



Portreath Parish

Village Character Assessment

## Contents

Contents .....	1
Introduction .....	4
A brief history of the villages of Portreath and Bridge .....	5
Approach to the Village Character Assessment .....	8
Summary of Planning Guidelines .....	12
Portreath Character Areas .....	15
Portreath Character Area: P1A - Historic Core .....	16
P1A Planning Guidelines .....	22
Portreath Character Area : P1B - Historic Core .....	24
P1B Planning Guidelines .....	29
Portreath Character Area: P1C - Historic Core.....	31
P1C Planning Guidelines .....	37
Portreath Character Area: P2 – Harbour Area.....	39
P2 Planning Guidelines.....	46

## Contents

Portreath Character Area: P3 – Modern Core .....	47
P3 Planning Guidelines.....	52
Portreath Character Area: P4 – Northern Valley Side.....	53
P4 Planning Guidelines.....	59
Portreath Character Area: P5 – Southern Valley Side.....	61
P5 Planning Guidelines.....	67
Portreath Character Area: P6 – The Incline Valley .....	69
P6 Planning Guidelines.....	75
Portreath Character Area: P7 – Cot Road and Gwel-an-Mor.....	77
P7 Planning Guidelines.....	83
Portreath Character Area: P8 – Sunnyvale Road.....	84
P8 Planning Guidelines.....	90
Bridge Character Areas.....	92
Bridge Character Area: B1 – Historic Core.....	93
B1 Planning Guidelines.....	99
Bridge Character Area: B2 – B3300 South Side.....	100
B2 Planning Guidelines.....	105
Bridge Character Area: B3 – B3300 North Side .....	106

Contents

B3 Planning Guidelines..... 111

Bridge Character Area: B4 - WAAF Camp and Chygarder ..... 112

B4 Planning Guidelines..... 118

Bridge Character Area: B5 – Tolticken Bottom ..... 120

B5 Planning Guidelines..... 126

Bridge Character Area: B6 – Bridge Moor/ Portreath Moor ..... 127

B6 Planning Guidelines..... 132

Bridge Character Area: B7 - Farmsteads close to Bridge but outside the Parish Boundary ..... 134

## Introduction

This Village Character Assessment has been prepared by Colette Beckham of Gain Consulting on behalf of the Portreath Parish Neighbourhood Plan Group. The information has been gathered by 15 dedicated volunteers drawn from the Parish who have given their time in order to describe the character of the settlements of Portreath and Bridge, to understand what is valued about those areas and what pressures they are under for change.

The settlements within the Parish are immensely valued. People want to retain all that is special and important about Portreath and Bridge, ensuring that their unique character, shaped by community, culture and heritage over hundreds of years, remains readable and available to be enjoyed for generations to come.

The purpose of the Village Character Assessment is to map and describe the areas of Portreath and Bridge that are distinctly different from one another. These differences arise from their historic development, the period of built development, the design of the buildings, the spaces and greenery within the area; the topography, transport pattern and the nature of the views. These elements all combine in different ways to give an area a unique character that can be mapped and described. Once we have understood the elements of character, we can make judgements on those elements which are valued by the community, both positive and negative. We can also describe the forces for change that these townscapes are under, evidenced by the condition of the place.

Finally, the last step is to combine what we know about character, value and pressures and then to produce, for the purposes of the NDP, Planning Guidelines which set out how character can be conserved and enhanced and how poor condition and pressures might be addressed. These guidelines give a steer in terms of policy objectives and policy content within the NDP, in relation to village character.

## A brief history of the villages of Portreath and Bridge

Portreath and Bridge are first recorded in the 15<sup>th</sup> and 14<sup>th</sup> centuries respectively. Prior to 1760 were no more than hamlets. Portreath being coastal and being on the small sandy flood plain of the Portreath river was reliant on Pilchard fishing and perhaps small holding whereas inland Bridge was a farming community. The growing copper and tin mining taking place inland in Gwennap, Redruth and Camborne at that time was too distant to have had any impact.

Up until then the early copper and coal trade with South Wales had taken place from small copper quays dotted around the Cornish coast and many sailing ships were lost rounding the Manacles and Lands End. Portreath was ideally placed to avoid those hazards and considerably shorten the journey and an early attempt to build a suitable harbour at the Western end of the beach was made in 1713, but it was destroyed by storms. It was not until 1760 that work began on the current harbour, with the creation of the pier, small basin, daymark and flag signalling system including the Lower Pilots Look-out which are still extant today. Even though it was a very dangerous harbour in adverse winds it heralded the transformation of Portreath's fortunes, and we begin to see short terraces of workers dwellings and one or two detached villas appear on the maps of the time. In the 1770's the new Watt low pressure steam engines for the Gwennap mines were being imported via Portreath and they heralded a great expansion in the Gwennap mines and Cornish mining generally.

### Landmarks in the development of Portreath

1784: The creation of The Portreath Company which leased the harbour from Sir Francis Bassett of Tehidy. This was made up of the Williams family of Scorrier and The Fox family of Falmouth who between them had extensive interests in the Gwennap mines, the Swansea copper smelters and a sailing fleet. Thus, Portreath became home to the Welsh Sailing Fleet carrying principally copper to South Wales and steam coal back to Portreath for the inland mines.

1801-1846. The dangerous harbour was progressively enlarged and made much safer by extending the pier, the addition of two new basins and the installation of timber baulks to protect the basins.

1809: The Portreath Tramroad Company was formed with the same principals as the Portreath Company and the first tramplate was laid by Sir Francis Bassett in 1809 in Portreath and the first horse drawn wagon delivered coals to the marshalling yard at Scorrier and copper ore to the company ore hutches on Portreath harbour. The appalling state of the steep, narrow mule tracks in winter, tramped by literally thousands of mules each year, was thus circumvented.

## A brief history of the villages of Portreath and Bridge

Mid-19<sup>th</sup> century: Portreath became the busiest port in Cornwall for a short while. In 1836 347 vessels discharged and loaded in the harbour with up to 40 being able to dock at any one time.

1838-1873: Serious competition from the newly opened Portreath branchline of the Hayle Railway and its steep incline into Portreath combined with the decline of the mining industry and especially the exhaustion and/or closure of Poldice, Treskerby and North Down mines – it's principal sources of revenue- began a rapid decline in the 'Tram' which became derelict with occasional use and no final closure date is known.

1886- 1925 Portreath becomes a free port and the rise of the coastal collier trade under the Bain dynasty. The harbour was now leased to David W Bain, and later his son, who gradually increased the coal trade and developed a steam fleet to operate a very successful coastal collier trade based in Portreath. This flourished until World War1 and the closure of the Basett mines which it supplied with coal via the Incline, after which the reduced fleet had to diversify its cargo. David Wise Bain died in 1925 leaving behind many harbour improvements, his family home of Glenfeadon House, and a rich history. The harbour was then run by several different companies, still with coal as the principal cargo. The last vessel entered Portreath in the early 1960's. Of course there were other activities in the harbour including ship building, a fish cellar, lime kilns to name a few and other activities outside the harbour such as tin streaming on the beach and further inland and all the people and trades necessary to service these activities – wheelwrights, shipwrights, carpenters, blacksmiths, coal merchants, pilots, ships captains, sailors, harbour workers, coastguards, cobblers, shop keepers and inn keepers - but all very much associated with mining one way or another. A school arrived, chapels and churches. Community halls, everything that a burgeoning population needs to not only survive but thrive.

2006: Portreath and its tramroads were included in the Cornish Mining World Heritage Site. in recognition of this extraordinary history and surviving heritage.

### Tourism

Portreath, with its lovely golden sands and dramatic cliffs, has always been popular with the local people of Redruth and Camborne despite the coal dust, its working harbour as well as its beach being a great attraction. Now, of course, there is a thriving tourist industry attracting tourists from all over the country and abroad which means property prices have soared, second homes and holiday lets taken over in some areas and local people, especially the young, priced out of the market. Never-the-less Portreath has a thriving full-time community aware and proud of its great history and most concerned that its heritage be preserved.

A brief history of the villages of Portreath and Bridge

## The development of Bridge

The village has gone through several phases of development.

In 1795 it consisted of half a dozen houses, an ancient grist mill and a newly built Wesleyan meeting house. A larger Chapel replaced the meeting house in 1816 capable of holding up to 700 people from Bridge and the surrounding area. It was largely an agricultural community with some of the surrounding farms dating back to the middle ages.

By 1840 the heart of the village as we know it today was in place with the Chapel, the Bridge Inn (open before 1830), a blacksmith's shop and a village shop, cottages on Winks Hill near the Chapel and the terrace of cottages opposite the Inn. Other cottages had also been built closer to the tram road.

There were 175 residents in 1841 and their mix of occupations shows the change from an agricultural community to one more dependent on the local mining industry. There were 8 agricultural labourers and 21 miners. In a thriving community there were also 4 blacksmiths, 3 millers, three tailors, a carpenter, a coal porter, and an 'engine man'.

More cottages and larger houses were added during the second half of the 19<sup>th</sup> century but by 1891 the resident population had declined to 90 with miners leaving to seek their fortune overseas.

The next phase of development saw the opening of Bridge Garage in 1935 alongside the one remaining blacksmith's shop and RAF Portreath built on the orchard of Chygarder Farm and set up a WAAF camp on land belonging to Cambrose Farm. Today Bridge Garage is still operating, and the RAF buildings have been repurposed and are part of a small industrial estate. Local farms have also diversified into the tourism industry developing holiday lets.

The most recent phase of development (1960 to date) has created additional small residential areas on land between the historic buildings without impinging on the character of the village: five bungalows set back from the Redruth to Portreath road and another five off Bridge Hill and two houses added near the old cottages opposite Bridge Garage.

Additional residential areas have also been created along the Portreath Road at the base of Tolticken Hill and at Bridge Moor.





**FIGURE 1 CHARACTER AREA  
FIELDWORK TRAINING**

## Approach to the Village Character Assessment

The process of production of the Village Character Assessment began in July 2019 with the appointment of Gain Consulting and the drawing up of draft village Character Areas. These maps were consulted upon with the NDP Group's Village Character Assessment leads. Portreath Village Character Area 1 was eventually split up into 3 areas - 1a, 1b and 1c, as there were enough significant differences in the character of the historic core to warrant a split.

On 14 Sept 2019 a Village Character Assessment training day was held for 15 volunteers at Portreath Millennium Hall. Colette Beckham of Gain Consulting ran the training course on the survey for the Village Character Assessment.

The volunteers subsequently worked in pairs or groups of three to assess all the Character Area's mapped for Portreath and Bridge, collecting information on -

- Overall impression
- Buildings
- Spaces
- Views
- Landscape and Green Infrastructure
- Transport and Access
- Aesthetic and Tranquillity
- Value (positive and negative)
- Pressures and Condition
- Settlement Edge (where the Character Area met the area defined within the Portreath Parish Local Landscape Character Assessment).



**FIGURE 2 VOLUNTEER TRAINING**

## Approach to the Village Character Assessment

The surveyors were asked throughout to comment on value whilst undertaking the survey and to give their value statements a score from +5 (very positive) to -5 (very negative). They were also asked to rank each aspect of character in order of how strongly each aspect contributed to overall character. This is reflected in this report in the ordering of the 'Key Characteristics' part of each Character Area description.

The information returned by the volunteer surveyors was extremely detailed, enabling this report to be pulled together. A consultant's field survey was undertaken post field survey to check information and provide consistency in key elements such as the Settlement Edge Assessment.



**FIGURE 3 VOLUNTEERS LEARN THE ROPES**

## Settlement Edge Assessment

The Village Character Assessment incorporates an assessment of settlement edge where the edge of a Character Area meets open countryside (defined by the Local Landscape Character Assessment). The assessment describes the edge, the nature of the housing on the edge and the nature of the vegetation. The assessment says if the edge is strongly or weakly defined by built development or green space and vegetation. The assessment can then make a judgement on the scope for further development at the edge, considering the potential or other wise to improve the visual appearance or coherence of the edge when viewed from within and outside the settlement.

The Settlement Edge Assessment also makes a judgement on whether any opportunities exist for 'rounding off' or 'infill' development on the settlement edge. This directly relates to Policy 3 of the Cornwall Local Plan, 'Role and Function of Places', which states:

### **Cornwall Local Plan Policy 3 – Role and Function of Places**

*“Other than at the main towns identified in this Policy, housing and employment growth will be delivered for the remainder of the Community Network Area housing requirement through:*

- *identification of sites where required through Neighbourhood Plans;*

## Approach to the Village Character Assessment

- *rounding off of settlements and development of previously developed land within or immediately adjoining that settlement of a scale appropriate to its size and role;*

The Cornwall Local Plan defines ‘rounding off’ and ‘infill’ for the purposes of implementing policy 3.

### **Infill:**

*For the purposes of this policy, ‘infilling’ is defined as the filling of a small gap in an otherwise continuously built up frontage that does not physically extend the settlement into the open countryside.*

### **Rounding off:**

*This applies to development on land that is substantially enclosed but outside of the urban form of a settlement and where its edge is clearly defined by a physical feature that also acts as a barrier to further growth (such as a road). It should not visually extend building into the open countryside.*

By defining opportunity for rounding off or infill, the Village Character Assessment can assist in directing development to where it would have minimal impact and would conserve and enhance character.

## Defining a settlement boundary for Portreath

The settlement edges defined as part of this study was to facilitate a character assessment of the settlement edge. **It does not define or designate a settlement edge boundary for the purposes of the Portreath Parish Neighbourhood Plan.** However, the results of the settlement edge assessment can inform the drafting of settlement boundaries for Portreath and Bridge.

## Cambrose

Cambrose has not been included as a settlement for the purposes of this study.

The Cambrose area, from the Portreath stream up to the plateau of Nancecuke downs was always mainly agricultural, an area of scattered farms, small holdings and some miner's cottages with no centre and no services. The first service was the Protestant meeting place and that became the precursor of Bridge and Mawla chapels with nothing left in the Cambrose area. A shop for Cambrose near the main road from Portreath to Porthtowan was short lived. Although there is a greater density of scattered dwellings along the main road, Cambrose is seen as part of the scatter of dwellings across the whole area, not as a hamlet and not as a village with no coherent sense of community. The scattered nature of the dwellings at Cambrose meant that defining coherent and understandable Character Areas was not practically possible. In addition, many properties are along private drives surrounded by trees and hedges and this means that field survey would have also been impractical.

## Summary of Planning Guidelines

### 1. Buildings

- 1.1. Ensure that any development or redevelopment within the area reflects the historic vernacular of the area and is of a size, scale and form consistent with the existing historic buildings, taking design cues from character properties, as outlined in the Character Area descriptions. Ensure consistency of scale of new build and redevelopments within the area, reducing scale from the larger properties recently constructed and ensuring built form doesn't dominate the plot. Limit further excavation of steep slopes on the valley sides to accommodate development with larger footprints.
- 1.2. Restrict, where possible, the proliferation of holiday homes and resist the construction of new dwellings specifically for holiday letting purposes. This is a specific issue in Character Areas P4 and P5 where a primary residency policy should be introduced to ease development pressure for second homes and holiday homes. Holiday home stock should be retained at Gwel-an-Mor within P7 as further conversion of these properties for all year-round residential use should be limited.
- 1.3. Take opportunities through redevelopment to introduce more of a maritime character in the design detailing of the harbour houses. (see design cues) and ensure all developments in the area design for the maritime climate and are suitably robust to withstand strong and salt laden winds.
- 1.4. Maintain important facilities such as shops in both Portreath and Bridge and take all opportunities to restore community buildings into good condition and retain their function as community assets. Take opportunities to restore a village shop within Bridge and resist changes of use of existing commercial sites for housing.
- 1.5. Maintain and enhance the open spaces that contribute to the strong sense of a village centre around the Bridge Inn pub and the Portreath Arms pub.
- 1.6. Limit further ribbon development along the B3300 and seek to maintain a physical and visual separation between existing areas of development at Bridge/ Portreath Moor and Tolticken Hill and the edge of Portreath.

### 2. Heritage

- 2.1. Maintain the integrity, condition and setting of the historic terraces and housing within Portreath and Bridge and consider the designation of the historic housing in Bridge and Portreath (P1 (A, B and C) and B1 and B3) as a Conservation Area. Seek protection from small scale alterations through a removal of Permitted Development Rights in the World Heritage Site via an Article 4 Direction

## Summary of Planning Guidelines

- 2.2. Maintain historic features such as the incline bridge in good condition and take opportunities for sensitive interpretation of important historic features and the World Heritage Site for the benefit of the local community and visitors.

### 3. Landscape and Green infrastructure

- 3.1. Maintain the natural, open and undeveloped character of the valley sides to the North and South to conserve the setting of the core of Portreath, cradled in a valley. Retain the wild, open nature of the hillside, with a land cover of coastal grassland, heathland and scrubby vegetation by limiting the amount of new build development on the coastal valley sides.
- 3.2. Take opportunities to re-naturalise the stream corridor where it has been canalised and to generally expand the natural stream corridor as an important green link and wildlife habitat with an important role in flood control.
- 3.3. Take opportunities where possible to underground the intrusive wirescape in Portreath.
- 3.4. Take opportunities to improve the currently hard character of the public realm, to better integrate development and increase permeability through the inclusion of green infrastructure such as naturalistic coastal planting and public green space areas in the following areas
  - Car Park and Harbour
  - The Harbour Houses and waterfront
- 3.5. Take opportunities to improve the integration of existing properties within or on the edge of the wooded valley sides, through the inclusion of tree and native hedge planting.

### 4. Views and vistas

- 4.1. Maintain and enhance the following views which are iconic to Portreath and Bridge and valued by the community
  - The open view across Portreath and to the Northern steep valley side from the elevated terraces.
  - The open view across Portreath and to the Southern valley side
  - The Portreath valley from the historic terraces and Penberthy Road.
  - The open view down Harbour Terrace, past Harbour House and out to the coast and Gull Rock.
  - The coast, Gull Rock, the harbour, village and Portreath valley and out to Gull Rock from the coastal valley sides.
  - The unfolding view on rounding the bend at the top of Tregoa Hill.
  - The view of the bay and valley sides from the lookout at Feadon Farm.
  - Views across Portreath from Sunnyvale Road.
  - Open rural views, North and South of the WAAF site in Bridge.

## 5. Transport and access

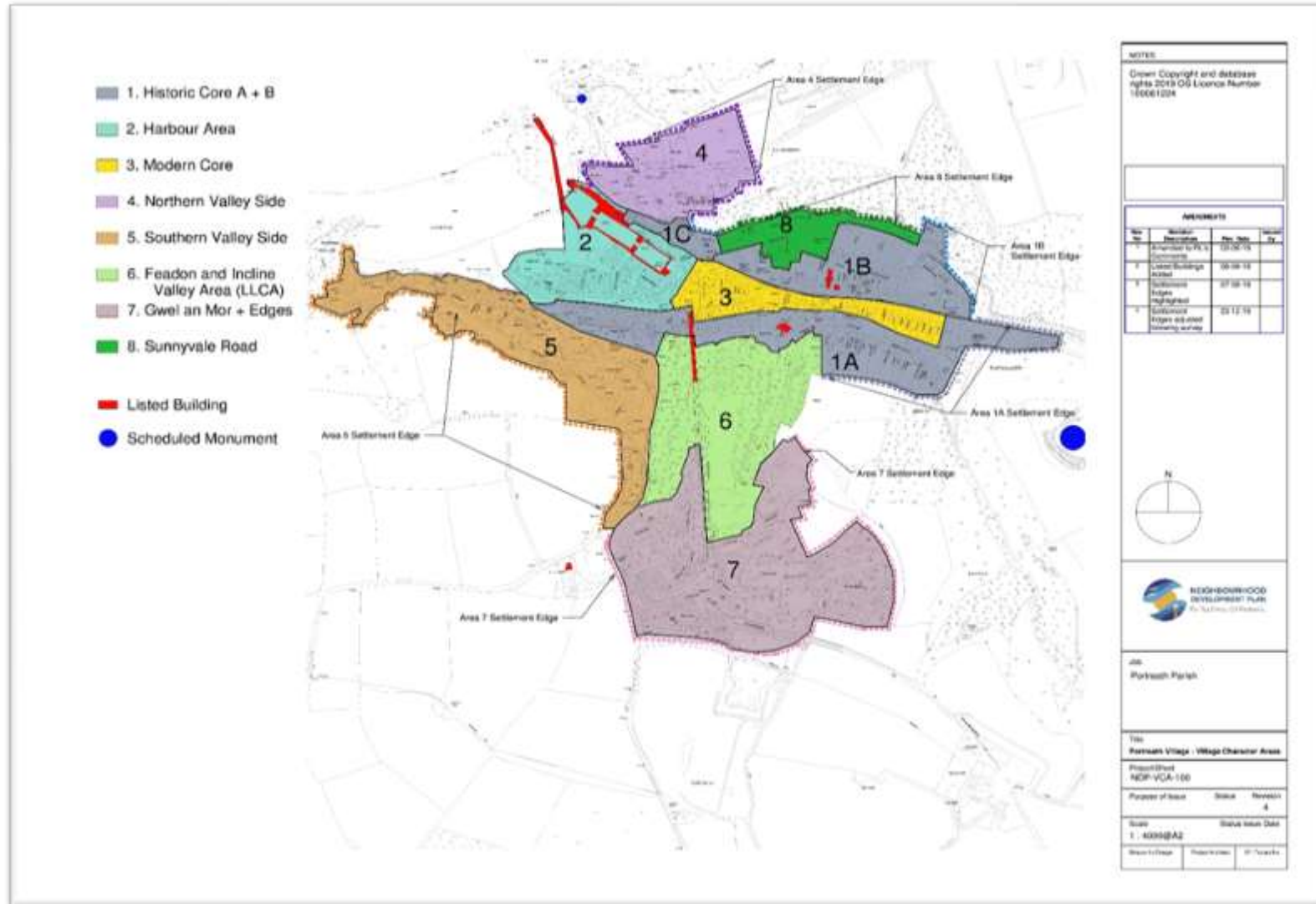
- 5.1. Ensure all future development has adequate parking provision so as not to exacerbate the parking congestion along the terraces and Penberthy Road and to relieve the pressure for conversion of front gardens to parking.
- 5.2. Improve the signage of walking routes through the estate and from the harbour to the beach and improve permeability by introducing crossing points into the Harbour Houses. Introduce a safe path down to the beach from Gwel-an-Mor and improve the signage of the Cornish Way. Provide adequate signage for the Mineral Tramway off the main road so cyclists and walkers don't compete with cars, particularly on the B3300. Maintain and enhance surfacing of all walking and cycling routes.
- 5.3. Take opportunities to improve the safety of the B3300 and generally slow traffic flows, reducing noise. Introduce traffic calming and/or 'slow' signs on the approaches to the bends in the road close to housing and to facilitate pedestrians and cyclists crossing the B3300 onto the Tramway.

## 6. Settlement edge

- 6.1. The settlement edge assessment has revealed that the current edges of Portreath and Bridge are highly sensitive landscapes and there is very limited opportunity to extend the built form of the settlement in a way which would not have an adverse impact, both visually and on landscape character. Extending built development would also weaken the coherence of the current edge which is, for the most part, well defined. Weakly defined settlement edge in Character areas 4 and 5 is largely due to piecemeal redevelopment along the hillside and the direction should now be to limit further development of the coastal valley sides in the ad-hoc way that it has taken place to date.
- 6.2. There are limited opportunities for rounding off and infill within Bridge that has been identified in the assessment. Within Portreath, there is opportunity for redevelopment of substandard properties and development plots within the village.

