

# Lostwithiel

Design Guidance and Codes

**Final report**  
**June 2025**



## Quality information

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## Revision History

Issue no.	Issue date	Details	Issued by	Position
4	03.06.2025	Final report	Nicola Jurkiewicz	Graduate Urban Designer
	02.06.2025	Reviewed by Locality	Annabel Osborne	Locality
3	19.05.2025	Reviewed final draft	Nicola Jurkiewicz	Graduate Urban Designer
	16.05.2025	Reviewed by NPSG	Sandra Harris	Lostwithiel Town Council
2	01.05.2025	Reviewed second draft	Hoorieh Morshedi	Senior Urban Designer
	17.04.2025	Reviewed by NPSG	Sandra Harris	Lostwithiel Town Council
1	19.03.2025	Review	Ben Castell	Director
	19.03.2025	Site visit, research, review of the first draft	Hoorieh Morshedi	Senior Urban Designer
	19.03.2025	Site visit, research, draft report	Nicola Jurkiewicz	Graduate Urban Designer

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Introduction

01



# 1. Introduction

**The aim of a Neighbourhood Plan Design Code is to empower the local community to influence the design and character of the local area and to promote suitable, sustainable development that meets the needs of local people.**

## 1.1 Background and purpose

Through the Ministry for Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been appointed to provide design support to the Lostwithiel Neighbourhood Plan Steering Group by preparing this Design Guidance and Codes document.

The purpose of the Design Guidance and Codes is to gather information on the opportunities and issues faced in the delivery of quality design in the context of the neighbourhood.

The aims of the document are to:

- Positively influence the character and design of new development within the Neighbourhood Area (NA);
- Set out clear analysis of the local context, focusing on topics where improvement is most needed;
- Benchmark how these opportunities should be delivered, such that they are factored into considerations at site procurement, and the downstream design response.

The report cannot influence the quantum, location or type of development; other tools in the Neighbourhood Plan and Local Plan can cover these.

Consultants AECOM prepared this report between November 2024 and March 2025, in conjunction with key members of the Neighbourhood Plan Group.

### What is design coding?

Design coding involves setting out clear and specific guidelines for the determination of planning applications. These codes are intended to ensure that developments contribute positively to their surroundings in terms of aesthetics, functionality, and sustainability.

They can provide greater assurance for communities and clarity for developers about the design of new development.



## 1.2 Area of study

Lostwithiel Parish, located in Cornwall within the St Blazey, Fowey, and Lostwithiel Community Network Area, is a historically significant small town with a population of approximately 3,070, based on the 2021 census. The name Lostwithiel (Cornish: Lostwydhyel) translates to 'tail of the forest.'

The parish features a central built-up area surrounded by predominantly agricultural land, including outlying hamlets like Maudlin, Hillhead, Polscoe, Sweetshouse and Castle. Its connection to the rest of Cornwall is facilitated by the A390 trunk road and a railway station on the mainline network, making it accessible for residents and visitors alike.

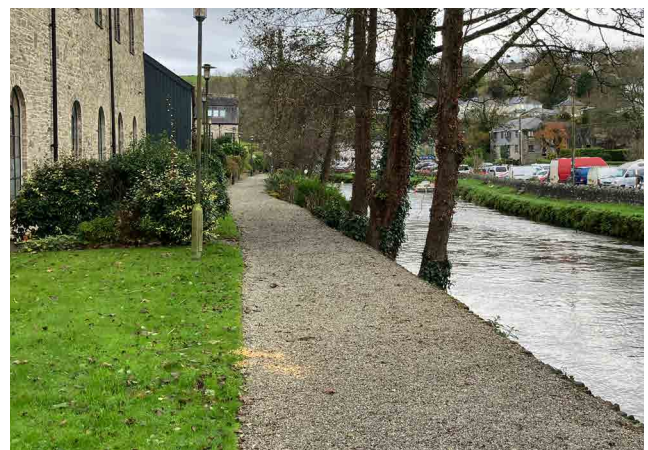
Demographically, Lostwithiel has a high proportion of age groups over 45, which is significantly overrepresented compared to national levels. Recent development, including a portion of affordable housing, has brought younger demographics to the town.

Lostwithiel's character is deeply rooted in its historical and cultural heritage. Once a bustling port and the effective capital of Cornwall, its history is reflected in the well-preserved medieval and Georgian architecture within its conservation area.

The parish's rich heritage is complemented by a natural environment dominated by the River Fowey, agricultural lands, and woodlands, including areas owned by the Duchy of Cornwall. This blend of historic charm and natural beauty defines Lostwithiel as a vibrant and sustainable community with a strong communal spirit.



**Figure 01:** View at St. Bartholomew's Church, Church Lane.

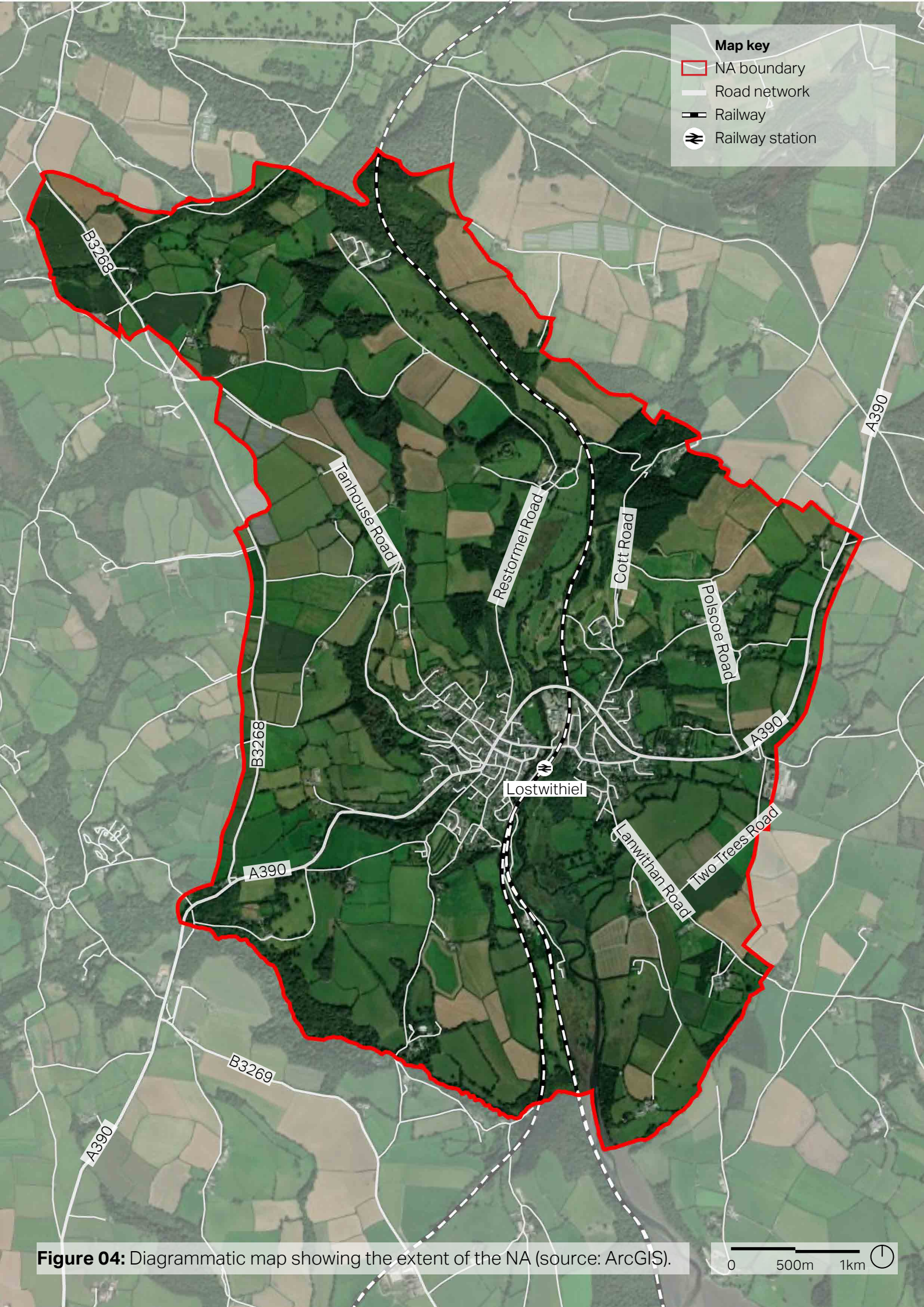


**Figure 02:** View at footpath along River Fowey.



**Figure 03:** View at Lostwithiel Bridge over the river.





**Figure 04:** Diagrammatic map showing the extent of the NA (source: ArcGIS).



## 1.3 The vision and values

This document aims to help protect and enhance the character of Lostwithiel in line with the Neighbourhood Plan (2018, page 9) vision of Lostwithiel, as below.

### ***Lostwithiel Vision for 2030:***

***“Lostwithiel is a vibrant and sustainable place to live with a strong communal spirit and sense of its history, embedding its heritage of townscape and landscape in a prosperous and healthy community.”***

*“Lostwithiel is a town with a strong sense of identity and of its own history. Its history is coterminous with that of Cornwall, of which for many years it was the effective capital. This sense of history is embodied in its buildings, settlement plan, and place names. It is closely associated with the countryside in which it is embedded, the River Fowey providing a focus for leisure and community activities. Despite its expansion and the development of modern businesses, it has retained a rural feel with a well-balanced retention of green spaces and a mixture of land uses. Local people value these features of the town and wider parish, which are the basis of its strong sense of community.”*

*“Our vision for Lostwithiel reflects the views of the local community that we serve. Public consultations and other public events have provided clear evidence of what people value about the town and its surrounding area. Central to this is the importance of community and community spirit. In 2014 the Town Council published the results of its own town questionnaire (Annex: Misc15). In answer to the question ‘What do you like most about the town?’, 30% of households said ‘Friendly people’ as their first response, followed by ‘Close community’ and then ‘General amenities’. In answer to the question ‘What is your feeling about the community spirit in Lostwithiel?’ some 84% of respondents described it as good or excellent.”*

## 1.4 Engagement

Below, word clouds illustrate some of the key design characteristics and issues based on the public NP questionnaire from 2014 and other supporting questionnaires<sup>1</sup>, the

<sup>1</sup> Supporting Documents, Lostwithiel Plan; <https://www.lostwithielplan.org.uk/documentation.php>

outcome from the initial meeting and the site visit took place on 26th November 2024.

Section 1.5 illustrates the design guidance themes that respect and enhance the distinctive characteristics and tackle some of the issues that prioritise based on the discussion with the Steering Group.



**Figure 05:** Word cloud diagram illustrating development characteristics in Lostwithiel.



**Figure 06:** Word cloud diagram illustrating development pressures and issues in Lostwithiel.



## 1.5 Targeting design issues

Lostwithiel is a picturesque historic town nestled within a scenic hilly countryside, which contributes to a strong sense of community identity. The key themes of the design guidance and codes which are protecting this local characteristic are listed below.

### A. HOUSING AND DESIGN

**A1. Sympathetic scale and massing** *of building in relation to the plot size, street width and sense of enclosure.*

**A2. Materials** *and colours appropriate to the local context.*

**A3. Car parking** *aiming at placemaking to improve streetscape.*

**A4. Building extensions** *that are visually sensitive to their surroundings.*

**A5. Bins storage and servicing** *that respect the streetscape and nature.*

### C. NATURAL AND HISTORIC ENVIRONMENT

**C1. Historic heritage** *that is respected via sensitive designs and preservation.*

**C2. Green spaces, trees, and hedgerows** *that are maintained and enhanced contributing to the verdant character of Lostwithiel.*

**C3. Biodiversity and wildlife** *that are protected and enhanced.*

**C4. Tranquility and rural character** *that are enhanced through retention of scenic long views onto the hills.*

### B. MOVEMENT

**B1. People friendly streets** *that ensure pedestrian safety, accessibility and convenience.*

**B2. Traffic calming measures** *that are appropriate and well-designed.*

### D. SUSTAINABILITY AND COMMUNITY

**D1. Eco-home** *solutions towards net-zero goals and climate resilience.*

**D2. Flood mitigation** *measures that are integrated into new developments.*

**D3. Employment and local economy** *that are enhanced and attractive.*

## **1.6 The planning context**

It is recommended that future development refers to the following policy and guidance, and subsequent updates, to supplement and support guidance described in this design code document.

### **National planning documents**

The following page identifies relevant planning policies and guidance at the national level.



## National planning policy and design guidance

### **National Planning Policy & Guidance (NPPF) (revised December 2024)**

MHCLG

*“The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans can provide for housing and other development in a sustainable manner. Preparing and maintaining up-to-date plans should be seen as a priority in meeting this objective.”*

*131. “The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.”*

### **National Design Guide (2021)**

MHCLG

The National Design Guide (NDG) sets the 10 characteristics of a well-designed place and demonstrates what good design is in practice. As a companion document, it supports the ambitions of the NPPF to utilise the planning and development process in the creation of high-quality places.

### **National Model Design Code (2021)**

MHCLG

The National Model Design Code (NMDC) sets a baseline standard of quality and practice. The NMDC provides detailed guidance on the production of design codes and the outlining of character areas. It expands on 10 characteristics of good design set out in the NDG.

### **Manual for Streets (2007)**

Department for Transport

Development is expected to respond positively to the Manual for Streets (MfS), the Government’s guidance on how to design, construct, adopt and maintain new and existing residential streets.

### **Building for a Healthy Life (2020)**

Homes England

Building for a Healthy Life (BHL) is the Government-endorsed industry standard for well-designed homes and neighbourhoods. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed design.

### **Future Homes Standard (2025)**

MHCLG

The Future Homes Standard will require new build homes to be future-proofed with low carbon heating and world-leading levels of energy efficiency; it will be introduced by 2025.

## **County-wide and neighbourhood-wide planning documents**

Lostwithiel is a civil parish, overseen by Cornwall Council as the Local Planning Authority (LPA). Although not an exhaustive list, the reviewed documents listed on the following page are particularly relevant to this document and should be read alongside the design guidance and codes presented in Chapters 3 and 4.



## County-wide and neighbourhood-wide planning documents

### **Cornwall Local Plan (2016)**

Cornwall County Council

This plan outlines strategic policies for development across Cornwall up to 2030. It serves as a framework for decision-making on planning applications and includes policies on housing, economic growth, and environmental protection.

### **Cornwall Design Guide (2021)**

Cornwall County Council

This document aims to support the Cornwall Local Plan by providing a comprehensive guide to support the delivery of high-quality design. It focuses on the principles and outcomes needed to create and enhance good quality places to live and work based on '4 Golden Threads': Environmental growth & nature recovery, Health and wellbeing, Inclusivity and Resilience to climate change.

### **Supporting documents (Cornwall County Council):**

- Cornwall Shopfronts Design Guide (2017)
- Climate Emergency Development Plan Document (DPD) (2023)
- Streets for People Design Code
- Cornwall Streetscape Design Guide (2019)
- The Cornwall Transport Plan (2022)
- The Cornwall Housing Strategy (2022)
- The Cornwall Building Stone Guide (2023)
- The Biodiversity Guide (2023)

### **Lostwithiel Neighbourhood Plan (2018)**

Neighbourhood Plan Steering Group on behalf of Lostwithiel Town Council

The document provides specific policies and guidelines tailored to the development needs and aspirations of the Lostwithiel community. It addresses local housing, infrastructure, and environmental considerations. Lostwithiel Town Council will keep the plan under review in order to be able to respond to evolving circumstances.

### **Lostwithiel Flood Management Plan (2022)**

Lostwithiel Town Council

The Lostwithiel Flood Management Plan was written following major flood incidents in 2010 and 2012. The document aims to raise awareness of the flooding-prone areas, identify vulnerable users and to increase flood resilience of new and existing development.

### **Lostwithiel Historic Characterisation (2008)**

Environment and Heritage, Cornwall County Council

The Lostwithiel Historic Characterisation Study offers an in-depth analysis of the town's historical development, architectural heritage, and cultural significance.

### **Sustainable Traffic and Travel Plan (2023)**

Lostwithiel Town Council

The document focuses on the town's transportation infrastructure by evaluating and improving its vehicular, cycling, and pedestrian systems. It aims to increase safety, sustainability, and climate resilience.

## 1.7 How to use this document

This document will be used differently by different people in the planning and development process, as summarised in the adjacent table. A valuable way codes and guidance can be used is as part of a process of co-design and involvement that seeks to understand and takes account of local preferences for design quality. As such the codes and guidance can help to facilitate conversations to help align expectations, aid understanding, and identify key local issues. Design codes and guidance alone will not automatically secure quality design outcomes, but they will help to prevent poor outcomes by creating a rigorous process that establishes design expectations.

## 1.8 Process


This document has resulted from a collaborative effort between the Lostwithiel Parish Neighbourhood Plan Steering Group (NPSG) and AECOM. The design coding process includes the following steps:

1. Inception meeting between AECOM and NPSG members.
2. Site visit with the NPSG, walking tour of built-form, and photographic study.
3. Urban design analysis based on the site visit and further desktop study.
4. Preparation of draft Design Guidance and Codes in consultation with the NPSG.
5. Draft reviewed by the NPSG and Locality.
6. Final design guidance and codes form part of the base for the future NP.

STAKEHOLDER	HOW THEY MAY USE THIS DESIGN GUIDE
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the guidance and codes as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The guidance and codes should be discussed with applicants during any pre-application discussions.
Town Council	As a guide when commenting on planning applications, ensuring that the guidance and codes are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

**Table 01:** Summary table of how this document can be used and by who.





Neighbourhood  
Area analysis

02

## 2. Neighbourhood Area analysis

**This chapter provides an overview of the Neighbourhood Area of Lostwithiel, forming the foundation for the character area analysis in the following chapter. By examining the town's landscape setting, movement network, and relationship with natural and built heritage, this analysis establishes a clear understanding of Lostwithiel's identity.**

### 2.1 Introduction

Lostwithiel is a settlement with a significant historical and natural context, shaped by its topography and evolving settlement patterns. The town's historic core retains much of its medieval fabric, characterised by a dense network of narrow streets, vernacular buildings, and its direct relationship with the surrounding landscape. Its position within a river valley has had a substantial influence on its development trajectory, fostering a distinct sense of place, while the surrounding green spaces, wooded uplands, and the river corridor provide both ecological and aesthetic value.

The following analysis is crucial for understanding the broader context of Lostwithiel and provides an essential foundation for the design guidance and codes presented later in this document. It examines key factors such as the town's historical development, landscape context, movement network, and the relationship between built and natural heritage. This analysis serves to ensure that any future developments in Lostwithiel are sensitive to its unique character, preserving its identity while fostering appropriate growth.

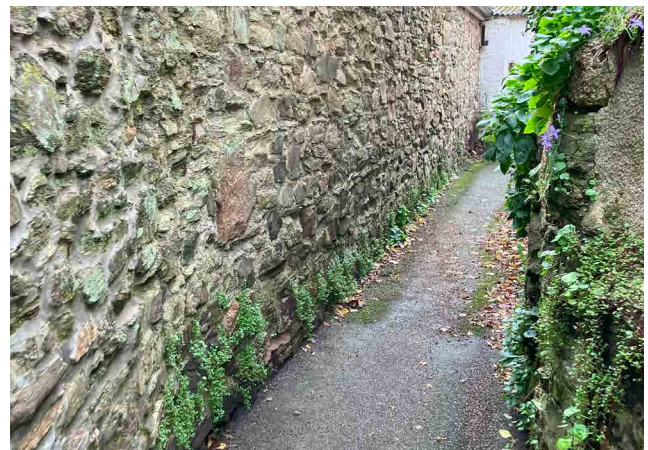


## 2.2 Movement network

- The A390 trunk road serves as the primary vehicular route, linking Lostwithiel to nearby towns such as St Austell and Liskeard, facilitating both local and regional access.
- The town also benefits from its position on the mainline railway network, with Lostwithiel Station offering services on the London to Penzance route, making it a convenient hub for commuters and tourists alike. However, local consultations have identified the need for enhanced station facilities, including car parking, to improve accessibility and convenience.
- The town's historic core is characterised by narrow streets, which contribute to its charm but pose challenges for modern traffic management and parking. Despite these limitations, Lostwithiel's layout encourages active modes of travel, with a network of footpaths and bridleways providing connections across the parish and into the surrounding countryside. These pathways not only support leisure activities but also promote sustainable travel by linking residential areas with local amenities.
- A network of Public Rights of Way (PROW) extends outside the main settlement and through some parks and green spaces, offering pedestrian connections to the open countryside that support recreation and wellbeing.



