

CARLYON NDP VILLAGE DESIGN STATEMENT AREAS 6 & 7

SEE APPENDIX 19: VILLAGE DESIGN STATEMENT MAP AREAS 6 & 7

Carlyon Bay excluding Sea Road

Aims and objectives

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

Context

1.2 This area of land comprises a gentle ridge behind Sea Road. It can be seen from the aerial photograph below that residential roads are well spaced, giving a verdant appearance from which both humans and wildlife derive amenity. Traffic is restricted to Access Only. The only mining heritage evident is in the old mine shafts in the woods on Beach Road and from the road names e.g. Wheal Regent.



Description of the area as it is today

1.3 This is a quiet residential area tucked away between Beach Road and the coastal strip of Sea Road to the south, and the London-Penzance railway line to the north. There is a variety of houses, bungalows and dormer bungalows in mostly large, mature gardens. Although there are a large number of people in the retired group, there are also younger families with children who attend the primary school and secondary school in the neighbouring St Austell Bay parish.

Development pressures

1.4 There is currently an acceptable level of development where the original bungalows and houses are modernised and dormers incorporated. But as Sea Road is under increasing pressure from new developments replacing family homes, there is a likelihood that this will spread to the neighbouring roads – particularly as many of the homes have views to the open countryside to the north and others have partial views of the sea to the south.

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The character of the landscape setting



1.5 Area 6 comprises a tract of land between Beach Road to the south and the railway line to the north. It is divided into five roads off Beach Road (Gloucester Avenue, Edinburgh Close, Appletree Lane, Crinnis Wood Avenue, Wheel Regent Park) and one off the eastern section of Sea Road (Crinnis Close). There are a number of further roads leading away from these. The majority of the area benefits from front gardens and off-road parking. The buildings in this area are a mix of bungalows, dormers and houses. This image illustrates what a quiet and leafy area residents here enjoy.

1.6 Area 7 comprises an area of land between Sea Road to the south and Beach Road to the north. It is divided into four roads, Chatsworth Way, Kent Avenue, Haddon Way and Fairway. The buildings are set back from the road with mostly open plan gardens and each has its own driveway allowing off-road parking. Cars are seldom parked in the road. The extensive back gardens are well kept and mature in nature with many large trees.

1.7 There are no pavements but the restricted access permits pedestrians to walk relatively safely in the road. Most of the properties are single-storey bungalows or dormer bungalows and most of the residents are retired. In recent years a few families with young children have moved in.

1.8 An ancient footpath runs through the properties from Beach Road to Charlestown via Kent Avenue, Haddon Way, Chatsworth Way and Sea Road leading down across the cliffs into Charlestown.



route.

1.9 Beach Road straddles both areas 6 and 7. From the Charlestown boundary, Beach Road is the entry point to Carlyon Parish, just after Charlestown School on Crinnis Road, heading east. It is 3/4 mile long descending to the beach car park. Beach Road and the section of Sea Road between the Beach Road/Sea Road crossroads and Cypress Avenue at the railway bridge are the only adopted main roads in Carlyon Bay and are also on a bus

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Settlement pattern character Area 6

2.1 Travelling down Beach Road in the direction of Carlyon Bay beaches, there are a variety of houses and bungalows all with well-tended gardens and mature trees. The majority of these have either single or double garages and are set back from the road.

2.2 Continuing along the right hand side after the turning to Chatsworth Way, there are 12 privately owned flats (Rashleigh Court) built in two storeys. There is lay-by parking outside Rashleigh Court for a few vehicles and some garages to the rear.

2.3 Opposite this, a leafy corner leads to Gloucester Avenue, the first of the side roads to the north of Beach Road. It is a development of bungalows and dormer bungalows.



2.4 Back on Beach Road, a block of retail premises with flats above are set back from the road with a car park to the front, a post box, an area notice board and a recycling bin. The units contain three restaurants, a hairdressers, a physiotherapist and a former general store and Post Office which is now a shop and coffee house. A defibrillator is situated on the wall outside the physiotherapist. Next to the shops is another set of 4 flats in 2 storeys



2.5 Opposite the shops and set well back from the road behind mature trees is a group of 13 semi-detached and detached houses with either garages or parking in front.

2.6 Edinburgh Close (left), another development of bungalows and dormer bungalows, is opposite the shops and is the next side road on the north side of Beach Road.

2.7 Then comes Appletree Lane, which is lined with mature trees (see right) and then Crinnis Wood Avenue.



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2.8 The next section of Beach Road leads to a wooded area on the north side (Crinnis Wood). On the southern side is a mixture of houses and bungalows, both large and small, set back from the road. The gardens are well stocked with both shrubs and a wide variety of mature trees.

2.9 Where Crinnis Wood starts, the pavement crosses to the northern side with a narrow verge to the road. There is a notice "Danger Keep Out" as old mine shafts are still in this area. This is home to many forms of wildlife and must be

retained as such.