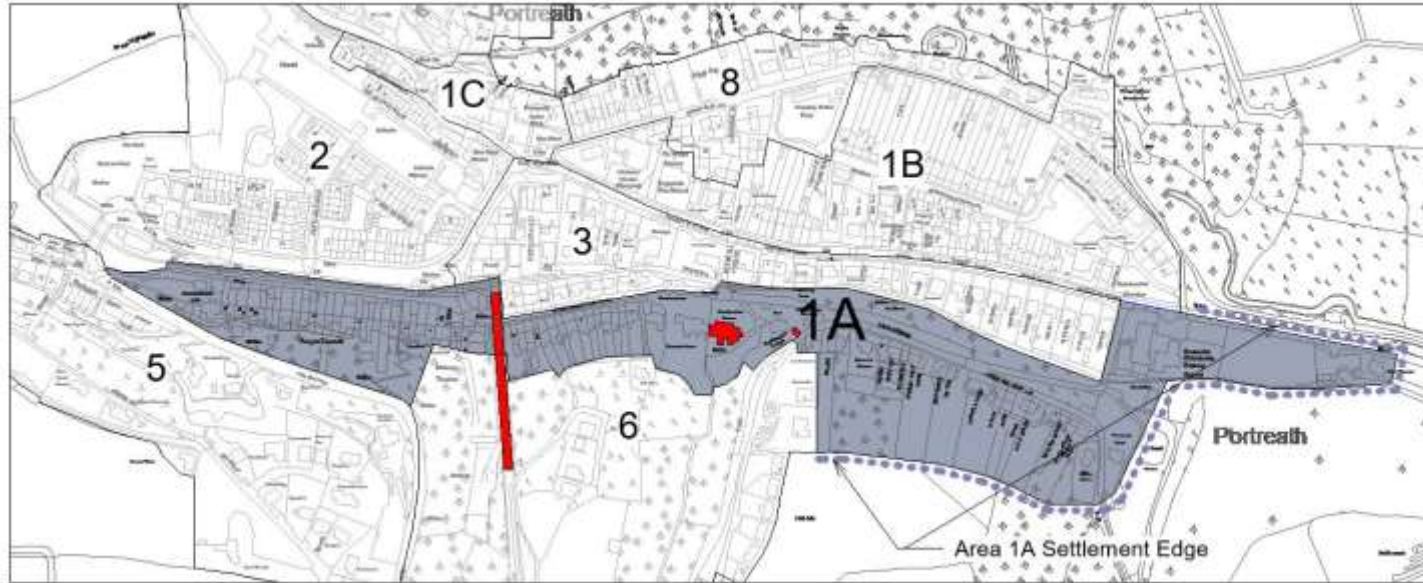


## Portreath Character Areas





## Portreath Character Area: P1A - Historic Core



### Overview

The old, historic core of the village. A long linear area of pretty, historic terraces and villas enclosed to the rear by the Southern steep valley sides within Character Areas P5 and P6. Slightly elevated in position, the terraces have views over the village, sitting on its flat valley floor, with the natural green space of the Portreath stream in the foreground. The buildings are very attractive and define this Character Area, being of traditional construction, built of local stone and retaining many original features such as sliding sash windows and ornate wooden facades.



FIGURE 4 GLENFEADON TERRACE

## Designations

- The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Area
- Grade II Listed: Glenfeadon House; Gazebo on the corner of the lane approx. 70m East of Glenfeadon House; The Portreath Incline, Lower Raised Part including both bridges, river and road.
- Tree Preservation Order Area between Glenfeadon and Feadon Farm (extending into Character Area P6)



**FIGURE 5 GLENFEADON HOUSE AND BASSETS ACRE**

## Key Characteristics

- Stone built historic terraces and detached and semi-detached villas of Killas stone of traditional design and construction some with attractive bay windows and Glenfeadon House with an ornate facade and detailing.
- An attractive area with high levels of peace and tranquillity. A green and leafy area enhanced by the well vegetated corridor of Portreath Stream. Leafy views to focal points such as the Incline Bridge and views along the attractive terraces.
- The stream corridor gives a feeling of openness and spaciousness.

## Buildings

Buildings are mainly late 18<sup>th</sup> to late 19<sup>th</sup> century and are a combination of terraces and detached/ semi-detached villas of varying scale, constructed of local stone with granite lintels and quoins. Roofs are slate with red ridge tiles and brick chimneys - a unifying feature of the continuous line of the gable ended terraces. Detached villas have hipped roofs. The frontage of Glenfeadon House is unique in the village. Many of the houses have attractive bay windows and original wooden doors, some beautifully decorated. Houses occasionally have traditional roof dormers. Many of the wooden sash windows have now been replaced with UPVC. Similarly, some doors have been replaced, although replacements are in keeping.



**FIGURE 6 LISTED GLENFEADON HOUSE**



FIGURE 7 PRIMROSE TERRACE (SHOWING RAISED WALKWAY)

### Design Cues

- Local Killas stone
- Hipped, slate roofs
- Granite quoins and lintels
- Gable end terrace, pitched roofs
- Red ridge tiles and brick chimneys
- Ornate woodwork and traditional porches
- Traditional sliding sash windows and traditional bay windows



FIGURE 8 ROOFSCAPE VIEWS FROM PRIMROSE TERRACE

### Spaces

Due to the terraced nature of much of the housing, there are no gaps between the buildings, aside for the walled gardens of some of the villas. The stream, which bounds the area, gives a feeling of natural spaciousness. Plots along the terrace are long and thin, and in places the low stone garden walls remain, although many of these have now been removed to make space for cars and sheds.



FIGURE 9 THE INCLINE BRIDGE

### Views

Views are channelled along the valley floor and along the terraces to focal points such as the historic Incline Bridge. There are glimpsed views of the attractive houses beyond from both sides of the bridge, from the stream bridge and the historic Glenfeadon House. The slight elevation of Primrose Terrace provides views out of the area across the stream and roofscapes, both modern and historic, within Character Areas P3 and P1B.



## Landscape and Green Infrastructure

Landscape is defined by the topography of the steep valley side that is well vegetated with scrub and in places becomes a cliff behind the terraces. The stream corridor is well wooded between School Hill and Primrose Terrace and hosts a mix of natural and planted vegetation such as Yellow Flag Iris and honeysuckle. The stream is a significant green and blue linear feature supporting wildlife such as kingfishers and passerines. Primrose Gardens, in contrast, is a formal garden, although its relaxed management blends well with the natural surroundings. The gardens of the terraces extend up the steep valley sides and merge into the scrubby vegetation and woodland of the hillside. To the front of the properties, gardens are well planted with a range of shrubs and flowers.



**FIGURE 10 STREAMSIDE WALK FROM TREGEA TERRACE**



**FIGURE 11 TREGEA TERRACE**

## Transport and Access

The tarmac road that runs in front of the terraces is straight and narrow, with enough room for only one car to pass. Pavements vary, with the pavement on Primrose Terrace being a raised feature, whilst on Glenfeadon Terrace the pavement is standard tarmac and there is no footway on Tregea Terrace, where the road dead ends. Car parking is in converted front gardens and along the road. The Mineral Tramway multi-use trail runs from the harbour car park, along the terraces and into the 'Hillside' access track (through Character Area P6) and a well-maintained zig-zag footpath links Tregea Terrace with Tregea Hill. The two stone-built bridges of the Portreath incline, once the Portreath branch line of the Hayle railway are characteristic features of the area.

## Aesthetic and tranquillity

Attractive historic terraces and villas and the pretty, green nature of the adjacent stream with fragrant planted shrubs and natural valley side gives the area a high aesthetic value. The streets are quiet and residential although they get busier during school run times. The area is well lit at night by streetlights.

## Value

### Positive

The area is highly evocative of the village as it was before modern development took place. The relative tranquillity and intimacy of this area, bounded by the natural vegetation of the valley, so characteristic of Portreath is very valued. The strong contribution made by the continuous terraces and the historic vernacular of this area is also highly important.

### Negative

The modern replacements of wooden original doors and windows are a detractor, as are front gardens that have been converted to parking spaces.

## Pressures and condition

The main pressures on the area come from holiday lets and off-street parking along the road e.g. at Glenfeadon Terrace, where walls have been removed and hardstanding created in former front gardens, potentially contributing to flood risk. The canalisation of the stream banks impacts currently on wildlife and potentially restricts the ability of the stream to accommodate higher flows in the future. There is one modern bungalow in the area, the result of modern infill development although this doesn't significantly impact. Generally, the Character Area is well maintained although there is some evidence of dilapidation and there have been some inappropriate extensions and additions. Primrose and Glenfeadon Terraces are both used as a rat run to the school with busy traffic at school times. There is pressure on the long garden plots for subdivision into building plots and annexes.



**FIGURE 12 GARDEN CONVERSION TO PARKING, GLENFEADON TERRACE**

## Settlement Edge

### Adjacent Local Landscape Character Type

- Steep Valley Side

The settlement edge of P1A is quite weakly defined behind Glenfeadon and Primrose Terraces where the edge is defined by the boundaries of the long garden plots behind the houses. Some of these plots are well overgrown and merge into the woodland edge vegetation of Character Area P6 (which is an area also described within the Portreath Parish Local Landscape Character Assessment as 'steep valley side'). The housing along the terraces informs a more coherent edge. The rows of housing lack gaps and therefore there is no potential for infill. The linear nature of the rows means that there is equally no opportunity for 'rounding off' in this location.

## P1A Planning Guidelines

### Buildings

- P1A 1. Ensure that any development or redevelopment within the area reflects the historic vernacular of the area and is of a size, scale and form consistent with the existing historic buildings.
- P1A 2. Restrict, where possible, the proliferation of holiday homes and resist the construction of new dwellings specifically for holiday letting purposes.

### Heritage

- P1A 3. Maintain the integrity and continuity of the historic terraces.
- P1A 4. Consider the designation of the historic housing in the Character Area as a Conservation Area.
- P1A 5. Seek protection from small scale alterations through a removal of Permitted Development Rights in the World Heritage site via an Article 4 Direction.
- P1A 6. Maintain the setting of the historic terraces, backed by a naturally vegetated steep slope and an open aspect to the front.
- P1A 7. Maintain historic features such as the incline bridge in good condition.

### Landscape and Green infrastructure

- P1A 8. Take opportunities to re-naturalise the stream corridor where it has been canalised.
- P1A 9. Maintain the integrity of the characteristic long garden plots by resisting subdivision.

### Views and vistas

- P1A 10. Maintain open view across Portreath and to the Northern steep valley side from the elevated terraces.

### Transport and access

- P1A 11. Ensure all new development has adequate parking provision so as not to exacerbate the parking problems along the terraces.

## Settlement edge

- P1A 12. There is no opportunity for development of the settlement edge because of the coherent nature of the built form. Further built development in the rear gardens would further weaken the coherence of the settlement edge and adversely impact on the steep valley side Local Landscape Character Area.



## Portreath Character Area: P1B - Historic Core

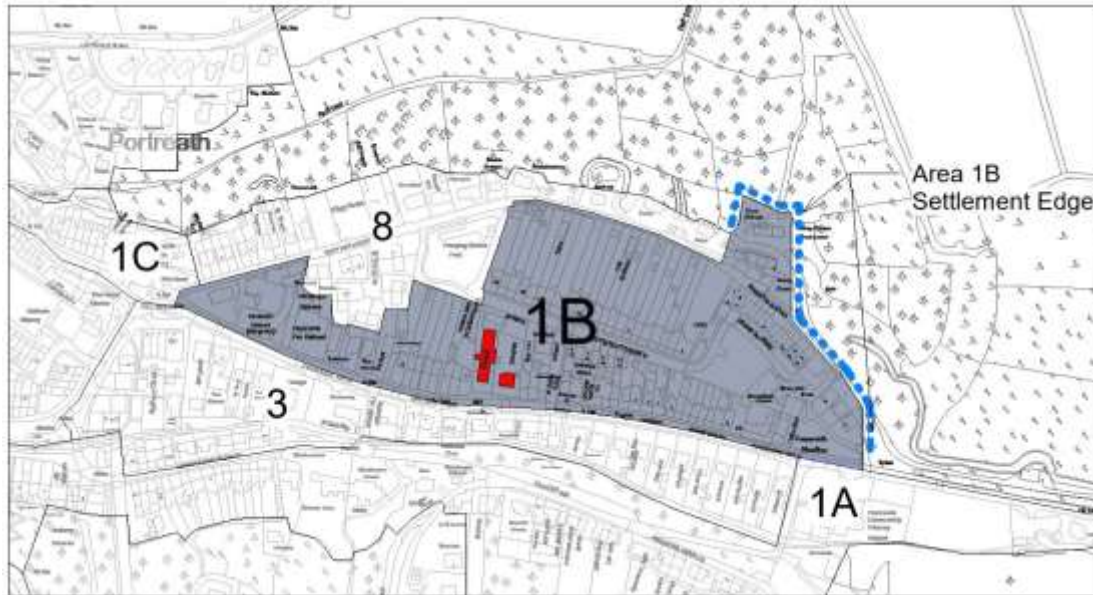


FIGURE 13 TERRACES ON PENBERTHY ROAD

### Overview

The historic area at the heart of the village, consisting of mainly linear developments of historic terraces of varying lengths, interspersed with historic villas and occasional post war infill. The terraces are subject to the busy traffic noise along the main Penberthy Rd. The buildings that define the character of the area are stone built, traditional residential housing with traditional detailing such as small pane sash windows. The terraces are along Penberthy Road, with Greenfield Terrace to the rear of Penberthy and Sunnyvale Terrace, sitting in an elevated position at the Eastern end of Sunnyvale Road.

### Designations

- The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Area.
- Grade II Listed: The Methodist Church; Trecarrel.

## Key Characteristics

- Stone built historic terraces and detached and semi-detached villas of Killas stone of traditional design and construction with ornate frontages and detailing.
- Buildings stand to the front of plots with larger rear gardens and small front gardens that are bounded by low walls of Killas stone.
- An attractive area with high levels of peace and tranquillity, juxtaposed with the busy Penberthy Road.
- Variable vegetation in private gardens.
- Long distance views of the Portreath valley and views along the attractive terraces.

## Buildings

The dominant building style is that of late 18<sup>th</sup> to late 19<sup>th</sup> century gable ended terraces of varying lengths, interspersed with more grand detached villas, consistent with housing in Character Area 1A. Building materials for these properties is consistently Cornish 'Killas' stone with granite lintels and quoins and slate, hipped roofs. Wooden sash windows have largely been replaced by UPVC sash and casement and door replacements are also common. There is some post war development in this Character Area, namely the post-war infill development of block and render between Penberthy Road and Greenfield Terrace. The modern development at the end of Holmfield Park is a mix of block and render terrace and detached houses. Adjacent to this development is another modern small gated community of three new timber clad houses and a refurbished, over-clad original cottage, opposite the school. These two developments cumulatively represent unsympathetic 'rounding off' of the historic core, since the buildings are out of scale and of a different design to the rest of the area. There are a few large historic buildings in this Character Area that are still used by the community, namely the Portreath Institute (now a pre-school) Harbour House (now a care home), the former Methodist chapel, (now the Millennium Hall) and Portreath School which is still in use as the village school.



**FIGURE 14 LATE 19TH CENTURY CHAPEL TERRACE ATTACHED TO MID 19THC SURVIVAL**



**FIGURE 15 LISTED TRECAREL HOUSE, PENBERTHY ROAD**

## Design Cues

- Use of 'Killas' stone
- Granite quoins and lintels
- Hipped slate roofs
- Red ridge tiles
- Brick chimneys with clay pots

## Spaces

There are limited spaces between the terraces with two alleyways running from the main road to Greenfield Terrace and Sunnyvale Road. Garden plots would have been rectilinear, but this historic pattern has been blurred by subdivision and later enclosures, creating a diverse range of plot sizes. Buildings stand to the front of plots with larger rear gardens and small front gardens that are bounded by low walls of stone. Some of these boundaries have been replaced by block and render in places and in other areas completely removed, as gardens give way to parking spaces. The gated development presents a barrier to enhancing pedestrian connectivity, particularly between Greenfield Terrace and the school crossing.



**FIGURE 16 PARKING ON PENBERTHY ROAD**

## Views

Views in this area are an interesting mix of long channelled views down the main road and along the terraces to Southern valley side and cliffs beyond. There are small intimate and pleasant views along the pretty frontages. There are long views from the area around the school to the 'gorge'- the very narrow and steep wooded valley section out of the village. Extensive power and communications wirescapes interrupt views throughout the area.

## Landscape and Green Infrastructure

There is limited tree cover in this flat valley bottom, although there is strong sense of enclosure by trees on the wooded slopes steep valley sides to the North. Vegetation is variable in private gardens. Two expansive areas of short mown grassland exist either side of Penberthy Rd one in front of the modern development at Holmfield Park and one the school playing fields, indicating the location of the flood plain.

## Transport and Access

The dominant transport feature is the busy Penberthy Road, the main road through Portreath, which is fast, straight and usually busy, despite speed humps, with cars, coaches, caravans and HGV's. Parking is along the roadside (restricted in summer) and in converted gardens and garage extensions. Away from the main road, the terraces of Greenfield and above Sunnyvale Road are quieter. Historic cast iron undercut drains remain a historic feature of the tarmac roads. Kerbing is a mix of remnant historic granite and newer concrete. The historic route of the Portreath tramway runs along Sunnyvale Road that bounds the edge of Character Area P1B and some of the retaining wall remains.

## Aesthetic and tranquillity

Tranquillity in this area is significantly disrupted by the main road, particularly in summer. However, away from the main road this is a quiet, attractive residential area with children on bikes and walking to school and dog walkers. High levels of street lighting illuminate the terraces at night except for the inland end of Sunnyvale road which is not lit at all.

## Value

### Positive

The steep wooded valleys side to the North visually encloses and significantly enhances this area. There are still relatively few holiday-lets and second homes which means that the area retains a community feel all year round. The highly aesthetic, historic rows of local vernacular terraces and the low walled boundaries are well loved and make the strongest contribution to character.



**FIGURE 17 GARDENS AND FRONT PORCHES, GREENFIELD TERRACE**



## Negative

The modern developments at the Eastern end of the Character Area are a detracting element, particularly in that they are out of scale and of a different design to the rest of the built form.

## Pressures and condition

Overall, this area is in good condition although post-war and modern developments which are out of scale and out of keeping with the historic core of Portreath adversely impact on Character Area P1B. Alterations and extensions to properties in the area have been out of keeping, reducing plot size and increasing urbanisation. There has also been subdivision of long garden plots to create new dwellings along Sunnyvale Road. Building pressure exists in open spaces along the flat valley bottom, in the long gardens and out of the areas up the valley sides. Wirescapes throughout this area detract from the views of the coast and valley sides.

## Settlement Edge

### Adjacent Local Landscape Character Types

- Steep Valley Side and Flat Valley Bottom

The settlement edge runs behind Holmfield Park, North of Sunnyvale Road where rises the very steep (cliff) and densely wooded valley sides. Aside from the small terrace and individual dwellings at Sunny Corner, the valley side is undeveloped and there is no further potential for infill or rounding-off of the settlement.



**FIGURE 18 BUILDING PLOT TO THE REAR OF GREENFIELD TERRACE**



**FIGURE 19 MODERN 'ROUNDING OFF' AT HOLMFIELD PARK**

## P1B Planning Guidelines

### Buildings

- P1B.1. Ensure that any development or redevelopment within the area reflects historic vernacular and is of a size, scale and form consistent with the existing historic buildings.
- P1B.2. Restrict where possible the proliferation of holiday homes and resist the construction of new dwelling specifically for holiday letting purposes.
- P1B.3. Take a planned approach to the redevelopment of rear garden plots in Greenfield Terrace, taking opportunities to improve the form of the boundary between P1B and P8, improving coherence of the edge along Sunnyvale Rd (See Character Area P8). Consider low dwellings which reflect the form of current outbuildings and maintain characteristic open views from P8.

### Heritage

- P1B.4. Maintain the integrity of the historic terraces.
- P1B.5. Consider designation of the historic housing in the Character Area as a Conservation Area.
- P1B.6. Seek protection of the area from small scale alterations through the removal of Permitted Development Rights in the World Heritage Site via an Article 4 Direction.

### Landscape and Green infrastructure

- P1B.7. Take opportunities where possible to underground the intrusive wirescape in this area.

### Views and vistas

- P1B.8. Maintain open view across Portreath and to the Southern valley side and Portreath valley from the terraces and Penberthy Road.

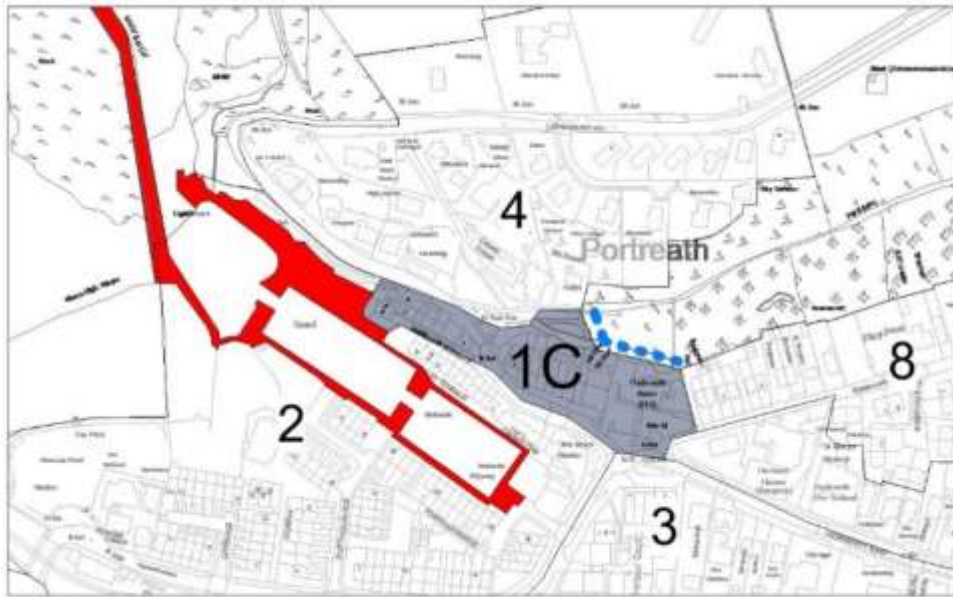
### Transport and access

- P1B.9. Ensure all future development has adequate parking provision so as not to exacerbate the parking congestion along the terraces and Penberthy Road and to relieve the pressure for conversion of front gardens to parking.

## Settlement edge

P1B.10. There is no opportunity for development of the settlement edge at Sunnyvale Terrace without significantly adversely impacting upon the wooded steep valley side character of the settlement edge.

## Portreath Character Area: P1C - Historic Core



**FIGURE 20 HARBOUR TERRACE WORKER'S COTTAGES**

### Overview

A very pretty and historic part of the village. Open in aspect, it is located between the steep sided Northern valley side and the harbour. It has spectacular glimpsed views, through adjacent development to the coast and Portreath Valley. It is comprised of two main rows of historic terraces, the worker's row close to the harbour being smaller and more utilitarian, contrasting with the grander three storey stone properties of Cliff Terrace, providing an important glimpse into Portreath's past as an industrial mining port.

### Designations

- The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Area.
- Grade II Listed: Portreath Harbour, Including slipway to the SSW.



## Key Characteristics

- Late 18<sup>th</sup> to late 19<sup>th</sup> century terraces of sandstone 'killas' some rendered and whitewashed, with granite lintels and quoins.
- Stunning views from the end of Harbour Terrace along the harbour itself, the coast, of the iconic Gull Rock and out to sea.
- Moderately tranquil and aesthetically beautiful historic part of Portreath with attractive buildings and its setting at the foot of the green steep sided valley and harbourside.
- The village square, the historic village centre, landward of the working industrial harbour, now a car park with formal planting and seating, still provides an important village focal point.
- Limited green space, the area sandwiched between the main road and the steep Northern valley side.