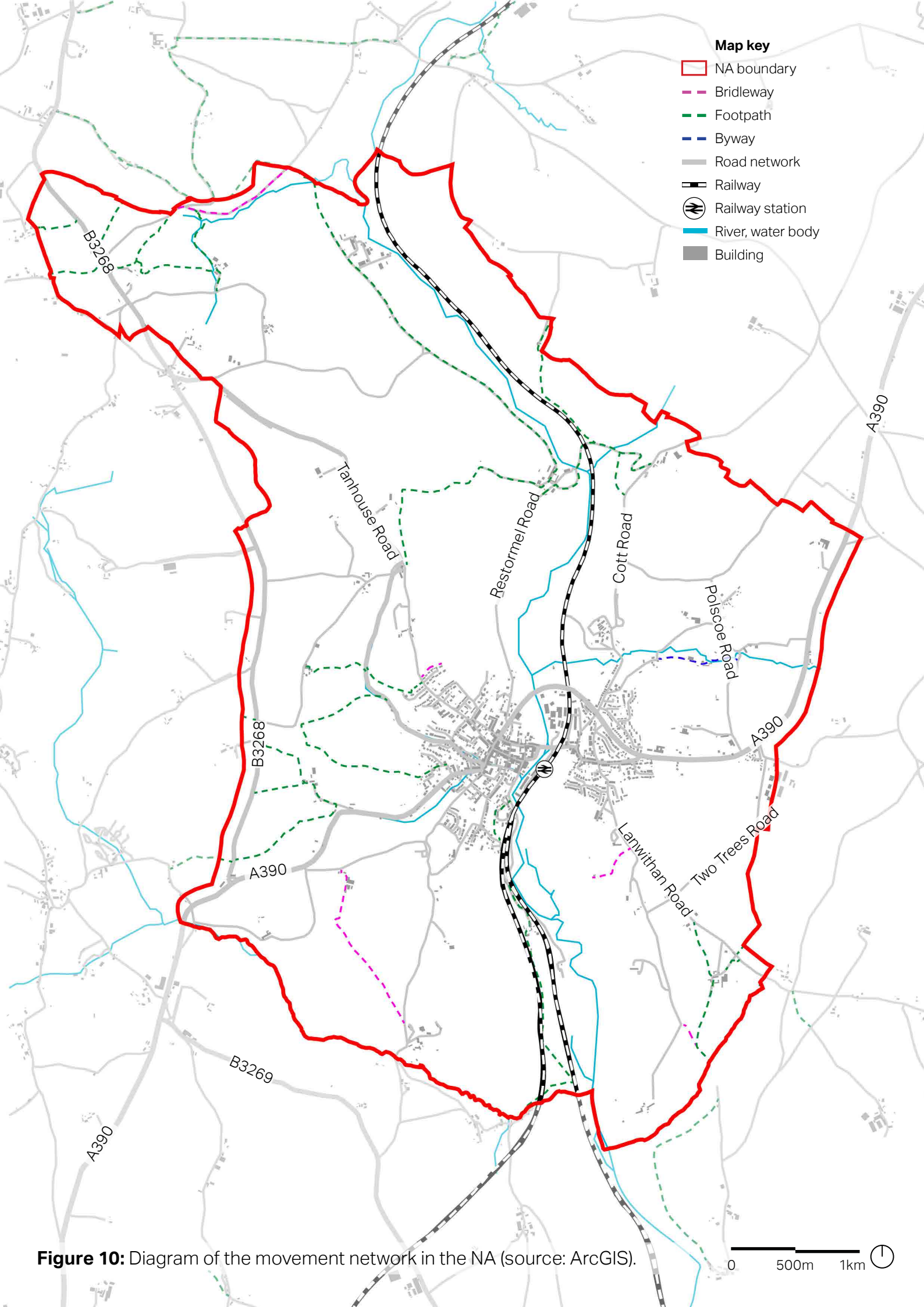
**Figure 07:** View at Grenville Road, one of the original routes to access Lostwithiel.



**Figure 08:** Backland footpaths within the town centre improve pedestrian experience.



**Figure 09:** Railway lines seen from the A390 passing near the Restormel Castle.



**Figure 10:** Diagram of the movement network in the NA (source: ArcGIS).



## 2.3 Historic analysis

Lostwithiel is a town rich in history and character, defined not only by its architecture but also by its deep-rooted relationship with the surrounding landscape, river, and settlement patterns. This analysis explores how Lostwithiel's historic and physical structure has shaped its unique identity, making it one of Cornwall's most well-preserved medieval towns.

### Lostwithiel's landscape and landmarks

Lostwithiel is situated within the sheltered valley of the River Fowey, framed by high, wooded hills. Unlike many towns visible from a distance, Lostwithiel remains concealed until approached via winding roads or river routes. This positioning has historically influenced both its development and preservation. The town's landmarks, include numerous listed buildings. St. Bartholomew's Church spire and the former Bank Chapel Tower dominate the valley scene, reinforcing its historic presence.

The flat valley floor has provided both protection and expansion opportunities. While early development was concentrated in the core of the town, industrial growth in the last 150 years introduced railway structures and industrial complexes. Road improvements from the 1930s and 1960s further contributed to the breakdown of Lostwithiel's sense of containment. However, despite these changes, the surrounding wooded countryside still merges seamlessly with the town, creating an enduring impression of Lostwithiel as a town set within a natural woodland.

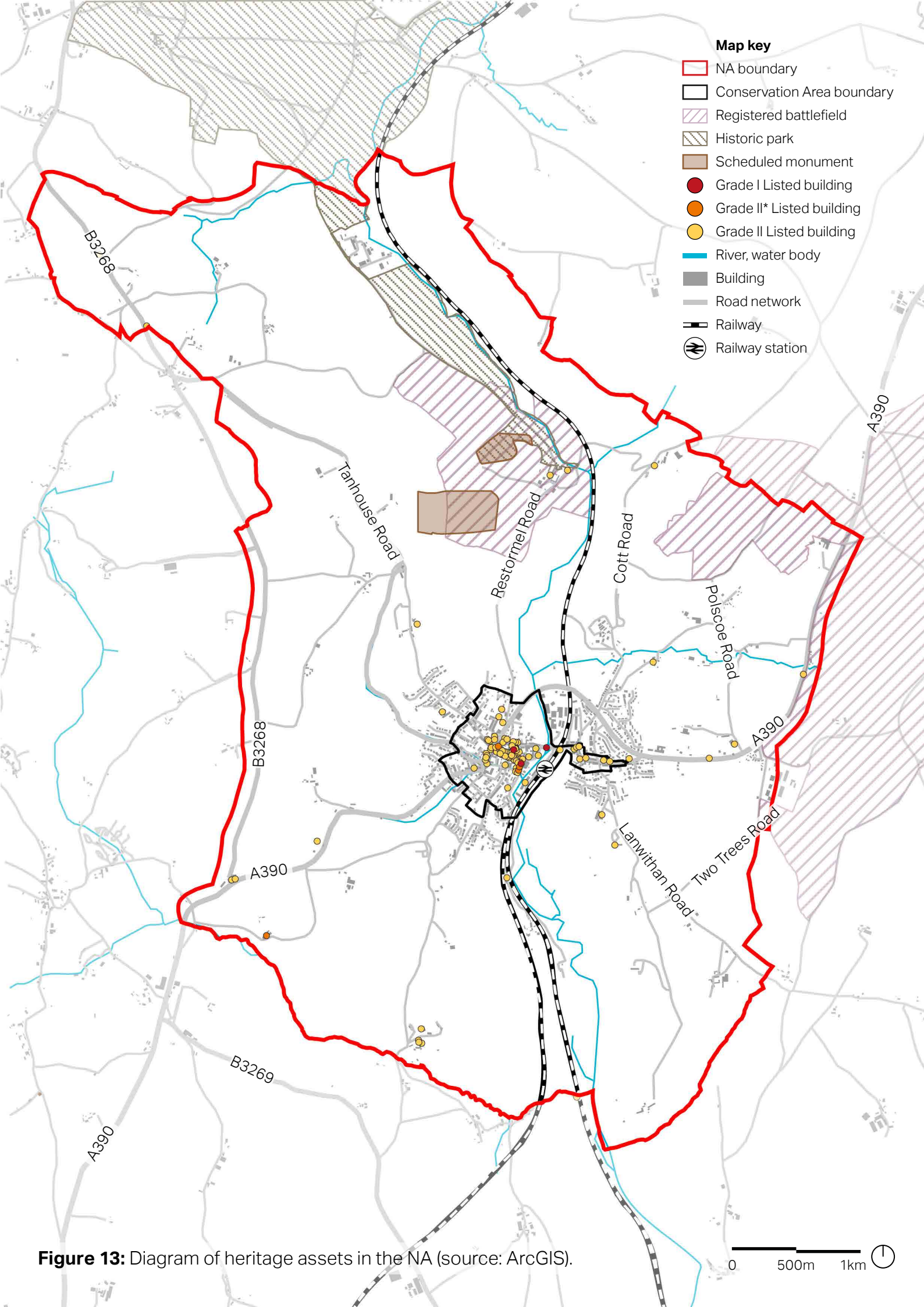


**Figure 11:** Grade I-Listed Freemasons Hall.



**Figure 12:** Grade II\*-Listed The Old Palace.





**Figure 13:** Diagram of heritage assets in the NA (source: ArcGIS).

## **Views and vistas**

The town's valley topography produces striking visual experiences. Historically, Restormel Castle would have been a focal point, visually linked with the town, but its prominence has diminished due to vegetation and new vehicular infrastructure. The cascading streets and roofscapes contribute to the town's character, with a particular emphasis on the central focus of St Bartholomew's spire. Within the historic core, the flat terrain creates an enclosed and intimate atmosphere, where glimpses through alleys and streets define the experience more than sweeping vistas.

## **The River Fowey and green spaces**

Lostwithiel retains a strong connection to the River Fowey and its adjacent meadows. Unlike many Cornish towns that have lost their riverside landscapes to industrialisation, Lostwithiel maintains its natural setting. The river remains as an active feature, used for recreation and small-scale mooring, and continues to shape the town's structure through its meandering course. Many surrounding properties along the valley benefit from views onto the river. The meadows serve as a defining boundary and a valued green space, functioning as a linear park stretching from Coulson Park in the south to the sculpture park beyond the bypass. These areas, once sites of industry such as lime burning and haulage yards, have transformed into tranquil retreats, with picnic seating, playing fields and playground areas, enhancing the town's charm.

## **The structure and layout of the town**

Lostwithiel preserves a medieval street layout, ranking among the best examples in Cornwall. The town's tightly packed streets, lanes, and alleys create a dense urban fabric, with historic plot boundaries remaining largely intact for over 800 years. The only significant open spaces are Parade Square and the churchyard, both of which contribute to the town's character. The transition from the old core to suburban developments is subtle, with Victorian villas and terraced houses blending into the urban landscape.

Despite its dense nature, Lostwithiel's streetscape does not feel overly rigid. Narrow roads, varied building facades, and the absence of excessive modern paving interventions allow the historic character to remain prominent. Queen Street, however, suffers from the intrusion of traffic, breaking the otherwise seamless integration of lived-in streets and green spaces.

## **Lostwithiel's Industrial and social fabric**

Beyond its architecture, Lostwithiel's industrial past is evident in its scattered workshops, mills, and quays. The remnants of tramways and mill ponds highlight the town's working history, which is as essential to its character as its grander medieval landmarks. Many outbuildings and back plots, once homes or workplaces, contribute to this narrative and warrant careful conservation.

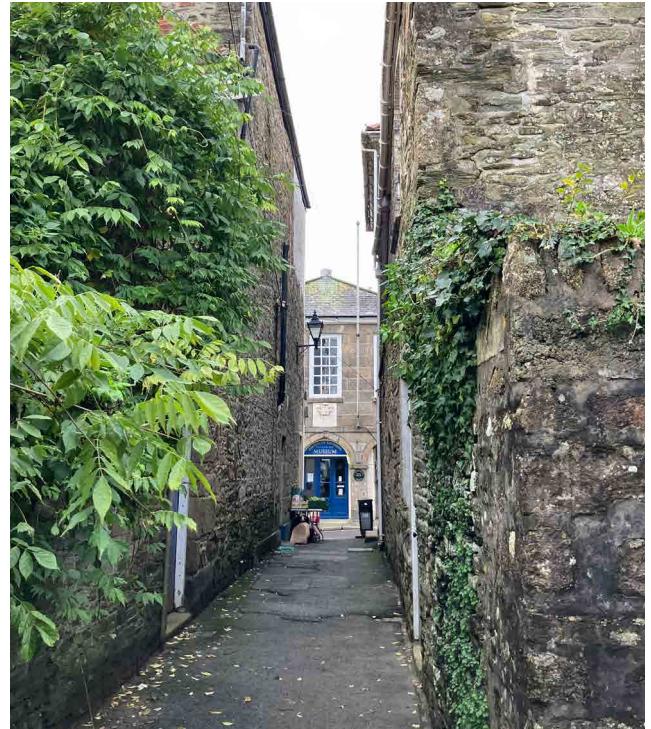


The town's social history is equally embedded in its built environment. Structures such as the old Assembly Rooms, the Church Rooms (formerly a tannery), and the Convocation Hall tell stories of Lostwithiel's civic and communal life. Even modest structures like former debtors' prisons hold unique historical significance, further enriching the town's complex heritage.

### Architectural heritage

Lostwithiel's built environment is defined by a remarkable continuity of architectural styles, with a predominance of two- and three-story buildings exhibiting classical influences. Unlike many towns that have undergone extensive modern redevelopment, Lostwithiel has preserved much of its historic fabric. Landmark structures such as the Duchy Palace and St. Bartholomew's Church highlight its medieval significance, while later municipal and residential buildings add depth and character to the townscape. The architectural palette is largely shaped by locally sourced materials, including granite, slate, and timber, which contribute to both visual cohesion and a strong sense of place.

Beyond its residential core, Lostwithiel retains a wealth of non-domestic buildings that speak to its history as a centre of governance, commerce, and industry. South Street and Quay Street, in particular, feature remnants of 17th-century workshops and warehouses, once integral to the town's economic life. While many of these buildings have been adapted for modern use, careful stewardship is required to prevent their



**Figure 14:** Pedestrian route within the medieval core of Lostwithiel



**Figure 15:** Historic lease plaque embedded in the building wall from 1652.



erosion, ensuring that the town's working past remains visible in its built environment. The town's architectural landscape reflects an intriguing interplay between its modest economic base and the ambitious scale of its principal buildings. Many of Lostwithiel's defining 18th-century structures—such as the Guildhall (1740), Edgcumbe House (c.1750), the Market House (1781), and the now-lost Talbot Hotel—owe their existence not to mercantile wealth but to political patronage, particularly that of the Edgcumbe family. These buildings, with their refined proportions, sash windows, and restrained classical detailing, project a civic grandeur more typical of larger towns.

The layering of historical styles further enhances the town's architectural richness. The medieval street plan remains largely intact, providing a framework within which buildings from successive periods coexist. The town boasts some of Cornwall's finest medieval survivals, while the 16th and 17th centuries introduced notable townhouses and civic buildings, reflecting an evolving social structure. The 18th century brought a shift toward Georgian formality, evident in symmetrical facades, decorative cornices, and elegant doorcases, particularly in buildings associated with the town's ruling elite. The 19th century added a mix of genteel terraces and more decorative flourishes, though Victorian expansion was relatively restrained compared to other Cornish towns.

Despite these grand architectural statements, Lostwithiel retains a strong vernacular identity. Modest cottages and former workers cottages, particularly in areas such as King Street, provide an

essential counterbalance to the more imposing townhouses and civic buildings. These homes, often constructed from local granite with slate roofs and simple yet functional designs, highlight the continued presence of skilled trades and small-scale industry within the town. The juxtaposition of high-status architecture with these more utilitarian structures creates a built environment that is both layered and cohesive, where different periods and social classes are represented within a compact medieval framework.

### **Streetscape and urban details**

Lostwithiel's character is also defined by smaller architectural fragments, paving styles, and incidental features. Elements such as the stone surfaces along Monmouth Lane, historic boundary stones, and the surviving quays underscore the town's layered history. Unfortunately, modern paving materials and infrastructure changes have diluted some of this distinctiveness, particularly in Parade Square and lower Grenville Road. Thoughtful restoration of these features would help preserve Lostwithiel's authenticity.

## 2.4 Green & blue infrastructure

The green and blue infrastructure, as outlined in the Lostwithiel Neighbourhood Development Plan, is a key component of its environmental and community framework.

The River Fowey is central to the parish's natural heritage, with its floodplain serving as a valuable ecological and recreational asset.

The central area of the Parish is recognised as Flood Risk Zone and experiences significant flooding. On top of that, Lostwithiel experiences occasional significant flooding and high level of run off water. Cornwall's location on the western coast of the UK exposes it to prevailing Atlantic winds and orographic rainfall from nearby high ground. Due to Cornish climate, Lostwithiel receives a high value of rainfall (around 1200 mm per year).

Surrounding this are significant green spaces such as Coulson Park, King George V playing fields, and the Second Island water meadow. These areas support leisure, biodiversity, and flood mitigation efforts.

Moreover, the Shirehall Moor and Madderly Moor are critical wetland habitats maintained as natural reserves to enhance biodiversity.

Beyond these, areas of deciduous woodland, including some ancient, characterise the steep valley sides, along with tracts of coniferous woodland. These spaces are interconnected by a variety of public footpaths and bridleways, offering recreational access while supporting local flora and fauna.



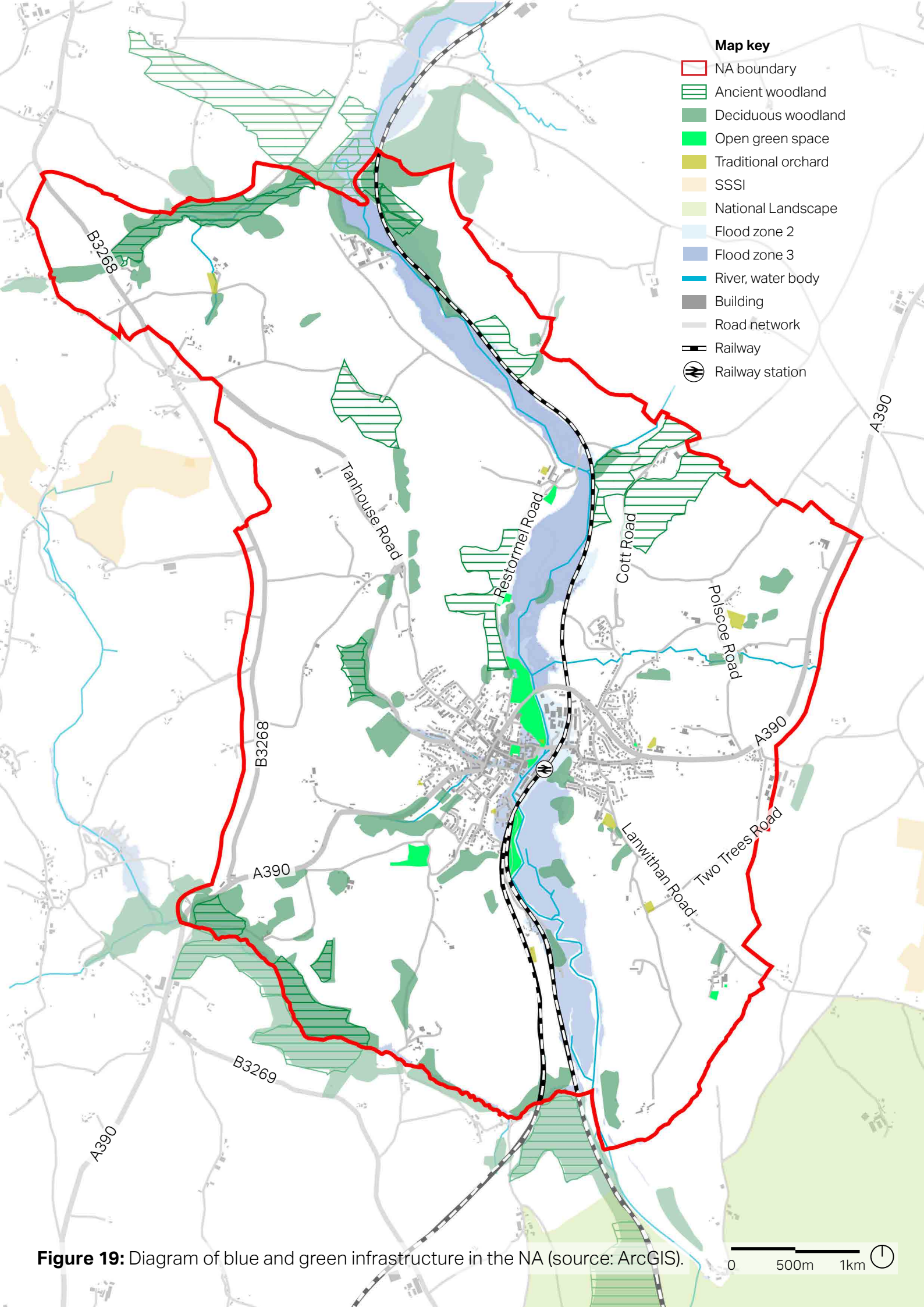
**Figure 16:** View of Dark Lane lined with stone walls and dense green coverage.



**Figure 17:** View from Liddicoat Road (A390) at the opposite side of Lostwithiel.



**Figure 18:** View of River Fowey seen from Lostwithiel Bridge.





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NA-wide design guidance  
and codes

03



# 3. NA-wide design guidance and codes

This chapter sets out the design guidance and codes that should be used to improve the design quality of development coming forwards in the Neighbourhood Area (NA). This design guide supplements the Neighbourhood Plan, local and national planning policy and guidance on design.

## 3.1 Introduction

This chapter supports developers and other applicants when producing or reviewing planning applications within the Lostwithiel Neighbourhood Area (NA). The featured guidelines and codes apply to the whole NA, including any future allocated sites, infill development, and windfall development. There is a focus on residential development.

