

Looe Conservation Area Appraisal



A draft version of this appraisal has been through a public consultation process, including an exhibition and questionnaire, and revised in light of comments received.

This document was finally approved by Caradon District Council at Full Council on March 19th 2009 and as such may be used as a material consideration in determining planning applications.

The relevant notice was published in the local press and the London Gazette on 30th April 2009.

Contact:

David Moore
Conservation Officer
Economic and Community Services
Caradon District Council
Luxstowe House
Liskeard
Cornwall
PL14 3DZ

Telephone: 01579 341461

Contents

1.0 Status of the Appraisal

2.0 History

- 2.1 Origins
- 2.2 1500 - 1700
- 2.3 1700 - 1840
- 2.4 1841 - 1880
- 2.5 1880 - 1946
- 2.6 Post 1946

3.0 Looe in the Wider Landscape

4.0 Settlement Form and Development

5.0 Gardens and Green Spaces

6.0 Built Environment and Townscape

- 6.1 Buildings
- 6.2 Local materials and details
- 6.3 Issues affecting character
- 6.4 Streetscape

7.0 Character Areas

- 7.1 Riverside and harbour
- 7.2 East Looe
- 7.3 Church End and the coast
- 7.4 Shutta Road and Barbican Hill
- 7.5 Shutta
- 7.6 Polvellan
- 7.7 West Looe

8.0 Proposed Amendments to the Conservation Area

- 8.1 Hannafore
- 8.2 Trenant Point
- 8.3 Polperro Road

Appendix 1: **Map 1** – Conservation Area Boundary as existing
 Map 2 – Conservation Area Boundary as adopted

Appendix 2: **Map 3** – Architectural Character Survey

1.0 Status and purpose of the Conservation Area Appraisal

This Conservation Area Appraisal provides an information base to support policies and to manage change, development, design, enhancement and regeneration within the Looe Conservation Area. This will enable the Local Planning Authority (LPA) to both make development plans and to deal with applications for development, alterations to Listed Buildings and advertisements within the conservation area. It will also provide a guide to other statutory undertakers, such as the highway authority and service providers, which carry out works to the public realm that might not need permission, such as paving, signage etc.

The Caradon District Local Plan contains a range of district-wide policies to guide development for the whole of Caradon in conservation areas, for Listed Buildings and for development affecting archaeology and the World Heritage Site (WHS). All have been based on statute and Government guidance and subject to several rounds of consultation. A Conservation Area Management Plan based on this Appraisal will develop this policy guidance, design guidance and proposals for enhancement at a more detailed level than can be provided by the district-wide development plan.

This Appraisal complements the 2002 Cornwall Industrial Settlement Initiative (CISI) report for Looe - text and maps are available for download at:

www.historic-cornwall.org.uk/cisi/looe/looe.htm

There is considerable crossover between the documents; but whereas the CISI Report provides a lot of detailed historic information in map form as well as text, the Appraisal aims to emphasise and illustrate the Special Character of Looe in a descriptive and visual way. It provides guidance and inspiration for residents, contractors and anyone involved in works to buildings or land within the town. Design Guidance Notes have been produced to be used alongside this Appraisal and Management Plan; these cover Roofing, Windows and Doors, Shopfronts and Signage.

The Appraisal provides the following information:

- Identifies the most important features and characteristics, buildings, spaces and local distinctiveness for the character or appearance of the Conservation Area which ought to be preserved or enhanced.
- Indicates the special character of sub-areas within the conservation area which have a distinct individual character.
- Evaluates those buildings that are key and which make a positive or neutral/negative contribution.

A draft Management Plan has also been prepared which takes the same character areas and provides:

- Design guidance which can be used by developers, local residents and planning officers particularly in matters of form, use of materials and design.
- Policy guidance for the conservation area to supplement development plan policies and, if necessary, recommend changes to wider policies.
- Identifies where there are opportunities for enhancement of the sub-areas, where particular policies or design guidance should be applied and, if justifiable, changes to its boundary.

