adopted.

2.14 Turning right at this junction on to Beach Road, the Carlyon Bay Golf Club is on the left and the grounds of the Carlyon Bay Hotel on the right. The road leads to the private car park for the Carlyon Bay beaches and onwards to Crinnis Beach, with pavement on the right hand side of the road and double yellow lines.

Development issues

3.1 Sea Road accommodates 29% bungalows, 21% dormers/split level accommodation, **giving a total of 50% of accommodation comprising ground floor plus roof level:** the balance is made up of 41% houses, two Hotels plus seven blocks of apartments (which contain 75 individual residences) and a further house (no. 56) with planning permission for a block of five apartments.

3.2 There is also planning permission for 511 apartments on Crinnis and Shorthorn beaches. While it currently appears that the plan for the beach development is on hold, Carlyon Parish Council continues to work with the developer on issues such as pop-up commercial businesses on the beach, noise, overspill parking onto neighbouring residential roads, collection of litter, safeguarding of wildlife and management of the build phase, particularly in relation to heavy plant movement. The history of planning at the beach has raised issues between the developer, Cornwall Council, Parish Council and local residents, on all the above plus the whole issue of sustainability of the plan, including flood management, footpaths and rights of way for local residents and visitors.

3.3 It is evident from the response to the NDP questionnaire and recent planning applications that residents would like to maintain the current mix of single and two storey permanent homes with few of the apartment blocks which have been a recent

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addition to this environment and contrast with the character of private dwellings, proportionate to their plots.

3.4 The major contrast with the established character is the most recent blocks of flats at nos 54 and 54a (called Cliff House and Penolva – below left) which have a cubic structure of institutional feel, in comparison to the apartments at no.53a, Kintail. Kintail (below right) fits well with the road's character as it looks like a large house with the predominant ridged roof style, with the roof hipped to further reduce the bulk.

3.5 According to the second Neighbourhood Plan survey, 93% of those who responded to the question regarding Site Density said that single dwellings should not be replaced with multiples.

“Any new build should preserve the character of the area and maintain existing views. Definitely no more flats.”



N.B. statistics quoted for the Sea Road design statement are from a separate survey of Sea Road (attached at Appendix 1), surveyed as seen from the road, March 2018. Assumptions to best of volunteers' knowledge.

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Recommendations for Sea Road

4.1 New development, alterations etc. should only use materials and architectural styles in keeping with the character of the area. Low rise housing with ridged and hip rooves, contribute to the open character of Sea Road and allow residents to enjoy a feeling of space and light at upper levels.



4.2 Future development or redevelopment must preserve existing views, landscapes and natural open spaces

4.3 Any future development or redevelopment of a site should preserve the green space surrounding the footprint of the building.

4.4 Any future development should not replace single dwellings with multiples, thereby not to increase the housing density of the site.

4.5 No further walls and fences being built straight onto the road with further loss of the green verges, in order to retain the open character and safety of pedestrians.

4.6 TPO for mature pines, to the rear of properties, on the skyline on the landward side of Sea Road.

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Highways and traffic

5.1 Sea Road is a private road, which benefits, along most of its length, from residential off-road parking, so that, despite having no pavements, the road enables safe access for pedestrians due to the 20 mph speed limit, which is encouraged by speed bumps. The road is popular with pedestrians, cyclists, joggers and dog walkers.



5.2 Unfortunately, the drains on the road are not effective and the increase in hard standing and recent introduction of kerbs has resulted in consistent flooding of the cliff path opposite the Porth Avallen Hotel. As the SWCP joins the road at this point, pedestrians are forced out into the road.

5.3 The road is maintained by the residential community and, while potholes are filled, it is in poor condition and has suffered detrimentally from the heavy construction traffic involved in the many recent building projects. Obviously residents are concerned if traffic increases due to the number of apartments already on the road and planned for the beach development.



5.4 Street lighting is minimal, so residents and visitors are able to enjoy the night sky without light pollution. The road enjoys many footpaths, not only the SWCP, but an access path to the local shops and a couple to the recreational area.

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24th March 2018
Village Design Statement
Sea Road, Carlyon Bay, Carlyon Parish

House Number	Age	Style	If apartment, number of	Number of storeys (incl loft conv)	Grass Strip Depth (m)	Kerbs	Wall to Road	Gated or walls or rails	House & Garage Distance from Road	Number of garages	Commercial or holiday let / home	Private Dwelling	Predominant Finish Materials	Nature of Front Garden	Significant mature trees on site	Housing Density	Public Open Spaces	Sea View from Road
1	2	1		1	3	2	1	1	2	2		2	1	3	2	1	3	1
2	2	1		1	3	2	1	1	3	1		2	1	1	2	1	3	1
3	3	1		1	3	2	1	1	3	2	1	2	1	2	1	1	2	1
4	2	1		1	3	2	1	1	3	1		2	2	2	2	1	3	1
5	2	3		2	3	2	1	1	3	2		2	2	2	1	1	2	1
6	2	1		1	3	2	1	6	3	1	1	1	2	1	2	1	3	1
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9	2	1		2	3	2	1	1	3	1		2	2	2	1	1	2	1
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15	2	1		1	2	1	1	1	3	1		2	2	2	1	1	2	1
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36a	3	2		2	1	1	2	1	3	1	1	2	1	2	1	1	4	2
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PAH	1	7		3	3	1	1	1	3	8	100	1	1	2	2	1	2	2
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51c	2	4		2	1	1	1	1	3	2		2	1	1	1	1	2	2
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CBH	1	7		5	1	2	1	1	1	7	100	1	1	2	2	1	3	1
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103	2	3		2	1	1	2	1	3	2		2	1	2	2	1	2	2
105	3	3	3	2	1	1	1	1	1		3	1	1	2	2	2	2	1

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Survey Key

Age	Style	If apartment, number of	Number of storeys (incl loft conv)	Grass Strip Depth	Kerbs	Wall to Road	Gated	House & Garage Distance from Road
1 1925 - 50	1 bungalow		1	1 none	1 no kerb	1 no wall	1 no gates	1 close to road
2 1950 - 75	2 split level		2	2 half	2 kerb	2 wall to road	2 gates	2 mid-way
3 1975 - 2000	3 dormer bungalow		3	3 full				3 on building line
4 2000 - 2018	4 house		4					
	5 large house							
	6 block of apartments							
	7 hotel							
Number of garages	Commercial or holiday let	Private Dwelling	Predominant Finish Materials	Nature of Front Garden	Significant mature trees on site	Housing Density	Public Open Spaces	Sea View from Road
8 but off road parking	100 hotel	1 no	1 rendered	1 open green garden	1 none	1 proportionate to plot	1 none	1 no
1	1 holiday let	2 yes	2 brick	2 garden with lawn or flower beds or shrubs	2 yes	2 dominates plot	2 back onto residential property	2 yes
2	"x" no. apartments		3 wood	3 hard standing		3 multiple dwellings	3 footpath on at least one boundary	
3			4 glass				4 backs onto open farm land	
4			5 steel					
5								
6								
7 on road parking								