Taking the topics from the list of design quality criteria identified in the introduction, the first four 'common' themes help to structure the area-wide design codes and guidance in this chapter. Under these overarching headings, individual design codes address more specific considerations.

**Design codes:** Design codes are mandatory requirements for design issues and are expressed with the word **MUST**.

**Guidelines:** Guidelines set out aspirations for design that is expected to be delivered and are expressed with one of two words:

- **SHOULD** reflects design principles that are strongly encouraged.
- **COULD** reflects design principles that are suggestions.

### Design quality issues identified and those included as common themes:

- A Housing and design** - focused on sympathetic scale, massing, material palette, house extensions, parking and servicing;
- B Movement** - aiming at people-friendly routes, footpaths, and traffic calming measures;
- C Natural and historic environment** - guiding design to protect heritage assets, enhance green space, vegetation and wildlife habitats and promote overall tranquility.
- D Sustainability and community-** describing design guidance for eco-homes, flood mitigation and employment and local economy.

### Reference to existing policy:

Where there is already reference to a theme within existing local policy or guidance, this has been highlighted alongside the below icon. Hyperlinks to the policy document and reference to page number are also provided.



For example, for district level guidance, please refer to the adopted (document link).



## 3.2 Housing and design (A)

### A1. Sympathetic scale and massing

Lostwithiel is characterised by low-scale developments, especially in the heart of the town, which results in pedestrian-friendly and human-scale environment. This is an important feature of Lostwithiel, which supports the local rural character.

- The built form of any new development **should** reflect and contribute to the semi-rural and historic character of Lostwithiel. As such, the overall scale, mass, and spacing between buildings **should** be responsive to the location of a proposal and contribute to a cohesive built environment. See Chapter 4 for specific requirements of built form and building typologies within each character area of Lostwithiel.
- New development **should** be built on a small scale, making the most of any available infill or brownfield sites. This will minimise the risk of changing the existing settlement setting of the town.
- The height of any new development **should** respond to the scale of surrounding buildings, street width, sense of enclosure, and topography. It **should** reflect the existing heights of development across Lostwithiel. See Chapter 4 for specific height requirements within each character area.

- Street enclosure **should** generally be wider in areas outside of the central core of Lostwithiel and where adjoining open green space, including local green pockets. Similarly, these areas **should** incorporate lower scale buildings, in terms of bulk and height, to avoid creating abrupt settlement edges.
- Roof forms **should** be in keeping with the surrounding context to respect the local character. The scale and pitch of the roof **should** be in proportion with the dimensions of the building and neighbouring properties. If applied, dormers **should** also be proportionate and sensitively designed.
- The roofline **should** be responsive to the topography and outward views towards the surrounding hills. It **should** not create a visual obstacle.



For more design guidance, see [Lostwithiel NP](#) and [Cornwall Design Guide](#).



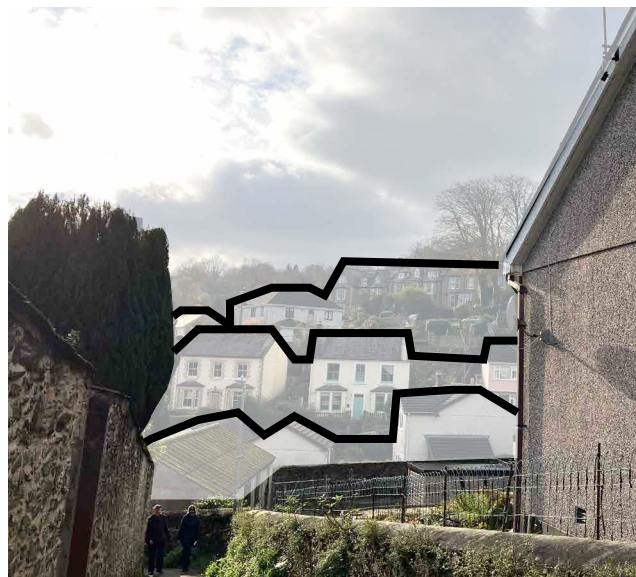
**Figure 20:** Example of a street with approximately 1:1 street enclosure, which results in a comfortable and urban feel. Such enclosure can promote social interaction and create attractive sightlines.



**Figure 21:** Example of coherent scale of buildings along an inclined road creates a rhythm that emphasises the natural gradient and helps maintain open views both uphill and downhill.



**Figure 22:** Example of low-rise buildings outside the main town core in an informal and spaced-out layout helps provide a safer and friendly environment for families, while allowing views onto the surrounding hilly topography and tree crowns.



**Figure 23:** Example of 2-storey high building arrangements designed in a staggered, stepped fashion to match the natural slope, reinforcing the topography and creating a dynamic visual aesthetic.



## A2. Settlement layout

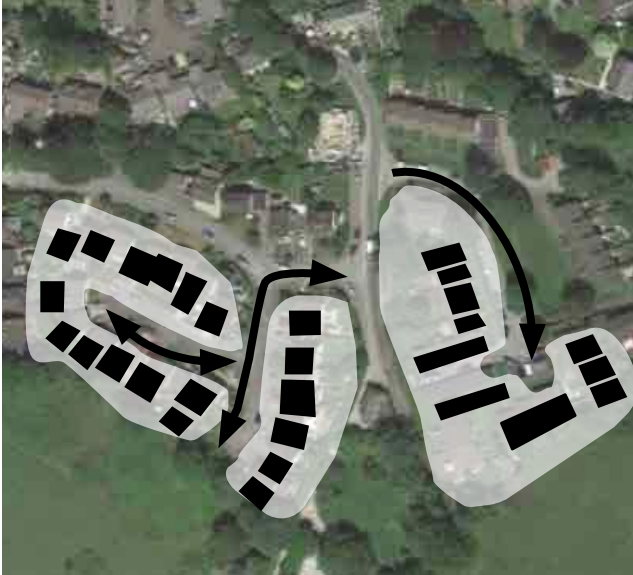
Developments in Lostwithiel are laid-out in various patterns contributing to the distinctive characters of individual areas. Understanding the surrounding settlement layout and pattern is crucial in creating well-integrated developments.

- New developments **should** consider layouts that include strategic connections and access between individual new neighbourhoods, the town centre and the surrounding landscape to support recreation and wellbeing.
- New developments **should** harmonise with the existing linear and organic settlement patterns that are prevalent. In areas located closer to the settlement edge, a more informal network of cul-de-sacs with a more meandering character **could** also be introduced (see Chapter 4 for more details). Subsequently, the arrangements of dwellings and building lines **should** adapt to these layouts, with a thorough consideration of topography and views.
- Within larger development sites, the size of plots and their pattern **should** be varied to contribute to the semi-rural character of the town. New development **should** avoid creating rigid and grid-like patterns of development.

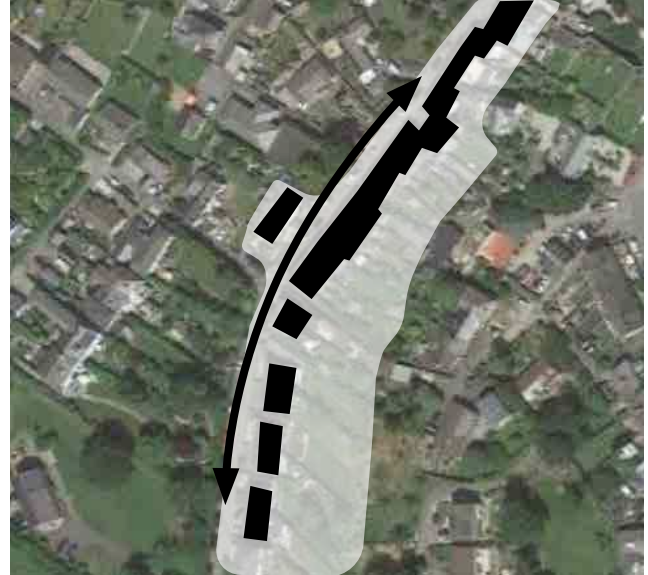
- Development **must** maintain visual connections to the surrounding landscape and long views out of the settlement by ensuring separation distances between buildings. Development **should** be oriented to complement views of the town, where possible.
- Development densities **should** reflect the character of Lostwithiel and the character area it is located in (see Chapter 4 for more details).
- The provision of open spaces, including gardens, recreation grounds and pocket parks, **should** be included in any new development and **must** comply with the local policies.
- Development **should** have an active façade that fronts onto the street. This not only adds visual interest to the streetscape, but also provides pedestrian safety through natural surveillance and traffic calming through speed control.
- If a larger gateway plot is developed with a group of buildings, the corner of the site **should** act as the key landmark. The corner building **could** be slightly more prominent, creating a positive visual experience. Gateway buildings and features **should**, however, reflect the local character and respond to existing development and landscaping.



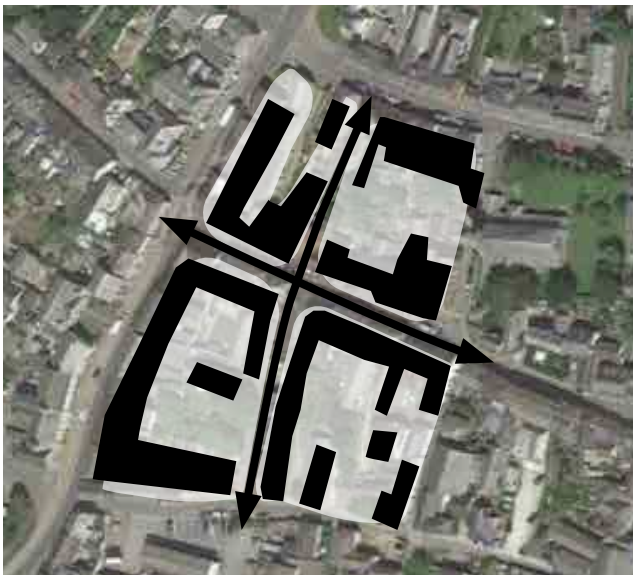
For more design guidance on development layout, see [Cornwall Design Guide](#).



**Figure 24:** Example of cul-de-sac patterns with short dead-end streets that integrate well with the surrounding open landscape and support family safety (ArcGIS).



**Figure 26:** Example of the linear pattern connecting the town centre with more remote residential areas, with cul-de-sacs branching-off (ArcGIS).



**Figure 25:** Example of a permeable street pattern, which supports walkability in the central core of Lostwithiel (ArcGIS).



**Figure 27:** Example of a planned pattern with the street layout following the natural topography line, allowing generous views towards the town centre (ArcGIS).





For more details, see [Lostwithiel Historic Characterisation](#), [Cornwall Building Stone Guide](#) and [Cornwall Design Guide](#).

## A2. Materials

Local materials are cherished by the local community and contribute greatly to the character of Lostwithiel, where local types of stone are seen throughout. The humidity of Cornish climate impose some constraints to the choice of external materials, which need to be climate resilient to improve the sustainability and reduce the need for regular maintenance. Therefore, slate and stone are recommended and commonly seen among new developments. A variety of stone and green boundary treatments are also commonly seen.

- New developments within or nearby historic assets and the Conservation Area **must** adhere to the local traditional materials, textures, and colours to protect the local heritage value.
- Developments outside the Conservation Area **should** also harmonise with the local vernacular.
- Any new development neighbouring historic assets **must** include a substantial setback or green buffering from the asset and adopt a massing and scale that aligns sensibly with the neighbouring structures.
- Artificial materials and bright colours **should** be avoided to maintain the natural and rural character within the Conservation Area.

- New development **should** harmonise with the detailing and fenestration abundant within the Neighbourhood Area, considering the proportion and rhythm.
- Proposals involving multiple houses **should** ensure a variety of detailing is utilised across the development to provide visual interest. 'copy and paste' designs **should** be avoided unless a 'terracing' effect is desired.
- Where fenestration is street-facing in new developments, timber fittings **should** be preferred. Plastic windows **should** be avoided, especially if replacing traditional windows.
- New development **should** reference or complement the existing material and colour palette in Lostwithiel as displayed on the following page.
- Boundary treatments **must** be in keeping with the surrounding context, especially within the Conservation Area. Generally, boundaries adjoining the main access street **should** be up to 1.3 metres high to positively impact the public realm.

## Façade



Cornish sandstone and granite



Cornish stone and granite



Light and cream coloured façade



Lantoom Cornish cut stone

## Fenestration



Sash windows



Painted wooden frames



Porch doorways

## Detailing



Brick and stone lintel



White fascia



Brick and stone quoins

## Roofing



Cornish slate roof tiles



Prominent chimneys



Dormers are seldom seen



Roofing supporting moss

## Boundary treatments



Iron railing adjoining traditional buildings



Low Cornish stone wall in herringbone pattern



Low hedges and tree planting



Cornish stone wall and open green lawn



Low Cornish stone wall combined with hedges



Dense green barrier from main road

**Figure 28:** General material palette of buildings and boundary treatments in Lostwithiel.



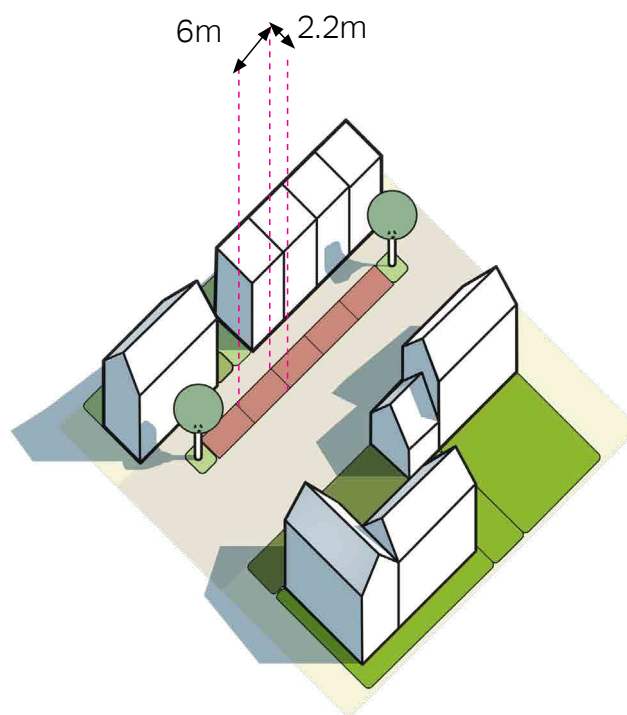


For more guidance see [Cornwall Development Layout Design](#) and [Cornwall Design Guide](#).

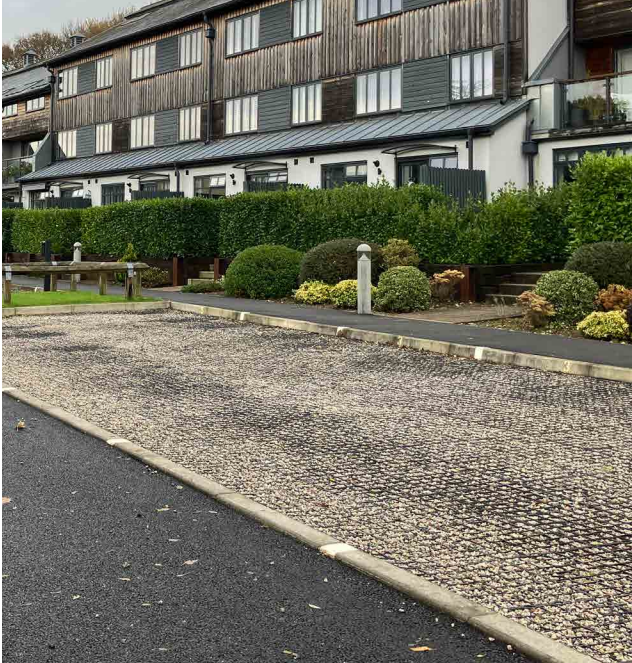
### A3. Car parking

Car parking in Lostwithiel's town centre tends to create congestion, as the main parking options are on-street parking and parking courts. New development is required to ensure appropriate parking provision for the users and visitors in any new development as per existing local policies.

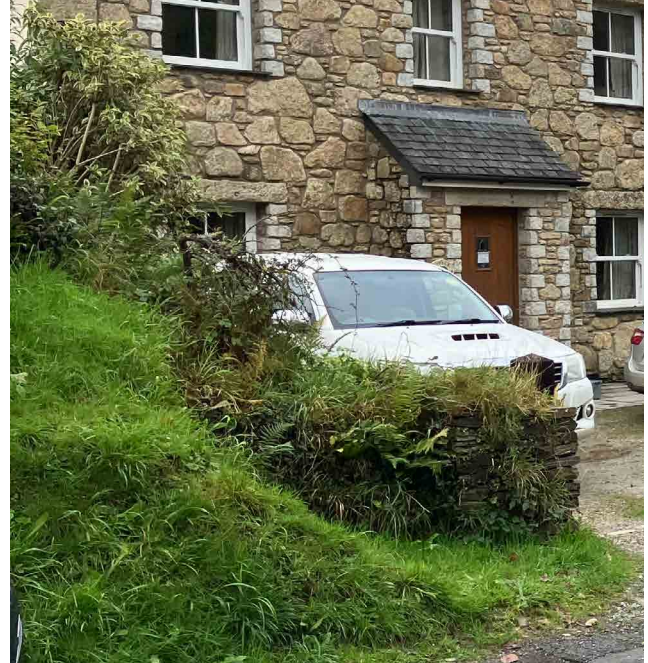
- Parking **should** be well integrated into the design of new development to avoid negative visual impact and mobility issues within the public realm. This means using high-quality and well-designed soft landscaping, hedges, foliage and trees to screen hard parking surfaces and vehicles.
- Hard standing and driveways **must** be constructed from porous materials, to minimise surface water run-off and therefore help mitigate potential flooding.
- Garages **should** not dominate the appearance of dwellings and **should** not reduce the amount of active frontage to the street.
- Garages **should** provide minimum 3m x 6m internal space to park and access the vehicle and provide extra space for storage.
- New building and existing retrofits **should** utilise Electric Vehicle (EV) charging ports and other add-ons, which **should** be incorporated into the exteriors having low visual impact.



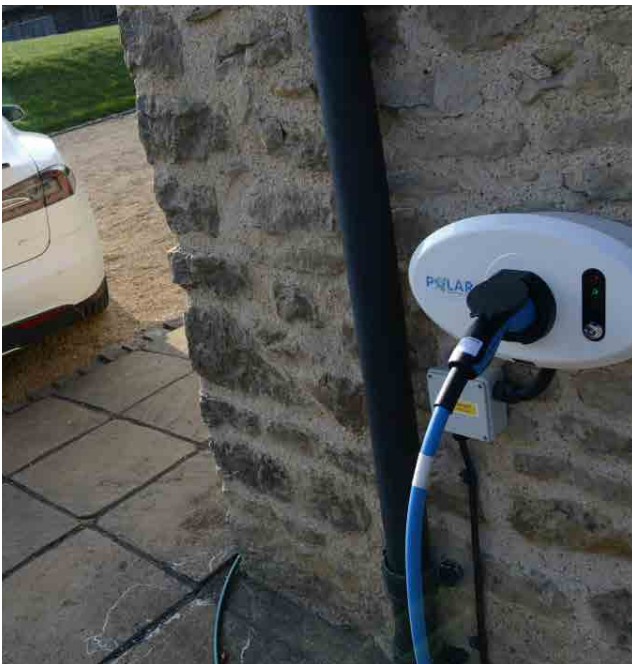
**Figure 29:** Diagram illustrating indicative on-street parking parameters inclusive of disabled users.



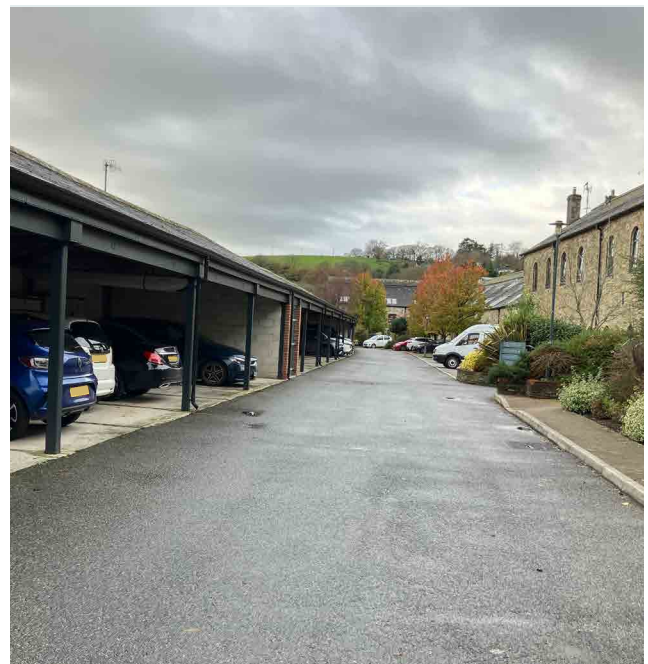
**Figure 30:** Local example of on-street car parking for an apartment block utilising porous surface.



**Figure 32:** Local example of on-plot parking that is screened by vegetation having a low visual impact on the public realm.



**Figure 31:** Example of EV charging device installed on the side wall of a property, reducing it's visual impact on the public realm (elsewhere in the UK).