2.0 History

2.1 Origins

East and West Looe were rival medieval planned towns; East Looe was created within Pendrym Manor in the parish of St. Martin while West Looe (Porthvean) was created in the manor of Portlooe in Talland. Both were in existence by 1201. It was common for major landowners to layout planned settlements in locations where it was felt that conditions may be favourable for economic activity and trade. Individual parcels of land, known as burgage plots, were loosely identified and trusted individuals would be granted rights to that land on agreed terms. The tenant would then formally enclose their plot and build a home. In Looe each town had its boundaries and building plots laid out, special borough rights to attract settlers, a corporation able to own property and chapels that remained subject to the mother churches until the mid 19th century. A series of later royal charters (from the 13th to 17th centuries) confirmed these original grants.

Shutta may be the original site of development on the East Looe side of the estuary; 19th century historians thought this likely and its location and layout suggests it too. It had, however, been long superseded by the present East Looe by the time the old bridge cut it off from the sea in 1405-11. It appears, therefore, that Shutta is an example of a planned settlement whose growth was stunted as a result of changed circumstance – there are similar cases elsewhere in the southwest of England.

There is some evidence of other medieval settlement on the outskirts of the towns – the farming hamlet and possible fortification site at The Old Barbican, and the chapel or possible priory and quay at Hannafore facing Looe Island.

The medieval prosperity of the two towns, which seem always to have been regarded by the outside world as a single place, was based on deep-sea

trading to and from the rich agricultural lands of east Cornwall with export of local materials and produce, with the import of luxury goods in return.

The bridge over the estuary, built 1405-1411, with a chapel added 1436, was of regional importance as it carried the more southerly of the principal routes through the county, from Plymouth to Fowey and on to west Cornwall.

2.2 1500 – 1700: The Newfoundland Trade

Changing trading patterns meant that by around 1500 Looe was experiencing decline, but from the mid 16th century the Newfoundland trade whereby fish from the Atlantic was taken to Spain and the Mediterranean then luxury goods and foodstuffs imported back to Britain, brought resurgence in the fortunes of the town. East Looe in particular, because it had open land on the riverside to expand onto, became again one of the principal Cornish harbours. West Looe on the other hand remained smaller and dependent largely upon fishing.

Linked to the sea-borne trade were preparation and processing relating to the trade in wool and cloth, fish curing and processing and corn milling; tide mills were already in operation locally by 1602 and that at Polvellan dates from 1614. At this time it appears that Looe was a quite vibrant place with a sound and diverse economic base.

2.3 1700 - 1840: Quiet Years

By the 18th century the Newfoundland trade had declined, newly expanded deep water ports like Plymouth and Falmouth were taking the overseas trade and Looe concentrated on fisheries and coastal trade, largely export of corn and import and processing of agricultural lime and fertilisers. As some compensation, the proximity of the expanding towns around Plymouth Sound kept Looe's economy relatively buoyant, through coastal trade and as an attractive residential area for gentry, and especially for naval officers. By 1800 the continental embargoes of the Napoleonic wars had stimulated the development of tourism for just this class of visitor. Like other small towns on the south coast it was war that stimulated development to provide recreation and recuperation for those who could afford to escape from the increasingly foul aired cities. It was also becoming fashionable to take the air and water by the coast and so wealthy provincial families also acquired or constructed a retreat by the sea.

Mariners, fishermen and merchants were major figures in the town, as well as the navy men. There were numbers of specialist luxury shops and professionals, while schools and non-conformism developed relatively early. Baptists and Quakers, Congregationalists and Methodists were all

represented by 1791. Even so, a contemporary visitor described (West) Looe as decayed, small and miserable, full of poverty and discontent.

The early 19th century was a period of quiet decay in Looe – trade did not increase after the end of war in 1815, the scaling down of the navy establishment affected the town, the quays were falling down and the two corporations were inactive or at least ineffective. There was little protest locally when in 1832 both towns lost their MPs.

The Looe and Liskeard Canal brought limited economic revival. Built in 1828, it carried vast quantities of imported fertilisers and lime and exported the produce of the rich agricultural area around Liskeard.

From about 1830 onwards, Looe shared in the revival in the Cornish coastal trade and shipbuilding, with small schooners trading in granite and copper ore, and important boat-yards on the beach at Church End.

2.4 1841 - 1880: An Industrial Port

By 1840 the locally prominent Buller family had recognised that changes were required if Looe was to capitalise on the growing industries of east Cornwall. Exploitation of copper at the Caradon mines had begun in the mid 1830s, and a great sequence of local and national engineering schemes stimulated hugely increased work in the granite quarries at the Cheesewring. By 1843, the Liskeard and Caradon Railway had been built to serve mines and quarries, running to the Looe Canal at Moorswater near Liskeard.