## Buildings

Late 18<sup>th</sup> to early 19<sup>th</sup> century terraces of sandstone killas, some rendered and whitewashed, with granite lintels and quoins. Buildings are in the form of linear, gable ended terraces of two and three storeys, with larger buildings, the Harbour Master's House and The Portreath Arms to the West and East. These two properties, along with Cliff House and houses along Harbour Terrace are of historic interest. The more affluent, larger houses contrast against the simple, former workers cottages. The three-storey terrace is mostly original with unusual white pebble detailing on ornate dormers. Windows, as in Character Area P1A and P1B, are a mixture of original wooden sash and replacement PVC sash and casement.

## Design cues

- Three storeys into the roof with small gable dormer windows or two storeys
- Killas stone and white painted render
- Slate roofs in terraces
- Red ridge tiles
- Brick chimneys and multiple clay pots
- Traditional sash windows with bay fronts



**FIGURE 21 CLIFF HOUSE AND COTTAGE, CLIFF TERRACE**

## Spaces

Spaces are largely dictated by the shape and form of the buildings in the area with Portreath Square at the heart. This square is the historic village centre landward of the working industrial harbour. It is now a car park with formal planting and seating, still providing an important village focal point. In terms of gardens, there are some narrow rectangular plots for homes on Cliff Terrace and tiny yards at the rear of Harbour Terrace, wedged between the houses and Lighthouse Hill. Cliff Terrace has small pretty front yards, some of which (as in P1A and P1B) have been converted to parking spaces.

## Views

There are stunning views from the end of Harbour Terrace over the harbour itself, the coast and iconic Gull Rock and out to sea. Long reaching linear views along both terraces and across to the less aesthetically pleasing flats and shops of Character Areas P2 and P3. There is a good roofscape view of the Dormer windows and chimney pots of Cliff Terrace.



FIGURE 22 NARROW YARDS REAR OF HARBOUR TERRACE



FIGURE 23 SUNSET VIEWS ALONG HARBOUR TERRACE

## Landscape and Green Infrastructure

This is a very restricted area for green space, sandwiched between the main road and the steep valley side that provides a scrubby vegetated backdrop to the area of ivy, gorse and blackthorn. There is a broad 'hedge' area at the end of Cliff Terrace and the front gardens of Cliff Terrace provide summer colour. A small community garden has just been completed as allotment space and awaits its new gardeners. It is unfortunately dominated by a ground level transformer.

## Transport and Access

Walkways are relatively wide and generally tarmac, aside from a narrow, cobbled strip on Harbour Terrace. All roads along the terraces ultimately dead-end. They carry limited residential traffic, becoming busier in summer. Parking is off road, within converted front gardens and in Portreath Square. The square is lit by replica Victorian lighting and houses a couple of historic artefacts, the anchor from the steam ship 'Escuriel', wrecked off Portreath in 1895 and the Cannon from the 19th century Battery at the top of Battery Hill. Cliff Terrace is tarmacked and relatively wide in comparison with the narrow, unmade and pot-holed Harbour Terrace.

## Aesthetic and tranquillity

The tranquillity of this area is impacted by residential and visitor traffic, as well as noise from the Portreath Arms at one end and the harbour and Waterfront Inn at the other. However, this area is still aesthetically pleasing in terms of the historic character of its buildings and its setting at the foot of the green steep sided valley. This is enhanced further by some amazing views out to the coast and sea. The smell of the harbour sometimes impacts on Harbour Terrace. This whole area really takes you back in time to when Portreath was a busy industrial mining port, steeped in history, much of which is still readable today.



FIGURE 25 TIGHT TRAFFIC AT CLIFF TERRACE



FIGURE 24 HISTORIC HARBOUR FOOTPATH TO THE REAR OF HARBOUR TERRACE

## Value

### Positive

The arrangement of Harbour Terrace, Harbour House and the harbour is a configuration of immense historic importance to the village, coupled with the Cliff Terrace once home to skilled mine workers and affluent ship and mine captains. The readability of this history, evident in the historic buildings and infrastructure is very valuable, as is the local vernacular design and construction of the buildings. The arrangement around the village square as a core focal point for village life is important to residents. The sensitive new extension on Cliff Terrace is very much in keeping with the historic row.

### Negative

Significant alterations to the Harbour Master's house have changed the historic fabric of the building. The outlook from the Portreath Arms and Harbour Terrace is of less aesthetically valuable flats and shops and this impacts on the historic setting of the rows.

## Pressures and condition

There is limited second homes and holiday usage in the Character Area. Pressure to 'wall in' access to the Harbour Master's House (as indicated in previous plans) would block iconic views from Harbour Terrace. Parking is an issue around the entrance of Cliff Terrace and there have been noise issues from both the Portreath Arms and the Waterfront Inn. Some of the housing appears to be suffering in the salt winds with rust stains on the white render. The road surfacing on Harbour Terrace, which is unmade and full of potholes, is not safe in the dark, particularly as Harbour Terrace is very poorly lit. Wirescapes are a detractor on Cliff Terrace.

## Settlement Edge

### Adjacent Local Landscape Character Type

- Steep Valley Side



FIGURE 26 SENSITIVE NEW DEVELOPMENT ON CLIFF TERRACE

## Portreath Character Area: P1C - Historic Core

The settlement edge is formed by the steep valley side that rises to the rear of Cliff Terrace and behind the Portreath Arms. This is a well-defined edge of pre 20<sup>th</sup> century vernacular buildings and there is no opportunity to improve the view of the settlement edge, or to infill or 'round off' the settlement edge in this location. Any redevelopment of the edge should be in keeping with the historic character of Character Area P1C, as demonstrated by the very good best practice example on Cliff Terrace.

## P1C Planning Guidelines

### Buildings

P1C 1. Ensure that any development or redevelopment within the area reflect the historic vernacular of the area and is of a size, scale and form consistent with the existing historic buildings.

P1C 2. Restrict where possible the proliferation of holiday homes and resist the construction of new dwelling specifically for holiday letting purposes.

P1C 3. Ensure all developments in the area design for the maritime climate and are suitably robust to withstand strong and salt laden winds.

### Heritage

P1C 4. Maintain the integrity and continuity of the historic terraces.

P1C 5. Consider designation of the historic housing in the Character Area as a Conservation Area.

P1C 6. Seek protection of the area from small scale alterations by the removal of Permitted Development Rights in the World Heritage Site via an Article 4 Direction.

### Landscape and green infrastructure

P1C 7. Maintain the visual relationship and connectivity between Harbour Terrace and the Harbour.

### Views and vistas

P1C 8. Maintain the open view down Harbour Terrace, past Harbour House and out to the coast and Gull Rock.

P1C 9. Maintain open view across Portreath and to the Southern valley side and Portreath valley from the terraces.

### Transport and access

P1C 10. Ensure all new development has adequate parking provision so as not to exacerbate the parking congestion along the terraces and Penberthy Road and to relieve the pressure to convert front gardens to parking.

## Settlement edge

P1C 11. There is no opportunity for development of the settlement edge without significantly adversely impacting upon the wooded valley and undeveloped character of the settlement edge.



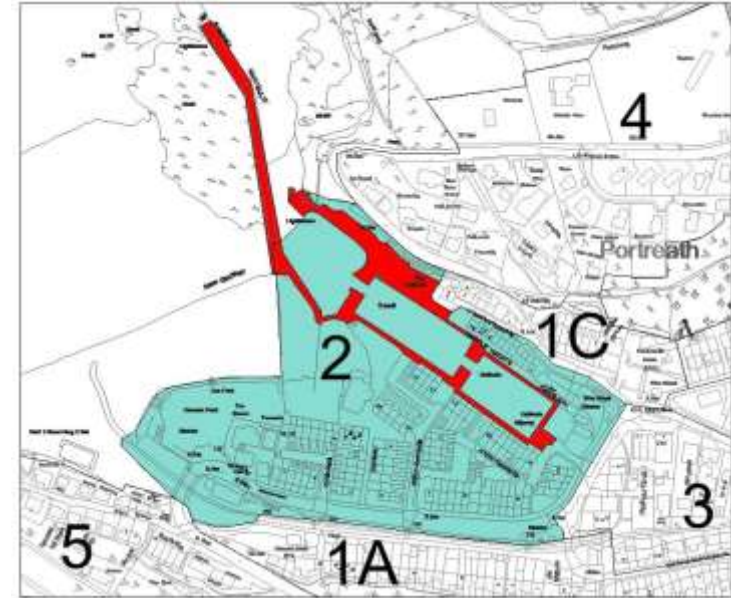
## Portreath Character Area: P2 – Harbour Area

### Overview

Character Area P2 forms the centre of the village and includes the beach, waterfront, beach car parks and the historic harbour - part of the Cornwall and West Devon Mining World Heritage Site. Historically the area was largely occupied by the coal and mineral yards around the harbour - from where the mineral tramway and rail incline dispatched and received material to and from the mining heartlands. With the end of commercial mining and the closure of the links between the port and areas inland, the area was redeveloped, largely in the 1970s, as terraced residential properties (the 'Harbour Houses'), following an overall masterplan. The general layout and the character of the properties are typical of that period, of functional, small scale design with the predominant building material being buff brick and concrete tile. On the North side is a separate three-story terrace development of flats and maisonettes and demanding stunning views of the harbour. The juxtaposition of the modern housing and the historic harbour and beach front setting defines, for many, a distinctive image of Portreath.



FIGURE 27 THE HARBOUR HOUSES FROM TREGEA HILL



### Designations

- Partially within The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Area
- Listed Buildings: The Portreath Harbour, including slipway to the SSW.





**FIGURE 28 THE HARBOUR HEAD WITH THE HARBOUR HOUSES AND THE THREE STOREY TERRACE, EITHER SIDE OF THE HARBOUR**

### Key Characteristics

- Expansive and breath-taking beach, sea and coastal views, including to the iconic Gull Rock and to the steep valley sides that cradle the village.
- The historic working Portreath Harbour with extant historic pilots' lookouts.
- The enclosed spaces from within the Harbour Houses in contrast to the wide expanses of the harbour car park, beach front and harbour.
- 1970s Harbour Houses estate in a planned, enclosed form, constructed of brick with vertical hung concrete tile or block and render.
- The lightly curving B3301 that bounds the Character Area is fast and busy with seasonal fluxuations. Cul-de-sacs dead-end within the estate.
- The juxtaposition of the beauty of the coast and utilitarian nature of the 1970s homes.
- The attractive spacious harbour side beyond the maisonettes on the North side dominated by the Lower Pilot's Look-out and its stunning views.

### Buildings

The dominant buildings in the Character Area are those of the 'Harbour Houses' - the extensive 1970's development that occupies a significant proportion of Character Area P2. The estate is comprised of predominantly two storey, small-scale rows of residential houses along cul-de-sacs that dead-end within the estate and there are some three storey flats that face onto the North side of the harbour. Houses are built either of block and render, (usually painted white or cream) or a light orange buff brick with houses half faced with vertical hung concrete tiles. Roof material is concrete tile throughout. Houses have characteristic small porches and block and render garages to the rear. Windows are predominantly UPVC casement, with many having a small bay window to the downstairs front. Doors are of UPVC of no uniform pattern. Properties that face onto the harbour carpark are of block and render design with some stone and brick detailing and the Waterfront Inn is a focal point.

Forming a smaller but very distinctive linear group on the North side is the white and pastel rendered three storey flats and maisonettes, the former with first floor French



**FIGURE 29 THE HARBOUR HOUSES FACING THE B3300**

## Portreath Character Area: P2 – Harbour Area

windows commanding intimate views of the inner harbour basins, with ground floor garages many converted to living accommodation. Around the harbour, there are some very small and historic former harbour buildings including the elevated Lower Pilot's Look-Out dominating the harbour entrance, a fisherman's hut and another stone building, now a dwelling, and the red brick fender hut. The iconic 'Monkey House' stands at the end of Portreath Pier.

### Design Cues

- White render and tile hung frontages
- Small porches to the front
- Small half moon bay windows
- Small pane casement windows
- Consider introduction timber cladding as replacement to the concrete tiled frontages
- Consider reintroducing natural materials, stone and slate, away from brick and concrete tile
- Consider a 'seaside' colour palette
- Two storeys



FIGURE 31 HARBOUR MAISONETTES, NORTH SIDE



FIGURE 30 THE 'SMALL BEACH', THE FORMER CRAZY GOLF AREA AND THE WATERFRONT



**FIGURE 32 WALKING ROUTE TO THE WATERFRONT UP CHYNANCE**

stand. On the North side of the harbour beyond the ‘terraces’ is a small ‘residents only’ car park and turning area beyond which, the space really opens out and includes a winter boat storage area.

## Views

Views in this Character Area are dictated by the spaces and, due to the complexity of the area, views take different forms. There are long channelled views from the end of the historic harbour, of the lower pilot’s look-out, the quay and the sea beyond. From the beachfront, there are panoramic views out to the iconic Gull Rock and Western Hill and to the iconic long pier and monkey house with the Pepperpot (historic daymark) visible on the cliffs beyond. and up the steep valley sides. Within the estate, views are limited to short views along the cul-de-sacs, restricted views of the beach car park and sea, with glimpsed views over to the Harbour car park and Harbour.

## Spaces

Within the ‘Harbour Houses’ estate, the gaps between buildings are planned, small and uniform between uniform small rear plots with garages and a very small enclosed area in front of properties. Within the estate there is a strong sense of enclosure. However, at the edge of the estate, where it meets the main road, the beachfront car park and harbour area there is a feeling of expansiveness with wide inter-visibility. An extension of the long pier, the sea wall, divides the Harbour Houses around the Waterfront Inn from open area. Between the houses and the sea wall is the silted up 1862 New Dock, where boats were formerly built, which creates a small, very safe beach protected by the harbour sluice gate. Between this and the sea wall is the former green leisure area, a former crazy golf and child’s play area, now covered with sand. The outer harbour wall is scaled by some steep concrete steps up onto the waterfront car park with immediate access to the beach. There is a large area of open space at the inland end of the harbour, recently tarmacked where the new Harbour Association and Coastguard buildings



**FIGURE 33 VIEWS TO GULL ROCK AND WESTERN HILL FROM THE HARBOUR WALL**





**FIGURE 34 REMEMBRANCE GARDEN ON THE B3300**



**FIGURE 35 INFORMAL OPEN SPACE WITHIN THE HARBOUR HOUSES**

## Landscape and Green Infrastructure

This is a flat expanse of development, with a step change in levels from the Harbour Car Park to the beach below, supported by a high concrete, stone faced wall. The area is subject to significant coastal forces, resulting in evidence of sand and seaweed throughout. Vegetation is limited to some Cornish palms in some private gardens, some structured planting around the remembrance garden and around the stream which flows into the sea through Character Area P2. The beach and the sea are a significant public open space asset, important for economy, health and well-being and recreation.

## Transport and Access

The main route is the B3301 which curves around the edge of the Character Area and is wide, fast and extremely busy, particularly in the summer months. Small, poorly surfaced cul-de-sacs allow access into the 'Harbour Houses' properties and these dead-end within the estate. Vehicular access along the North side of the harbour is through an arch under Cayforth flats off Cliff terrace and leads to a small 'residents only' car park. There is a cobbled walkway by the harbourside on the North side and good pedestrian access around the harbour - much of which is wheelchair accessible. There are two pedestrian accesses to the North side of the harbour. Pavements are mainly tarmac with concrete curbing, although there are some ground surfaces of historic interest around the harbour. There is a range of seating around the car parks, on the North side of the harbour and within the remembrance garden, located on the sharp bend of the B3300, and there are bus shelters along the main road. Lighting is mainly with standard streetlamps with some more ornamental lighting around the car park.

## Aesthetic and tranquillity

The tranquillity of this area changes seasonally, becoming much busier with tourists in the summer months. Very influenced by the weather and the mood of the sea, the harbour area can shift from flat calm to violent tempest. The sound of the sea, wind and waves are ever present and there is great natural light reflected off the sea. Aesthetically, parts of Character Area P2 would not be classed as beautiful although standing on the beach, the stream, cliffs and well vegetated valley sides give a different, much more natural outlook.

## Value

### Positive

The sharp contrast between the historic harbour and the modern houses and terraces makes it difficult to ascertain an overall value. However, the area has a cohesive sense of scale and the modern development has not stopped the Harbour remaining as both an operational asset and historic visitor attraction. The granite walls of the historic harbour are a fine example of period engineering and construction. The beach and spaces such as the 'little beach' created by the silting up of the New dock are highly valued. The community values the glimpsed views out of the harbour houses that enable orientation of the setting of the houses within the valley and as part of the beachfront. The North side of the harbour beyond the 'terraces' is valued for its attractiveness.

### Negative

The busy road and the hard massing of the Car Park and waterfront area are detracting features from the area, as is the utilitarian nature of the Harbour Houses which are not typically Cornish in their design or use of materials. There are therefore opportunities through redevelopment to introduce small changes to make the Harbour Houses sit more comfortably in their seaside setting. Placing emphasis on the importance of spaces between buildings could lead to a future improvement in the quality of the public realm and the value of the area for residents and visitors alike could be greatly enhanced. Clues to this exist in the form of the small remembrance garden and this type of pocket park initiative could be encouraged to extend into other areas, including perhaps the areas around the Waterfront, the 'inland beach' and old Crazy Golf pitch. Access to the beach and sea for recreation and for tourists are immensely important. The three roads into the Harbour Houses Estate align with the three bridges that ford the stream off Tregaea Terrace, however these links are disconnected by the busy B3300, with no designated crossings.

## Pressures and condition



**FIGURE 36 POT-HOLED ROAD ACCESS TO NORTH SIDE PARKING AND BOAT STORAGE AREA**

Pressure from sea and extreme weather exposure has led to significant decay to ground surfaces around the harbour and within the residential estate. Pressures from ad hoc parking also detracts from quality of shared space between buildings. Extreme exposure to the sea, sand and salt creates tired buildings that need a lot of input to keep them in good condition. Some of the spaces between buildings appear neglected with poor surfacing in places.

Silting up of the inner harbour basin with seaweed which decays rapidly in hot weather creates the well-known 'Portreath Pong' and this seaweed, together with blown sand on the road near the beach must be regularly removed. Opportunities exist in several places to enhance public realm and make better use of space, improving walking routes through the area. There are significant opportunities for greenspace enhancements around the waterfront to make the most of the unique setting and coastal location.

The access route on the north side of the Harbour is very potholed. On this side, a slightly raised area was formerly landscaped although now reverted to rough grass and weeds and has issues with dog fouling. The former crazy golf area and the small beach by the Waterfront Inn is a popular open area, and once the former crazy golf area is restored to green turf and leisure use it will become once again an attractive space - albeit subject to sand-blow and with perhaps more potential than has been realised in the past..

Pressure for development on steep valley sides outside the Character Area impact upon views from within and lead to increased sense of disconnection from surrounding natural hillsides. The quality of views from the beachfront are being impacted by large scale and inappropriate development up the valley sides, changing the setting of the core of the village. The utilitarian design of the 'Harbour Houses' has brought some protection from problems caused by second homes and holiday lets except immediately adjacent to the harbour where over 50% are already in this category. There is pressure from ad-hoc parking. There is a lack of signage of walking routes across the area, such as the ill-defined route from the harbour to the beach and there is no signage from the end of the Mineral Tramway through the area. The ill-planned renovations to the Harbour Masters House



## P2 Planning Guidelines

### Buildings

- P2 1. Take opportunities through redevelopment to introduce more of a maritime character in the design detailing of the harbour houses. (see design cues)
- P2 2. Ensure all developments in the area design for the maritime climate and are suitably robust to withstand strong and salt laden winds.

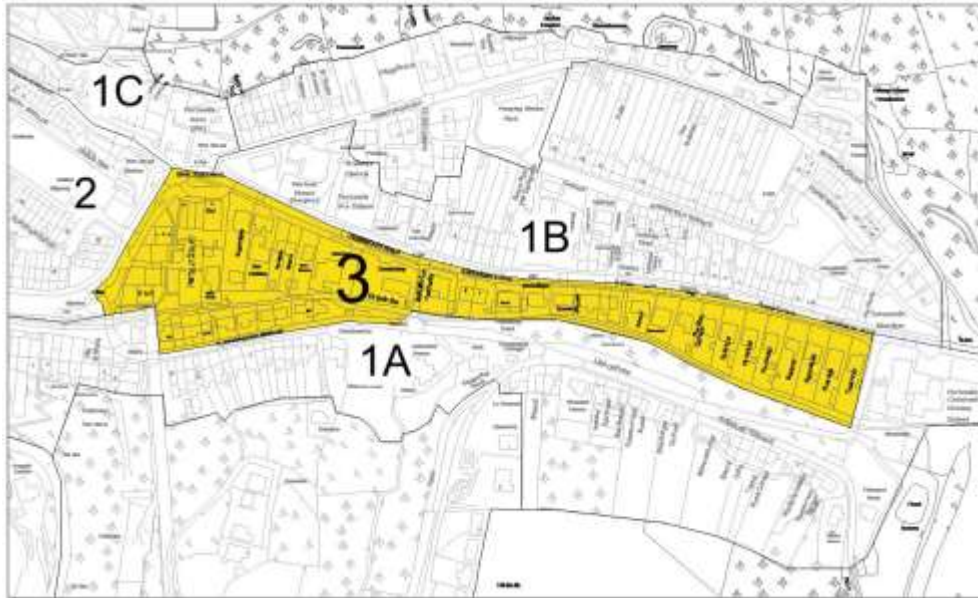
### Landscape and Green Infrastructure

- P2 3. Maintain the natural, open and undeveloped character of the valley sides to the North and South to conserve the setting of the core of Portreath, cradled in a valley.
- P2 4. Take opportunities to improve the currently hard character of the public realm around the Car Park and Harbour through the inclusion of green infrastructure such as naturalistic coastal planting and public green space areas.
- P2 5. Take opportunities through redevelopment to better integrate the Harbour House development, opening areas behind the Car Park and making the area more permeable, both visually and physically.

### Transport and Access

- P2 6. Improve the signage of walking routes through the estate and from the harbour to the beach.
- P2 7. Ensure any new development within the area has adequate parking so as not to compound the ad-hoc parking issues.
- P2 8. Improve the integration between Character Area1A at Tregear terrace and Character Area2 by introducing formal crossing points on Penberthy Road.

## Portreath Character Area: P3 – Modern Core



### Overview

An area of mixed 20<sup>th</sup> century development between Penberthy Road and Character Area P1A. The area occupies the flat valley floor to where Penberthy Road bends in front of the 'Harbour Houses' estate. Houses in the East of the area along Penberthy Road are 1930's dormer bungalows, semi-coherent in character and the Portreath Stream flows to the rear of their gardens. More modern developments to the West are piecemeal with a mishmash of style, and size. Across from Portreath Square there is a brick-built block of shops, constructed in the mid to late 20<sup>th</sup> Century, containing the local shop/ post office, a cafe and bakery and a retail unit. There is a substantial development of Harbour Court to the rear of the shops, whilst large in scale, gives some coherence to the design of the Character Area at its edge.

### Designations

- The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Area.
- Grade II Listed: The Portreath Incline, Lower raised Part (the end of the incline extends into Character Area P3); The milepost opposite the Methodist Church.



**FIGURE 37 HARBOUR COURT FLATS AND MODERN REDEVELOPMENTS**

## Key Characteristics

- A 1930's housing development, redeveloped and added to with mix of modern development of varying scales, design and construction.
- Linear views of housing along Penberthy Road and out to the steep valley sides and the well wooded Portreath Valley.
- Tree, shrub and flower lined stream corridor provides biodiversity habitat.
- Tranquil and leafy walk along School Lane and Primrose Terrace.
- Historic stone bridges provide crossing points to the stream.