**Figure 33:** Local example of shared shed parking that is constructed of materials complimentary to the main building.





For more guidance on designing for future adaptability and extensions see [Cornwall Design Guide](#).

#### A4. Building extensions

While many household extensions fall under permitted development rights, the design guidance outlined here serve to establish expectations for the desired design outcomes.

- Extensions, conversions and retrofit within the Conservation Area **must** respect the neighbouring character by using similar colours, forms, and materials. Conversions and extensions **must** seek to complement both the streetscape as well as the original building.
- The general layout and original features of the building's setting which indicate its historic use **should** be retained. For instance, this may refer to loose courtyard arrangements of buildings, physical boundary treatments or original window openings. New window openings in historic buildings **should** be avoided.
- Extensions, conversions and retrofit **should** avoid creating privacy issues and overshadowing. Also, they **should** not obstruct existing vistas and views.
- Extensions **should** be subservient in scale to the original building, regardless of the number of extensions. Usually, extensions **should** be one or two-storeys high.
- Side extensions **should** be set back from the main building line

and complement the materials and detailing of the original building, creating a smooth transition.

- The roof of an extension **should** harmonise with that of the original building. While flat roofs **should** be generally avoided to comply with the traditional pitched roofs. These **could** be appropriate in the back extensions, if not visible from the public realm.
- Roof dormers are seldom seen within Lostwithiel. If used, they **should** be gabled and **should** not dominate the roof or the front façade of the building. Roof dormers **should** follow the rhythm of existing windows.
- Skylights and light wells are more common within Lostwithiel. These elements **should** have a low visual impact on the public realm and **should** not dominate the roof.



**Figure 34:** Side extensions of a cottage, which blends in with the original colours, materials and rhythm of openings.



**Figure 35:** Side extension of a building, which uses similar colours and uses vegetation to reduce visual impact.



**Figure 36:** Sympathetic conversion of historic buildings which retain the original arrangement.



For more guidance on movement see [Cornwall Local Plan](#) and [Cornwall Design Guide](#).

## 3.3 Movement (B)

### B1. People-friendly routes

The numerous footpaths spread across Lostwithiel support wellbeing of the local community, and the connectivity to the town centre. Pedestrian connections are vital to the town's sustainability as many people benefit from the connection offered by railway.

- Streets and pavements **must** conform to the statutory technical requirements and **must** be designed to be safe and inclusive of all users, in particular those with disabilities. For this reason, raised pedestrian crossings and contrasting surfaces for pavements **should** be used.
- Any future development **must** maintain an active frontage and natural surveillance towards the public realm for pedestrian safety.
- The existing Public Right of Way (PRoW) network **should** be protected and promoted. New development **should** link to a PRoW where possible.
- New development **should** ensure pedestrian accessibility to key facilities, such as shops and schools. Long distances **should** utilise resting spaces.
- New development **should** avoid designing features that hinder pedestrian and cycle movement such as gated development, barriers, and low-quality paving.

- While tarmac and asphalt are present within the latest developments, they **should** not form the main surface material, as these materials do not suit the semi-rural character of Lostwithiel.
- Permeable gravel and block paving **could** offer more suitable solutions. Such materials also support rainwater management contributing to environmental sustainability and climate resilience. See guidance on Flood mitigation on page 48 for more information.



**Figure 37:** Positive example of green verge separating pavement from the street, which improves pedestrian safety and attractiveness.



## B2. Traffic-calming measures

In addition to guidance on people-friendly routes, traffic-calming measures, that are designed sensitively to the historic and natural character, add another layer of public safety.

- Entrances to built-up areas **must** confirm to drivers that they are approaching a residential area and **should** be designed to prompt drivers to reduce their speed.
- Traffic calming measures **should** be appropriate for the semi-rural and historic context of Lostwithiel. For example, the edges of a street **could** be narrowed or visually defined from the pavement using a different surface material to deter speeding.
- Within new development boundaries, streets **should** be built to minimise vehicle capacity and movement speed.
- A range of traffic calming measures **could** be introduced by design, these can include gateways, signage, Speed Indication Devices, and carefully positioned landscaping and street furniture. The measures chosen **must** be appropriate for the type of traffic and the historic and semi-rural nature of the area where they are deployed.



**Figure 38:** Positive local example of road narrowing to ensure safe access to the property and safety on the side pavement.



**Figure 39:** Positive example of speed bump at the gateway to new residential lane, which is constructed from local stone in keeping with the character of Lostwithiel.



For more guidance on natural and historic heritage see [Cornwall Local Plan](#) and [Cornwall Design Guide](#).

## 3.4 Natural and historic environment (C)

### C1. Historic heritage

Lostwithiel has a strong presence of historic heritage, such as Lostwithiel Bridge, which must be protected from any adverse impact of new development.

- New developments within or nearby historic assets and the Conservation Area **should** adhere to the local traditional materials, textures, and hues to protect the local heritage value.
- Developments outside the Conservation Area **should** also harmonise with these design features which broadly represent the parish's vernacular.
- Any new development **must** include a substantial setback or green buffering from the asset and adopt a massing and scale that aligns sensibly with neighbouring structures.
- Artificial materials and bright colours **should** be avoided to maintain the natural and rural character within the Conservation Area.
- Above guidance and codes **should** be applied with consideration for long distance views from and onto the open landscape, the Conservation Area and the Restormel Castle.



**Figure 40:** View of Restormel Castle seen from the A390 to the north of the main Lostwithiel settlement.



**Figure 41:** View of St. Bartholomew's Church tower seen from South Street between two properties, framed by surrounding vegetation.



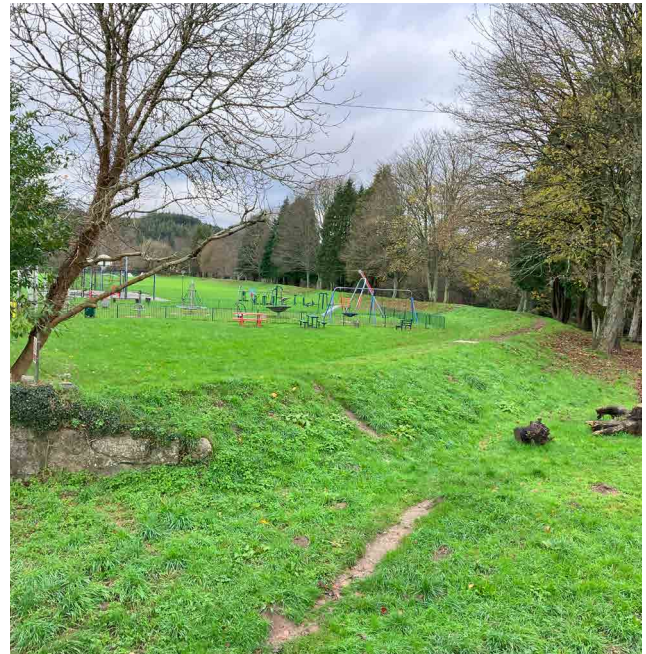


For more guidance on trees, hedges and woodlands can be found on [Cornwall Council website](https://www.cornwallcouncil.gov.uk/).

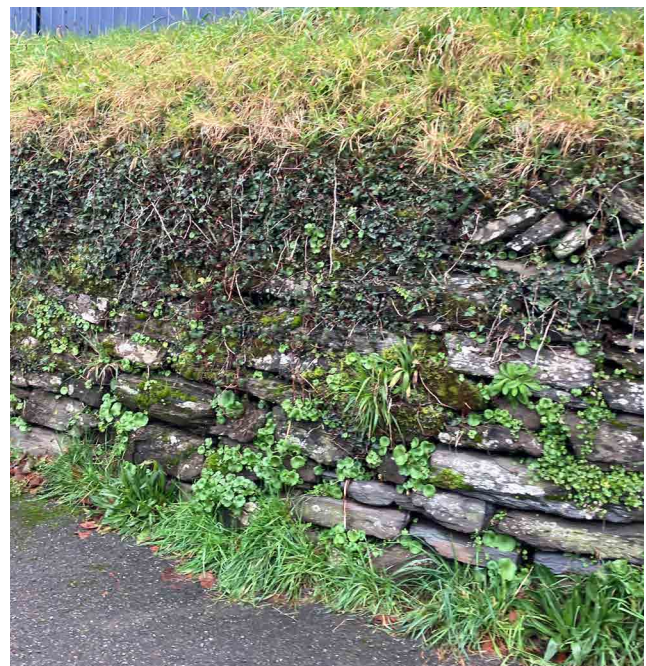
## C2. Green space, trees and hedgerows

Green and well-vegetated areas of Lostwithiel reinforce the semi-rural atmosphere and soften the town's presence within scenic open landscape.

- New developments **should** incorporate often-overlooked green open spaces, like pocket parks, where possible, to support recreation and well-being. These open spaces could serve as focal points and include playgrounds.
- A Cornish wall, also known as a "hedge," is a traditional stone and earth wall commonly found in Lostwithiel, usually along access routes and in the settlement edge. Cornish hedge **should** be 1-1.5m in height and constructed from local stone, with earth core and vegetation on top. It **should** be designed for stability and drainage.
- Existing mature trees and hedges **should** be preserved by incorporating them into new landscape design. If removal is necessary, the loss of flora **must** be replaced elsewhere.
- To ensure resilience and increase visual interest, a variety of native tree species **should** be prioritised over a single one. Native trees **should** be present in any public open space and within private gardens, where appropriate.



**Figure 42:** View of a playground integrated within green open space, King George V Playing Field.



**Figure 43:** Example of Cornish Hedge, which **could** be used for back gardens and roads to reinforce the local character.





For more guidance on movement see [Cornwall Local Plan](#), [Cornwall Design Guide](#) and [Cornwall Council's Biodiversity Guide](#).

### C3. Biodiversity and wildlife

Biodiversity and wildlife are key elements of healthy ecosystem and establish the natural character of Lostwithiel. Since February 2024, the mandatory 10% Biodiversity Net Gain (BNG) requirement has applied to major developments under the Town and Country Planning Act 1990.

- New development **should** protect and enhance the existing habitats and wildlife corridors. In particular, it **should** help increase movement between isolated populations and provide shelter from harsh weather and predators. For this reason, permeable boundaries to properties are recommended.
- Wherever possible, biodiversity **should** be supported by the inclusion of features such as hedgehog corridors, bird/bat boxes, or bee bricks.
- Existing mature trees and hedges **should** be preserved by incorporating them in the new landscape design. If removal is necessary, new planting **must** be replaced elsewhere on site.
- Planting **should** include a variety of native species as per Cornwall's guidance.
- Green roofs **could** be incorporated to replace the fauna lost during development.



**Figure 44:** Example of bird box attached to a tree (elsewhere in the UK).



**Figure 45:** Example of outbuilding incorporating green roof to support biodiversity (elsewhere in the UK).

#### C4. Tranquility and rural character

Lostwithiel is seen as a desirable town to live in due to its tranquility and rural character. Residents value the scenic views that connect residential areas to the surrounding landscape.

- The transition between the settlement edge and the landscape **should** be gradual, using green buffers (dense vegetation) and topography to soften the visual impact of development. Significantly sized developments **must** minimise visual impact on outward views.
- The use of green buffers **should** be considered to help transition between new neighbourhoods. This **could** include areas of dense vegetation or dedicated open green spaces.
- Developments on the settlement edge **should** retain the visual quality of the landscape by prioritising lower-density development.
- Where possible, dwelling frontages **should** be orientated toward public realm corridors and rear boundaries facing public realm areas **should** be avoided. This ensures positive connection between the settlement and the landscape, and provision of high-value views to the residents.



**Figure 46:** View of properties near the Coulson Park, which feature dense vegetation in the private gardens, resulting in being 'hidden' within green coverage.



**Figure 47:** View of the dense vegetation at the end of a residential street that create gradual transition between the open countryside and the new development.





For more guidance on sustainable design see [Cornwall Local Plan](#) and [Cornwall Design Guide](#).

## 3.5 Sustainability and community (D)

### D1. Eco-home

Eco-friendly residential design should be a priority in any new development to ensure sustainability, resourcefulness and long-term climate resilience.

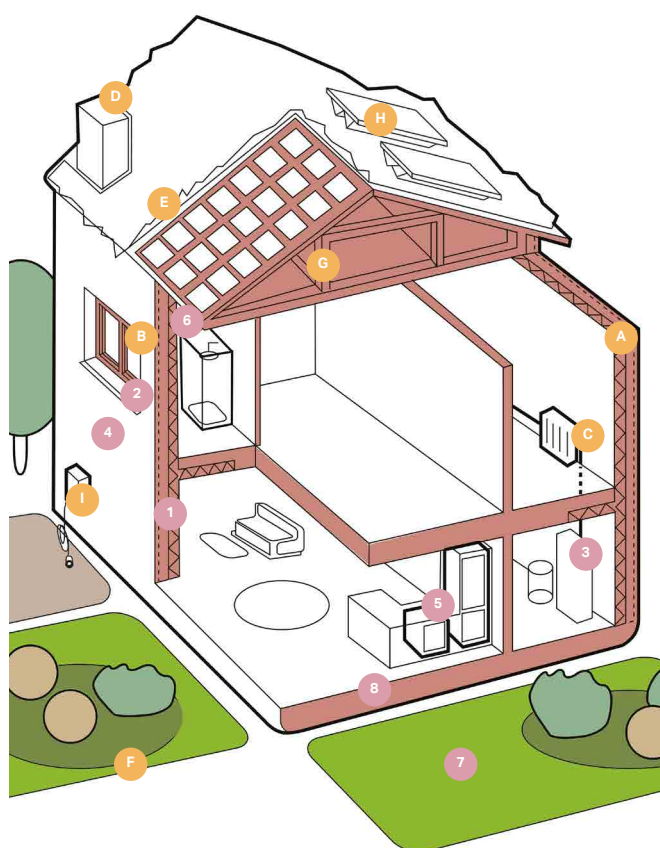
- New developments **should** achieve net-zero standard, which **could** be achieved with the use of strategies illustrated in [Figure 50](#).
- Sustainable features, such as photovoltaic (PV) panels and water collection butts, **should** be integrated from the design phase and blend seamlessly with the building fabric. As PV panels are dark in colour, they **must** be carefully designed to complement the building materials and respect the historic context, especially where located within or adjoining the Conservation Area. Screening **could** be used from the public realm level, but tree screening **should** never overshadow the panels, as this would reduce their efficiency.
- In case of retrofit, interventions **should** minimise their impact on the historic and landscape value and not be visually obtrusive. This **could** involve using similar materials and colours to the original structure, or green buffering.











**Figure 48:** Water butt installed in the back garden of a property (source: rspb.co.uk).












**Figure 49:** Example of solar panels that have low visual impact on the exterior of the property (elsewhere in the UK).



#### Existing homes

- 1  **Insulation**  
in lofts and walls (cavity and solid)
- 2  **Double or triple glazing with shading**  
(e.g. tinted window film, blinds, curtains and trees outside)
- 3  **Low- carbon heating**  
with heat pumps or connections to district heat network
- 4  **Draught proofing**  
of floors, windows and doors
- 5  **Highly energy-efficient appliances**  
(e.g. A++ and A+++ rating)
- 6  **Highly water-efficient devices**  
with low-flow showers and taps, insulated tanks and hot water thermostats
- 7  **Green space (e.g. gardens and trees)**  
to help reduce the risks and impacts of flooding and overheating
- 8  **Flood resilience and resistance**  
with removable air back covers, relocated appliances (e.g. washing machines upstairs), treated wooden floors

#### Existing and new build homes

- A  **High levels of airtightness**  
in wall and floor junctions, around door and window openings
- B  **Triple glazed windows and external shading**  
(e.g. timber louvers)
- C  **Low-carbon heating**  
(e.g. renewables)
- D  **More fresh air**  
with mechanical ventilation and heat recovery, and passive cooling
- E  **Water management and cooling**  
more ambitious water efficiency standards, reuse of grey water
- F  **Flood resilience and resistance**  
(e.g. domestic ponds and raised floors)
- G  **Construction and site planning**  
timber frames, recycled materials, local suppliers
- H  **Solar panels**  
that are integrated well into the overall design (e.g. over parking shed with planting)
- I  **EV charging point**  
that is integrated into the exterior

**Figure 50:** Diagram illustrating common domestic net-zero strategies.



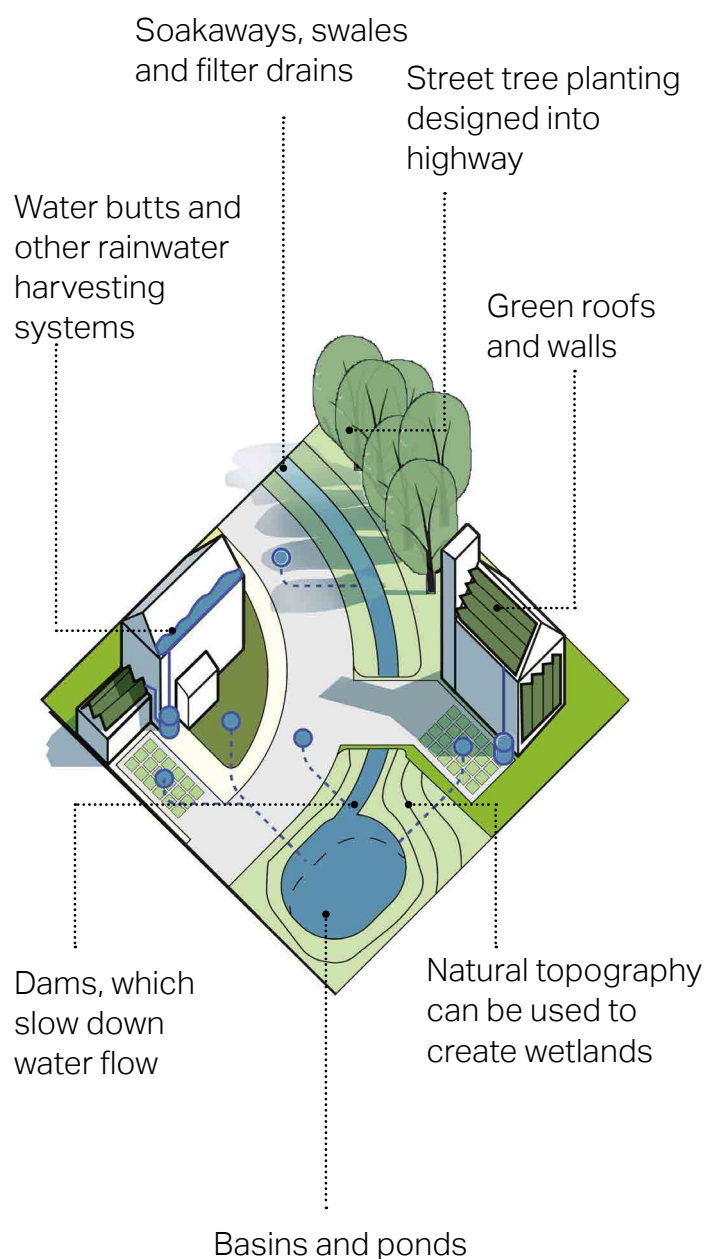


For more guidance see Cornwall Council [Flood Risk](#) guidance.

## D2. Flood mitigation

Sustainable drainage systems (SuDS) **should** be considered by all development proportionate to the scale and nature of the scheme (NPPF, new paragraph 182).

- SuDS **should** make attractive additions to the new and existing streetscape and green open spaces where possible. Example of SuDS that are appropriate of the rural character of Lostwithiel are illustrated in [Figure 51](#).
- Permeable paving **should** be employed where appropriate on footpaths, private access roads, driveways and car parking spaces. The choice of paving **should** be made depending on the local context and sensitive of any adjoining historic or natural assets.
- Any rainwater collected **should** be treated via filtration, disinfection, or desalination, to remove contaminants and make it safe for domestic uses.
- Gardens **could** use water-efficient plants, irrigation systems, and landscaping techniques to minimise water usage.



**Figure 51:** Diagram illustrating water management strategies in a semi-rural context in public space and private land.



For more guidance on shopping, service and local facilities can be found in the [Cornwall Local Plan](#).

### D3. Employment and local economy

Local businesses and industries in Lostwithiel benefit greatly from railway connectivity and tourism. The town centre features numerous retail units known for their unique local products and services. Local businesses must be retained and promoted to continue the town's legacy and ensure future prosperity.

#### D3.1. Employment

- Provision of new retail **should** focus on the vacant premises the town centre of Lostwithiel.
- New and refurbished shop fronts **should** meet local aesthetics and distinctiveness.

#### D3.2. Shop fronts

- The design of new shopfronts **should** fit with the character of the Conservation Area and promote a cohesive design with the existing shop fronts along the High Street, Fore Street and North Street.
- Planters are commonly seen among the shop fronts and **could** be incorporated into the design of building frontages.
- Visual clutter **must** be avoided. This includes removing large advertisements, plastic foliage and general detritus, such as visible AC units, boxes and wires.