A parliamentary inquiry into the state of the towns and harbour at Looe led to the formation of the Harbour Commissioners in 1848. This acted to encourage a fresh injection of investment so that within a few years the riverside quays and adjoining streets were reconstructed and expanded; a new bridge and approach roads were built by 1855.

Looe rapidly became the principal port for the Caradon industrial base. By 1860 the railway was extended down to Looe and passenger services started from 1879. The open quays were covered in ore, granite and coal and large warehouses were built along the quayside for general and grain cargoes. Fishing also remained important, with a revival in the pilchard fishery from about 1870. With all these different activities happening and attracting a diversity of people involved in them Looe was probably at its most lively during these years.

Shops and service trades, hotels and lodging houses and middle class housing on the hillsides above the river increased with the growing numbers of tourists and wealthy residents. The growth was still modest, however – the population in 1856 was 970 in East Looe and 746 in West Looe, and still only 1,200 in East Looe and 800 in West Looe in 1878.

2.5 1880 – 1946: A Shrinking Economy

Copper prices began falling in 1873 and the Caradon mines had closed by the end of the decade, despite large, rich reserves. At the same time, cheap sources of granite from Scandinavia and Scotland were beginning to compete with the Cheesewring quarries. In 1885 the Liskeard-Caradon Railway went bankrupt; the Moorswater to Looe section survived only because of the passenger/tourist trade.

By 1914, little ore was exported from Looe; granite was still shipped out in large quantities, and there was still general trade and some boatbuilding, but fishing, crabbing and fish curing were increasingly important; 1910 saw the last flourish of the pilchard trade. This and the burgeoning tourist industry kept Looe quite prosperous up to the First World War.

After the war, trade in the port continued to decline – in 1919 a large part of Lower Quay collapsed, taking with it some of the quay railway, which was not replaced; a war memorial was erected in the 1920s over the site of the rails on Buller Quay. There was a brief boom in fishing in the 1920s, 600 were employed and large boats built, but it had nearly all gone by 1930, although boatbuilding continued with yards at Polvellan and Polean this was mostly now yachts and leisure craft.

In 1881 Looe had been an active industrial port, East Looe was a thriving commercial centre, the streets lit by gas, with various public buildings, institutes and chapels rebuilt or extended in the 1870s and 1880s. West Looe was described as a residential seaside village, although most of its public buildings were also rebuilt in the 1870s and 1880s, and its population grew much faster than East Looe. But inns and lodging houses were an increasing element in Looe's make-up and most improvements in its services and facilities were due largely to the tourist trade.

The engineer/entrepreneur Joseph Thomas of Looe built the rail link to the main line at Liskeard 1898-1901, ensuring the success of the growing tourist trade. In 1900, 21,000 passengers had reached Looe by rail and, by 1908 the figure had risen to 70,798. Thomas was also responsible for much of the engineering improvements to roads, quays and valley sides, culminating in his speculative housing and resort development at Hannafore Point from 1893.

2.6 Post 1946

With stocks recovering because of the War, fishing enjoyed a boost in Looe in terms of value and tonnage, but employing 80% fewer people compared to pre-war days. The fishing industry has taken over more of the port throughout the 20th century with Looe now being the second largest fishing port in Cornwall after Newlyn. The ore quays are now given over to fishing and the fish market stands on the site of granite processing yards. The

great warehouses at the quay head are now converted to shops, flats and the public library. There is now no appreciable export or import trade or deep sea port handling in Looe.

By 1965, with a population of about 4,000, tourism was unchallenged as the main industry, but there were still 280 boats registered with recreational fishing in particular becoming big business.

The dependence on tourism is symbolised by the filling-in of the Polvellan millpond and its conversion to car parking. Some of the old established industrial and manufacturing uses here have ended (milling, gasworks), while others continue (boatbuilding, builders' merchants) but are increasingly marginalised in both use and townscape terms as tourist-related uses have developed.

Looe is extremely fortunate in that its enduring character has been appreciated by tourists for many years; a love of the town and the surrounding area has been passed down through generations of families from all corners of the country. Many have re-located here and contributed to the diversity of the place.