## Buildings

Many houses on the South side of Penberthy Road are 1930's dormer bungalows with small gables above the windows and bay windows in some earlier properties. Further West, towards the centre of Portreath, more modern replacement dwellings occur, and these are very large and out of scale with surrounding properties. A commercial garage of brick and corrugated metal construction punctuates the housing along Penberthy Road. Some small bungalows are located within the Character Area on the other side of the stream, addressing Glenfeadon Terrace. Building materials are very dependent on the period of the building, although they are mostly of concrete block and some timber frame in the newer builds. Windows and doors are largely UPVC of a mixture of styles with synthetic slate and concrete tile roofs. The flats at Harbour Court at the Western end of the Character Area is a large development of four connected units, facing on to the B3301. These are of block and render, half painted white and half pebble dashed. Local vernacular materials and design have been given consideration in the design of Harbour Court such as granite quoins and traditional roof dormers that helps the large form to rest more easily in its setting. At the South West corner of the Character Area, opposite the Portreath Arms, there is a mid to late century brick-built retail block, housing the majority of Portreath's shops.



FIGURE 38 1930'S BUNGALOWS, PENBERTHY RD

### Design cues

- Hip and valley roofs of slate with gable ends to front
- One storey bungalows
- Bay windows to front
- Brick chimneys
- White block and render
- Use of timber on frontages/ gables

### Spaces

There are limited open spaces between buildings. There are very few gaps between the properties, although some of the bungalows and other houses have large gardens giving a spacious feel. The size of plot relative to house size reduces in the more modern housing. Harbour Court has a green verge at its front with ornamental planting set back from the road and there is parking to the rear.

### Views

Long linear views down along Penberthy Road, eventually leading to good views of the harbour and Portreath Square. Views of the vegetated valley sides give a sense of natural enclosure.

### Landscape and Green Infrastructure

This area is the flat floodplain, through which flows the Portreath stream, with a well vegetated wildlife corridor which is well treed, particularly where it runs alongside School Road where there is a lot of leafy greenery. There are also quite a few trees throughout the area within rear gardens of properties. The stream is visible from the bridges that cross it on School Lane, Baines Hill and off Penberthy Road.



FIGURE 39 THE LEAFY APPROACH TO SCHOOL LANE



FIGURE 40 THE BOUNDARY OF THE AREA AT PENBERTHY RD



## Transport and Access

The main route is Penberthy Road which skirts around the Character Area, bounding it to the North and West. School Lane skirts its boundary to the East and South, eventually turning into Primrose Terrace and the Glenfeadon Terrace. Properties are mainly accessed off Penberthy Rd aside from the narrow access to the limited number of properties on Glenfeadon Terrace. There is a small lane that connects Penberthy Rd. to Primrose Terrace, with an historic bridge enabling the stream to be crossed. Away from the main road, traffic is mainly to access properties and there is adequate private parking on driveways. Tarmac pavements with roadside verges allow easy access to the shops. Lighting is bright along the main drag but dimmer elsewhere. The granite bridges that ford the stream are of historic interest, as is the milestone on Penberthy Road.



**FIGURE 41 PENBERTHY RD, SHOWING NEW BUILD AND WIRESCAPE**

### Aesthetic and tranquillity

Penberthy Rd is less than tranquil, being very busy. Away from the main route, things are much quieter, although Glenfeadon Terrace tends to snarl up due to its narrowness at certain times of day e.g. School run. Except for Penberthy Road, the area can be quite dark at night, especially along School Lane where owls can be heard, and the odd hedgehog and fox spotted.

### Value

#### Positive

Valued aspects of the Character Area are the continuity of the design of the 1930s properties, and their setting within the natural valley landscape. Pleasant walks along School Lane, which is leafy, natural and attractive are considered an asset, as is Jubilee Gardens. The historic aspects of the Character Area are important, such as the stone bridges that cross the stream.

## Negative

There is a strong preference for more uniformity of development of a more sensitive scale. The busy nature of Penberthy Road is a detractor as is congestion around School lane and Glenfeadon Terrace with poor emergency services access at Glenfeadon.



**FIGURE 42 THE OLD POST OFFICE, AWAITING DEMOLITION AND REDEVELOPMENT**

## Pressures and condition

Views of the vegetated hillsides on either side of the valley are being eroded through inappropriate new development/ overdevelopment. There has been less maintenance of verges and municipal areas which are now quite overgrown. Overgrowth, whilst being better for wildlife could impact on traffic, e.g., low hanging trees on School Lane. There has been some inappropriate redevelopment, extensions and alterations that weaken the character of the area and new flats have been constructed where open land and smaller properties once stood. Some of the 30s properties are of substandard construction and so are likely to be further redeveloped over time.



## P3 Planning Guidelines

### Buildings

P3 1. Take opportunities to increase coherence of character in the Character Area by taking design cues from the existing 1930's properties, particularly along Penberthy Road.

P3 2. Ensure consistency of scale of new build and redevelopments within the area, reducing scale from the larger properties recently constructed and ensuring built form doesn't dominate the plot.

### Landscape and Green Infrastructure

P3 3. Conserve and take all opportunities to enhance and widen the natural stream corridor as an important home and route for wildlife.

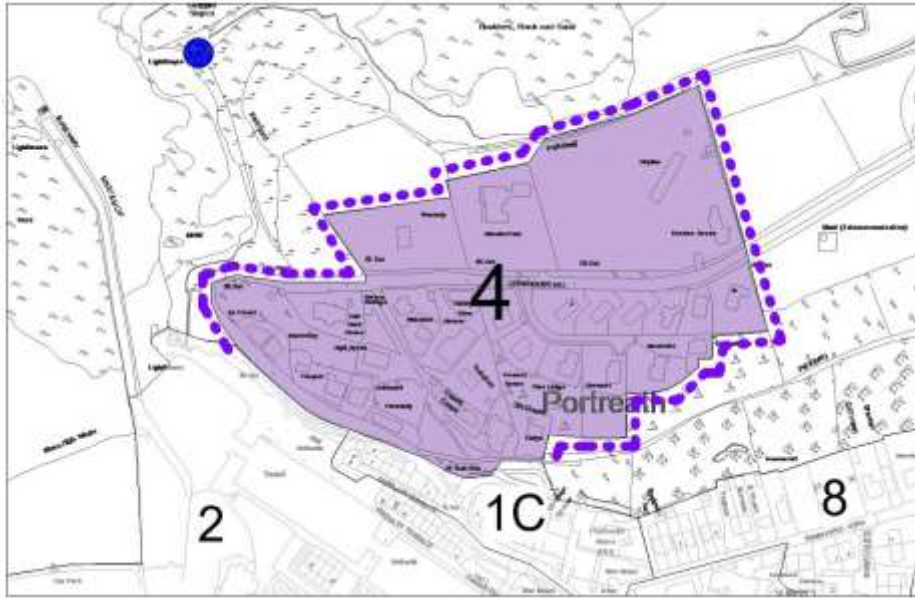
### Views and vistas

P3 4. Maintain gaps between properties that allow views out of the Character Area to the wooded valley sides.

### Transport and Access

P3 5. Encourage permeability and access through the area, making more of the historic stone bridges that are a feature.

## Portreath Character Area: P4 – Northern Valley Side



### Overview

The developed valley side, North of Portreath. The main route through the Character Area is Lighthouse Hill that climbs up the steep slope. There is a high volume of modern, detached (Post 1960's) residential housing development of varying designs, many of which are of an independent, architectural nature. Gardens intersperse the scrubby hillside and some of these are well kept, whilst others are wilder. The area is beautiful and aesthetically valuable due to the breath-taking vistas of the sea, coast and wooded Portreath Valley. This is an area that has been developed with the view out in mind, rather than the view in.

### Designations

- The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Area (partially within, on the lower slopes).



FIGURE 43 NORTHERN VALLEY SIDE FROM TREGEA HILL

## Key Characteristics

- Breath-taking, expansive and long-distance views along the coast, of the Harbour, across Portreath and the Portreath Valley.
- A mixed development of varying sizes and periods, from 1960's to large, modern, architecturally designed houses.
- Quiet and tranquil valley side, open and exposed and heavily influenced by coastal weather conditions.
- Space between buildings and open gardens merge with the scrubby hillside vegetation giving a spacious, open feel.
- A steep, coastal valley side of scrubby, wind pruned vegetation such as gorse, coastal heath and rough grassland.

## Buildings

Buildings are mainly a mix of 60's style bungalows with only three of the pre-war bungalows remaining, all the rest having been redeveloped in some form with some new build infill. There's no pattern or regularity to the buildings and the size and scale of the buildings vary. Building materials are also variable but they are largely concrete block/ render with painted brick (mainly white and cream) and some wooden cladding. Roofs are bitumen with some slate, mostly pitched but with some flat. Large gable windows with balconies are a feature of both renovated properties and new builds, striving to make the most of the stunning coastal views. New builds particularly are very large and where they have been reconstructed on former plots, occupying a much greater proportion of the plot than older properties. The tower on the first bend of Lighthouse Hill is of historic value. Buildings are generally located to the East, below the road, although there are three significant individual developments to the North West, above Lighthouse Hill, closer to the cliff edge.

## Design cues

- White block and render
- Small scale, reflective of 20th century properties
- One and two storeys
- Small casement windows
- Stone and timber detailing
- Pitched, slate or bitumen roofs



**FIGURE 44 BITUMEN CLAD ROOFSCAPE OF THE 1960S BUILDINGS**

## Spaces

All spaces within this Character Area are privately owned. There is a spacious feel around the properties with very variable plot size from small to very large, intermingling with the wild, open and undeveloped hillside. Garden boundaries are a mix of stone, brick and concrete walls, fencing and hedging. The Western boundary of Character Area P4 is formed by the cliff edge to the sea. To the North is wild, undeveloped coastal vegetation and to the East the valley side becomes steeper and more wooded.

## Views

Lighthouse Hill runs behind the houses on Harbour Terrace turning away from the coast at a sharp hairpin and sweeping up the valley side, the route offering glimpsed and unfolding views of the properties and scrubby wild hillside. The tower lookout is a focal point and roofscapes of the houses lower down the valley are visible. The main views from this Character Area are the stunning expansive vista of the coast and across the harbour and beach to Gull Rock. Landward, views are similarly expansive, taking in the entirety of the Portreath valley woodlands and across the village. These views are popular with sightseers in the summer and residents.

## Landscape and Green Infrastructure

This landscape is essentially a steep, coastal valley side, cloaked in scrubby, wind pruned vegetation such as gorse, coastal heath and rough grassland. Gardens of the many dwellings punctuate the landscape, in places merging into it and these are a mix of formal and informal, managed and unmanaged. The coastal conditions limit tree growth, although there are some hardy Cornish palms and pines in some gardens.



**FIGURE 45 PANORAMIC VIEWS TO WESTERN HILL AND GULL ROCK**

## Transport and Access

Lighthouse Hill is the long, sweeping road which winds its way up the steep hill, bounded by concrete crash barriers on the cliff-ward side and by relic Cornish hedging and stone walling further up the hill. Pavements are only in place where new developments have created them. At the top of the hill is an isolated car park although many cars park ‘ad-hoc’ along the main road. A few cul-de-sacs branch off Lighthouse Hill to allow access to development around the hillside. Routes are tarmacked and in reasonable condition and there are double yellow lines up the main route. There is an informal path out to the cliff from Lighthouse Hill, but the official route of the South West Coast Path is along the road in this location.



FIGURE 46 LIGHTHOUSE HILL WALKWAY

### Aesthetic and tranquillity

This is a quiet area with only residential traffic accessing no-through-roads to the houses. Limited commuting is evident, and the use of mopeds is popular to get up and down the hill in the evening. Limited street lighting is restricted to Lighthouse Hill with all other lights being private lighting on properties. This is an area which, whilst developed, is outstandingly beautiful by virtue of the expansive and breath-taking views along the coast and up the valley. Hugely influenced by weather, wind and sea state, it can be calm and tranquil or tempestuous and stormy. The smell of the sea and sometimes the Harbour influences the experience of this area.

### Value

#### Positive

There is very high value attached to the wild and undeveloped areas which strengthens the character of Character Area P4 as an open coastal cliff/ valley side. Access through the area is also very important to people.



## Negative

The mix of buildings and the impact of development is not seen as an asset to the community. Properties are designed to look out, with little consideration for scale, or coherence of design which impacts significantly on the view of Character Area P4 from other areas.

## Pressures and condition

This is an area under pressure for new development that is high end, potentially unaffordable to many local people and not supportive of a vibrant and mixed community. Around 50% of the hillside in Character Area P4 has now been built over or landscaped. The largest properties are holiday lets and there is likely significant pressure on this area for second homes or holiday lets. Most houses are in a good state of repair and relatively well managed. The variation in size, scale and designs of the properties weakens character and is highly visible, creating impact across the whole of Portreath. Boundaries need repair in places, indicating the difficult coastal conditions. The three properties to the coast side of Lighthouse Hill and the very large new build close to the lookout have a disproportionate adverse landscape and visual impact. The settlement edge to the East of the area has begun to spill over the hillside and into the undeveloped steep valley side woodland above Sunnyvale Road. One traditional early 20<sup>th</sup> century house with an iconic gazebo has recently been demolished and replaced with a significantly large modern dwelling.



**FIGURE 47 THE EASTERN SETTLEMENT EDGE OF P4, ENCROACHING ON THE STEEP VALLEY SIDE**

## Settlement edge assessment

### Adjacent Local Landscape Character Types

- Cliffs and Beaches and Steep Valley Side

The settlement edge is marked by garden boundaries (some fence and some Cornish hedge) to the North and East and to the West by the coast and informal coastal path. The edge is well vegetated and well defined to the South East, below Lighthouse Hill. However, the edge is weakly defined around the three properties to the North West, above Lighthouse Hill, and on the brow of the hill on the Eastern edge, where



## Portreath Character Area: P4 – Northern Valley Side

development has begun to creep into the Steep Valley Side woodland. Development is a mix of residential and tourism (holiday home) development. The Eastern edge is cliff or steep slope with much greenery. Properties could be better integrated at this edge by taking opportunities to introduce tree and native hedge planting, instead of hard, concrete or fence boundaries, where properties are redeveloped. There are no opportunities for infill or rounding off the settlement edge in the Character Area that would not significantly and detrimentally impact on the character of the Character Area and adjacent LLCA areas.

## P4 Planning Guidelines

### Buildings

- P4 1. Consider the introduction of primary residency restrictions for new build properties and redevelopments within Character Area P4 to ease the development pressure on the area.
- P4 2. Seek to encourage mixed residential housing, rather than holiday homes and large statement properties.
- P4 3. Ensure redevelopment of property in Character Area P4 respects the scale of the original property and does not occupy entire plots, to avoid further urbanisation of the valley side.
- P4 4. Ensure all developments in the area design for the maritime climate and are suitably robust to withstand strong and salt laden winds.
- P4 5. Consider a settlement boundary along Lighthouse Hill which excludes development to the coastward side of the road and a tight boundary to the East to prevent further encroachment into the wooded valley side.

### Heritage

- P4 6. Conserve the historic lookout tower on the hillside.

### Landscape and Green Infrastructure

- P4 7. Retain the wild, open nature of the hillside, with a land cover of coastal grassland, heathland and scrubby vegetation by limiting the amount of new build development in this area.
- P4 8. Take opportunities to better integrate the settlement edge to the East, where it meets the wooded steep valley side, through tree planting and the introduction of native hedges as boundaries.

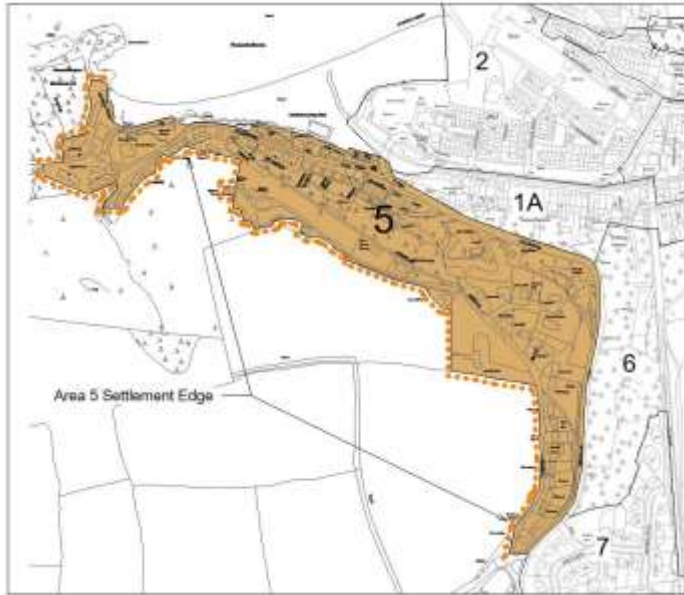
### Views and vistas

- P4 9. Maintain the open nature of the hillside so that the spectacular views and vistas over the coast, harbour, village and Portreath valley can continue to be enjoyed from this area. Ensure the height of any new builds or redevelopments respect views.

## Settlement edge

P4 10. Limit any further extension of the settlement in this area or any infill and/ or rounding off to limit further adverse landscape and visual impact on the open coastal and wooded valley landscapes.

## Portreath Character Area: P5 – Southern Valley Side



### Overview

The area is comprised of the Southern valley side of Portreath and is bounded by the long straight incline of Tregea Hill which curves around the area as it climbs. This area is part of the Cornwall Area of Outstanding Natural Beauty and due to its position, it commands magnificent views across Portreath with stunning coastal and valley vistas. The hillside is steep and cloaked in wind-pruned, scrubby vegetation. However, it is gradually being populated by large, modern developments, reducing the size and predominance of green open space. This is a change that is highly visible from both approaches to the village and from within the village.

### Designations

- The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Area (partially within, below Tregea Hill).
- The Cornwall Area of Outstanding Natural Beauty (partially within, above Tregea Hill).



**FIGURE 48 LARGE MODERN DEVELOPMENT ON THE STEEPLY SLOPING SOUTHERN VALLEY SIDE**

## Key Characteristics

- Stunning, expansive views out to sea, along the coast and across Portreath and the harbour to RRH Portreath and the woodlands of the Portreath valley. Also, the unfolding view of the Portreath scene at the top of Tregea Hill.
- Scattered development with large gaps of natural and well vegetated open space between them.
- A natural coastal valley side, wild and unmanaged, covered in bramble, ivy, bracken, coastal heath and rough grasses, supporting high levels of biodiversity.
- Bounded by the long, straight incline of Tregea Hill.



**FIGURE 49 ARCHITECTURAL NEW BUILD OFF GREEN LANE**

## Buildings

Buildings across the hillside are of varying sizes, shapes and layouts. Large modern buildings of significant scale predominate at Ameys side, Battery Hill, Tregea Hill and the West side of Green Lane, with smaller bungalows predominately on the Eastern side of Green Lane. Most larger houses are 21<sup>st</sup> Century with the older bungalows and smaller houses dating back to mid - late 1900s. Building materials are predominately block and render with some wood cladding. Windows and doors are mainly UPVC. Windows vary in sizes with smaller windows in older homes and large, sliding windows in newer homes, built to take full advantage of the views. Roofs are pitched with tiles of varying materials. Chimneys feature in about half of properties - the majority of which are for wood burning stoves. Several older properties have been extended, especially along Green Lane and the cul-de-sac off it. To the South West, there is a quarry with several small chalet buildings and one large new build. At the foot of the hill, Battery House dates to the 1800's and is of historic interest, as it the former observation hut for RAF Portreath and Lady Basset's hut in its back garden. Smugglers Cottage is another historic house on the hillside, although has been significantly extended and 90% of its current footing is new extension. Lady Bassett's gazebo and bathing pools can be seen from the West side of the area.

## Design cues

- One storey, small scale
- Pitched roof with slate
- Small casement windows
- Block and white render
- Stone and timber detailing

## Spaces

Some houses have small gardens, but all are constrained and influenced by the steep topography and tough coastal conditions. Larger, informal spaces are scattered throughout the area and predominate. Where there is intensive building e.g. Battery Hill, there are smaller gaps between buildings. Along Green Lane and along Tregea Hill the gaps are bigger. Plots are loosely enclosed by buildings, hedges, fences and the landscape and are variable in size and shape with buildings positioned to the front, to capitalise on the views. As older buildings are replaced by new development, they tend to fill more of their plot and minimise the outside space. Looking from outside the area, there appears to be predominately open spaces with development in straight lines roughly East to West, with a short length arranged North to South at the end of Green Lane. Newer development has encroached upon what used to be open space. There are several areas within the hillside which are probably former quarries.



**FIGURE 51 PRE-WAR BUNGALOW AND MODERN HOUSE IN OLD QUARRY**



**FIGURE 50 PANORAMIC VIEWS FROM THE WEST END OF GREEN LANE**

## Views

This area has the most stunning, expansive views out across the beach and up the coast, across to the top of the coastal plateau on the other side of the valley at RRH Portreath and over the village and up the wooded Portreath Valley. Properties on the East side of the area do not have beach views but view the valley towards Redruth. Iconic views include to Gull Rock, the Harbour, Lower pilot's Look-out, the Monkey House, the Pepper Pot and RRH Portreath. The unfolding view from Tregea Hill on entering the village is also seen by many as iconic and synonymous with Portreath.



## Landscape and Green Infrastructure

The whole area is sloping to some degree with areas of near vertical cliff. The land rises from the valley floor levelling to some extent at the top of Green Lane. There are several examples of Cornish hedges e.g. along the West of Green Lane, most overgrown on top and on the sides. A range of scrubby vegetation grows along the top of the hill, including hawthorn, rowan, blackthorn and ivy. The valley slopes are unmanaged and well covered in bramble, ivy, bracken, coastal heath and rough grasses. There are four Leylandii trees halfway along Green Lane, with some Monterey Pines and many smaller bushes, predominately along Green Lane. There is natural green space in Ameys Cove and surrounding Four Winds on Green Lane. A stream runs down into Ameys Cove, draining the surrounding hill and this has been impacted in places by development. It is assumed that this Character Area has a high wildlife value and badgers and foxes have been seen.



**FIGURE 52 BRACKEN, BRAMBLE AND THORN ON STEEP SLOPES**



**FIGURE 53 WORLD HERITAGE SITE BOUNDARY MARKER**

## Transport and Access

Tregea Hill is a steep road, fast and busy with a 60mph speed limit. Parking bays on one side are often full, resulting in ad-hoc parking on double yellow lines as people stop to look at the views, reducing the road to one lane. There are no designated pavements and walkers must use the roads and lanes. The only street lighting is on the East side of Green Lane, Battery Hill and the bottom end of Tregea Hill. Signage at the junction of Green Lane and Tregea Hill mark the boundaries of the AONB and World Heritage Site. The no-through-roads of Green Lane and Battery Hill are mainly straight and very narrow lanes with occasional passing places, accommodating mainly residential traffic. Roads are primarily tarmac except for the Western part of Green Lane which is unadopted and in poor condition. Due to the steep aspect of this area little cycling takes place although serious cyclists use Tregea Hill - slowly up and extremely fast down.

The South West Coast Path walk runs along Battery Hill and is well signposted at both ends. A footpath along lower Western end of Green Lane leads to steps onto Battery Hill and a small path runs from Tregea Hill up to Green Lane between the houses. The only street lighting is at the East end of Green Lane.



**FIGURE 54 NARROW LANES**

## Aesthetic and tranquillity

Overall, this is a quiet area. However, noise does rise from the valley, especially in the summer months when there is more traffic moving around. Both minor roads are used significantly by walkers. Tregua Hill is a very busy road and impacts upon the tranquillity of the area. Battery Hill is lit as far as Battery house, but Tregua Hill has no street lighting and there is limited lighting on Green Lane. At night it is a hillside with scattered and sometimes very bright lighting from private houses. The main aspect of aesthetic beauty is from the expansive and stunning views out to the sea and coast and of the Portreath Valley.

## Value

### Positive

The magnificent views, green infrastructure and tranquillity are highly valued by local people, along with the AONB designation.