2.10 Part of these woods were cleared and developed in the 1990s for housing. This is now Wheal Regent Park (right) comprising large detached homes.



2.11 The woods continue beyond Wheal Regent with the pavement running alongside. Due to plant disease much of the vegetation has been cleared and new trees planted. There is a notice "Plant Disease Bio Security Control Area" at the far end of the woods which is where the pavement crosses back over to the southern side. Just before the end of the woods there is a turning to the right for Fairway, leading to Haddon Way and Chatsworth Way.

2.12 Beyond the junction with Fairway, on the south side of Beach Road, there are three, relatively new, detached houses with double garages and a wide verge which were built on the site of an old garage business.

2.13 Housing continues on both sides of Beach Road to the junction of Sea Road and Beach Road which is marked by a large, mature oak tree (which is subject to a Tree Preservation Order).



2.14 Turning left from this junction, is the eastern section of Sea Road which runs to the Grade II listed railway arch and the junction with Cypress Avenue. This section of Sea Road is adopted and, with Beach Road, is on a bus route and is a busy rat-run for traffic by-passing the A390. Houses on the landward side overlook Crinnis Beach, Carlyon Bay Golf Club and St Austell Bay. Most are in large gardens with mature trees although a few holiday lets have been squeezed in next to the railway line.

2.15 One side road leads off this section, Crinnis Close, which sits between this part of Sea Road and the railway line. It is another mixture of large houses in large mature gardens and bungalows and dormer bungalows.



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Settlement pattern character Area 7

3.1 On the southern side of Beach Road, there three access points for the area between there and Sea Road to the south. The first is Sea Road itself. Further east, just before the retail units, is Chatsworth Way. Then just after the retail units is Kent Avenue, which is a dead end and gives only pedestrian access to the area to the south.



3.2 Back at Chatsworth Way, as you travel up a slight incline, one of the original 1930s houses is on the right hand side.

3.3 A slight bend leads you past a green leafy scene with well-kept bungalows and dormers on each side.

The road is very tranquil and peaceful.

3.4 As you progress up the slight hill you come to some larger houses on the right and the footpath to Sea Road and Charlestown appears on your right. After the brow of the hill you go downhill past more bungalows. At the bottom of the hill you come to Fairway which crosses in front of you. Chatsworth Way has 63 bungalows/dormers and seven houses.

3.5 Fairway begins at Sea Road and ends at Beach Road. At first there are some large plots from which sea views can be seen. As you proceed down the gentle slope you pass numerous bungalows with well-kept lawns, some larger houses now appear on the right (some of which are in the process of modernisation).



3.6 The left-hand side contains only bungalows, which continue to the end of the road where it joins Beach Road. Fairway has 27 bungalows/dormers and 18 houses making a total of 45.

3.7 Haddon Way starts at Chatsworth Way and continues to join Fairway. It consists of 43 homes, all of which are bungalows or dormer bungalows. Some have been modernised but most are still small retirement homes.



3.8 Area 7 has 84% bungalows/dormers and 16% houses.

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Recommendations

4.1 There are no communal areas to encourage residents to meet and chat. As this area houses a large retirement community it would benefit residents' physical and mental health if there were a meeting place.

4.2 This need was addressed by the Post Office which was previously in one of the Beach Road retail units. In the summer of 2019 this became a coffee shop/bar/general store and it is hoped that it will flourish and might encourage those attracted to the Parish to get out of the house and meet other people.

4.3 TPOs on mature trees.

4.4 Attention to road surface, drainage and summer parking issues as detailed below.



Highways and traffic

4.5 Beach Road begins at the bus stop and the Public Right of Way to Charlestown. At this point there is no restriction on parking as far as the junction with Chatsworth Way.

4.6 At the junction with Chatsworth Way there is a grit bin to help traffic in winter as the road is extremely steep and can be dangerous to both traffic and pedestrians. A handrail is provided to give further assistance to pedestrians. Double yellow lines now line both sides of the remainder of Beach Road as far as the beach.

4.7 There is a pavement on the southern side as far as number 58 where Crinnis Woods starts. There is no footpath on the northern side of the road.

4.8 Speed bumps were introduced to slow down the traffic after a fatal accident some years ago when the Cornwall Coliseum entertainment venue and Gossips nightclub on Crinnis Beach attracted many people to the beach. The road has recently been resurfaced and the old speed bumps replaced by shallower versions to enable safer passage by the bus service and emergency vehicles.

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4.9 During the school summer holidays and on public holidays all roads in areas 6 & 7 experience congestion because of overspill from the Carlyon Bay beach car park. Residents are concerned that as visitors are unable to park on Beach Road, due to parking restrictions, they park on the adjacent narrower and private roads. The congestion is in danger of impeding access for emergency vehicles.

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