There is a sense, however, that a degree of complacency is evident in Looe. Poor use (or misuse?) of key spaces; traffic congestion and some untidiness are symptoms. Ill-judged, clumsy and sometimes plainly bad alterations are continuing to be made to buildings and spaces. When these outweigh positive actions, as they do at present, then the impact is progressively negative and there is an evident and tangible impact on the character and appearance of the town.

3.0 Looe in the Wider Landscape

Looe is much favoured by its natural setting. Even in the heart of the town, the tidal estuary provides a gentle rhythm of ever changing light and reflection in an enclosed space. There are glimpses out to the open sea, which is felt as much as a threat against which the town turns its back, with the robust sea defences of the early 1970s in East Looe reinforcing this feeling. Alongside the defences though is the beach which remains a great attraction to visitors.

From the seaward side Looe is seen as a barely perceptible inlet in a wide sweep of low cliffs – the late 20th century housing around Plaidy and Millendreath is more prominent in the wider coastal scene, and the role of Mount Ararat separating Looe from this sprawl, is of paramount importance to the landscape setting, as are the remnants of West Looe Downs in containing the spread of West Looe and Hannafore.

The fantastic views of the sea from higher land on both the East and West Looe sides are matched by views up the wooded estuary valleys, within

which are set suggestions of the industrial past at Polean, Trenant Point, the old gasworks site and which are in part defined by the railway line contrasting with the soft edged tidal mud flats. As well as the daily changes brought by the weather and the tides, these views also offer varied attraction with the passing seasons. [photos 1 & 2]



1: The view from The Wooldown



2: A winter view of the estuary and wooded hillsides

The surrounding countryside is defined by rolling, high plateaus of pasture fields cut through by deep wooded valleys. The wide vistas have few natural or man-made eye-catchers, and are dominated by the great sweeps of simple colour contrast of green land, blue skies and grey seas. Looe itself is scarcely visible in these broad landscapes and that contributes to the sense of arrival and departure, whether by road, rail or sea.

The approaches to Looe through this anciently enclosed landscape are all through the deep wooded valleys – for the most part with little habitation and little to suggest the approach to a town. From the north, east and west, the visitor by road or rail suddenly emerges into the widening valley where the two Looe rivers meet, and for almost the first time the town is laid out to view. The change in the quality of light and space is as dramatic as the change from a rural to built environment; but the final twist is kept until one is well inside the built-up area, and only close to the river mouth is the sea itself finally seen.

The slopes of the valley above the town are heavily wooded and for the most part the houses here seem to be set in a green, tree-filled landscape. Some of the later

20th century housing is insensitively located on the skyline, poorly designed and inadequately landscaped, so that the setting of historic Looe is harmed. [photo 3]



3: Modern development has mostly been insensitive to the skyline and setting of the town

4.0 Settlement Form and Development

The natural topography has led to a distinctive settlement pattern, with the main estuary providing safe and relatively deep water. Smaller side valleys provided sheltered, secure sites for building homes with access to fresh water; there were natural routes for roads down to the water front and side creeks off the main channel for harbour facilities. [photo 4]



4: Historic West Looe nestles in a sidecombe

West Looe most clearly retains this layout, with evidence of planned burgage plots and successive stages in the expansion of the borough. Shutta has an almost identical layout, as previously stated this may have been the original location of the Borough of East Looe as it was certainly recognised in the 14th century as a separate town and local tradition in the 19th century suggested this was the original site of East Looe. [photo 5]



5: Shutta is also sited in a combe

East Looe itself retains many of the regularly laid-out garden plots owned by the burgesses that lined the main approach roads, which reflects the lack of space in the Rows in the town itself. Medieval burgage plots are less certainly identified, again reflecting the relatively late development of the present site on the old shoreline. It seems likely that the original plan form was pragmatically adapted, extended and infilled in subsequent centuries. Quite how this happened is uncertain, but it is most important to recognise that this is a very special urban plan form that generates tremendous character and visual interest. What is clear is that there are buildings of some quality in the Rows that have seen loss of curtilage and a downward slide in status and perhaps further analysis could unlock clues as to the development of the area.

East Looe was built at the back of the historic beach, protected by a sand and shingle spit running across the mouth of the estuary. Buildings on the shoreline (the Old Guildhall), and on the spit (St Mary's Church – known in the middle ages as St Mary's in the marsh) clearly show a presence here by at least the 14th century, if not earlier. The building of the bridge in 1405-11 effectively closed the upper reaches of the main channel to shipping - Shutta would have had no value as a port from then on.