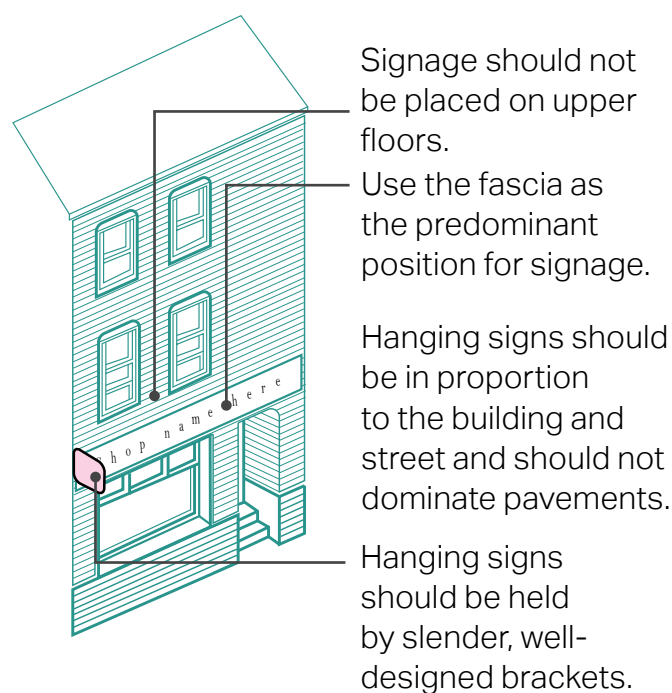
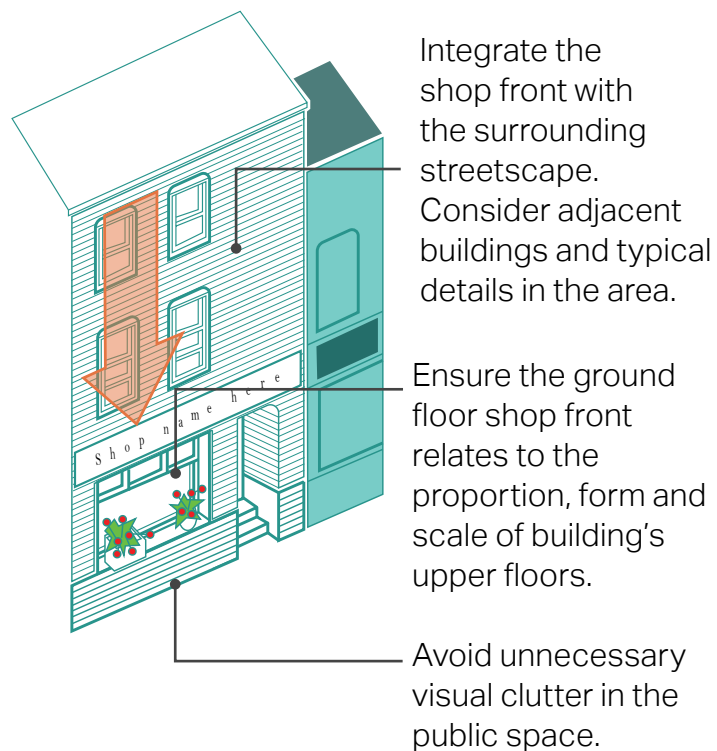
**Figure 52:** Local shop front with painted timber frames that integrate with the window frame above.



**Figure 53:** Local butchers shop with traditional shop front elements, like awning and small chalk board, that indicate the type of service.



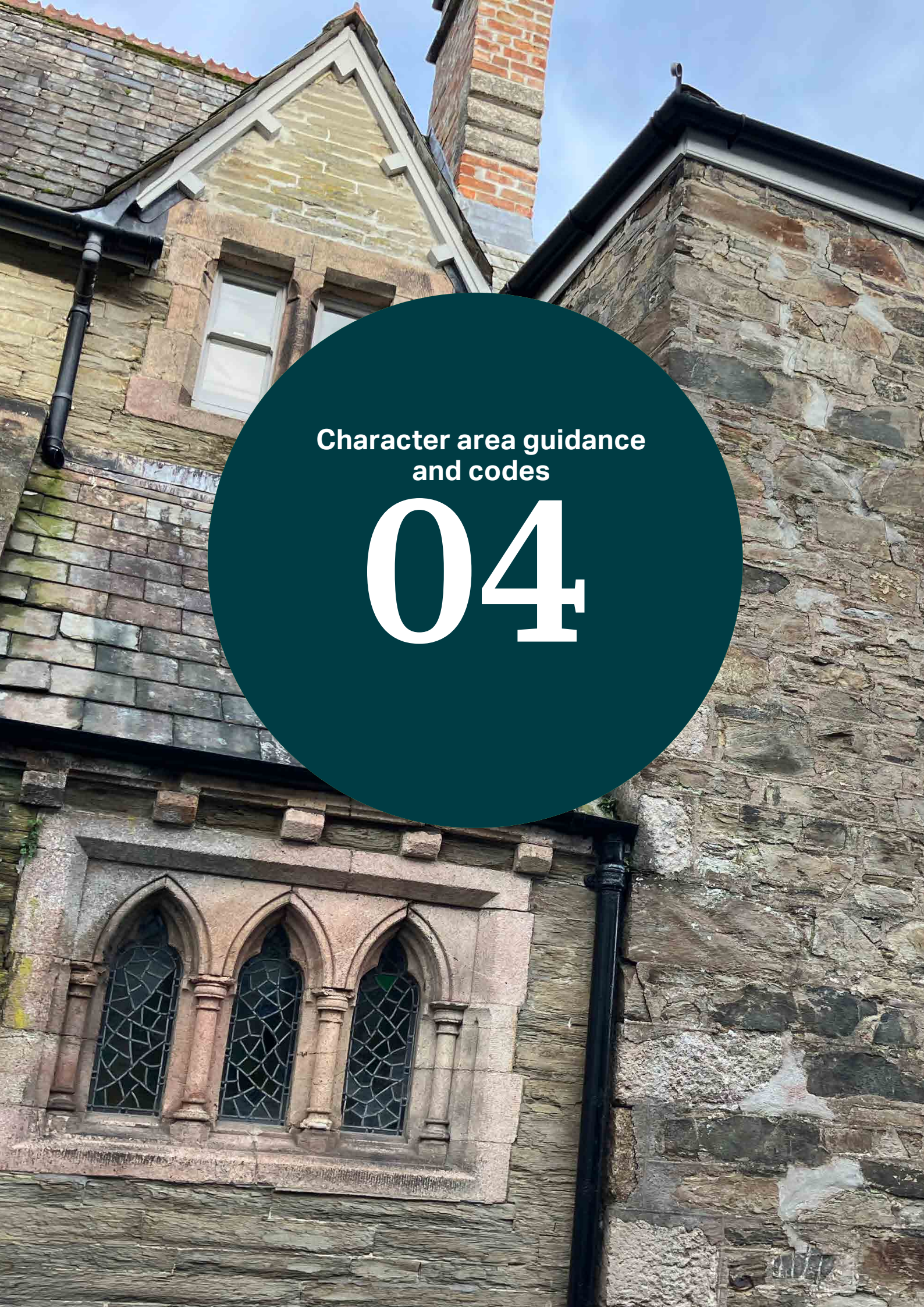
- Traditional materials, such as stone, with neutral colours **should** be used, particularly for historic buildings.
- Window frames, doors, pilasters and fascias **should** be of timber construction with a painted finish in harmony with the local palette.
- Signage **should** be in harmony with the established proportions and confines of the fascia board. Large box signs or additional flat boards **should** be avoided as they can look disproportionate. The most common signage at fascia level is made of individual letters painted directly onto the fascia board.
- In the case of corporate brands, those **should** be sensitive to the existing context, size and scale and use materials and textures from the local vernacular.
- The size of the lettering on fascia **should** be defined by the building typology and proportionate to the fascia. Generally, lettering between 250mm and 300mm will read well from street level.



**Figure 54:** Diagrams showing recommended strategies for shopfronts, such as fenestration proportions and signage design.

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Character area guidance  
and codes

04



## 4. Character area guidance and codes

**This chapter contains a character area analysis of the Lostwithiel Neighbourhood Area (NA). This helps to inform a series of design guidelines that are both sensitive and responsive to the context, landscape setting, and character of each distinctive area.**

### 4.1 Introduction

Defining 'character areas' and establishing what the key features or distinctive attributes are in each area helps to determine the appropriate design codes and to support future development. Defining character areas is a method of dividing the NA into portions so that the descriptions of the areas' features are documented.

For the purposes of this Design Code, the NA has been divided into eight character areas. These include six Settlement Focus Areas (SFAs), which are described further and analysed in the following pages. This is where future development is most likely to occur. A detailed place analysis has been provided for the SFAs on the following pages. The last two character areas (7 and 8) are not analysed in this chapter, as they contain very minor built-up areas, whereas the others are predominantly built-up.

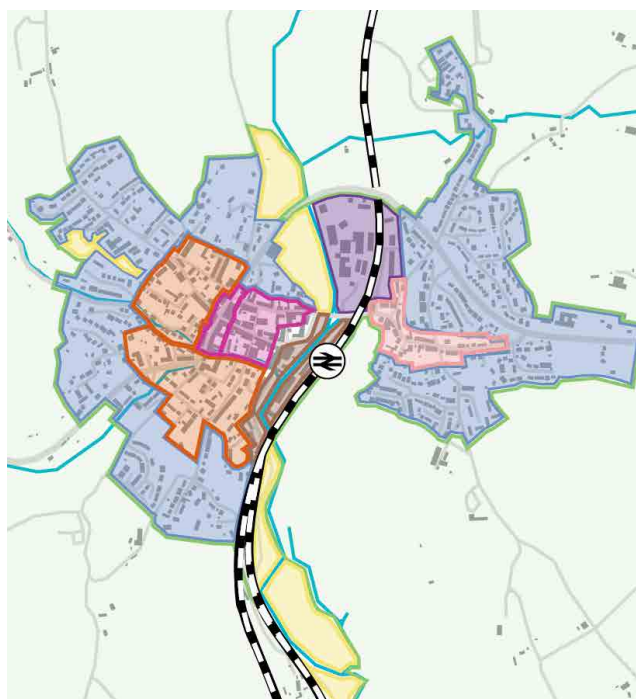
#### Character areas within Lostwithiel:

SFAs

- Area 1 - The Core of the Medieval Town and Queen Street
- Area 2 - The Lower Town and Riverside
- Area 3 - The Upper Town and Southwest and Southern Edge
- Area 4 - Bridgend
- Area 5 - Informal Suburb
- Area 6 - Industrial Zone
- Area 7 - Parks and Water Meadow
- Area 8 - Open Countryside

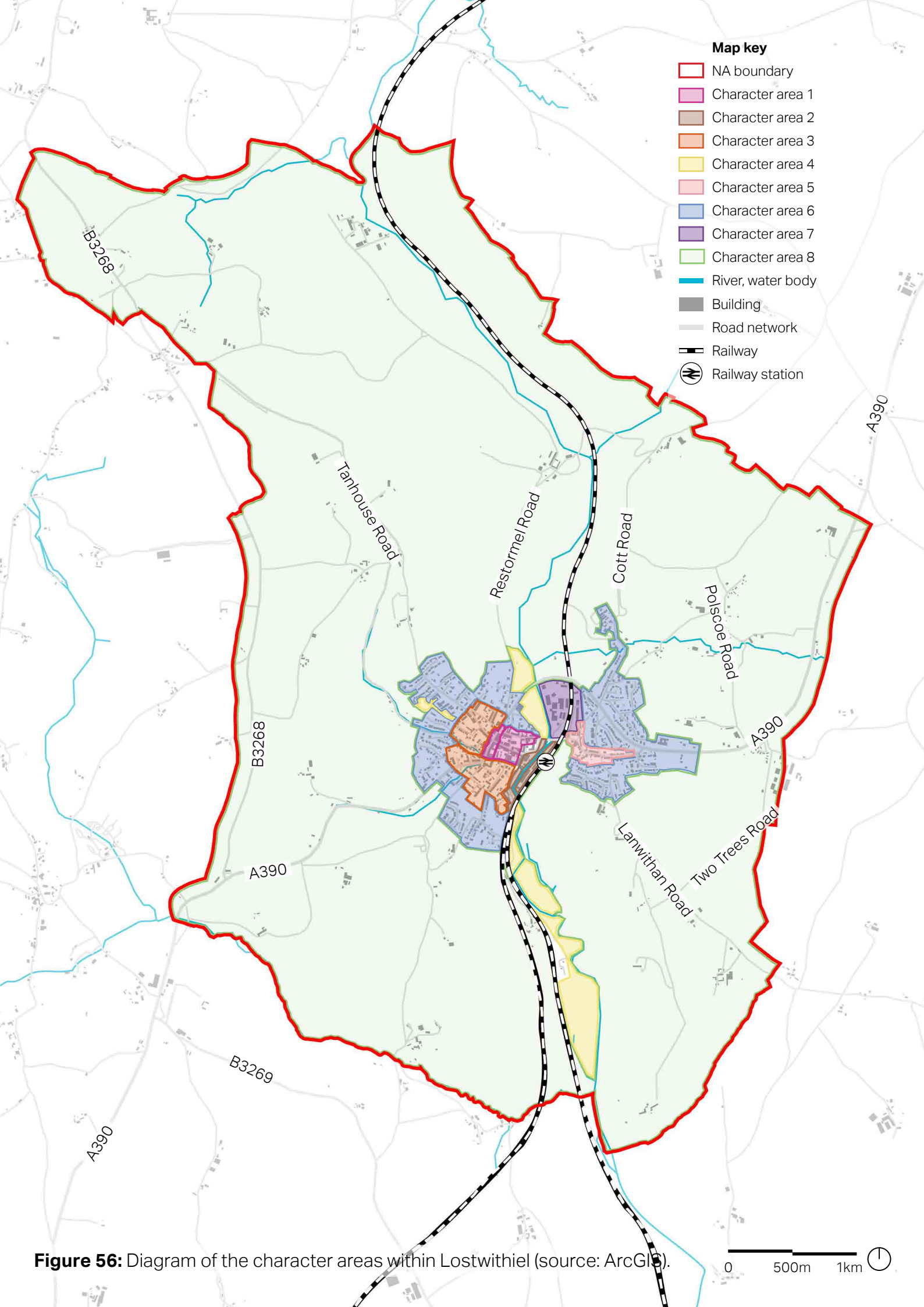
The following analysis is based on a NA-wide analysis (see Chapter 2) and site visit with the Lostwithiel Parish Neighbourhood Plan Steering Group (NPSG).

Proposals must adhere to all guidance detailed in Chapter 3 (NA-wide design guidance and codes) and will refer to the assigned character area to understand the applicable guidance relating to the location and development type.



**Figure 55:** Diagram showing Settlement Focus Areas (SFAs) within Lostwithiel.

Note: This diagram illustrates the extent of the main settlement only. See Figure 56 on the following page for the full extent of character areas within the NA.





## 4.2 Understanding place

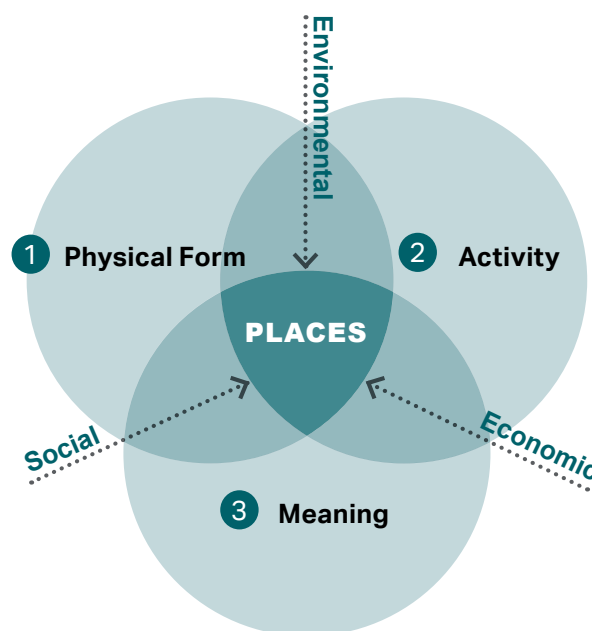
Achieving quality development starts with a comprehensive understanding of place. Places have a clear and strong identity and character. They are a combination of their physical form, their activities and their meaning to people. The adjacent diagram shows how these factors come together to create a successful place.

All new development must undertake its own comprehensive analysis of place to understand a proposals broader context and establish aspirations and place-specific responses to the location, siting and design of new development.

For the purposes of this document, the NA-wide analysis contained within Chapter 2 helps to illustrate the variation in character, and thus, the sense of place across the NA.

New developments should take note of the character area in which it is located, as each design proposal will require a tailored response based on its specific location within Lostwithiel. Each chapter of analysis concludes with a set of design guidance specific to the character area.

This in turn informs the series of area-wide design guidance and codes (Chapter 3) - applicable to all development within the Lostwithiel NA.



- 1 Physical conditions of existing built development including layout, form, scale, appearance, landscape character, waterways and flood risk.
- 2 Use, vitality and diversity, including community facilities and local services.
- 3 How a place is perceived, including local heritage, views inwards and outwards and social histories.

**Figure 57:** A diagram showing how different factors come together to form a sense of place.

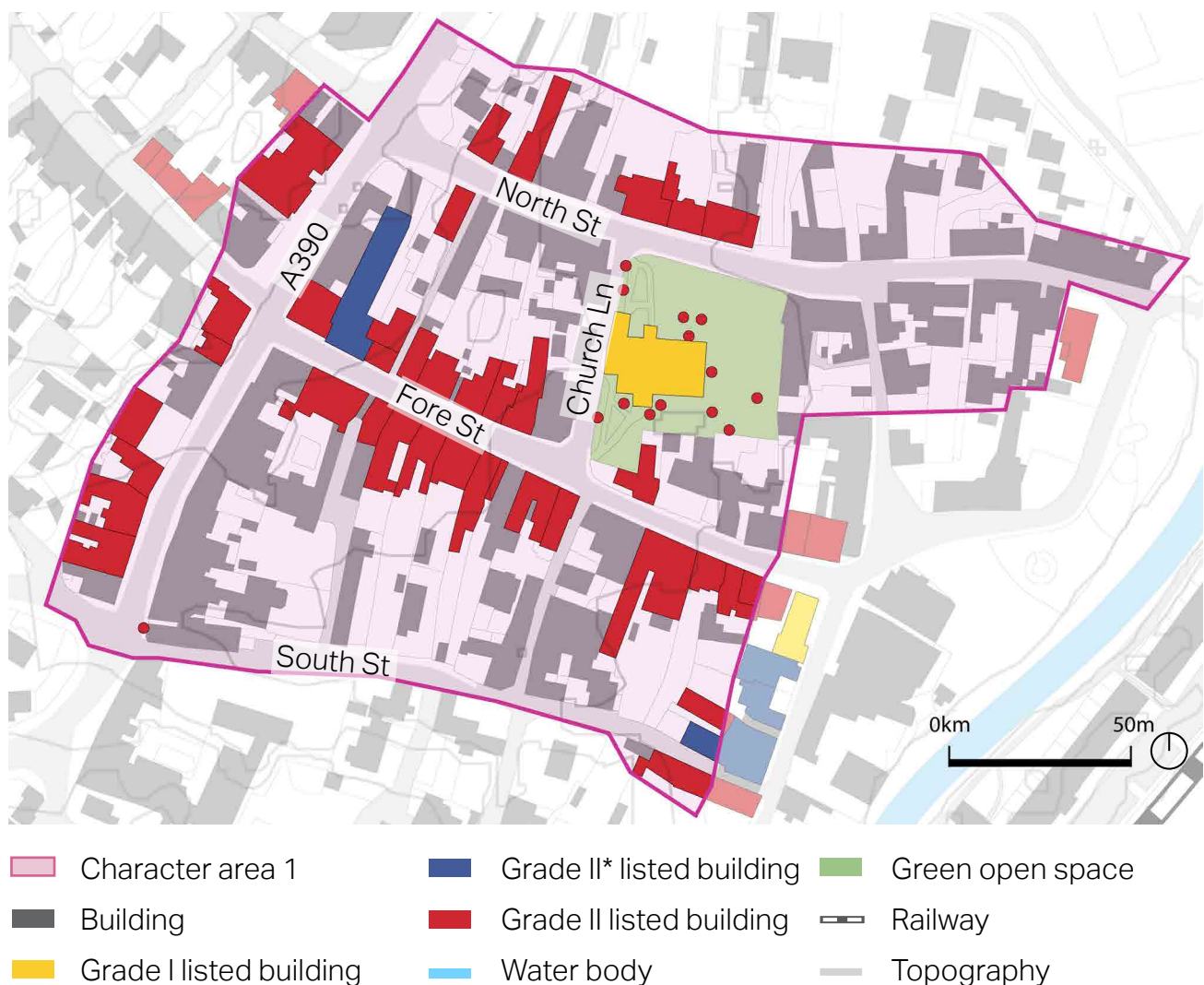
## 4.3 Character area 1 - The Core of the Medieval Town and Queen Street

### 4.3.1 Area overview

The Core of the Medieval Town and Queen Street covers the oldest area of the town and the concentration of listed buildings in Lostwithiel. It includes Queen Street as well as the roads within the Medieval Town Core: North Street, Church Lane, Fore Street and South Street.

Historic core	Calculations
Indicative Dwellings per Hectare (DpH)	40 DpH
Plot size range	3.2m (W) x 11m (D) 7.8m (W) x 21.5m (D)

**Table 02:** Typical density and plot sizes for area 1. **Please note:** Density calculations are based on a sample of tested areas of residential units, and refer to net densities. There may be areas that vary from this and it is recommended that developers undertake their own testing.