### Negative

More traffic and development, along with the increasing size and scale of modern development tends to increasingly detract from the character of this area. As in Character Area P4, this is an area designed with the view out in mind and little consideration has been given to the view of the hillside when seen from Portreath. Much of the development is contrary to the purposes of the Cornwall Area of Outstanding Natural Beauty, to conserve and enhance natural beauty.

## Pressures and condition

Most spaces are generally unmanaged and left to grow naturally. The more formal spaces are well managed. The newer developments of large modern buildings and large replacement dwellings has encroached upon what used to be natural open space. Additionally, the claiming of extra land for development by excavating into the hillside is a problem, notably where there is evidence of historical quarrying. There are concerns that this excavation may undermine the hillside and rock-bolting has had to be undertaken. Land slips below cliff top properties is also a problem. The area is mostly residential, although newer homes are predominately second homes or holiday lets - less so on the Eastern side of



FIGURE 55 LIGHT SPILL, TAKEN FROM Lighthouse Hill

Green Lane. As enhancements in modern development techniques make it possible to build on increasingly sloping plots, the demands to acquire what is now informal natural space are likely to increase.

## Settlement edge

### Adjacent Local Landscape Character Type

- Coastal Valley (Carvannel), Elevated Upland Plateau (Carvannel) and Steep Valley Side.

To the South of the Western end of Green Lane is an area known as The Quarry. There is already one large modern development, plus older chalets within the quarry. However, most of the buildings within the Character Area are contained within the hedge line South of Green Lane.

Land to the North and West of the area is totally undeveloped and within the AONB, some of which is National Trust land. The settlement edge is well-defined by development at the Eastern end of Green Lane. Further East, houses become more intermittent and the edge becomes very ill defined. There is a definitive line of housing along Battery Hill and further up the slope there is scattered housing created through ad-hoc, piecemeal development. There are no opportunities for infill or rounding off which would not further contribute to the urbanisation and alteration of character of the natural valley side.

## P5 Planning Guidelines

### Buildings

- P5 1. Consider the introduction of primary residency restrictions for new build properties and redevelopments within Character Area P5 to ease the development pressure on the area.
- P5 2. Seek to encourage residential housing, rather than holiday homes.
- P5 3. Ensure redevelopment of existing property in Character Area P5 respects the scale of the original property, and do not take up their entire plots, to avoid further urbanisation of the valley side.
- P5 4. Ensure all developments in the area design for the maritime climate and are suitably robust to withstand strong and salt laden winds.
- P5 5. Limit any development where further excavation of the hillside would be required by virtue of the desired size of the footprint or the steep topography.
- P5 6. Consider a settlement boundary which excludes dwellings in the Countryside to the North of Green Lane and in 'The Quarry'.

### Heritage

- P5 7. Conserve the historic Battery House in original condition and ensure the maintenance in good condition of the associated features.

### Landscape and Green Infrastructure

- P5 8. Retain the open, semi-natural character of the hillside, with a land cover of coastal grassland, heathland and scrubby vegetation, by limiting further new build development in this designated (AONB) area.

### Views and vistas

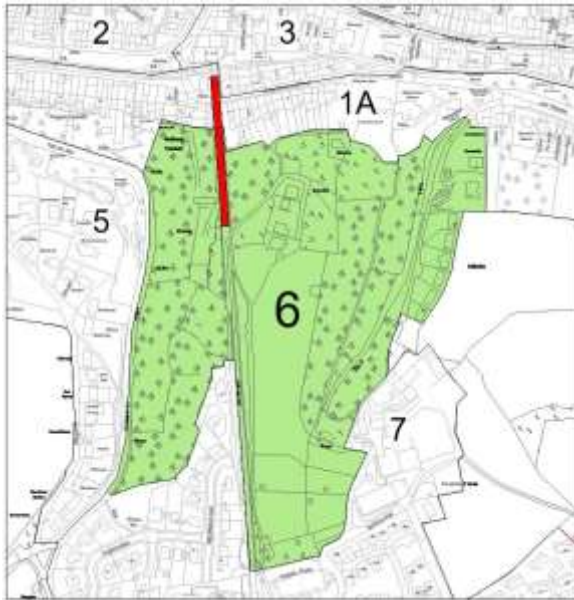
- P5 9. Maintain the open nature of the hillside so that the spectacular views and vistas over the coast, harbour, village and Portreath valley can continue to be enjoyed from this area. Ensure the height of any redevelopments respects views.
- P5 10. Maintain the important unfolding view on rounding the bend at the top of Tregoa Hill.

## Settlement edge

P5 11. Limit any further extension of the settlement in this area or any infill and/ or rounding off within the settlement boundary, where it would impact detrimentally on the natural, open coastal and wooded valley landscapes and cause further adverse visual impact.



## Portreath Character Area: P6 – The Incline Valley



### Overview

A quiet and predominantly semi-natural area of broadleaved woodland formed by two steep-sided valleys dissected by a promontory of more open farmland. The valleys run parallel to the historic, Portreath Incline, bounded by the Mineral Tramway to the North. On the Western valley side looking West, several large properties have been constructed that take full advantage of the elevated sea views, accessed by the Incline lane from Gwel-an-Mor. On the valley side to the East there is a row of older bungalows looking out West over the Character Area. The whole area forms a green buffer between Portreath Village and development at Gwel-an-Mor.

### Designations

- The Cornwall and West Devon Mining World Heritage Site – Exists as a linear feature marking the route of the Portreath Incline.
- A Tree Preservation Order Area runs through Character Area P6 from Glenfeadon to Feadon Farm.



FIGURE 56 'HILLSIDE' HOUSES ON THE VALLEY SIDE

## Key Characteristics

- An area of green and leafy tranquillity on the edge of Portreath Village.
- A steep valley side incised by two wooded stream valleys either side of a ridge of farmland.
- Narrow lanes and tracks into the area have enabled limited development.
- The Portreath Incline is a historic feature which runs through the area from the higher ground into Portreath.
- Glimpsed views out to Portreath from within the valley woodland and open expansive views to the sea from Eastern facing slopes and ridgeline.

## Buildings

Character Area P6 contains a small cluster of isolated two and three storey, detached, residential houses, called the 'Tamarisk development'. These are new dwellings, begun in the 1990's on the site of one former shed with permission for one more. The design is modern block and render faced with composite cladding. Windows are UPVC fixed or casement with large fenestration to make the most of sea views. The older property has wooden bay windows. Within the cluster, there is a marked separation from the older, pebble-dashed 1960s dwelling to the North and the closer spacing between the new constructions. An additional recent construction is located more remotely from the group. Roofs of these dwellings are pitched, hip and valley with slate or clay tiles with some dormers and Velux windows. The properties on 'Hillside' in the West are mainly older bungalows of block and white render with concrete tile roofs and large windows. Most have a timber deck which wrap around the houses and provides outside space to the East, overlooking a steep wooded embankment. There are some isolated detached dwellings built into the hillside via subdivision of garden plots to the rear of Glenfeadon Terrace, the most obvious being clad in composite timber.



FIGURE 57 'TAMARISK' HOUSES

## Spaces

Buildings are set within a much larger, natural valley woodland. Gaps between the isolated buildings are non-uniform, designed to maximise development on the plot. There are no formal enclosures and plots are not clearly defined. This whole area is defined by the enclosed semi-natural woodland and open fields on the ridge.



FIGURE 58 VIEW NORTH WEST ALONG THE VALLEY



FIGURE 61 SHALLOW STREAMS CREATE SMALL VALLEYS THROUGH THE WOODLAND

## Views

This area enjoys open views through the trees towards Portreath Bay and Gull Rock with other views focusing on the village and the surrounding green valley sides. The roofscape of the housing cluster can be seen from the picnic bench on the East side of the long field on the ridge between the two valleys and this detracts from views out to sea. The view into the area is of trees and fields with views of the buildings from the North and West. Views are available of the Portreath incline which is an historic mining feature. Views within the woodland are natural, pleasant and leafy with glimpsed views out across Portreath.

## Landscape and Green Infrastructure

This area is formed by two shallow valleys, formed on either side of the Portreath incline and steeply sloping S to N. Highly natural, the valleys are comprised mainly of broadleaved trees and three iconic, mature scots pines in the grounds of Basset Acres. Mature sycamore dominates in the 'tree tunnel' approach to the village from Gwel-an-Mor on the Mineral Tramway that runs through the P6 and which is bounded by well vegetated Cornish hedges. The areas support high levels of biodiversity. Native bluebells cover the slopes in the spring and the woodland provides a home to badgers, foxes, owls, snakes and slow worms and a diversity of birdlife. Feadon Farm pond lies at the head of the Eastern valley. The pond contains an old, underground spring/ well and supports a range of amphibians and insects. The pond also feeds a small stream running down the valley and there is a similar stream in the Western valley. The gardens of Basset Acres and Glenfeadon House merge seamlessly with the surrounding woodland landscape. The valley to the West of the incline has recently been clear-felled for half its length, however these were not very mature trees as the valley was not always wooded.



## Transport and Access

Tregea Hill bounds the Western side of the area, which is a busy, heavily used B-road, with two car width that bends slightly as it skirts the Western boundary of the area. Concrete kerb barriers protect the highway from the slope below. There is occasional parking on Tregea Hill. The only other traffic routes in Character Area P6 is a private single track to 'Tamarisk' cluster of houses which follows the line of the old incline and curves East towards the houses. 'Hillside' is a narrow lane, paved with brick effect pavers which extends North from Primrose Terrace and dead ends up the steep slope close to Feadon Farm. There are several parking bays along the length of Hillside, protected by tall block retaining walls. The multi-use Mineral Tramway Trail extends North through the area and is well used for pedestrian access. Here the Tramway is in good condition, accessible, well signed and well surfaced. Informal, permissive paths provide access to a viewing area from the trail.

## Aesthetic and tranquillity

The level of activity on the Mineral Tramway trail varies throughout the day, busiest at weekends and school times but is a steady pedestrian route. Traffic flows on Tregea Hill, follow similar ebbs and flows and there is occasional noise from passing traffic. The area is wooded and North facing so is very dark and damp. The whole area is quiet and peaceful with bird song, wind in the trees, smells of fragrant flowers, particularly in Spring. The area is very dark with only a small amount of lighting from the 'Tamarisk' houses and discrete lighting in the trees near Feadon Farm pond.



FIGURE 60 THE INCLINE WALKWAY



FIGURE 59 'HILLSIDE'



FIGURE 60 THE MINERAL TRAMWAY TRAIL THROUGH THE WOODLAND



**FIGURE 61 CONCRETE STILE MAKES USE OF A HISTORIC GATEPOST**

### Value

#### Positive

The natural state of the woodland, scrub and adjacent gardens are a valued landscape element, adding to the character of Portreath as being cradled in a wooded valley. The shelter and enclosed nature of the space along with woodland flora and fauna are highly valued and it is a place for recreation and quiet reflection. The sensitive management of gardens adjacent to the woodland is really welcomed. The presence of the pond and streams adds to the natural feel of the area. The Mineral Tramway route through this area is important as a safe and accessible walking and cycling route.

#### Negative

The buildings in the Character Area are of modern design, using materials such as composite cladding and are viewed as intrusive, interrupting views in this natural wooded setting. The lack of public access down the Incline is viewed negatively, since this could provide a safe alternative to Tregoa Hill to access the village and beach from Character Area P7.

### Pressures and condition

Pressures exist in Character Area P6 for piecemeal development outside the main settlement such as at Tamarisk and at the edge of Portreath in the gardens of the terraces where access can be secured. There is also pressure from development creep from properties within the area and increasing urbanisation as properties are redeveloped at a larger scale. The cluster of buildings at Tamarisk and the line of houses along Hillside intrude and are negative condition factors in this otherwise natural landscape. Views would be further compromised by increased development. Loss of natural green space and changes in use of the farm could lead to biodiversity loss. Overhead power lines impact on views. Trees need to be replanted after felling takes place.



**FIGURE 62 FEADON FARM LOOKOUT ON THE RIDGE WITH VIEWS INTERRUPTED BY 'TAMARISK' HOUSES.**



## Settlement edge assessment

### Local Landscape Character Type

Due to its overriding character as a natural and undeveloped wooded valley side at the edge of Portreath, this area has also been included and assessed as part of the Portreath Parish Local Landscape Character Assessment. This area forms part of the ‘Steep Valley Side’ character type.

There is no opportunity for infill or rounding of off the settlement in this area and the houses in the area should be viewed as isolated development in the open countryside. There is a strong case for retaining this area as a Landscape Character Area and as such as settlement boundary should be formed at the edge of adjacent areas 1A, 5 and 7.



**FIGURE 63 HOLMLEA - A NEW BUILD TO THE REAR OF GLENFEADON TERRACE AND THE ‘TAMARISK’ HOUSES WITHIN CHARACTER AREA P6**

## P6 Planning Guidelines

### Buildings

P6 1. Ensure any redevelopment of property in the area is of the same scale and massing as the existing property, to avoid further urbanisation of this semi-natural landscape.

P6 2. Take opportunities through redevelopment to improve the integration of the properties within Character Area 6, for example through a reduction in scale and the use of natural timber.

P6 3. Consider the exclusion of P6 and the corresponding Local Landscape Character Area 'steep valley side' outside a settlement boundary for Portreath.

### Heritage

P6 4. Ensure the Portreath Incline that runs through Character Area 6 remains, open, readable and in good condition.

P6 5. Consider sensitive interpretation of the Portreath Incline so that its importance can be more widely understood.

### Landscape and Green Infrastructure

P6 6. Maintain and enhance the valuable wooded valley landscape as a community asset for relaxation and recreation.

### Views and vistas

P6 7. Take any opportunity to reduce the visual impact of the Tamarisk properties, through tree planting, or a reduction in scale.

### Transport and Access

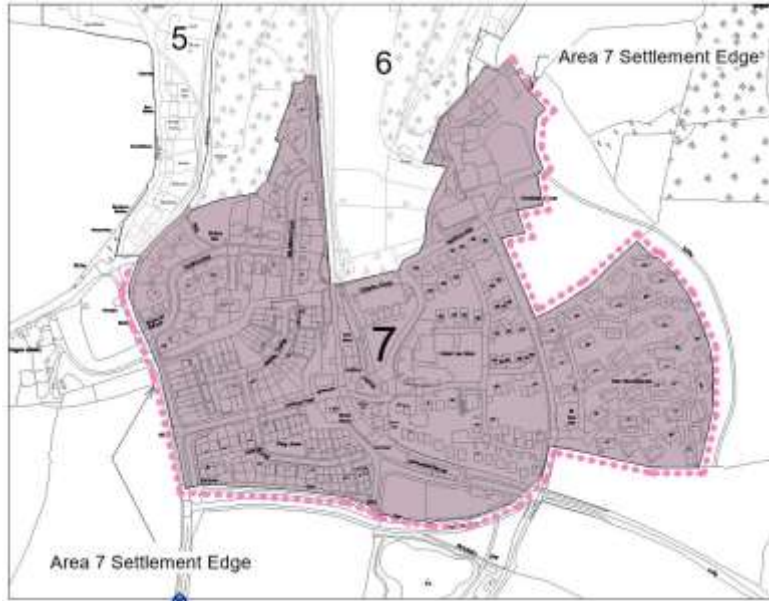
P6 8. Resist further extension of development tracks, including the incline into the Character Area which might open the area up for further development.

P6 9. Open the Portreath incline up to pedestrian access to provide safe, alternative access to Tregea Hill.

## Settlement edge

P6 10. Retain this area as open countryside on the edge of Portreath and manage future development by designating this area as outside of the settlement boundary.

## Portreath Character Area: P7 – Cot Road and Gwel-an-Mor



### Overview

This area is elevated on the upper slopes of the Southern valley side, set back from the coast. Six different blocks of development are reached by roads branching off Cot Road that dead end in cul-de-sacs. The blocks of development range in age. 20<sup>th</sup> century bungalows are low density on large plots with an open aspect. More modern developments are two storey of block and render and half-clad with composite 'timber'. These developments are denser with a reduced plot size and a much stronger sense of enclosure. The final blocks of development are associated with the Gwel-an-Mor holiday complex with a block of detached timber lodges with pitched roofs and some single storey flat roofed timber lodges. These holiday style lodges are of a markedly different style to the other buildings in the Character Area. The area is quiet and residential but seasonally influenced by the activities of visitors to Gwel-an-Mor.



FIGURE 64 DEVELOPMENT OF DIFFERENT PERIODS ON THE PLATEAU ABOVE PORTREATH



**FIGURE 65 20<sup>TH</sup> CENTURY BUNGALOWS ON BELERION ROAD WITH 21<sup>ST</sup> CENTURY TWO STOREY MODERN PROPERTIES IN THE DISTANCE**

## Designations

- The Cornwall and West Devon Mining World Heritage Site – Exists as a linear feature marking the route of the Portreath Incline through Character Area P7

## Key Characteristics

- Different building periods resulting in six blocks of development from 20<sup>th</sup> century bungalows, to two storey modern and timber holiday lodges.
- The influence of the Gwel-an-Mor holiday complex has a significant effect on the character of the area.
- There are numerous intensively managed, informal and formal green spaces, including a play park.
- The elevated position affords glimpsed views of the sea, coast, RRH Portreath and across Portreath, the wooded valley and the rural landscapes beyond.

## Buildings

Development is arranged around cul-de-sacs ranging from 1970's to modern, the oldest of these being Forthvean. Forthvean and Belerion Lane developments are low density arrangements of bungalows of block and cream or white render with hip and valley roofs of concrete tile. Later developments on Tregea Close, Ashton Close and Feadon Lane are two storeys and higher density, constructed of block and render with composite cladding and with pitched roofs of concrete tile. There is a further block of modern timber lodges with flat roofs, and a compact development of timber lodges with pitched roofs, developed in recent years by the Gwel-an-Mor holiday complex. Some properties have extensions and conversions. Windows are mostly UPVC casement windows with some bay windows, mostly double glazed. Doors have been gradually changed on earlier developments although more recent development is all the same UPVC style. The Ops Room is a historic building dating from the 1940's first being the section operations building for RAF Portreath. In the



**FIGURE 66 'THE RESIDENCES', GWEL-AN-MOR**

1970s in became a well-loved nightclub and then an inn, which fell into decline and was converted to flats.

### Design cues

- One and two storeys
- Block and painted white render
- Timber cladding
- Slate hip roof or hip and valley

### Spaces

There are a few small open spaces in Character Area P7, two being formal, one of a general use and one a children's play area. On the Gwel-an-Mor site there are numerous areas of formal open space. Front gardens are mainly open onto the pavements and rear gardens of the properties are enclosed, mainly with fences and block walls. The gaps between buildings are dictated by plot size and are much larger around Forthvean and Belerion Lane. Elsewhere, properties are semi-detached or link-detached with narrow gaps between blocks. The detached pitched roof wooded lodges of Gwel-an-Mor, are separated by hedges and some ornamental planting. The development of 'The Residences' within Gwel-an-Mor are less dense with significantly more green and open space between the buildings.

### Views

The elevated position of Character Area P7 above Portreath means that all parts of the Character Area can experience glimpsed views of the sea, coast, RRH Portreath and across Portreath, the wooded valley and the rural landscapes beyond. The roofscape of Portreath is clearly visible. Focal points include the wall of the historic Incline. Views within the modern developments are linear along the streets and enclosed with only glimpsed views out through the narrow gaps, whereas views from Forthvean are much more open and expansive.



FIGURE 67 PLAY PARK ON ASHTON COURT



## Landscape and Green Infrastructure

There are numerous fragmented green spaces across this area which are well managed and maintained, including a play park at Ashton Close. A wildlife corridor of trees reaches into Character Area P7 from the wooded slopes below, along the Incline track there is a distinct lack of tree cover anywhere else in the Character Area. Private gardens are mainly grass with shrubs and plants. Front gardens are not enclosed to the road and form long, continuous verges. Topography is sloping, plateauing out at Ashton Close.

## Transport and Access

Roads in the area are mainly no-through-roads branching off Cot Road, leading to the different blocks of development. These roads experience mainly residential traffic, except for Feadon Lane which experiences heavy holiday traffic to Gwel-an-Mor in the summer months. All dwellings have allocated car parking; however, ad-hoc parking is a problem on Feadon Lane and along the cul-de-sacs. Road surfacing is variable from tarmac to block paving and there are only limited road markings. Roads are well lit with modern street lighting. Pavements are consistently tarmac with concrete kerbing. There are few designated cycleways or paths, only the Mineral Tramway Trail which extends from Feadon Farm, along Feadon Lane. There is also a permissive path down through the farm into the woodland of Character Area P6 further down the slope. This is not signed, although it is well trodden. The two sets of granite stiles on this path are historic features, as is the Incline which descends the slope into Character Area P6,

## Aesthetic and tranquillity

The permanent residences of Forthvean and Belerion Road are peaceful and quiet. However, the modern developments and the holiday complex is a lot busier and has a seasonality to it. Noise rises from Portreath and from ongoing development at Gwel-an-Mor. Whilst the developments are well lit, the woodland approaches further down the slope into P6 are dark. These are more natural areas where birdsong can be heard.



**FIGURE 68 MODERN CORNISH HEDGE BOUNDARY**

## Value

### Positive

Features of historical note within Character Area P7 such as the Portreath Incline and features such as granite stiles should be identified, maintained and preserved for future generations. Improved interpretation of these features could enhance this area. There is also a multi-use trail through Glenfeadon linking Gwel-an-Mor holiday chalets and Portreath Village. The trail is well used and is part of the Mining Trail network.

### Negative

This area of the parish has been extensively and densely developed. The Ops Room site is in poor condition and other historic sites such as the upper part of the Incline and the site of the stationary steam engine at Marina Court could be better managed. The Gwel-an-Mor development, particularly the pitched roof lodges have a high landscape and visual impact..



**FIGURE 69 PITCHED ROOF LODGES,  
GWEL-AN-MOR**

## Pressures and condition

Many dwellings in this area are holiday lets or in second home ownership and the lodges at Gwel-an-Mor now are now permanent residences. Whilst tourism is of great benefit, it can also be detrimental to the community if the balance becomes even further outweighed in the relationship to holiday / residential. Pedestrian access down to the village is an issue for older people with the Mineral Tramway the only off road' walking route down to the beach and village. There is a potential pressure for further extension of the Gwel-an-Mor site and for other residential development in adjacent fields.

## Settlement Edge

### Adjacent Local Landscape Character Types

- Elevated Upland Plateau and Steep Valley Side

The settlement edge is bounded to the West by Tregea Hill, to the South by Cot Road, to the East by the Nine-Hole Golf Course at Gwel-an-Mor and to the North by open fields and the wooded step valley-side of Character Area 6. The block of development of the 21<sup>st</sup> Century two storey housing, and the lodge developments of Gwel-an-Mor result in a strongly defined, built up edge. The lodges don't visually stand out as much as the block and render housing, against the wooded valley side, however the design of the lodges, particularly the pitched roof dwellings are a departure from anything else found in the Parish and, as such, stand out. The only potential for rounding off is on the Northern valley side between the block of single storey wooden lodges, 'the Residences' and Feadon Farm. However, this would not be appropriate since it could potentially extend the settlement into the wooded steep valley side.



**FIGURE 70 MODERN 21<sup>ST</sup>C COMPOSITE CLAD HOUSES AND GWEL-AN-MOR LODGES BEYOND**

## P7 Planning Guidelines

### Buildings

P7 1. Maintain holiday occupancy for existing and future dwellings at Gwel-an-Mor.

### Heritage

P7 2. Conserve and enhance the historic Portreath Incline in good condition and take opportunities to improve the interpretation of heritage features.

### Landscape and Green Infrastructure

P7 3. Seek to improve the integration of the properties on the hillside and elevated ridge above Portreath through more tree planting, particularly around the 20<sup>th</sup> and 21<sup>st</sup> century block and render properties and along the settlement edge.