The core of East Looe may not be medieval in origin, except perhaps along Higher Market Street. Most of it is an almost completely 16th century

expansion out from the medieval core and as such it is probably unique in Cornwall. The original market space, laid out on the old foreshore, is readily identifiable, now infilled with substantial structures replacing what were originally temporary market stalls.

There is limited evidence of 17th century building in West Looe, much less expansion, compared to East Looe, and little sign that the town even filled its medieval bounds.

As a discernible element in the built fabric of the two towns, the years between the mid 18th century and 1841 have left less of a mark than the preceding or following periods. The building of the canal down the East Looe River reinforced the predominance of East Looe, but there was little change in the late medieval pattern of quays and slips in either town. There had been minimal expansion in the settled area of either town since the late 17th century; both towns were smaller in the early 19th century than they had been at the height of their medieval growth phase.

The work of the Harbour Commissioners from 1848 radically altered Looe, producing much of its current character. By 1852 the bridge had been rebuilt; new approach roads constructed; the old quays at East Looe rebuilt on a much grander scale with a series of large warehouses and fish cellars; Buller (or Copper) Quay new-built and connected by tramways to the railway yards at Shutta; a new breakwater had been built at Church End by 1856 and the river bed cleared of a shingle bank. In West Looe the old inlet was infilled and new quays constructed.

The new roads (Buller Quay, Polperro Road and Station Road) also opened up new building land. This was only lightly exploited in West Looe (particularly because access to the quays and the old core area was not improved when Polperro Road was made), but virtually the whole of Fore Street by Buller Quay was rebuilt at this time, with villa properties being built along the new Station Road to the north.

Most of the new building in the mid-late 19th century was contained within the old borough boundaries. With the re-development of the quays around what is now West Looe Square, most of the properties around the old core of the town were substantially rebuilt or significantly altered, as was Church End and much of the old core of East Looe.

Nineteenth century rebuilding within the historic core of the town was mainly confined to the infilling of back plots and the old garden closes; a desire to obtain an elevated position and good views led to the development of the upper roads over-looking the river. At riverside level there was rebuilding of older properties, especially of public buildings such as the Guildhall (1877), the chapels (Quay Road and Chapel Ground, West Looe), or the Coastguard Station (1892). [photo 6]



6: Buller Quay with the new Guildhall beyond

In addition, edge-of-centre development was associated with the great engineering works from about 1850 onwards – the bridge and quays and those works associated with the engineer/entrepreneur Joseph Thomas. He built the rail link to the main line at Liskeard 1898-1901; upgraded Station Road, making it the main road to Plymouth; created the new road, villa and hotel estate at Hannafore from 1893 (partly on the site of his own Looe Brickworks); and created the access ramp from the bridge down to an improved riverside road and extended quays in West Looe.

Development on the hillsides above the river began in the mid 19th century in Barbican Road, Shutta Road and Shutta, still within the ancient borough boundaries. This was mostly middle class housing, most workers' housing being built in the old streets, or re-using the older buildings as they declined in status.

The early 20th century saw the greatest extent of expansion on both sides of the valley, both into the long abandoned medieval plots on the upper slopes and along the river sides and out of the old medieval limits of both boroughs, with serious encroachment for the first time onto the ancient common downs in both East and West Looe. The Hannafore estate was scarcely further developed in 1925 than it had been in 1908, but by 1946

the estate was extended and infilled by building tightly packed suburban detached houses rather than the large elegant villas and hotels originally envisaged. Although the architectural quality of the area is limited, the vision of the development is of local historic interest.

While most of this development was of middle class and holiday homes and, increasingly, chalets or bungalows, a growing number of small estates of workers' cottages and council housing were also being provided. Barbican still remained untouched by housing until after the Second World War.

Looe has greatly expanded in the late 20th century. Surrounding the old cores, and forming the setting of the conservation area, large housing estates spread up onto the crest of the river valleys, a mix of public housing and private estates - the latter especially along the coastal slope east of the town towards Millendreath. Their physical and visual connection with the conservation area can seem at times remote - in particular the large Sunrising Estate between East Looe and St Martin is in many respects a distinct planned settlement quite apart from the old town. This area is accessed by a separate road link to the principal roads, with its own schools, shops and community facilities, and with pedestrian and vehicle links to the old town limited by narrow roads, restricted access and steep hills.