**Figure 58:** Figure ground illustrating key characteristics of character area 1.



Topic	Feature	Written analysis
<b>Build form</b>	Scale	Scale of buildings along North Street and Fore Street is modest with many terraces and restrained to three storeys in height. There is a continuous roofline with subtle variations in ridge height. Along Queen Street there are larger, distinctive buildings; these have wider frontages and heights up to three storeys. However, they are still primarily terraced, with only a couple of set-back detached properties.
	Layout	The area has a distinctive layout from medieval origins, with regular street patterns. Along the core of the medieval town, a grid of three parallel streets with long, slightly curved burgage plots can be seen. The west side of Queen Street has narrow streets. There are narrow passageways between North Street and Fore Street in front of the Church. The building line is right up to the pavement and streets are characterised by high enclosure. In contrast along Queen Street there is some variation in building line and the wider road produces a lower enclosure.
	Materials	Predominantly traditional construction materials with use of brick, stucco, smooth render, limewash finish, exposed stone and slate roofs. There are wooden sash windows and doors.
	Style	Characterised by 17th and 18th century urban buildings. The mix of styles reflects the historical growth and buildings range from the 13th-19th century.
<b>Heritage</b>	Heritage assets	From the 92 listed buildings in the parish, there are 53 in this area, showing this to be a concentration of the built form heritage of the town. This includes the Grade I listed Church of St Bartholomew, whose tower dates to the 13th century. (For more information see Lostwithiel Historic Characterisation, 2008).
<b>Movement</b>	PRoW	There are no public rights of way in the area; however there are a few informal pedestrian passages. One leads from Fore St to South St, another from Fore St to North St and Monmouth Ln leads from North St to Parade Square.
	Traffic	Queen Street is a busy A road, leading to this part being dominated by through traffic. There are parking issues along the narrower roads, where street parking lines the pavement.
<b>Nature</b>	Green spaces	Generally high enclosure for much of the area restricts green spaces, though there is a valuable green open space by the Church, which is emphasised in comparison with the surrounding enclosed narrow streets.
	Trees and hedges	Trees and hedges are limited for the same reason as green spaces, though can be found in the green space by the church. It is not viable for street trees to be introduced in this area due to the narrow routes; however possibilities for increasing the greenery could include hanging plants.
	Flooding	The area sits in close proximity to the River Fowey and towards the base of the valley where the topography gets shallower and as a result flood risk zones affect this area.

**Table 03:** Table analysing key design features contributing to the character of character area 1.

### 4.3.2 What does 'good' look like in this area?



**Figure 59:** Use of traditional materials is essential in character area 1. Use of hanging plants to bring greenery to tight-knit streets.



**Figure 60:** Pedestrian routes with windows providing natural surveillance.



**Figure 61:** Open space and trees around the church, respects the heritage and allows for glimpsed views to the church.

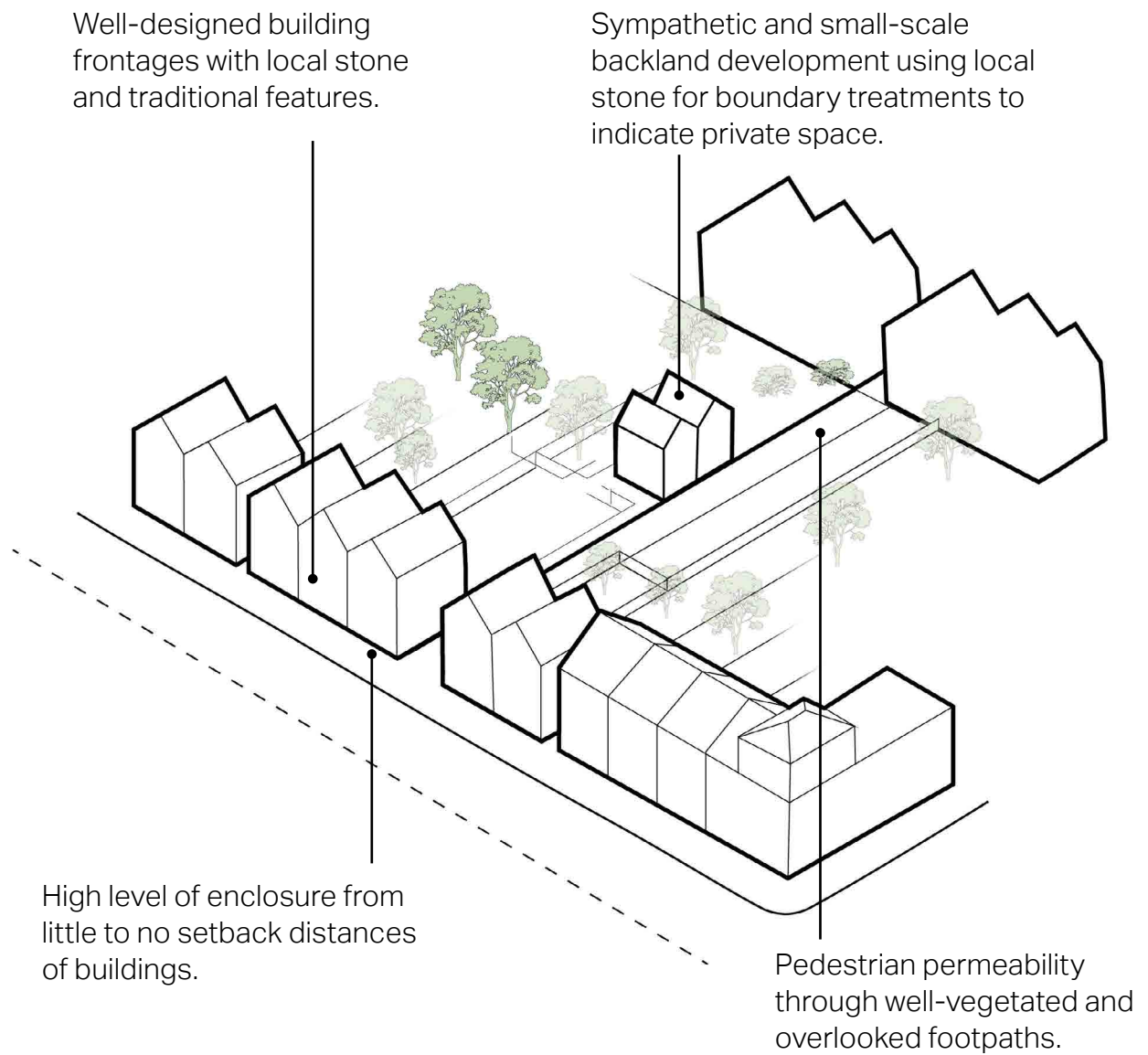


**Figure 62:** High enclosure is a key characteristic and reflects medieval heritage.



**Figure 63:** Traditional shop fronts with wooden window frames.





**Figure 64:** An annotated sketch highlighting design recommendations for character area 1. Please note: this is not an existing streetscene, it instead brings together various elements of good design from across the character area.

### 4.3.3 Area-specific guidance and codes

- Development **must** ensure that building heights along North Street and Fore Street do not exceed three storeys to maintain the scale of the area;
- Development **must** retain the traditional street grid pattern, respecting the alignment and proportions of the medieval town layout;
- Development **must** preserve the historic building line and high enclosure along streets, maintaining the sense of enclosure and intimacy;
- Development **must** use traditional construction materials found within the area, such as brick, stucco, and wooden sash windows in both new and renovated buildings. However, new builds **could** incorporate modern technologies and materials that are sympathetic to the original materials, ensuring that the aesthetic and texture of the area is preserved. While innovation is encouraged, it is essential that any new materials do not mimic or replicate past styles with plastic imitations or pastiche;

- Development **should** prioritise pedestrian permeability through well-designed, vegetated, and overlooked footpaths to foster a safe and walkable environment;
- Development **should** retain narrow passageways between streets, particularly in front of the Church, to maintain historic urban connections;
- Development **should** ensure that open spaces, especially those around the Church, respect heritage views and encourage access to green areas;
- Development **should** incorporate sympathetic signage and traditional shop fronts with wooden window frames to preserve the town's character in commercial spaces;
- Development **should** retain traditional architectural details and arrangements, ensuring that new buildings respect the existing character of historic streets. This includes maintaining symmetrically and proportionally appropriate window and door openings that align with the established rhythm of the streetscape.



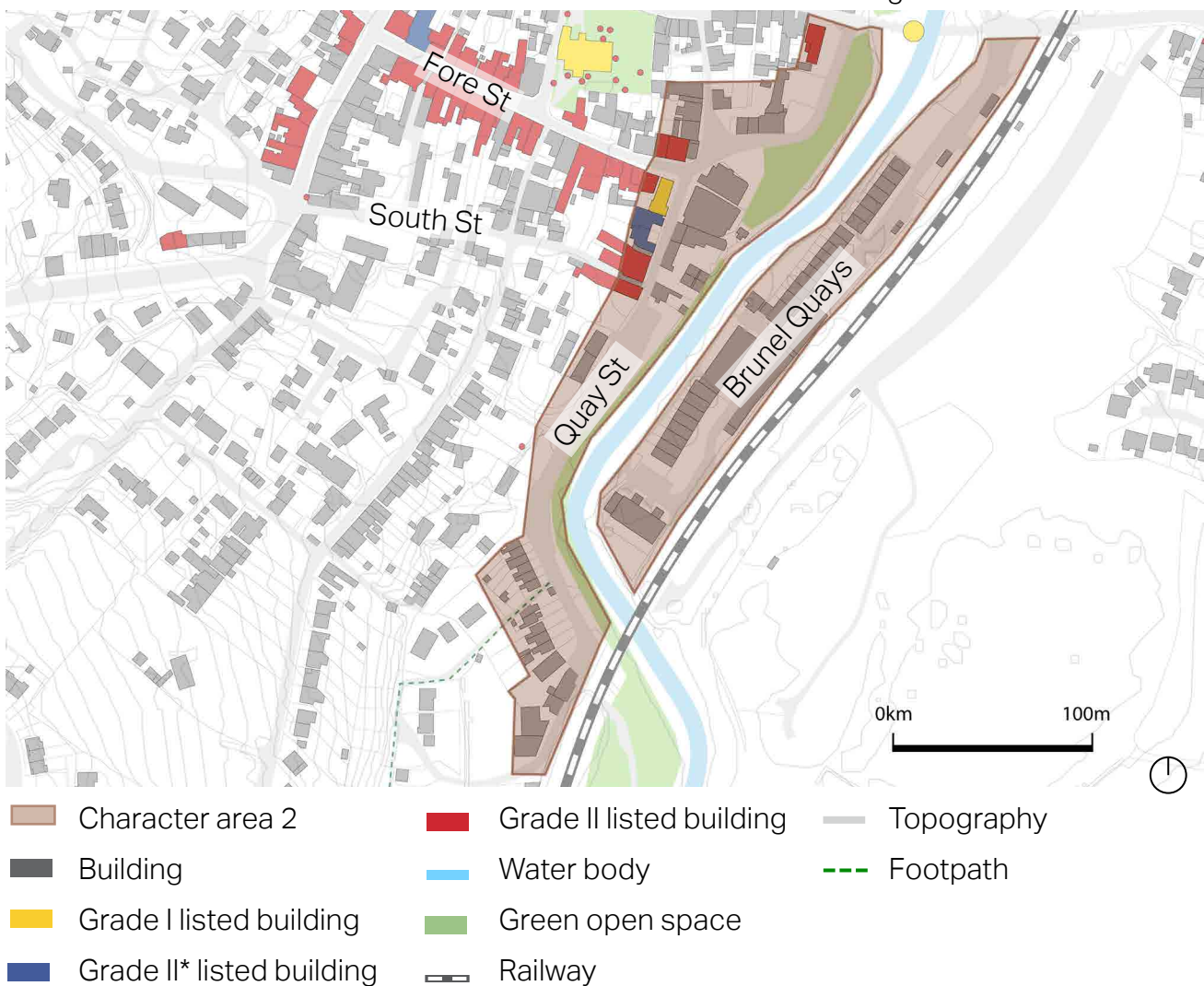
## 4.4 Character area 2 - The Lower Town and Riverside

### 4.4.1 Area overview

The Lower Town and Riverside covers the buildings and spaces either side of the River Fowey. The area includes some listed buildings which reflects traditional architecture and materials and reflects industrial heritage of the town.

The Lower Town & Riverside	Calculations
Indicative Dwellings per Hectare (DpH)	40 Dph
Plot size range	8m (W) x 12.4m (D) 2.4m (W) x 7.8m (D)

**Table 04:** Typical density and plot sizes for character area 2. **Please note:** Density calculations are based on a sample of tested areas of residential units, and refer to net densities. There may be areas that vary from this and it is recommended that developers undertake their own testing.



**Figure 65:** Figure ground illustrating key characteristics of character area 2.

Topic	Feature	Written analysis
<b>Build form</b>	Scale	Building heights are typically two or three storeys. Massing varies with some larger detached buildings, but more terraced properties, especially on the east side of the river.
	Layout	There is a tight-knit layout to the south of this area, with narrow roads, terraced buildings and short set-backs creating points of high enclosure. This is contrasted with some more open spaces facing onto the river including the green space at the north of Quay Street, altogether creating an informal layout.
	Materials	Traditional materials are used in this area, including slate roofs, wooden sash windows and doors, stone, chimney stacks with terracotta and white brick pots.
	Style	There are distinctive styles in the area, with 18th century houses, traditional shop-fronts and industrial style of Brunel Quays on the east bank of the river which incorporates part of the old Cornwall Railway workshops. Buildings tend to have a simple form with pitched roofs, symmetrical, panelled windows.
<b>Heritage</b>	Heritage assets	There are 13 listed buildings and structures in this area including the Grade I listed Freemason's Hall and Grade II* listed buildings at 8 and 9 Quay Street. (For more information see Lostwithiel Historic Characterisation, 2008).
<b>Movement</b>	PRoW	There is only one designated footpath in this area leading from Quay street between two blocks of residential properties. Narrow roads encourage slower vehicle speeds and the green space beside the river provides pedestrian spaces.
	Parking	Car parking is an issue in this character with much on street parking due to the historic tight-knit layout and lack of on-plot parking spaces.
<b>Nature</b>	Green spaces	There are pleasant green spaces alongside the river including Coulson Park, which also has historic significance. It was opened in 1907 and named after Nathaniel Coulson.
	Trees and hedges	There is a belt of trees lining the River Fowey. There are hedges and planting where some of the properties have a small set-back and front gardens. Elsewhere in the area where there is no setback and high enclosure trees and hedges are not viable.
	Flooding	This area has high flood risk due to its location adjacent to the River Fowey and at the bottom of the valley.

**Table 05:** Table analysing key design features contributing to the character of character area 2.



#### 4.4.2 What does 'good' look like in this area?



**Figure 66:** Open green spaces by the river break up the high enclosure and provide valuable recreation spaces in the town.



**Figure 67:** Brunel Quays. New build houses and apartments complement and are sympathetic to the sensitive conversion of the old Cornwall Railway workshops into residential use.



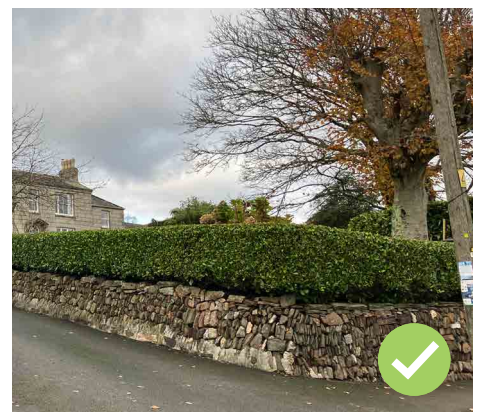
**Figure 68:** Pedestrian route alongside the river overlooked by active frontage of the apartments.



**Figure 69:** Modern apartments have attractive and well kept gardens facing onto the public walkway space.

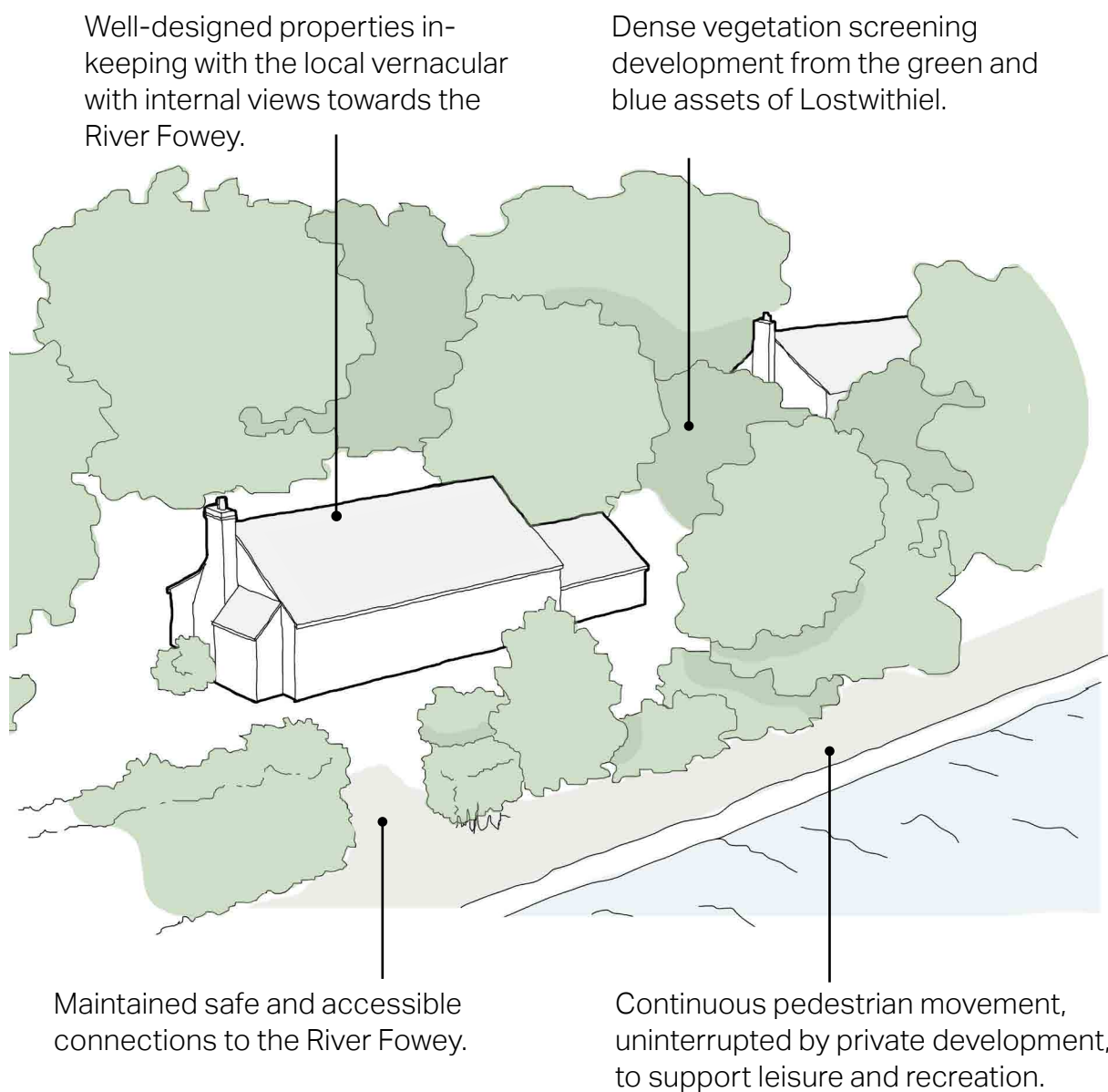


**Figure 70:** Traditional materials and styles reflect heritage.



**Figure 71:** Traditional stone wall boundaries complemented by hedges.





**Figure 72:** An annotated sketch highlighting design recommendations for character area 2. Please note: this is not an existing streetscene, it instead brings together various elements of good design from across the character area.

#### 4.4.3 Area-specific guidance and codes

- Development **must** maintain the established scale and character of the area;
- Development **must** provide sensitive solutions to the high flood risk, incorporating flood-resilient materials and appropriate mitigation strategies to prevent damage and ensure long-term sustainability;
- Development **must** avoid obstructing views and physical access to the River Fowey, ensuring that any new structures or landscape interventions do not negatively impact the setting of key heritage buildings. Development **should** enhance and protect the pedestrian experience by ensuring safe, uninterrupted public access along the river and green spaces for leisure and recreation. Consideration **should** be given to views from Lostwithiel Bridge and the pathways along both sides of the river onto any new development in the area;
- Development **must** consider the limited parking provision within the tight-knit layout and provide solutions that do not negatively impact the character of the streets or obstruct pedestrian movement;

- Development **should** respect the traditional architectural character of the area, maintaining the simple forms, pitched roofs, and symmetrical, panelled windows characteristic of 18th-century houses, shopfronts, and industrial buildings. Development **should** ensure new builds and conversions sensitively integrate with the historic character, particularly along Brunel Quays, where it could reference the industrial heritage of the Cornwall Railway;
- Development **should** avoid disrupting the existing informal street pattern and should respect the balance of enclosed and open spaces characteristic of the area. Development **should** preserve the informal and tight-knit layout of the area, with short set-backs, narrow roads, and high enclosure, while maintaining the openness of riverside spaces.