### Transport and Access

P7 4. Limit further in-roads into Character Area 6 from Character Area 7, particularly where it would open the hillside to further development, aside from the introduction of safe walking access to the waterfront.

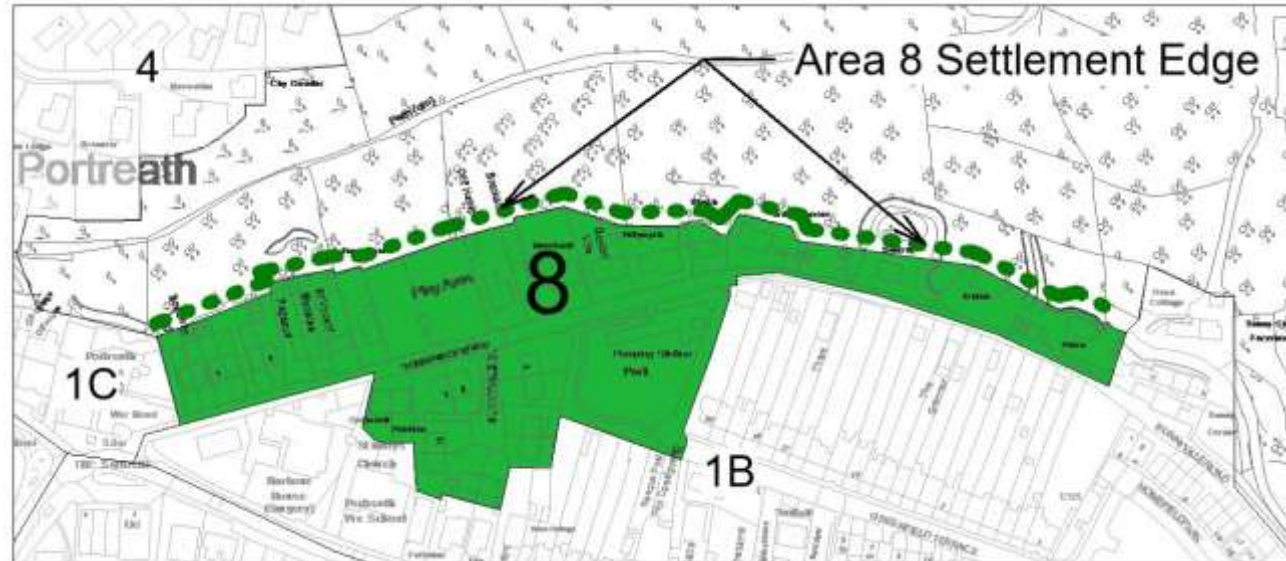
### Settlement edge

P7 5. There is no opportunity for infill or rounding off in this area which would not have an adverse impact on landscape character.

## Portreath Character Area: P8 – Sunnyvale Road

### Overview

An area of mixed development that lies between Sunnyvale Road and the steep valley side to the North of Portreath Village, adjacent to Character Area P1B. A mix of development with pre, post war and modern bungalows, some 20<sup>th</sup> century two storey housing, one traditional stone cottage, some new build properties and some modern redevelopments. The area is backed by steep valley woodland so is very green and natural. Properties appear, in places, to peep out from the trees. Sunnyvale Road is a narrow road of a crescent shape that forms part of the coast to coast trail, popular with cyclists and ramblers. The area is quiet and residential with only localised traffic.



### Designations

- The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Area (small parts within)



FIGURE 71 LINEAR DEVELOPMENT AT THE FOOT OF THE STEEP VALLEY SIDE



## Key Characteristics

- Unfolding leafy views with open views out across Portreath and the Portreath Valley.
- Properties sit against the backdrop of a well wooded and very steep, natural valley side.
- The green nature of its setting and attractive views gives the area a feeling of peace and tranquillity.
- Greenfield Gardens and Greenfield Park are attractive areas of community open space.
- Buildings are of mixed design and form, with housing further East built into the incline, narrow in depth and with a wide facade.
- Sunnyvale Road is a narrow, curving and unmarked road with many passing places and informal car parking spaces.



**FIGURE 72 MOORFIELD, WITH  
STONE DETAILING**

cul-de-sac of 20<sup>th</sup> century houses, Sunnyvale Close, has a physical and visual relationship with Sunnyvale Road, next to Greenfield Gardens and directly opposite Greenfield Park.

## Buildings

The buildings along Sunnyvale Road are a real mixture of different development periods and styles and it lacks a coherent built character. Most houses are two storey, 20<sup>th</sup> century or new build with some older type bungalows. There is a range of construction materials including stone fronted with granite quoins, wooden, pebbledash and brick with wood cladding. The shape of the buildings is influenced by the steep topography behind them and they hug the flat ground with long frontages that are narrow in depth. Windows are mostly modern UPVC, some sliding and some mock Georgian style. Sliding doors with wooden surrounds are prevalent in the East where space is more limited, with hinged doors to the West where houses are not so squeezed. Roofs are pitched and parallel to the road, supporting many solar panels that take advantage of the South facing aspect. There have been alterations to some buildings and plots with development taking place at the time of survey and plans in place for more. Housing is mainly located on the Northern side of the road, overlooking the back gardens of properties and Greenfield Gardens, although to the West, a small



## Design Cues

- Block and white render
- 'Killas' stone and stone detailing
- Casement windows
- Slate, pitched roofs with gable ends
- Long, narrow form, following the valley floor

## Spaces

Gaps between buildings get wider away from the centre of Portreath to the East where houses sit more into the incline and gaps are much more vegetated. Gardens become larger and more uniform to the West as the valley floor widens and parking spaces and garages are located at the rear of properties. Informal spaces along the narrow road are used as car parking areas, which are at a premium.



**FIGURE 72 EXPANSIVE VIEWS OUT FROM ELEVATED SUNNYVALE ROAD PROPERTY**

## Views

**Figure 72. Views out from the Sunnyvale road property elevated on the valley side.**

Street views along Sunnyvale Road are mixed with a more suburban feel towards the West and more rural outlook towards the East. Views are unfolding around the crescent shaped road. From the slightly elevated position of Sunnyvale Road there are open and far reaching views across to the Portreath valley, Southern valley side and across the village.



**FIGURE 73 EXAMPLES OF THE DIVERSITY OF HOUSING DESIGN ON SUNNYVALE ROAD**



**FIGURE 73 GREENFIELD PARK**

## Landscape and Green Infrastructure

This area is defined by the naturally wooded and steep valley side, which is a haven for wildlife to the rear of the housing. Vegetation encroaches between properties, merging them into nature. Green spaces within the residential plots are plentiful with many evergreen trees and bushes. Greenfield Park forms part of the area and this open space blends in well, despite some of the surfacing being artificial. On the opposite side of the road is Greenfield Gardens, an area of formally managed open space with ornamental planting and semi-circular seating areas, accessed at several points along Sunnyvale Road and connecting into Character Area 1B at the Western end of Greenfield Terrace. There are some Cornish hedges along the South side of the area, adjacent to Sunnyvale Road and some Cornish hedging around the plots. In summer, flowers spring from the road edges giving colour and scent, these being pruned by passing cars.



**FIGURE 74 OPEN, VEGETATED VALLEY-SIDE**

## Transport and Access

The lane is part of the 'Mineral Tramways Trails and Coast to Coast route therefore is popular for ramblers, sightseers and cyclists. Conflict of priority can sometimes be an issue. Road width narrows considerably from West to East to the point where only one vehicle can pass through, although there are plenty of passing places. Garages become more prominent to the East, squeezed tight to the road below the elevated properties, whilst parking spaces are more obvious and available to the West. Road surfacing is tarmac in good condition and there are no road markings.

## Aesthetic and tranquillity

There is low noise in this area at all times of the day, although it becomes markedly quieter outside of school run and commuting times. The occasional motorbike or moped can cause intermittent noise. The leafy and well vegetated, secluded nature of the lane provides a sense of rurality and calm with woody smells. The lane can be really florific in summer, cloaked in swathes of Red Valerian with butterflies, bird and bees in abundance. Sometimes the smell of the harbour can be detected. Lighting is adequate but not overbearing in the West and in the East,

## Portreath Character Area: P8 – Sunnyvale Road

lighting is limited to that emanating from properties. The sounds of ball games and children playing in the park are common. This is an area that is highly influenced by the seasons when the leaves fall in winter and vegetation dies back.

### Value

#### Positive

Sunnyvale Road has a high value in so much as it forms a quiet location away from the main thoroughfare and village centre, whilst still being within striking distance to the beach and amenities. The park is valued as a community resource and people like the quiet, secluded, green and tranquil feel of the lane, away from the main buzz of Portreath.

#### Negative

Less valued is traffic, noise and further development which causes disturbance and urbanisation. Some see the lack of lighting to the East of Sunnyvale road as an issue. The narrow highway and close nature of the properties and garages to the highway raises safety issues.

### Pressures and condition

This is an attractive residential area that is sought after and under pressure for development, both on existing land and higher up the steep valley side to the rear, particularly where the topography is less challenging. There is concern regarding excavation of the hillside to accommodate larger footprints. Vegetation can obstruct the road in places, assisting in keeping traffic speeds low. The Cornish Way would benefit from proper signage along Sunnyvale Road. There is pressure to redevelop small, older houses on large plots with multiple properties of high density and form. Development along the lane significantly impacts upon the tranquillity of the area. Some of the houses along the lane are holiday lets and there could be pressure for further lets and second homes.



**FIGURE 74 EXCAVATING PLOTS INTO THE HILLSIDE, SUNNYVALE ROAD**

## Settlement Edge

### Adjacent Local Landscape Character Type

- Steep Valley Side

The nature of the settlement edge in Character Area P8 is one that is defined by vegetation, rather than built form, particularly to the East where the settlement edge becomes quite weakly defined. There doesn't appear to be an opportunity to improve the settlement edge when viewed from outside or within Portreath due to the prominence of wooded vegetation. There also appears to be no opportunity for rounding off or infill development that would not in itself have a detrimental impact on this wooded / green character.

## P8 Planning Guidelines

### Buildings

P8 1. Where properties are redeveloped, new dwellings should be sensitive in scale in order to guard against further urbanisation of the settlement edge.

P8 2. Take opportunities, where properties are redeveloped, to begin to achieve a more coherent and attractive built character for Character Area P8, taking design cues from the historic stone properties in Character Area P1B.

P8 3. Limit any development where further excavation of the hillside would be required by virtue of the desired size of the footprint or the steep topography.

### Landscape and Green Infrastructure

P8 4. Maintain generous gaps between buildings which allow integration with the woodland setting.

P8 5. Take opportunities for tree planting in gardens and community space within Character Area P8 to further soften and integrate the settlement edge into its wooded valley setting.

### Views and vistas

P8 6. Maintain the characteristic open outlook and expansive views over Portreath by limiting the size, scale and height of development of plots in Character Area P1B, to the rear of Greenfield Terrace.

### Transport and Access

P8 7. Take opportunities to improve the signage for the Cornish Way along Sunnyvale Road.

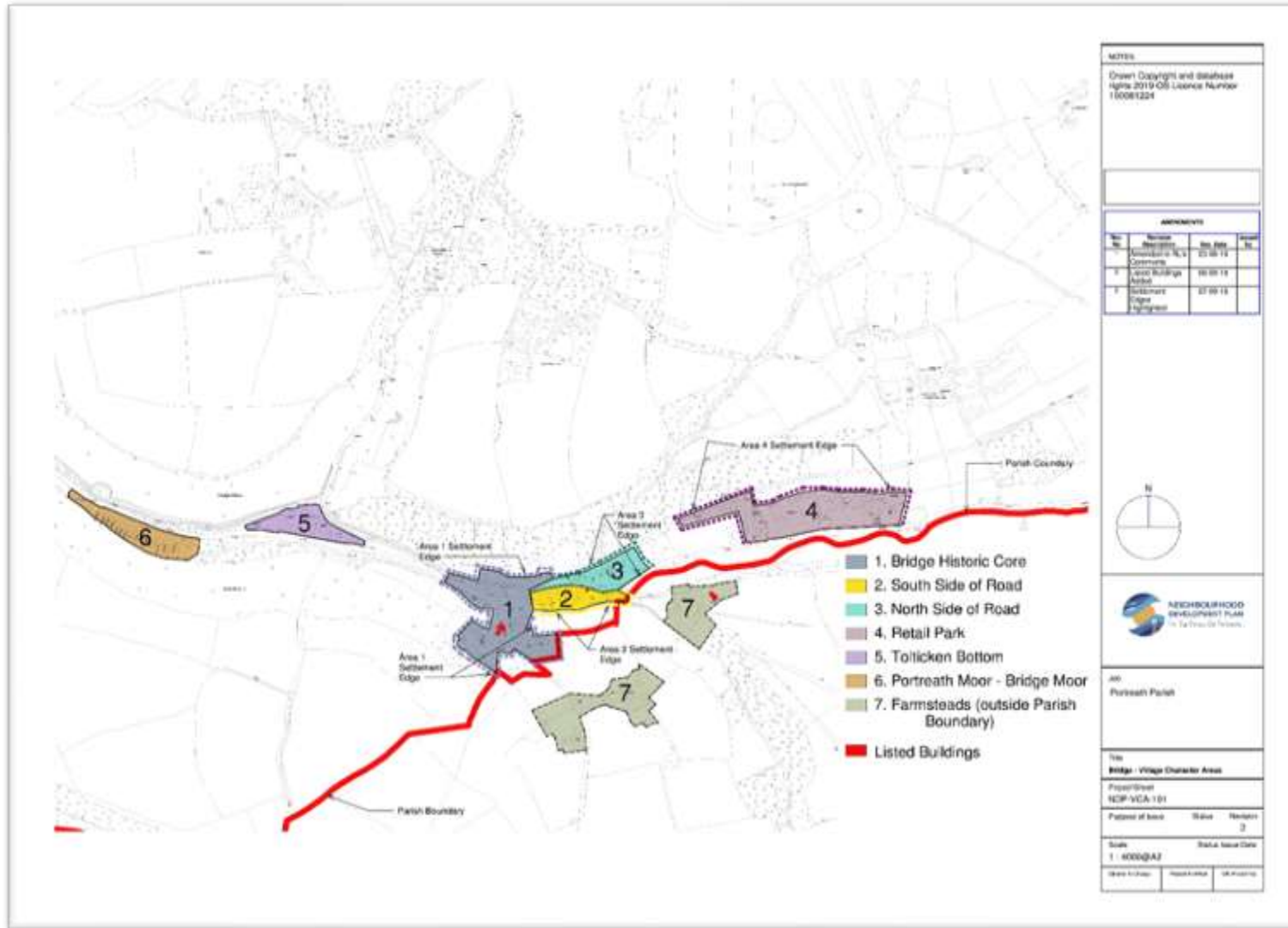
P8 8. Take opportunities through redevelopment to improve safety in relation to residential development close to the highways, ensuring as much of a buffer as possible between built development and the road.



## Settlement edge

P8 9. The character of the settlement edge in this area is one of a well vegetated, wooded valley side. Restrict infill development to the Eastern end of Sunnyvale Road where this would significantly, adversely impact on the natural wooded valley character of the edge.

# Bridge Character Areas



## Bridge Character Area: B1 – Historic Core

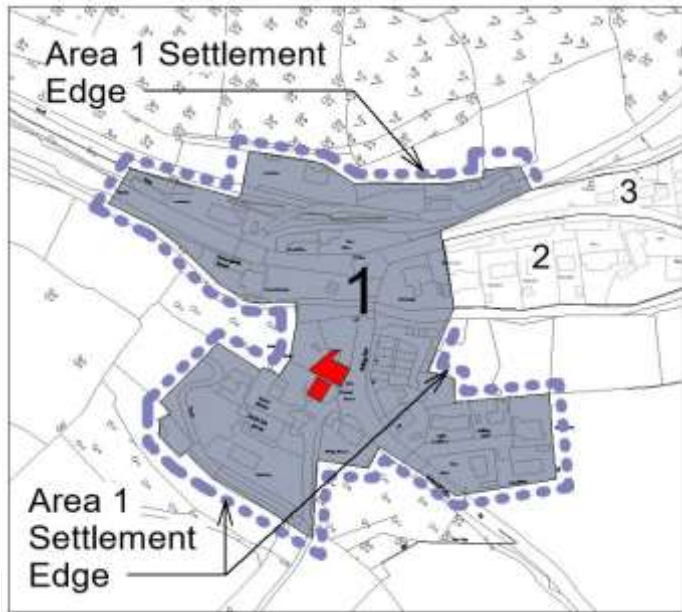


FIGURE 75 THE BRIDGE INN AND TREGONY HOUSE

### Overview

Village Character Area B1 is the core of the attractive village of Bridge, nestling in a steep wooded valley but retaining a sense of openness and spaciousness. The terraces and houses are mostly of typical, traditional Cornish design and build with newer developments tastefully blending into the village. Some of the replacement windows are not necessarily in keeping and there are small pockets of buildings and space that require maintenance. The B3300 physically divides the area. Whichever route takes you into the village, the settlement takes you by surprise - down Bridge Hill or along the winding B3300. The historic buildings are very attractive and make a strong contribution to the character of the village.

### Designations

- The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Areas (Exists as a linear feature marking the route of the Mineral Tramway through Character Area B1)
- Grade II Listed: The Bridge Inn; Tregony House with Front Garden Wall.
- There is a tree Preservation Order Area on the whole of Nance Wood on the South side of the Valley between B1 and B6.
- Nance Wood, adjacent to the area, is a County Wildlife Site.

## Key Characteristics

- Early 19<sup>th</sup> Century, attractive, typically Cornish cottages built of Killas stone with granite quoins and lintels and slate roofs, retaining many original features.
- Natural wooded slopes and high, well vegetated Cornish hedges of great value for wildlife.
- Variable rural and wooded valley views both expansive and glimpsed.
- An open, spacious and informal village centre with the Bridge Inn pub at the heart.

## Buildings

This area is characterised by the older housing in the village of variable size, many of the buildings being almost 200 years old. Buildings are typically Cornish of local Killas stone with granite quoins and lintels. Most of the original timber sliding sash windows are still evident, although some replacement with plastic casements have occurred. Terraces on the Northern side of the valley were planned along old tracks and more individual dwellings occur off the old tramway built over a range of periods

## Design cues

- Small pane sliding sash wooden windows
- Granite quoins and granite or brick lintels
- Slate pitched roofs, brick chimneys and gable ends
- Terrace rows
- Ornate red clay ridge tiles
- Traditional wooden doors



FIGURE 76 BRIDGE ROW AT THE VILLAGE CORE



FIGURE 77 HISTORIC RIDGE TILES, LOWER NANCE

## Spaces

The arrangement of the buildings in Bridge, with the Bridge Inn pub at the centre, creates an open space within the core of the village on the valley bottom that acts as an informal village square. Spaces between buildings have an organic feel and allow glimpses of the wooded valley beyond. Terraces are set back from the road with front gardens that accentuates the feeling of space and there are gaps between the terraces allowing access to the rear of properties. Boundaries are characteristically of Cornish hedges although some modern wooden fences and railings have been introduced.

## Views

Views are variable, from wide and expansive to glimpsed views of the valley. Community buildings such as the pub really stand out visually, the Chapel being prominent from the North. Gaps between terraces and along the roadsides and tramway afford rural views of the wooded valley and fields beyond.

## Landscape and Green Infrastructure

This is an area that is defined by its tree cover and there is a very green and leafy quality, particularly on the Northern edge where there is dense woodland at Nance Wood. On the perimeter, there are high Cornish hedges topped with ash, Holly, Hawthorn and Sycamore. Historic verges have disappeared due to road widening but there is much green space in the terrace gardens and plentiful opportunities for wildlife in gardens, hedges, the banks of the stream (which flows directly through Character Area B1) and adjacent fields.



FIGURE 78 ROOFSCAPE VIEWS FROM THE MINERAL TRAMWAY





FIGURE 79 THE HISTORIC BRIDGE



FIGURE 80 THE INSTITUTE IN DISREPAIR

### Transport and Access

The transport pattern through the core of Bridge is defined by the busy B3300 which intersects the village, and along which travels high volumes of traffic at high speeds. This increases significantly in the summer months with a high and increasing level of HGV and delivery vehicles and cyclists. Both roads through Bridge are single carriageway, narrow and winding with an absence of pavements, except for tarmac pavements with concrete kerbs along the core terrace and in the modern cul-de-sac off Bridge Hill. The tramway is very well used for cycling and walking and is a safe route. Modern lights are fixed to telegraph poles and are not seen as intrusive.

### Aesthetic and tranquillity

The core of the village is peaceful and not disturbed by the activities of the pub. The peace is interrupted and affected by the volume and speed of the traffic, on the B3300 which creates noise and pollution. Street lighting doesn't currently affect dark night skies. The historic buildings and well wooded nature of the valley makes Bridge picturesque - in sharp contrast to the road.

### Value

#### Positive

The old buildings and traditional character of Bridge is a highly valued element and the desire is for any future development to strengthen the character of the historic core. The open area around the pub and the general open feel of the village with unfolding views of the core of the village from Bridge Hill and the A3300 and views of the wooded valley and rural countryside are highly valued. The treed landscape, riverbank, Cornish hedges and all-natural greenspace is also seen as an asset. The Mineral Tramway is a huge asset, valued for its

## Bridge Character Area: B1 – Historic Core

historic significance and as a safe walking and cycling route, important for connecting Bridge to Illogan and Portreath.

### Negative

Transport issues are a detracting factor, along with limited off-street parking, lack of pavements to walk along and busy roads which cars approach at speed. Flooding and flood risk are a major cause for concern. The change of use/ abandonment and poor state of community buildings, namely the Institute and the Chapel is not desirable.

### Pressures and condition

Development to the South of the B3300 would potentially impact the valued views of buildings and the landscape, particularly from the tramway. This area is under pressure from second homes with six second homes in the Character Area and there are fears over the loss of community buildings and overall sense of community. The Institute building is in very poor condition, having reached a state where it may be safer to demolish it. The Chapel has recently closed, and Bridge has already lost its shop. Alterations of buildings and curtilage e.g. plastic casement windows and wooden fences detract from character. Roads have been widened which has had an impact on communal verges and green space in the core of the village. There is a need for road maintenance with roads presenting in poor condition and a need to guard against signage proliferation. Noise and air pollution from traffic is a big issue. Drains within the village need clearance since they are currently contributing to flood risk.

## Settlement edge

### Adjacent Local Landscape Character Type

- Steep Valley Side



**FIGURE 81 SETTLEMENT EDGE BETWEEN B1 HISTORIC CORE AND B2 B3300 NORTH SIDE**

Opportunities for rounding off are present between the terrace row South of the Bridge and the modern cul-de-sac development to the North in the small field behind the terrace row. However, because land is within the floodplain there may be other constraints to development in this location. Development to the West of the historic core behind the pub and the Methodist Church would extend the settlement out into the steep valley side and have a detrimental impact on the integrity of the historic core and have a significant adverse impact upon landscape character. There are no significant opportunities to improve the attractiveness of the settlement when viewed from outside the settlement boundary.

## B1 Planning Guidelines

### Buildings

- B1 1. Take all opportunities to restore community buildings into good condition and retain their function as community assets.
- B1 2. Take opportunities to restore a village shop within Bridge.
- B1 3. Maintain the open spaces between buildings that contribute to the strong sense of a village centre around the Bridge Inn pub.
- B1 4. Ensure extensions and alterations to properties respect the scale, form and design of the historic properties.

### Heritage

- B1 5. Safeguard original features such as original wooden sash windows through the designation of a Conservation Area for Bridge.

### Landscape and Green Infrastructure

- B1 6. Extend the tree preservation order area at Nance Wood to include the groups of trees around the Bridge Inn, Bridge House and to the rear of the Methodist Church.
- B1 7. Maintain tree planting around areas of redevelopment.