5.0 Gardens and Green Spaces

The gardens of many of the 19th and early 20th century developments up the river valley side form an important element in the local character. These private spaces are particularly important given the lack of public open areas or formal garden space within the town. Such areas of open space, especially those containing trees, are a foil to the mass of buildings and an important feature of the overall landscape.

Equally important is the feeling of an open, almost rural backdrop, especially in West Looe. In the broader sense, the remnant downs behind each of the two towns are now incredibly important not only as a setting to the urban landscape, but in terms of their amenity and as a foil to the bare, weakly landscaped mass of late 20th century housing on the hilltops.

More than this, however, there is a tradition of designed landscape and gardening within Looe. The Downs and Mount Ararat are managed ornamental spaces as much as wild areas - with great potential for enhancing the ornamental and scenic walks at the latter. The open spaces associated with the Hannafore estate, although outside the conservation area at present, continue the theme of the managed, semi-natural landscaping of the coastline and surroundings of Looe - they are an extension of the castellated walkway along the cliff below Hannafore Road and are a well used and appreciated resource.

The wooded setting of the valley itself, currently undergoing management and enhancement, is as much the result of careful landscaping as natural regeneration; the presence of the Trenant estate and deer park being responsible for much of it. There are landscaped grounds of outstanding importance at Polvellan and Klymiarven which should be protected, enhanced and perhaps made more accessible to the general public. Lesser examples at Boscarn House, Common Wood House, Trehaven, Darloe, Havenford and various houses at Hannafore might also benefit from similar attention. [photo 7]



7: The landscaped garden of Trehaven is a prominent feature

6.0 Built Environment

6.1 Building types

The surviving buildings from the medieval period include some of the oldest recorded and best surviving examples of their type in Cornwall. Further detailed investigation is urgently required to date them and to identify uses and histories, especially in relation to the trading and fishing history of the town. There is probably a lot more medieval fabric behind some fairly anonymous facades in both East and West Looe.

Although there may be some 15th century building fragments, very little is identifiable older than the 16th century in either town; even the antiquity of the two church towers is debatable given the frequent recorded rebuilding and restorations. Within East Looe, and to a lesser extent West Looe, it is the 16th and 17th centuries that have left the most distinctive body of surviving buildings before the 19th century. [photo 8]



8: A 17th century oriel window with decorative brackets.
It would have had leaded casements originally.

There are perhaps more recognisably 'old' buildings in West Looe than East Looe, though most have been remodelled, sometimes extensively. [photo 9]



9: Old cottages in West Looe

There are more 18th century structures in evidence here, perhaps a reflection of the early change to a quieter and more residential character that attracted genteel occupants. Public buildings in West Looe tend to be smaller in scale than in East Looe, for example - the Market House of 1853;

the 1880 Congregationalist Chapel (compared with the former Methodist Chapel in East Looe); and the Harbour Commissioners' warehouse, compared with those on the opposite side of the river.

Little of consequence was rebuilt in the town or added in the 18th or early 19th centuries, apart from the two or three surviving villas still standing in the remnants of their ornamental grounds (Polvellan, Waterloo Villa – now called Klymiarven – and Havenford). These symbolise the attraction of Looe as a desirable place of residence and resort in the years around 1800; gardens and landscapes were seen as integral to the overall design and must be appreciated as such when faced with development pressure. [photo 10]



10: Polvellan Manor – Regency style gothic in landscaped gardens

The mid-late 19th century is as essential to Looe's special character as the medieval legacy, with many of the principal structures and townscape components dating from after the great schemes of rebuilding and expansion in the 1850s. Even the town churches are largely 19th century in their current form. Moreover, the 19th and early 20th century buildings in Looe are mostly good in themselves; the equal of many of the more overtly industrial towns in the county.