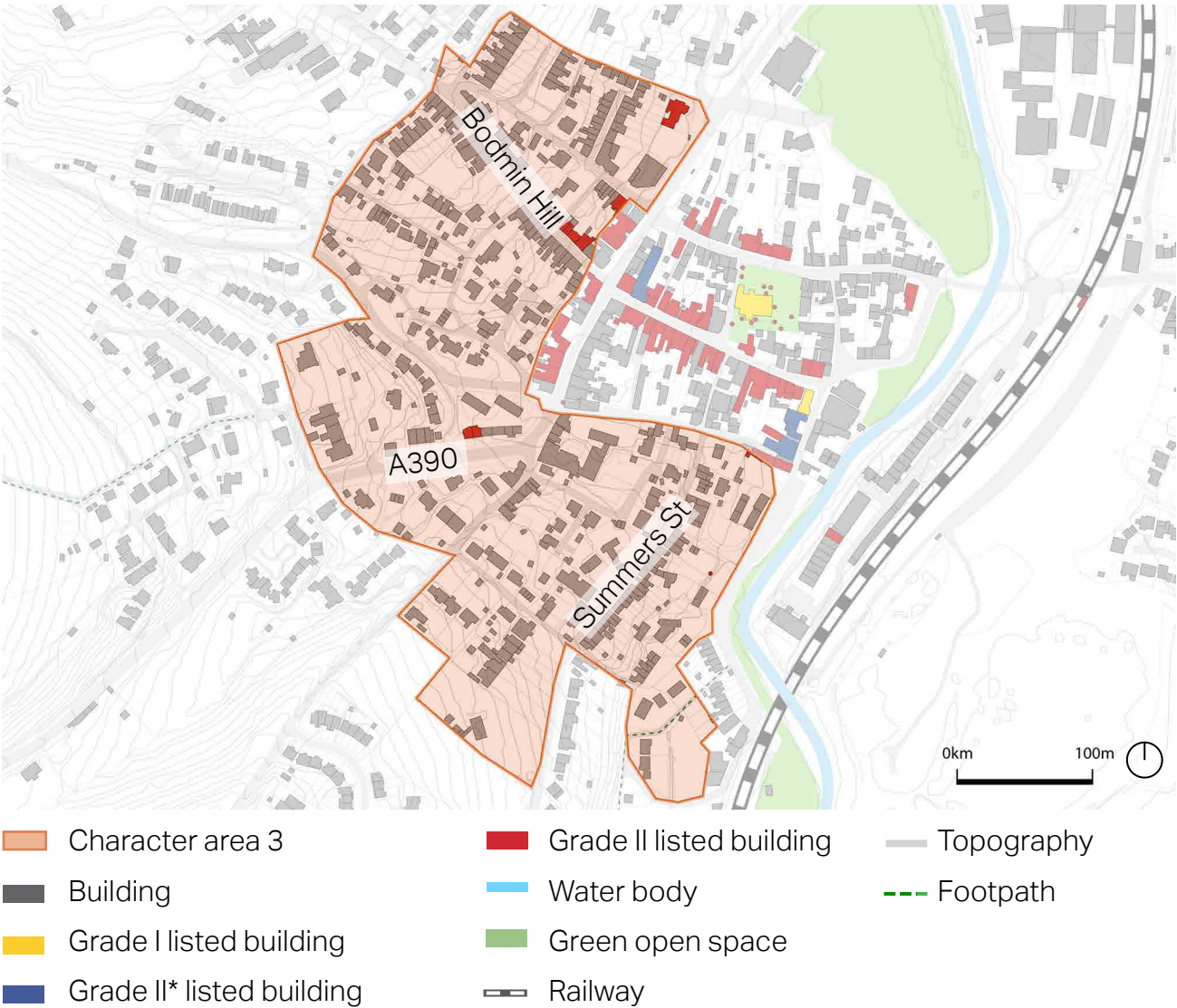
# 4.5 Character area 3 - The Upper Town and Southwest and Southern Edge

## 4.5.1 Area overview

This area encompasses development outside of the historic core, though still part of the historic development of the town with parts of the character area dating to the 1600s and the majority dating to the 18-19th centuries. There is also some more recent infill development.

The Upper Town and Southwest and Southern Edge	Calculations
Indicative Dwellings per Hectare (DpH)	20 DpH
Plot size range	14m (W) x 85m (D) 4.5m (W) x 15m (D)

**Table 06:** Typical density and plot sizes for character area 3. **Please note:** Density calculations are based on a sample of tested areas of residential units, and refer to net densities. There may be areas that vary from this and it is recommended that developers undertake their own testing.



**Figure 73:** Figure ground illustrating key characteristics of character area 3.



Topic	Feature	Written analysis
<b>Build form</b>	Scale	Development is generally small scale including terraces, old workers' and miners' cottages and town houses with some larger detached properties set back from the road.
	Layout	Many streets in this area have high enclosure due to high stone boundary walls and terraces built up to the road with little to no setback.
	Materials	Stone is seen throughout the character area, particularly in the form of retaining walls. Slate roofs, red ridge tiles, many properties with smooth rendered or limewash finish.
	Style	Mix of styles, mostly from the 18th-19th centuries with some newer development
<b>Heritage</b>	Heritage assets	There is much use of local style and materials in the terraces with examples of Edwardian terraces which are typical to the character of the town and therefore possess heritage value. Additionally there are a few Grade II listed buildings in the area. (For more information see Lostwithiel Historic Characterisation, 2008).
<b>Movement</b>	PRoW	There is only one PRoW in this area in the form of a footpath in the southern part of the character area. However there are many historic pedestrian thoroughfares forming a network of walking routes.
	Traffic	Many of the streets are narrow and therefore encourage low speed car movement. There are issues with on street parking restricting movement and the wider A390 - the western entrance to the town also goes through this area. This road can be busy and inhibit pedestrian and cyclist movement.
<b>Nature</b>	Green spaces	This area has relatively high density and tight knit built form, limiting the open green spaces.
	Views	There are many long-distance views in this area due to the steep topography. Many streets have views towards the lower-lying parts of the town and across to the top of the valley on the other side and the spire of St Bartholomew's Church can be seen from points in this character area.
	Trees and hedges	There are a prevalence of trees and hedges which line the pedestrian thoroughfares and give the area a green feel despite the tight knit urban form.
	Flooding	There are areas of high flood risk in this character area associated with Tanhouse stream which runs parallel to Tanhouse Road and the stream running between Edgcumbe Road and Castle Hill.

**Table 07:** Table analysing key design features contributing to the character of area 3.

## 4.5.2 What does 'good' look like in this area?



**Figure 74:** Views across to the opposite valley side.



**Figure 75:** Modest scale terraces with varying roof style but consistent ridge height.



**Figure 76:** Use of materials such as lime render and slate tiles.



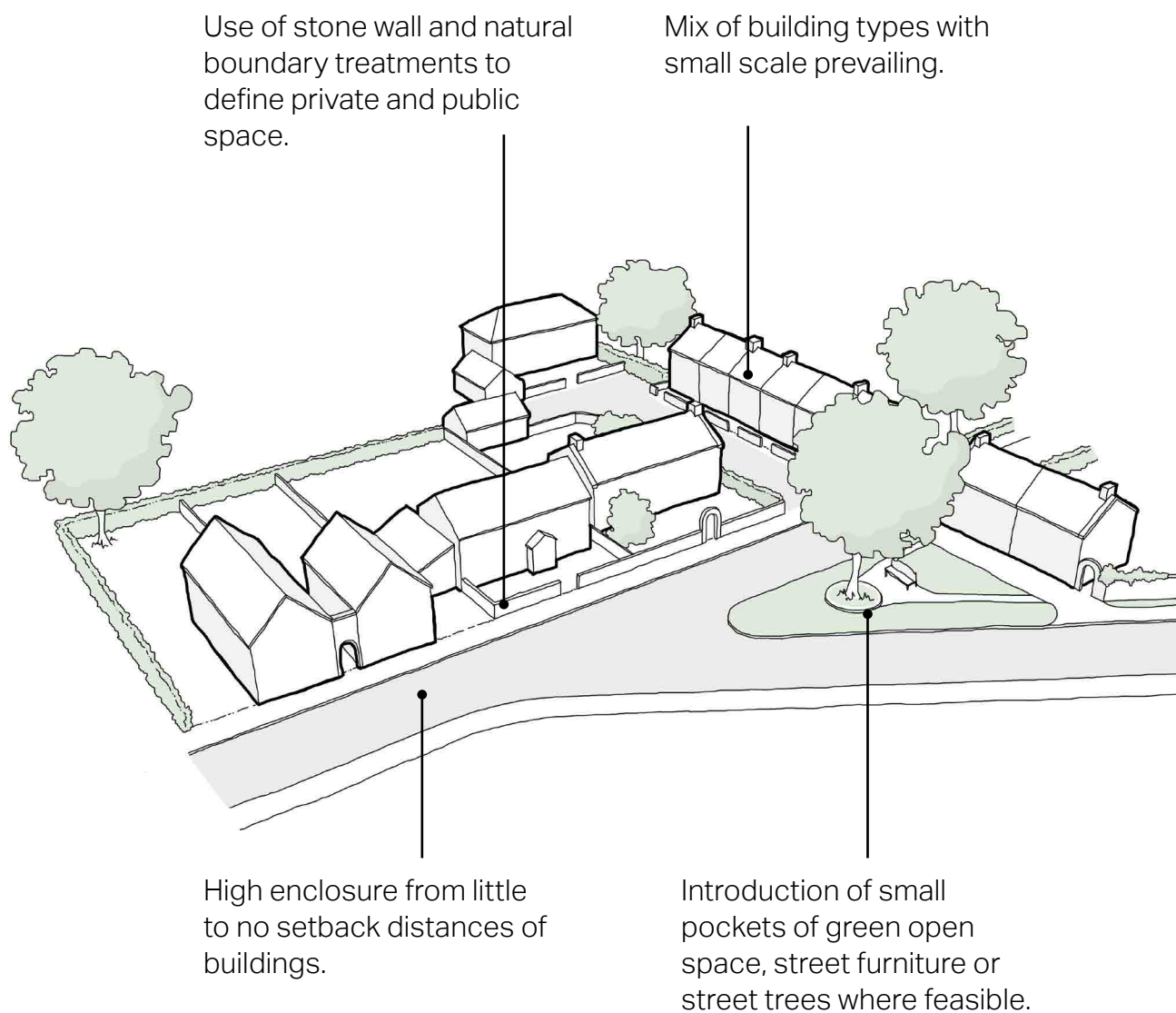
**Figure 77:** High enclosure through use of little to no setback (right side of the road) or boundary treatment - seen as hedges, trees and stone walls (left side of the road).



**Figure 78:** Well-vegetated footpaths through developments that improve permeability and support leisure.



**Figure 79:** Older buildings showing traditional and local materials and styles including prominence of stone and slate.



**Figure 80:** An annotated sketch highlighting design recommendations for character area 3. Please note: this is not an existing streetscene, it instead brings together various elements of good design from across the character area.



### 4.5.3 Area-specific guidance and codes

- Development **must** adhere to the small-scale character of the area, ensuring that new buildings do not exceed prevailing ridge heights and respect the form and proportions of historic terraces and cottages. This would help ensure that the key views towards the lower parts of the town, across the valley, and to landmarks such as the spire of St Bartholomew's Church, are maintained. For this reason, gaps between buildings with such views **should** also be retained;
- Development **should** reflect the historic use of materials such as stone, slate roofs and red tiles, ensuring continuity with the existing built environment. Development **should** ensure that new buildings and alterations are sympathetic to the variety of 18th and 19th-century styles present, avoiding pastiche but maintaining a strong reference to local architectural traditions;
- Development **should** retain and enhance traditional boundary treatments, including high stone and hedge walls, Cornish hedges, and small trees, which contribute to the enclosed character of the streets;
- Development **should** preserve

and enhance historic pedestrian thoroughfares, oftentimes bound by stone walls, maintaining permeability and walkability throughout the area, particularly in high-enclosure street;

- New development **should** balance the need for parking solutions with the historic character of the area, ensuring that on-plot parking is prioritised while being designed sensitively to blend in. Parking **should** be screened with hedges, stone walls, or other natural boundary treatments, or accommodated within garages that complement the architectural style and materials of the surrounding buildings.
- Cobbled paving holds significant historical and aesthetic value in Lostwithiel, therefore cobbled paving **should** be retained.

# 4.6 Character area 4 - Bridgend

## 4.6.1 Area overview

Bridgend lies on the east side of the River Fowey and comprises linear development along Grenville Road, with additional short stretches along Mill Hill.

The historic railway sidings, located adjacent to Lostwithiel railway station, are a key component of the town's transport infrastructure heritage and is a potential brownfield site.

Historic core	Calculations
Indicative Dwellings per Hectare (DpH)	30 DpH
Plot size range	4.6m (W) x 18.8m (D) 18m (W) x 52m (D)

**Table 08:** Typical density and plot sizes for character area 4. **Please note:** Density calculations are based on a sample of tested areas of residential units, and refer to net densities. There may be areas that vary from this and it is recommended that developers undertake their own testing.



**Figure 81:** Figure ground illustrating key characteristics of the Bridgend character area 4.

Topic	Feature	Written analysis
<b>Build form</b>	Scale	Modest scale with a mixture of town houses and terraces. Some larger detached properties set on more spacious plots. Heights are restrained to two storeys and ridge heights vary slightly, but overall are consistent, though step up with the changes in topography.
	Layout	Linear development with most houses fronting onto the road with little setback distance. High enclosure along the road due to the lack of setback and where there are gaps in development or larger setbacks, boundaries such as high stone walls or hedges provide enclosure.
	Materials	Materials generally reflect local context including use of stone, red brick - primarily used as window headers, render, slate roof tiles. Older properties have white wooden sash windows, these have been replaced on some buildings with modern windows.
	Style	Late medieval development dominates the area, following traditional styles.
<b>Heritage</b>	Heritage assets	There are 6 Grade II listed buildings in this character area including The Old Toll House, now converted to a residential house. (For more information see Lostwithiel Historic Characterisation, 2008).
<b>Movement</b>	PRoW	There are no public rights of way or pedestrian routes in the character area. There are narrow pavements which don't always run on both sides of the road.
	Traffic	Grenville Road, the B3268, leads to the main town centre so the road is subject to local traffic. Most through traffic, however, would follow the A road. There are some issues with street parking obstructing the road due to lack of on-plot parking provision.
<b>Nature</b>	Green spaces	There are no public green spaces in this area, though larger plots have spacious gardens.
	Trees and hedges	The narrow roads and high enclosure limits street trees; however where buildings have front gardens trees and hedges are prominent and provide greening along the street scene.

**Table 09:** Table analysing key design features contributing to the character of character area 4.



#### 4.6.2 What does 'good' look like in this area?



**Figure 82:** Lower street enclosure and building density in areas adjoining open countryside.



**Figure 83:** Use of hanging plants and planters to bring greenery to tight-knit streets.



**Figure 84:** Traditional iron railing combined with vegetation along the main route. Use of traditional stone materials and detailing.



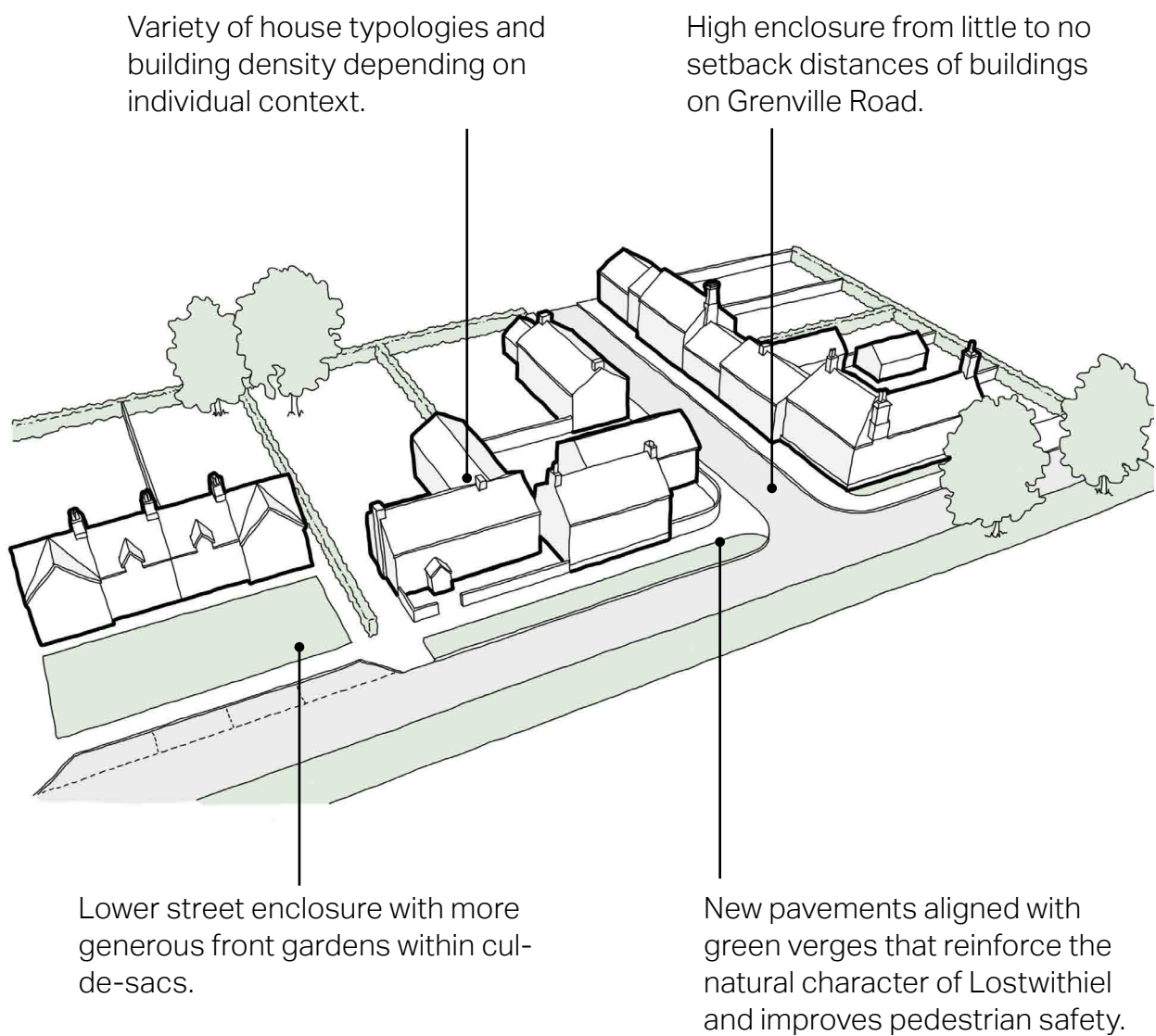
**Figure 85:** Use of high-quality and traditional materials within new cul-de-sacs.



**Figure 86:** High enclosure reflects medieval heritage along the key access route.



**Figure 87:** Preservation and conversion of historic buildings.



**Figure 88:** An annotated sketch highlighting design recommendations for character area 4. Please note: this is not an existing streetscene, it instead brings together various elements of good design from across the character area.

### 4.6.3 Area-specific guidance and codes

- Development **must** respect the two-storey height limit, ensuring that ridge heights remain consistent with the surrounding buildings while adapting to the topography;
- Development **must** ensure that any adaptations or conversions of historic buildings retain original architectural details and material;
- If possible, development **must** improve pedestrian safety by introducing well-designed pavements where feasible, particularly along Grenville Road;
- Development **should** maintain the modest scale of the area, with a mixture of townhouses, terraces, and some larger detached properties along secondary routes;
- Development **should** follow the predominant linear layout, with houses fronting onto the road and maintaining the high sense of enclosure along the main roads. Development within these linear streets **should** integrate greenery into the streetscape through the use of hanging plants, planters, and green verges to soften high enclosure areas;

- Development **should** use boundary treatments such as high stone walls or dense hedges to reinforce enclosure where gaps exist between buildings and to define front gardens, where applicable;
- Development **should** prioritise the retention or reinstatement of white wooden sash windows where appropriate, avoiding modern replacements that detract from the character.