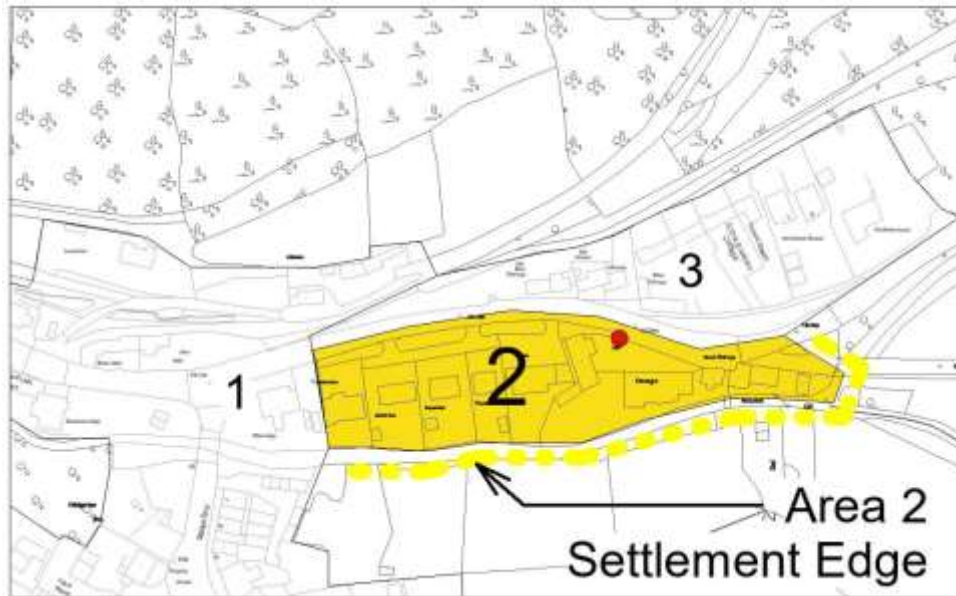
### Transport and Access

- B1 8. Take opportunities to declutter road signage.

### Settlement edge

- B1 9. There is limited opportunity for development of the settlement edge within Character Area B1 which would not adversely affect the natural wooded character of the settlement and surrounding steep valley side landscape.

## Bridge Character Area: B2 – B3300 South Side



### Overview

Character Area B2 consists of a row of 20<sup>th</sup> Century bungalows and a block of two storey modern houses, separated by Bridge Garage to the South side of the B3300. Although relatively modern, the bungalows are well integrated into their wooded valley setting, being set back, away from the road and surrounded with greenery. The commercial garage is pleasantly busy and provides a focus for community activity in this area. The fast and noisy B3300 impacts on tranquillity in the area.

### Designations

- Grade II Listed: The Milestone at Bridge to the South Side of the B3300



FIGURE 82 ROW OF BUNGALOWS TO THE N OF THE B3310



## Key Characteristics

- Backdrop of woodland behind the housing, in a wooded valley setting.
- The juxtaposition of very busy single lane road and the relative calm and tranquillity of the natural landscape.
- Unfolding views of the wooded valley with ribbon development along the road.
- Uniform row of bungalows and a block of two storey modern cottages divided by the large workshops and forecourt of the Bridge Garage.



FIGURE 83 19<sup>TH</sup> CENTURY TWO STOREY COTTAGES

## Buildings

The buildings in this Character Area are mainly detached 1960s residential bungalows of block and render with some stone detailing and two, later 19th century cottages which are set back off the junction of Old Portreath Road and the B3300. The built form of the bungalows, which vary in size and scale, contribute to the overriding character of Character Area B2. Windows are a mix of wood and plastic although this doesn't detract significantly, and doors are hidden behind gardens and greenery. The garage is the only commercial building in the area and was formerly a smithy.

## Design cues

- One storey bungalows and two storey houses
- Black and white painted render
- Small casement windows
- Slate pitched roof with gables ends or hipped roofs
- Stone detailing

## Spaces

The settlement pattern is linear in layout and set back from the road with distinctive formal green space to the front of the properties a designed feature of the development. Access to the rear of these properties is designed and uniform. Bungalows are in similar sized plots and the dwellings sit in the centre of the plots, extending the whole width of the plot, only leaving side access. The commercial garage sits on a larger plot, set back from the road. Space between the garage workshops forms access to the garage and a triangular tarmac forecourt for vehicle parking.

## Views

The area has unfolding views of the steep wooded valley with linear, ribbon development along the valley floor on the opposite side of the road. The garage is viewed on the approach to the village from the East. Looking East over the B3300 the trees along the road corridor meet to form a tree archway.



FIGURE 84 THE BRIDGE GARAGE

## Landscape and Green Infrastructure

The deciduous woodland influences the character of the whole area and there are small areas of formal green space of grass verges mowed short and planted ornamental shrubs. Residential gardens contribute to green space as does the Portreath stream corridor which runs along the edge of the area. Much of the area is within the stream floodplain and there are temporary pools when the river is in spate. Bats are regularly seen and there is a sense that this area supports wildlife.

## Transport and Access

There are no pavements in Character Area B2 although there is walking access in front of the bungalows, behind the garden boundaries and the designed verge. The main transport feature is the busy B3300 with high volumes of traffic. carriageway is single and winding and the surfacing is generally in good condition. There are no cycle paths but many on-road cyclists. Lighting is affixed to the telegraph poles and are not intrusive.

## Aesthetic and tranquillity

This area juxtaposes the tranquil wooded valley and beautiful views with the busy and noisy B3300 with high volumes of speeding traffic that significantly detracts from the natural beauty of the area.

## Value

### Positive

Whilst not the ancient heart of the village, Area 2 has a delight of its own with a high community value due to the greenery and low density of the housing which, although relatively modern, integrates well with the rest of the settlement. The garage is a highly valued community asset that contributes to community vibrancy.

### Negative

Traffic and noise along the A3300 are a detractor. Views of the wooded valley are highly valued and there is a desire to guard against development that would affect the wooded aesthetic.

## Pressures and condition

Conditions of the dwellings are good, although behind its frontage, the garage is in significant need of repair. Concerns that if the garage fails, this would be subject to housing infill. Verges, front gardens and garage hardstanding are all in reasonable condition, maintained by property owners. There is little pressure for change aside that on the garage. Condition of the road is generally good with little opportunity to provide pavements. Traffic often exceeds the speed limit, impacting on well-being and safety. There are concerns for the security of the historic milestone near the garage.

## Settlement Edge

### Adjacent Local Landscape Character Type

- Flat Valley Bottom

## Bridge Character Area: B2 – B3300 South Side

Rounding off the settlement in this area seems unfeasible as the Portreath Valley River bounds the edge and the adjoining land is in the flood plain. To one side are gardens and on the other side are fields, grazed by goats, also on the floodplain. There is a potential opportunity to improve the view of the edge via a redevelopment of the garage although the direction should be to retain a sympathetic commercial development.

## B2 Planning Guidelines

### Buildings

B2 1. Take opportunities to improve the condition of the Bridge Garage, ensuring any redevelopment of this space retains a commercial function, supporting community vibrancy.

B2 2. Ensure any redevelopment of the Bridge Garage is appropriately designed, taking design cues from the Bridge Inn and historic buildings in Character Area B1.

B2 3. Ensure extensions and property redevelopment within the row of bungalows, retains the current spaciousness between the properties.

### Landscape and Green Infrastructure

B2 4. Take opportunities to include native tree planting in any redevelopment to integrate properties and strengthen the wooded character of the area.

### Transport and Access

B2 5. Consider traffic calming measures to reduce the speed of traffic flowing through Bridge.

### Settlement edge

B2 6. The settlement edge in this area is significantly limited in development opportunity due to being bounded by the Red River and being within the floodplain.



## Bridge Character Area: B3 – B3300 North Side

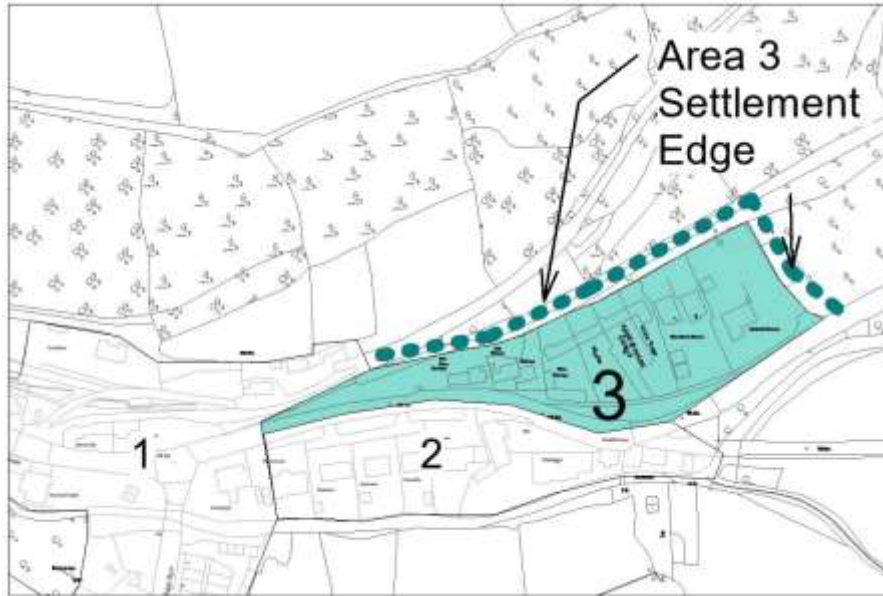


FIGURE 85 19<sup>TH</sup> CENTURY ROW OF COTTAGES

### Overview

The area consists of old Cornish cottages, nestling at the foot of the wooded valley, mostly positioned at the rear of their plots, with attractive gardens to the front. Combining with woodland views, there is a feeling of a tranquil, rural character, except for the busy, noisy B3300. The Cornish cottages strongly contribute to character though the new development to the East of the Character Area is of a different design and scale to the rest of the housing.

### Designations

- The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Areas (Exists as a linear feature marking the route of the Mineral Tramway through Character Area B3)
- A group of twenty-five Tree Preservation Orders on individual trees in the East of Character Area B3
- A Tree Preservation Order Area exists in between the houses and the Mineral Tramway to the East of Character Area B3.

## Key Characteristics

- A unified row of mostly early 19th century historic stone cottages, set back from the road.
- Bounded to the rear by woodland and with significant tree cover.
- Stone walls bound long front gardens and there is a wide green verge separating the boundary walls from the road.
- The residential space is tranquil and leafy, except for the traffic noise.
- Views across Character Area B2 to woodland and fields gives a sense of openness beyond the enclosure.

## Buildings

Predominately pre 20<sup>th</sup> Century residential, historic Cornish stone cottages in linear arrangement of a reasonably uniform size and design, making a strong contribution to the character of the area. Mill cottage pre-dates the rest of the housing. The terrace is set back from the road and backed by a steep and well wooded valley side to the rear. There is a modern white residential development of two homes set close together with slate roofs and clay hip tiles. They are designed in a 30s style and are block and render, painted white. These houses don't integrate well with the older housing in scale and design, although individually the houses are quite attractive. Windows are generally timber frame and a mix of sash and casement with granite lintels and doors in traditional styles, contributing to character. Roof treatment is a mix of slate and tile, the cottages having gable ends. Some white rendering of the cottages has taken place in the past.



## Design cues

- Stone killas or block and white painted render
- Cottage styling
- Pitched slate roofs with gables, or in terraces
- Red clay ridge tiles
- Small pane wooden sash windows
- Granite lintels and quoins



**FIGURE 86 EXAMPLES OF RENDERED HISTORIC COTTAGES**



### Spaces

A wide grass verge separates the gardens from the road along the historic row. The modern development has formal gravelled space to the front which is used for parking and contains two large garages. Stone and block and rendered walls enclose the gardens and there are narrow access passages between the cottages. The overall character is of a strong sense of enclosure bounded by walls, the road and the valley side.

### Views

There are channelled views to the West and a short, rural woodland view to the East. Views are of woodland, hedges and fields in a mixed landscape, with gardens adding interest. Views across Character Area B2 to woodland and fields beyond gives a sense of openness beyond the enclosure.



**FIGURE 87 CHANELLED VIEWS ALONG THE B3300**



**FIGURE 88 WIDE GRASS VERGE FORMS A BUFFER TO THE B3300**

### Landscape and Green Infrastructure

This area is predominantly flat, backed by a steep wooded valley to the rear. At the Eastern end of the area there are overgrown Cornish hedges with sycamore and ash, flailed along the roadside and a small private field. To the West is the steep valley side, cloaked in woodland. A large grass verge sweeps in front of the garden boundary walls.

This verge adds to the green character of the area, as does the variety of planting, including trees and ornamental shrubs in the private gardens. There is public access to green space along the Mineral Tramway.



## Transport and Access



FIGURE 90 MODERN 30S STYLE PROPERTIES

The fast road is single carriageway, narrow and winding with no road markings. This is a busy route that feels unsafe, particularly in the summer when traffic flows are very high. Surfacing is in reasonable condition. Tarmac pavement with concrete kerbing covers about a third of the area. Parking is mainly in driveways. The Mineral Tramway at the edge of the area is a well-used cycling, walking and horse-riding route along a historic mining tramway. Lighting is attached to telegraph poles and is intermittent and non-intrusive.



FIGURE 89 THE STRAIGHT AND FAST B3300



FIGURE 91 THE LEAFY MINERAL TRAMWAY

## Aesthetic and tranquillity

The residential space is leafy and tranquil, except for the traffic noise, although this impact lessens further away from the road. Traffic volume and speed have a significant negative impact on tranquillity in this area. Away from the wooded valley there is a sense of light and openness. Dark night skies can be seen due to lack of bright street lighting.

## Value

Positive

On balance, there are far more positive features that enhance character. The historic cottages in this area are highly valued aesthetically and from a historic perspective. Natural and wooded views are highly valued, and any development South of the river would detract from the view.

## Negative

The only one major detractor is the busy road.

## Pressures and condition

It is felt that any development inside or outside the settlement area is impractical and undesirable (because of the risk of flooding and access issues off the busy road). Condition is generally good with buildings well maintained and most alterations sympathetic. There is pressure for the inclusion of garages and sheds in front gardens which detract from character. Verges are well maintained but there is pressure in front of the terrace for parking. The field to the East of the area has been considered for development in the past. Private green space is well maintained. The Mineral Tramway is well maintained as a multi-use trail.

## Settlement edge

### Adjacent Local Landscape Character Type

- Steep Valley Side

No opportunities for infill or rounding off. The Eastern field has previously been denied planning permission on the grounds of flooding and access issues off the busy B3300. Development of this field would extend ribbon development along the road, potentially result in visual coalescence with Character Area04. Land to the rear of the houses in Character Area3 is very steep, almost vertical up to the mineral tramway and there are no opportunities for further development.



## B3 Planning Guidelines

### Buildings

- B3 1. Safeguard against inappropriate development within the front gardens and the use of the long gardens as building plots.
- B3 2. Ensure any new development, redevelopment, alteration or extension, respects the scale of the historic cottages and takes design cues from them in order to strengthen historic character.

### Heritage

- B3 3. Safeguard the original historic properties in this area through the designation of a Conservation Area for Bridge.

### Landscape and Green Infrastructure

- B3 4. Maintain the well wooded setting of this area.
- B3 5. Maintain the stone wall garden boundaries in this area.
- B3 6. Resist the urbanisation of the area through changing front gardens to hardstanding.

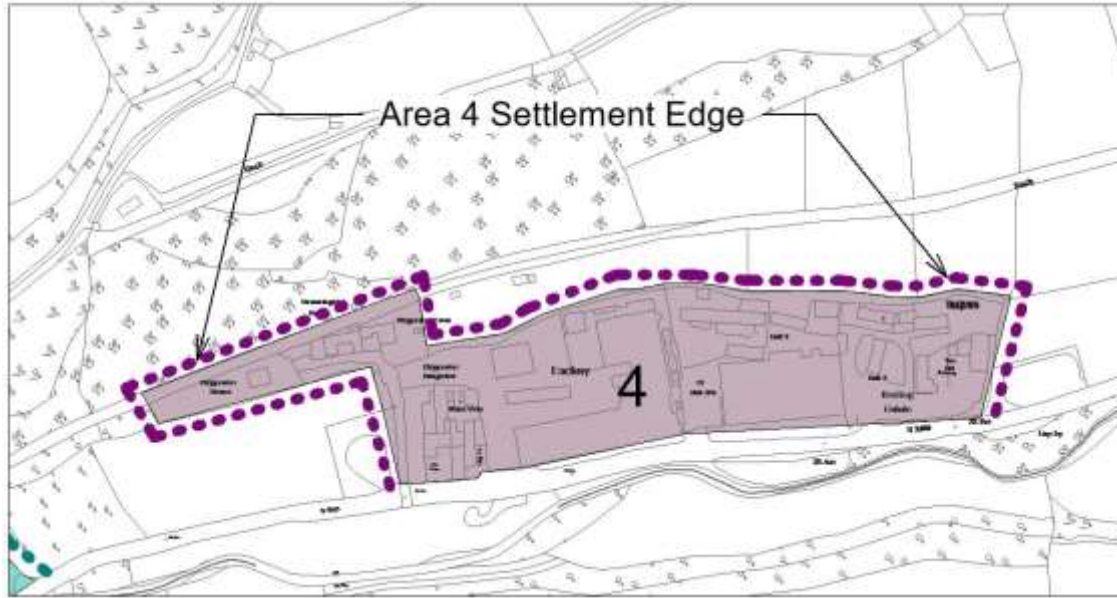
### Transport and Access

- B3 7. Consider traffic calming measures to reduce the speed of traffic flowing through Bridge.

### Settlement edge

- B3 8. There is no opportunity for infill development or for rounding off the settlement edge in this location or to improve the settlement edge without adversely compromising the wooded valley setting and the valuable historic character of this area.

## Bridge Character Area: B4 - WAAF Camp and Chygarder



### Overview

Mainly comprised of the commercial development of the former WWII WAAF camp in three sections, with some residential properties at the extremities. This is an open and airy space, surrounded by woodland and pasture at either end. The commercial area contains a mix of commercial activities and is not especially busy. Bird song is very apparent despite the proximity to the New Portreath Road on the South side of the area.

### Designations

- The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Areas (Exists as a linear feature marking the route of the Mineral Tramway to the North of the Character Area)



FIGURE 92 FORMER WAAF BUILDINGS ALONG THE B3300

## Key Characteristics

- Three sections of commercial units converted from old WWII WAAF buildings, each section with a separate entrance onto the B3300.
- A wooded valley setting with extensive views of natural, unmanaged woodland and rough hedgerows to the North and South and glimpses of distant pasture.
- Busy, fast and straight section of the B3310 creates noise, interrupting the generally peaceful nature of the area.
- Single storey rectangular Units of block and render with adaptations of frontages to facilitate business use.

## Buildings

The commercial buildings are mainly single storey, rectangular in shape, constructed of block and render with casement windows and pitched grey or brown sheet roofs with gable ends. Fairly uniform in design, with some minor adjustments over time as buildings have been adapted for various uses. Windows are mostly of UPVC and metal frame (single and double glazed) casement of varying size and doors are very functional, varying in size and style, depending on the commercial function of the building. There is a large mural on one of the walls of the business unit. Residential development to the West is one storey where the former WAAF buildings have been converted to residential development at West Vale. Chygarder House and Chygarder Farm represent the original historic farm residences and sit elevated above the rest of the dwellings on the valley side.



FIGURE 94 LARGER COMMERCIAL UNITS

### Design cues

- One storey
- White painted block and render
- Slate pitched roof with gable ends
- Corrugated metal roofing
- Casement windows



FIGURE 93 REMAINING WAAF BUILDINGS



**FIGURE 95 ONE OF THREE WIDE ENTRANCEWAYS TO THE WAAF SITE**



**FIGURE 96 FORMER WAAF BUILDING, NOW A COMMERCIAL UNIT**

## Spaces

The area was once a thriving farm and orchard taken over for military purposes in WWII. There are no uniform spaces between the buildings and the spaces are mainly informal, indicating organic development. The orientation of the buildings divides the retail area into three sections, each with its own entrance along the Portreath Road. Some buildings are oriented with the road, whilst others are set back, and some appear random. The development appears enclosed when viewed from the road but within the commercial area, generous spaces between the buildings give an airy feel.

## Views

The area can be viewed from one end to the other with views of natural, unmanaged woodland and rough hedgerows to the North and South and glimpses of distant pasture to the South, giving an open aspect. There are no obvious focal points or formal streets, simply meandering views around the random gaps between the buildings.

## Landscape and Green Infrastructure

Tree cover is limited to the boundary and areas surrounding this Character Area although there are some low Cornish hedges with some trees and hedgerow plants, indicating old field boundaries. The varied vegetation on hedges is well managed. There is a mown verge with some scrubby vegetation along the South side of the retail park bounding to Portreath road. Within the commercial areas, there are informal verges dotted about here and there and some of the units have planted floral borders and potted plants. In times of heavy rainfall, the area experiences some flooding where small streams overflow into the area from the hillside and shallow pools gather.

## Transport and Access

There are no formal pavements or kerbing in the area, just general access to the buildings off the B3300 which is quite straight in this location, resulting in faster traffic than in Bridge. The retail space has a busy feel with plenty of parked cars and slow-moving delivery vehicles. Road surfacing is a mix of hardcore and tarmac, rough in places and not part of the public highway. There are no formal footpaths or cycleways, just informal signage between buildings.

## Aesthetic and tranquillity

This is a busy retail area by day giving a sense of use, although not so much that it becomes hectic. The area is tranquil and still at night. Light and airy open spaces during the day become very dark and possibly unwelcoming at night. There are no apparent noise issues. Predominant noise is from birdsong and passing traffic. Lighting is by security style lights on premises but there is no street lighting. Despite being commercial and bounded by a busy road, there is still a sense of tranquillity, mainly from the surrounding woodland and countryside.

## Value

### Positive

The commercial buildings in this area, whilst not especially aesthetically pleasing have community value in that they contribute to the economic and social activity of the village.

### Negative

There are concerns regarding future redevelopment of the site and the pressure for residential housing.





**FIGURE 97 LARGER TWO STOREY MODERN UNIT**

### Pressures and condition

The buildings are in reasonable condition with no obvious dilapidation. Pressure for change would be due to changes in economic circumstances/ lack of visitors leading to business closures, resulting in potential pressure for residential conversion. There may be pressure for increase in scale and massing of commercial spaces which could result in higher traffic and people movement. Some redevelopment has occurred with larger modern units in amongst the smaller units.

### Settlement edge

#### Adjacent Local Landscape Character Type

- Steep Valley Side

The settlement edge is rural, mainly defined by overgrown Cornish hedges and the main road. There is infill opportunity alongside the road in a grass field and car parking area on the West settlement edge, adjacent to the residential houses. Between the commercial development and the Mineral Tramway, there lies a row of grass fields, currently used for horse grazing. These gradually increase in size to the East. There is a limited amount of potential for rounding off in the field at the Western end of the strip where the commercial development meets Chygarder Farm. This could potentially improve the view of the developed land when viewed from the tramway in this location. Development here would need to be sensitive residential housing of small scale and low density, well integrated through tree planting and the use of local vernacular materials. Aside from this small opportunity, the rest of the green fields form an important buffer between the World Heritage Site feature of the Mineral Tramway and the WAAF buildings.



FIGURE 98 B4 SETTLEMENT EDGE, LIMITED ROUDING OFF OPPORTUNITIES

## B4 Planning Guidelines

### Buildings

- B4 1. Ensure any redevelopment of the old WAAF site maintains a commercial function to support the overall economic and social viability of Bridge.
- B4 2. Ensure any redevelopment reflects the size, scale and layout of the current WAAF buildings in three distinct blocks.

### Heritage

- B4 3. Although not designated, the Women's Auxiliary Air Force site is an important part of Portreath Parish's WWII history and its relationship to RAF Portreath. Conserve the fabric of the historic WAAF huts and maintain the site's heritage buildings in a readable condition.

### Landscape and Green Infrastructure

- B4 4. Seek to soften and better integrate the WAAF site into the wooded valley landscape with green infrastructure such as hedge and native tree planting within the complex.
- B4 5. Where redevelopment and/or resurfacing occurs, ensure permeable surfacing to guard against flooding.

### Views and vistas

- B4 6. Maintain the open rural views North and South of the WAAF site.

### Transport and Access

- B4 7. Consider traffic calming measures on the straight approach into Bridge and alongside the WAAF Units.

## Settlement edge

B4 8. Opportunities exist to round off the settlement in the small field corner adjacent to Chygarder Farm and in the car park/ grassy area between Chygarder House and West Vale.

## Bridge Character Area: B5 – Tolticken Bottom



**FIGURE 99** STONE FACED, MODERN COTTAGE STYLE DWELLING WITH SMALL DORMERS AND GABLES

### Overview

A triangle of residential houses at the bottom of Tolticken Hill, backed by the Mineral Tramway and fronted by the road into Portreath. There is no coherent design, form or use of materials in the houses which therefore does not create a single overall character impression. The area is connected to Portreath and Bridge via the road and the Mineral Tramway which runs behind the houses. While the road is without pavements, the Mineral Tramway is used regularly to walk and cycle along.

### Designations

- The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Areas (Exists as a linear feature marking the route of the Mineral Tramway to the rear of the houses in Character Area B5).
- Both sides of the steep wooded valley that bounds Character Area B5 are part of the Portreath Valley County Wildlife Site.
- There is a tree Preservation Order Area on the whole of Nance Wood on the South side of the Valley between B1 and B6.
- Nance Wood, across the road, is a Site of Special Scientific Interest.



## Key Characteristics

- A green and leafy area comprised of private gardens, trees along the Mineral Tramway and the semi-natural wooded, stream valley landscape surrounding the area.
- A mixture of large houses and bungalows of varying periods and construction styles, on large plots.
- Channelled views along the road and up the wooded steep valley sides.
- There is much traffic along the busy B3300 and occasional traffic up Tolticken Hill.



**FIGURE 100 DIFFERING PERIODS AND BUILDING STYLES (THE RENDERED COTTAGE IS PRE1809 AND WAS THE ONLY BUILDING UNTIL THE 1960S IN B5.**

## Buildings

A mix of large bungalows and detached houses, with an extended cottage on the Eastern end. The houses run along Penberthy Road with one modern house recently built within the curtilage of an existing house, its entrance on Tolticken Hill. These are large detached, mainly post-WWII houses with one possibly Victorian cottage. Houses are constructed of stone, brick and block and render, although stone builds dominate. Windows are largely wooden cottage style windows, doors of are a mix of wood and UPVC. Roofs of grey slate with a variety of chimneys and gables, mainly residential but also some holiday lettings. Some properties have added large garages and extensions.

## Design cues

- Stone construction
- Small pane, small, wooden casement windows
- Pitched or hip and valley roofs of slate with gables
- Red ridge tiles

## Spaces

There is a layby on the opposite side of the road to the houses and an empty plot next to the layby, currently home to a shipping container. The tramway provides a green corridor. Properties sit on good sized plots with front and rear gardens. The houses are enclosed by trees, vegetation and the B3300.

## Views

There are channelled views along the road and up the valley sides, including to electricity pylons and of open skies. There are views of the houses in their wooded valley setting and along the road until it bends out of sight at both ends of the area. There are linear views of the valley bottom and along the Mineral Tramway.



**FIGURE 105 VIEWS ALONG THE ROAD END IN BENDS AT EACH END OF THE AREA**

## Landscape and Green Infrastructure

There are some small grass verges at the front of the houses, but the main green infrastructure is in private gardens (particularly to the rear), along the Mineral Tramway and in the semi-natural wooded, stream valley landscape surrounding the area. Trees and hedges within gardens integrate the properties well within the wooded valley landscape. There is a triangle of grass at the bottom of Tolticken Hill, opposite the last house in the row. The woodland and stream are likely to support relatively high levels of biodiversity.



**FIGURE 106 LEAFY MATURE CURTILAGES MERGE WITH THE WOODED VALLEY LANDSCAPE**

## Aesthetic and tranquillity

The road is busy in front of houses. Occasional motorbike convoys head to Portreath and there is occasional traffic on Tolticken Hill particularly on days when events are held at RAF Portreath. Dark night skies can be seen due to the limited lighting and enclosure of the valley. The well vegetated tramway and valley sides have an attractive natural beauty. The houses are very different from each other with different design and aesthetic values. Despite the road, this is a generally tranquil location.

## Transport and Access

Only the Mineral Tramway, that runs behind the houses in this Character Area, affords a public walking route in this area and it is also the favoured route for cyclists. The busy main road is the dominant feature. Each house has its own off-road parking with additional parking in the layby opposite the houses. The road is slightly wider than in other places with no pavements at all and a white line down the middle. The road is lit in this area by three streetlamps and a fourth on the areas of grass at the foot of the hill.



**FIGURE 101 SWEEPING CURVE AT THE BOTTOM OF TOLTICKEN HILL**

## Value

### Positive

The wide space along the valley floor here allows for larger houses in good sized plots in a naturally enclosed area at the bottom of Tolticken Hill. The Mineral Tramway, shielded from the houses by trees, is a valuable route in and out of area and recreational space for walkers and cyclists. It connects this settlement with Bridge Moor and Portreath in one direction and Bridge in the other. The good use of stone in buildings, reflective of local vernacular Killas is valued.

### Negative

There has been much alteration to the buildings with inconsistent styling. Buildings are inconsistent in design and incoherent in character. Large pylons are also a detractor.

## Pressures and condition

There is continuing pressure for extension and expansion of properties on their large plots. Development at RAF Portreath or Nance Farm would change the landscape and natural views at the top of the valley. There is potential pressure to build on empty plots/ greenspaces opposite and beyond the current buildings and to sell off part of gardens as building plots or build holiday lets/ granny annexes in the large gardens. Building on the woodland area (recently for sale) at the Western end of the Character Area could have an adverse landscape and visual impact.



**FIGURE 102 PLOT SUBDIVISION AND NEW BUILD WITH NEW ACCESS TO TOLTICKEN HILL**

## Settlement edge

### Adjacent Local Landscape Character Type

- Steep Valley Side

The buildings sit within the valley floor with a road in front of the houses, behind which is the Mineral Tramway on an elevated section of the valley side, forming a coherent boundary. The Portreath stream runs on the opposite side of the road, adjacent to Nance Wood. At the Western end is a wooded area and at the Eastern end of the settlement the road heads to Bridge. There is a small green area on the opposite side of Tolticken Hill and beyond that another layby. There are no opportunities for infill development or rounding off the settlement in the area that would not have an adverse impact on the natural and rural character of the settlement edge.



## B5 Planning Guidelines

### Buildings

- B5 1. Ensure any redevelopment of property is of a size and scale which respects existing properties.
- B5 2. Any redevelopment of properties should take design cues from the stone-built properties, as these predominate, in order to strengthen built character.
- B5 3. Seek to limit further ribbon development along the BB3300.
- B5 4. Ensure any future development of RAF Portreath or at Nance Farm does not spill down the valley, adversely affecting views of the natural wooded valley from the valley floor.

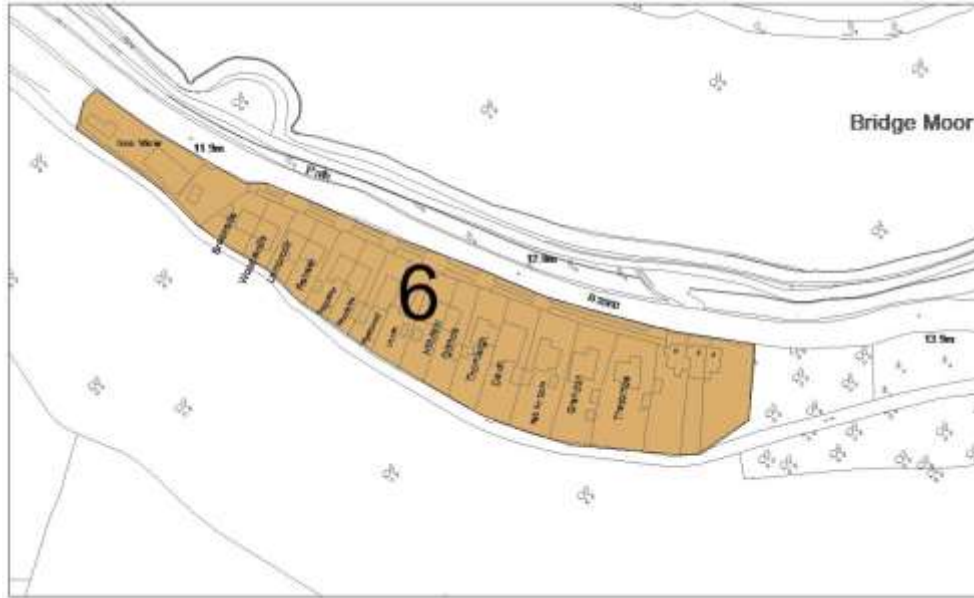
### Landscape and Green Infrastructure

- B5 5. Seek to integrate existing and planned development into the wooded river valley setting through native tree and hedge planting.
- B5 6. Resist the division of large gardens into building plots and annexes and the clutter of plots with piecemeal development.
- B5 7. Ensure lighting as part of new builds or redevelopment is minimal and directional to limit light spill and retain dark night skies.

### Settlement edge

- B5 8. Limit further expansion or consolidation of development along the edge of the Character Area.

## Bridge Character Area: B6 – Bridge Moor/ Portreath Moor



### Overview

This area is formed by the line of houses located just outside Portreath Village, before the school. The housing runs along the South side of the main road into Portreath with the Mineral Tramway on an elevated path on the opposite side, accessed via steps. The road sits in a deep and well wooded V shaped valley, which is very tranquil and home to many species of birds and animals. The Portreath stream runs behind the houses and beyond the stream is Nance Wood, a Site of Special Scientific Interest. The housing design reflects the different development periods of the area with a terrace of 3 Victorian cottages that once housed tin streamers, some 1950s bungalows, later semi-detached 20<sup>th</sup> Century houses and finally a recently built large wood clad 'cabin'.

### Designations

- The Cornwall and West Devon Mining World Heritage Site – Portreath Harbour Area (Exists as a linear feature marking the route of the Mineral Tramway across the road from the houses in Character Area B6)
- The steep wooded valley that bounds Character Area B6 opposite the houses and about one third of the woodland to the rear of the houses are part of the Portreath Valley County Wildlife Site.
- There is a Tree Preservation Order Area on the whole of Nance Wood on the South side of the Valley between B1 and B6.
- Nance Wood, to the rear of the houses, is a Site of Special Scientific Interest.



**FIGURE 103 DUTCH BARN STYLE ROOFS - ROW OF 20<sup>TH</sup> CENTURY SEMI-DETACHED HOUSES**

## Key Characteristics

- A ribbon of buildings of different construction periods -18<sup>th</sup> & 19<sup>th</sup> century and 20<sup>th</sup> century (1930's and 1950's) arranged along the valley floor in a wooded setting with a physical and visual separation between the settlement edge of Portreath.
- There is a clear view down the road to just before the school to the West and before Tolticken Bottom to the East, drawing the eye down the valley floor. Views are then blocked by bends in the road at each end.
- An attractive and peaceful area with much natural vegetation and birdsong, moderately interrupted by the traffic on the B3300.



**FIGURE 104 1930'S BUNGALOWS WITH BAY WINDOWS AND GABLE ENDS**



**FIGURE 105 THE TIN STREAMER'S COTTAGES WITH MODERN EXTENSION**

## Buildings

A mix of development including a terrace of three early 19th century tinnners' cottages, three 1950s bungalows and ten 20<sup>th</sup> Century semi-detached houses with unusual Gambrel roofs. There is a private plot with a modern timber house and large sheds at the end of the row. Construction materials are a mix of stone with brick and slate and block and render (and potentially some mundic block). Doors and Windows are mostly PVC with some original wooden features remaining. The buildings are arranged in a single ribbon along the valley floor, all facing the road, mostly with individual drives for parking and front gardens. They are moderate family homes, some of which have been extended to the front or the back. The Victorian terrace houses are probably former miners' cottages and were once occupied by tin streamers, although they have undergone significant updating/extension.

## Design Cues

- One or two storeys
- Block and render
- Bay windows
- Hip and valley or gambrel roof with gables facing the road

## Spaces

Each terrace, house and semi has space to the side of it, usually used for parking. There are a variety of plot widths and all the buildings sit back from the road to a lesser or greater extent on fair sized plot with gardens divided by wooden fences. The space is enclosed by the natural landscape of the steep valley sides, pavement and verges along the side of the road and the tramway on the other side. Each house has a low wall or hedge at the front boundary.

## Views

There is a clear view down the road to just before the school to the West and to the East to the bend which visually separates the development within Character Area B5. The road draws the eye West and East along the line of houses to bends in the road at each end. There are expansive views of the wooded valley sides and skies above, framed by the landform. The natural valley sides are full of trees and shrubs, old sessile oaks and other tree species, support a wealth of wildlife.

## Landscape and Green Infrastructure

The ribbon of buildings sits within the valley floor with trees/greenery on either side. There are no Cornish hedges in this area, only natural, steep valley sides, covered in mature trees including sessile oak and native shrubs. In addition, green spaces can be found in private gardens, the wide grass verges which demark the pavement and the bank of the Portreath stream which flows behind the houses. There are extensive areas for wildlife to flourish in what feels like a relatively protected environment. There is a distinctive and atmospheric pool at the base of valley side which sometimes has frogspawn in Spring and where long hanging icicles form in very cold weather.



FIGURE 106 VIEWS OF THE WOODED VALLEY

## Transport and Access

The main road is fast and straight road between the bends at either end of the Character Area. Surfacing is tarmac with a dashed white line down middle. The road can be busy, especially at weekends and during the summer. This route is popular with road cyclists but there's little space for bikes and cars together on the road. The Mineral Tramway is the main walking route into Portreath as pavement which runs in front of the houses doesn't continue into the village. Parking is on driveways and sometimes on the roadside, which can cause an obstacle to traffic. There are only two streetlamps and there is a bus stop.

## Aesthetic and tranquillity

The noise from the road can be heard in the front of the houses, particularly motorbikes at the weekend and lorries during the week, but back gardens can be very calm and tranquil. There are many birds in the woods and buzzards, woodpeckers and owls can often be heard, adding to the rural ambience. The Mineral Tramway is a popular cycling and walking route, particularly in the summer. It is also popular with dog walkers from Portreath and Bridge. During the summer, the sun fills the valley and there are sunsets at the Western end, and starry skies at night. During the winter, the low sun puts parts of the valley in shadow. Very occasional smells emanate from Nance Farm.

## Value

### Positive

There is high value in the natural environment surrounding this area. The Mineral Tramway is an asset, providing a route in and out of village and recreational space for walkers and cyclists. There are good links to the village via the Tramway and road and to Redruth, Camborne, Truro and beyond via bus. Nance Wood is designated a Site of Special Scientific Interest and so is protected. The Valley sides are wild and support a wide range of wildlife.

The houses are family homes without any specific characteristics that distinguishes them, and modern additions are not out of character, apart from Tree View which sits in on its own plot. Although this wooden house integrates well with the surrounding wooded landscape.



**FIGURE 107 ENTRANCE TO THE MINERAL TRAMWAY ON THE OPPOSITE SIDE OF THE ROAD**



## Negative

While the area is very close to Portreath it is not always seen as part of the village and sometimes feels caught between Bridge and Portreath. Some dumping in the stream from the layby at Tolticken Bottom layby causes issues and is unsightly. The busy road detracts value from the natural surroundings and green space of the Tramway.

## Pressures and condition

There is potential for future redevelopments to be out of scale/ too large and out of character with the rest of the row. There is potential pressure for future development at RAF Portreath and Nance Farm at the Eastern end of the area. There is potential pressure to develop the open space in between Character Area 6 and Portreath School, resulting in a linear extension to the settlement edge of Portreath.

Some front gardens have been paved for parking spaces in order to keep the cars off the road where they could cause a hazard. Cars must wait to go around cyclist if there is traffic on both sides of the road. The road is hazardous, and the tramway isn't clearly signposted for tourists, who often walk down the road from Bridge and Cambrose. The tramway can get waterlogged in wet weather. Lack of signage also mean that there is lack of clarity as to whether the row is part of Penberthy Road or Bridge Moor.

## Settlement edge

### Adjacent Local Landscape Character Type

- Steep Valley Side

The ribbon of buildings sits within the valley floor with the road in front of the houses. On the opposite side of the road the Mineral Tramway trail runs along an elevated section of the valley side. Portreath stream runs between the back gardens of the houses and Nance Wood. The Eastern edge is a wooded area and at the Western end of the settlement is a small field that is occupied in the summer. The field currently provides an important green buffer between the housing and the edge of Portreath Village.

## B6 Planning Guidelines

### Buildings

- B6 1. Ensure any redevelopment of property is of a size and scale which respects existing properties.
- B6 2. Any redevelopment of properties should take design cues from the existing properties, in order to strengthen built character.
- B6 3. Seek to limit further ribbon development along the BB3300.
- B6 4. Ensure any future development of RAF Portreath or at Nance Farm does not spill down the valley, adversely affecting views of the natural wooded valley from the valley floor.

### Heritage

- B6 5. Maintain the integrity and historic fabric of the small miner's cottages on the Eastern end of the row.

### Landscape and Green Infrastructure

- B6 6. Seek to integrate existing and planned development into the wooded river valley setting through tree and hedge planting.
- B6 7. Maintain a visual and physical separation between the row and the edge of Portreath.

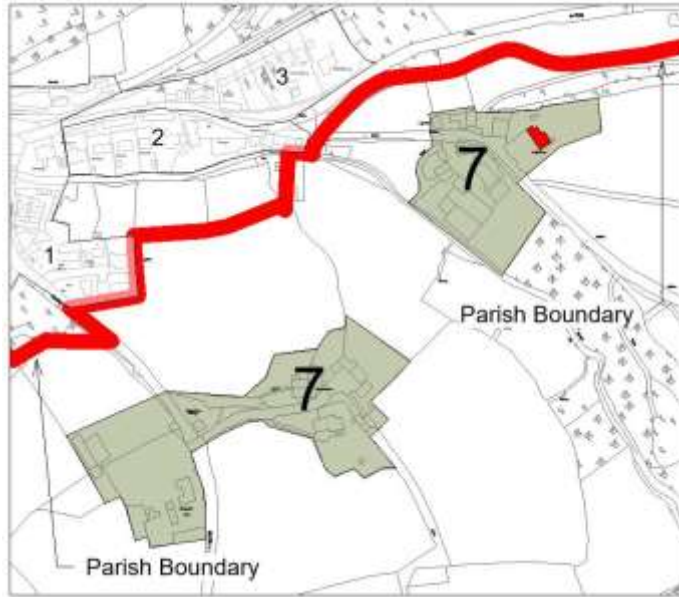
### Transport and Access

- B6 8. Provide adequate signage for the Mineral Tramway off the main road so cyclists and walkers don't compete with cars on this dangerous stretch.
- B6 9. Introduce traffic calming and/ or 'slow' signs on the approaches to the bends in the road at either end of the Character Area to facilitate pedestrians and cyclists crossing onto the Tramway.
- B6 10. Consider improvement to the surfacing of the Mineral Tramway in this location.
- B6 11. Introduce a sign with the name of the road in this area for clarity.

## Settlement edge

B6 12. Limit further expansion of this area of settlement to the East or West to maintain the character of the steep valley side and avoid further urbanising ribbon development along the valley bottom between Portreath and Bridge.

## Bridge Character Area: B7 - Farmsteads close to Bridge but outside the Parish Boundary



Area 7 comprises of Laity Farm and the surrounding buildings, Rayle Farm and Bridge Hill Farm. These all have their origins in medieval times but the current farmsteads date from the early 19<sup>th</sup> century. Only Rayle is still a working farm. Laity Farm is situated on both sides of the Old Portreath Road. Rayle Farm and Bridge Hill Farm are situated each side of Bridge Hill. All of Area 7 falls outside the parish of Portreath but it is fair to say that both the occupants of Area 7 and the locals in Bridge would consider that Area 7 has more affinity to Bridge than elsewhere. Although tangential to the village, Area 7 should be considered part of its character and the community.



**FIGURE 108 RAYLE FARM AND BRIDGE HILL FARM FROM THE MINERAL TRAMWAY ABOVE CHARACTER AREA B3**

## Rayle Farm

Whilst still a working farm, the main character is formed by the buildings which comprise of a cottage near the road, the farmhouse and the dwellings around the old farmyard. The cottage and the farmhouse are believed to be occupied as homes. The converted farm buildings around the yard are let as holiday homes.

The conversion of the farm buildings is delightful. All the buildings are constructed mostly of local stone with some brickwork. Much use is made of granite quoins and lintels. Some segmental arches are formed in red brickwork. Roofs are tiled with eaves and ridges remaining in their original uneven lines. Windows have been replaced with plastic, but small panes are retained.

The yard is mostly uneven concrete, much of which was in the old farmyard, it is open and light. Only occasional views of the wooded hillside are seen from the yard. The drive from Bridge Hill to the yard is covered with a canopy of green trees. From Bridge Hill, only the cottage adjacent to the road and the drive towards the farmyard are seen.

The cottage is constructed traditionally of local stone with granite quoins and lintels. The roof has been replaced with natural slate, the chimney rebuilt with red brickwork and a rather clever 'emblem' has been fashioned on the lead flashing. The windows have been replaced with plastic but remain as vertical sliding sashes with small panes. The cottage is surrounded with a green hedge surmounting a natural stone wall.

## Bridge Hill Farm

Bridge Hill Farm is a large bungalow home, built of natural stone, with quoins formed in sand and cement rendering, lintels likewise. The front elevation is flush pointed with sand and cement, with the joints 'ruled with a narrow iron' whilst the mortar was wet, and the resulting groove painted in white. Roof is slated. Windows are plastic with lead-like latticework. The bungalow laying back from the road and enjoys a well-kept garden.

A natural stone wall surrounds the property, some of which is a 'Cornish Hedge' with mature trees growing from it. Granite posts boarder the entrance. A large caravan is sits to the rear and side of the dwelling.



## Laity Farm

Laity Farm falls on both sides of the 'Old Portreath Road'. The original farmhouse is a Grade II listed building of some character. Large, constructed of local stone, rendered and painted on the front elevation. The roof is natural slate. Windows are vertical sliding sashes with small panes (interestingly, some windows are blanked, i.e. painted out). The house sits in its own ground well back from the road and is surrounded by a high wall with a granite posted and stepped entrance. Mature trees top the boundary wall.

On the same North side of the road, an old mill has been converted and extended with natural stone and now forms a dwelling. Some sizeable local stone and granite has been used for quoins and lintels. The roof is slate, and the wooden windows painted. Much greenery surrounds the dwelling and masks the new garage which is fronted with natural stone. The garage enjoys a hipped roof with red clay hip tiles (like the converted mill house) Between the farmhouse and the converted mill lies a derelict 'Dutch Barn' made mostly from precast concrete posts and beams topped with asbestos sheeting.

To the South side of the road, the redundant farmyard and its buildings are in a current state of major development. Much demolition has taken place and some housing is being formed. The yard is open and concreted or graded with crushed stone and a new entrance is being formed. Some old timber and asbestos barns remain at the time of survey (6/10/2019) Some local stone and sand and cement rendering is being used in the reconstruction. Natural slate is being used on the roofs.

No longer a working farm, Laity farmhouse is a bed and breakfast establishment.