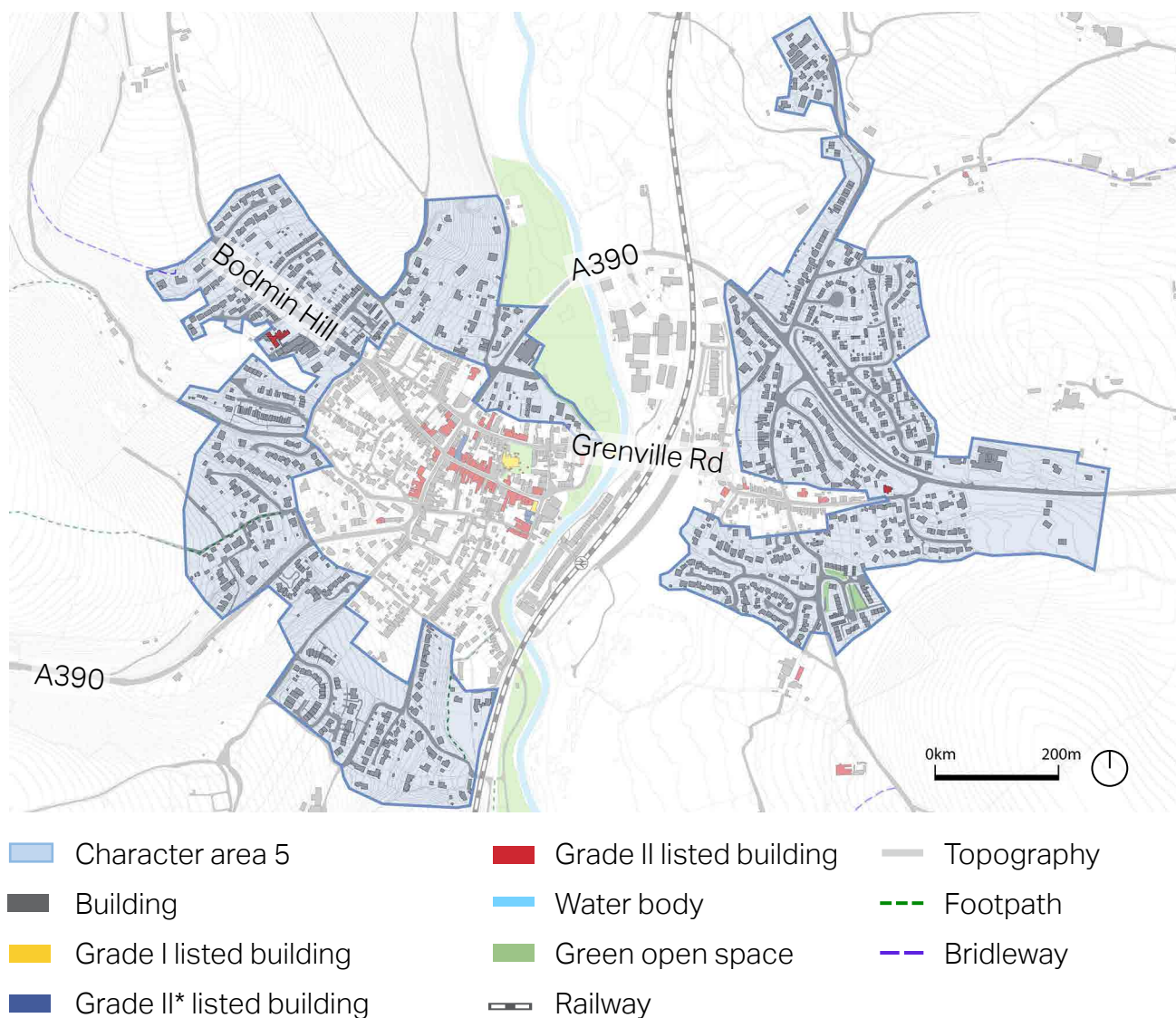
## 4.7 Character area 5 - Informal suburbs

### 4.7.1 Area overview

This area comprises the most modern development in the town and surrounds the historic centre.

Informal Suburbs	Calculations
Indicative Dwellings per Hectare (DpH)	20 DpH
Plot size range	64m (W) x 45m (D) 5.4m (W) x 15m (D)

**Table 10:** Typical density and plot sizes for character area 5. **Please note:** Density calculations are based on a sample of tested areas of residential units, and refer to net densities. There may be areas that vary from this and it is recommended that developers undertake their own testing.



**Figure 89:** Figure ground illustrating key characteristics of character area 5.

Topic	Feature	Written analysis
<b>Build form</b>	Scale	Scale varies considerably in this area with terraces, bungalows, semi-detached and detached properties. Building heights range from one to three storeys.
	Layout	Most development is in the form of cul-de-sacs which radiate from the artery roads. Properties are set back from the road with front gardens and often on-plot parking provision. Enclosure is much lower than that in the historic areas.
	Materials	Materials generally do not reflect the traditional material palette. The 20th century developments are typical to development of that period, with pan and plain tile clay roofs, render and brick. Some 21st century developments reflect traditional materials, through use of stone, weatherboarding and slate. This is less successful when imitation materials are used, such as imitation slate.
	Style	Styles vary with development from the late 20th century reflecting the typical housing styles during this period with little reference to local character. There are a large proportion of bungalows which, especially on higher land, are effectively screened by vegetation so the rooflines do not impede on views to the area.
<b>Heritage</b>	Heritage assets	This area has few heritage assets due to most development dating to the 20th and 21st centuries. There is the Grade II listed Lostwithiel Junior and Infant School dating to 1870 and a detached house on Grenville Road dating to 1830.
<b>Movement</b>	PRoW	There are footpaths and a bridleway which lead from the edges of the town's built up area into surrounding open countryside.
	Traffic	The main road of the A390 is a busy road and the main source of traffic in the town. Other roads in this area are primarily residential so subject to solely residential use.
<b>Nature</b>	Green spaces	There is little public green spaces in this area, with green space mostly limited to private front and back gardens. Gardens are generally larger in these areas than the historic core of the town.
	Trees and hedges	Edges of the development are lined with trees and hedges, as are many of the more rural roads in this area. Some cul-de-sacs lack trees and hedges and there should be greater incorporation of green boundary treatments and street trees.
	Flooding	Parts of the area fall into flood zone risk 2 and 3, though most of the area does not fall into any flood zone risk areas due to its location on the sides of the valley. Surface water flooding is an important consideration for new developments to ensure other areas of the town are not affected by surface water runoff.

**Table 11:** Table analysing key design features contributing to the character of character area 5.

#### 4.7.2 What does 'good' look like in this area?



**Figure 90:** Use of stone and natural boundary treatment and on-plot parking provision.



**Figure 91:** Views over the valley through development gaps.

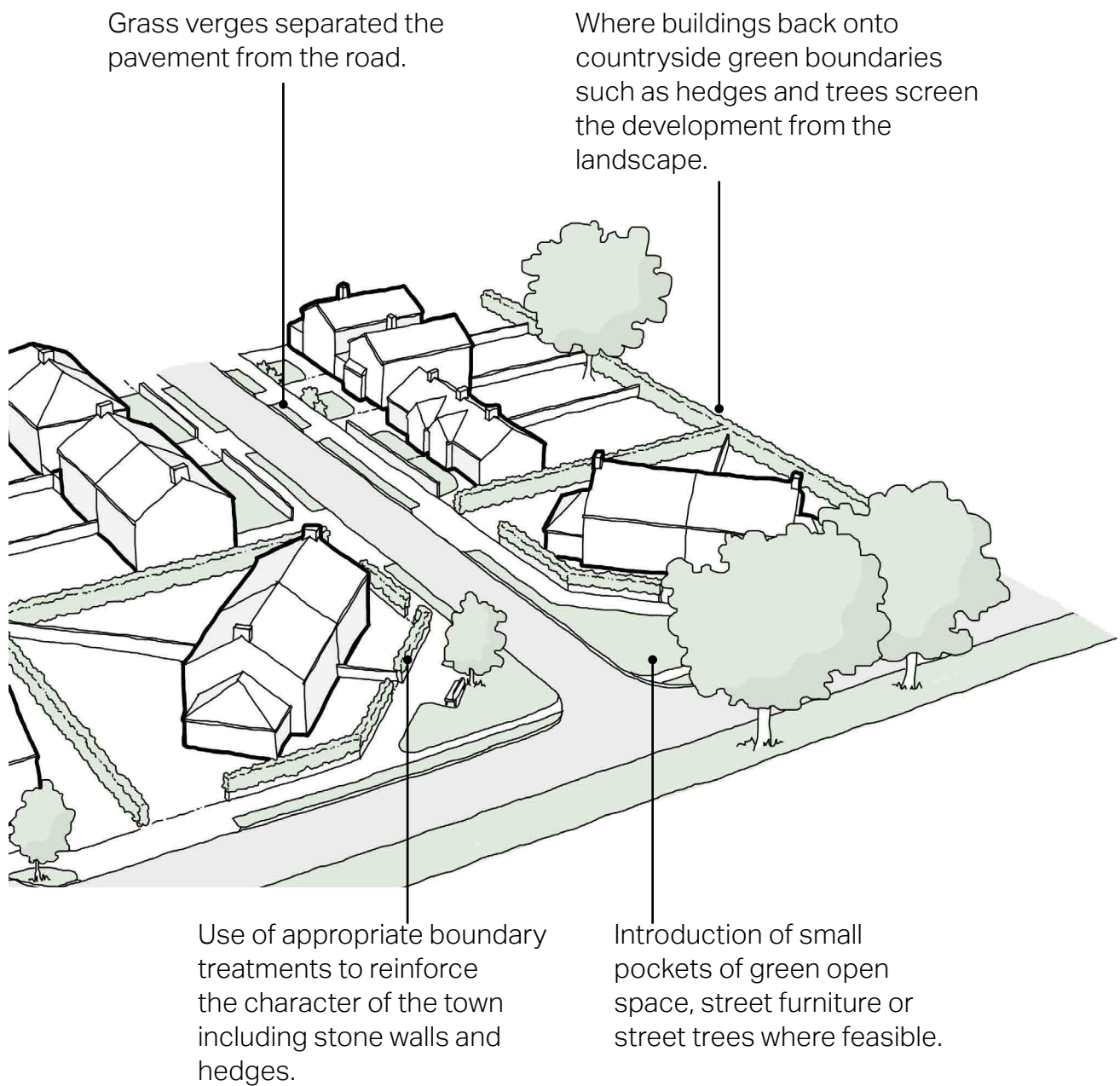


**Figure 92:** Buildings setback from the road with stone and natural boundary treatment and on plot parking provision.



**Figure 93:** Buildings screened from the road through use of low height stone walls, hedges and trees.





**Figure 94:** An annotated sketch highlighting typical positive urban form within area 5. Please note: this is not an existing streetscene, it instead brings together various elements of good design from across this character area.

### 4.7.3 Area-specific guidance and codes

- Development **must** respect the existing height range of one to three storeys, ensuring new buildings do not dominate the skyline or disrupt key views, which is especially important at the edge of town, where the settlement meets open landscape. Such edges **must** ensure gradual transition as explained in C4. Tranquility and rural character. Sensitively designed new settlement edge **could** involve building density of less than 20 dwellings per hectare and heights of 1-2 storeys;
- Development **must** provide front gardens and on-plot parking to preserve the open suburban character of the area. As a general guidance, more than a half of the front garden **could** be left as green space to maintain semi-rural character of this area.
- Development **should** maintain the varied building scale of the area, incorporating a mix of terraces, bungalows, semi-detached, and detached properties. Development **should** not create an effect of 'copy and paste';
- Development **should** retain the cul-de-sac layout, ensuring that new streets are well-integrated with the existing structure of the town;

- Development **should** introduce small pockets of green open space, green verges, street trees, and street furniture where feasible to enhance public spaces, increase biodiversity and blend in with the surrounding landscape.
- Development **should** be avoided within gardens in the area located north of the A390 and west of the town.

## 4.8 Character area 6 - Industrial zone

### 4.8.1 Area overview

The industrial zone comprises a collection of employment buildings such as a brewery, construction companies and electronics manufacturers as well as a newly built apartment complex.

Industrial zone	Calculations
Indicative Dwellings per Hectare (DpH)	4 DpH
Plot size range	7 m (W) x 11.5 m (D) 7.5 m (W) x 14 m (D)

**Table 12:** Typical plot sizes for character area 6. **Please note:** Density calculations are based on a sample of tested areas of residential units and refer to net densities. There may be areas that vary from this, and it is recommended that developers undertake their own testing. Therefore, industrial areas are not taken into account when calculating density.



**Figure 95:** Figure ground illustrating key characteristics of character area 6.



Topic	Feature	Written analysis
<b>Build form</b>	Scale	Industrial buildings have large floor plans, but restrained to heights of up to four storeys. The low-lying land and surrounding trees screen views into the area, thus reducing the impact of the area on the surrounding town and landscape. The apartments on the east side of the railway match those heights with 3-4 storeys.
	Layout	The majority of industrial buildings are located on the west side of the railway in an area bounded by the A390 and River Fowey. Main access to the area is from the A390. Industrial buildings are arranged in a typical industrial yard layout with large scale units set around hard standing courtyards and parking areas. On the east side of the railway there is an antique shop and modern apartment complex, 'The Yard' which is set along a private road accessed from Grenville Road.
	Materials	Industrial buildings, such as the old milk factory, use typical materials such as brick, glazing, metal roofing and render. The apartments combine industrial and residential influences with use of render, wooden weatherboarding and slate roofs.
	Style	Design of the southern part of the Yard resembles the converted workshops facing the canal with arched porches, balconies.
<b>Movement</b>	PRoW	There are no public rights of way in the area. The Yard residential development is set on a private road which is easily walkable from the town centre.
	Traffic	The industrial area is dominated by hard-surfacing and vehicles.
<b>Nature</b>	Green spaces	There are disused green spaces in the area. The modern apartments feature some green built outs between street parking with trees.
	Trees and hedges	The modern apartments feature green boundary treatments with use of hedges, low-level planting and some street trees. There is a comprehensive belt of trees between the industrial area and the River Fowey.
	Flooding	The area lies within Flood risk zone 3.

**Table 13:** Table analysing key design features contributing to the character of character area 6.

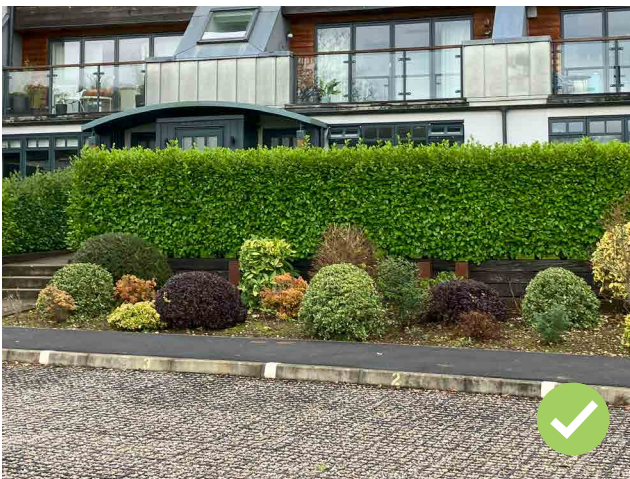
#### 4.8.2 What does 'good' look like in this area?



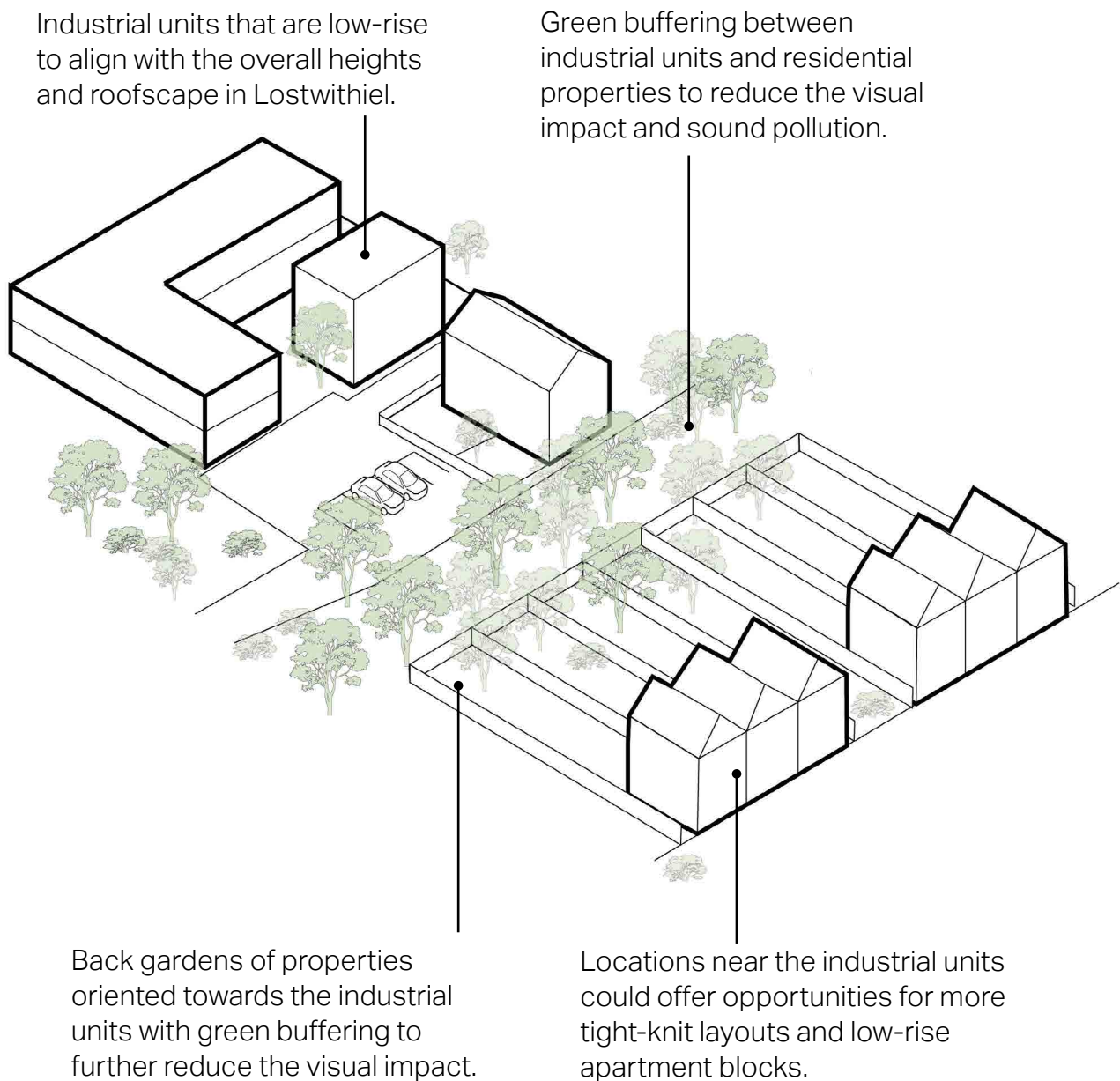
**Figure 96:** Industrial buildings restrained to four storeys in heights and screened with trees.



**Figure 97:** Use of sympathetic materials including slate roofs and natural, wooden weatherboarding.



**Figure 98:** Use natural boundary treatment such as hedges and low-level planting.



**Figure 99:** An annotated sketch highlighting design recommendations for character area 6. Please note: this is not an existing streetscene, it instead brings together various elements of good design from across the character area.



### 4.8.3 Area-specific guidance and codes

- Development **must** ensure that industrial buildings remain relatively low-rise, with a maximum height of four storeys, to maintain the visual integrity of the area. Development **should** consider the natural topography, including low-lying valley landform and surrounding trees, which help screen the industrial area from the adjacent residential areas. Residential buildings, such as the apartments to the east of the railway, **should** follow similar height parameters (3-4 storeys) to ensure integration with the existing built form;
- Industrial units **should** respect the existing industrial yard layout, with large-scale units arranged around hard-standing courtyards and parking areas. Development **could** consider introducing tighter-knit layouts for residential buildings, to maximise land-use efficiency;
- Development **should** maintain the local vernacular as the dominant material palette, but it **could** also incorporate industrial materials, such as metal and other functional materials typically found in the area.
- Development **should** minimise the impact of vehicular infrastructure by reducing the visual prominence of parking and service roads. This

**could** be achieved by integrating green buffering and using parking layouts that don't dominate the streetscape.

- Development **should** retain and enhance the existing tree belts along the River Fowey and ensure that any new developments include green boundary treatments. These green features could help buffer residential areas from the industrial zone, reducing noise and visual pollution.





## Appendix

# A



## Appendix 1 - Checklist

This section sets out a general list of design considerations by topic for use as a quick reference guide in design workshops and discussions.

# 1

### General design considerations for new development:

- Does new development integrate with existing paths, streets, circulation networks and patterns of activity to allow accessibility and connectivity?
- Is there an opportunity to reinforce or enhance the established settlement character of streets, greens, and other spaces?
- Does the proposal harmonise with and enhance the existing settlement in terms of physical form, architecture and land use?
- Does the proposal relate well to local topography and landscape features, including prominent ridge lines and long-distance views?
- How can the local architecture and historic distinctiveness be reflected, respected, and reinforced?
- Have important existing features been retained and incorporated into the development?
- Have surrounding buildings been respected in terms of scale, height, form and massing?
- Are all components e.g. buildings, landscapes, access routes, parking and open space well related to each other?
- Does the proposal make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation) without adverse impact on the street scene, the local landscape or the amenities of neighbours?
- Has management, maintenance and the upkeep of utilities been considered by the proposal?
- Is there an opportunity to implement passive environmental design principles (for example, site layout being optimised for beneficial solar gain, techniques to reduce energy demands and the incorporation of renewable energy sources)?
- Does the proposal adopt contextually appropriate materials and details?
- Does the proposal incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features?



## 2

### Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

## 3

### Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?

## 3

(continued)

### Local green spaces, views & character:

- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?

## 3 (continued)

### Local green spaces, views & character:

- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

## 4

### Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

## 5

### Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

# 6

## Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

# 7

## Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

# 8

## Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?



# 9

## Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

# 10

## Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of disabled and wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

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