Apart from the scenic qualities and sheer scale of the bridge, quays, warehouses and Hannafore Road, which frame the whole harbour and estuary mouth, the warehouses are historically and architecturally significant as a group, there being nowhere else in Cornwall with such a good group as this. The engineering heritage of the mid 19th century is also very evident in the impact of the huge retaining walls that everywhere mark the passage of roads along the hillsides of both East Looe (Shutta Road/Barbican Hill) and West Looe (North Road, Polperro Road) and are such an important part of its physical, visual and historic character. [photo 11]



11: Retaining walls are a feature throughout Looe

Even West Looe, which was by and large a much quieter place architecturally as well as economically, has good quayside warehouse buildings, and attractive groups of ecclesiastical and domestic buildings showing strong family likenesses that contribute to its distinct identity. The terrace of Coastguard Cottages are an attractive feature on the hillside, even though the harmony of the main elevation is being somewhat undermined by poorly detailed alterations. [photo 12]



12: Coastguard Cottages are seen from many locations

The contribution of Joseph Thomas to the special character and appearance of Looe is of considerable significance. Not only was he responsible for creating the Hannafore estate, but also the scenic Hannafore Road, the present line and extent of the quayside in West Looe (as far south as St Nicholas' church), the present form of the Banjo Pier and other prominent aspects of the character of the town are directly attributable to him. [photo 13] He is commemorated on a plaque on the riverside at Church End.



13: The picturesque engineering solution at Hannafore Road

Whilst these major projects transformed the appearance of the town and its economic base, there was a lot of residential building as well, especially in the higher areas on the periphery of the town centres. Neat terraces grace the hillsides and some of the detailing adds distinctive interest. [photo 14]



14: Attractive details on a late Victorian terrace

The harmony of detailing of these groups is part of their special character that is easily diluted by ill-considered alterations. There are also occasional individual gems such as the Victorian gothic pattern book lodge on Farmers Hill and a house in Shutta, but for the most part developments of this period are in pairs or terraces.

Commercial properties in the town, and especially shopfronts, have not fared well in recent years. This is doubly unfortunate given the often quoted passage in Wilkie Collins' 'Rambles Beyond Railways' which celebrates shops and shop keeping in Looe. This is not to say that there are not good shopfronts to be found in Looe – some simple, elegant late 19th century timber shopfronts along Buller Street in particular make a good group – indeed the tightness and enclosure of the central streets of Looe have probably saved many shops from the sort of thoughtless makeovers that the more accessible shops opposite Buller Quay have endured. Some of the best surviving examples are in West Looe, where the pressures of late 20th century tourism and commerce have had less impact. [photo 15]



15: Historic shopfronts add to a sense of place but poor signage can easily spoil them

A guidance note on shopfronts has been produced to accompany this Appraisal.

Just as there are many late 19th century domestic buildings of note in Looe, the early 20th century has also left some important buildings showing a sensitivity of materials and detailing of a good standard. Examples include the Arts and Crafts influenced Trelawney Terrace above Polvellan; some of the well detailed large houses on both flanks of the estuary - especially 'Jax' - and much of the good workers' housing around Polperro Road. A pair of houses near the bridge demonstrates how replacement windows can have an impact on character that is wider than just one building. [photo 16]



16: Insensitive alterations compared to authentic character

Despite some losses and alterations, even the dominating presence of Hannaford Road with its hotels and villas is still redolent of this age, particularly Rond Anneth and its neighbours. The only example of art deco influenced seaside architecture in the town, Nailzee House, has also lost its crispness of character through window replacement. [photo 17]



17: Loss of character affects buildings of all ages

6.2 Local materials and details

Looe is predominantly a stone-built town, particularly using the grey (local slate and other metamorphic) country stone, granite being used only sparingly (for instance as quayside capstones). There are a number of interesting buildings with exposed, or only lightly painted (historically limewashed) stone; usually laid fairly flat to course in earlier buildings, roughly squared and coursed in late buildings. [photo 18]



18: Painted rubble stone on an historic cottage

The most dominant buildings in the town are of exposed stonework (the churches, warehouses, Guildhall), though only the Victorian buildings were designed to have an exposed finish.

The predominant appearance of Looe now, though, is of paint or render. Both timber framed construction and the rough, little worked quality of the local stone tend to favour its use, though it is not always appropriately applied. Although there are good examples of robust ornamented stucco on the terraces and Victorian villas, many cottages of Looe have had rippled render applied. [photo 19]



19: Modern affectation or 'character'?

This trend is perhaps a reflection of heavily mortared and limewashed slate hanging occasionally seen on ancient fisherman's cottages. Regardless of the aesthetic merits, it is a matter of fact that many people probably now see this as a distinctive local feature. Unfortunately it is also true that this render is always applied as hard cement and is, therefore, technically wrong and will cause harm over time by trapping moisture.

There is, however, a wide variety of materials and details to be seen – less so perhaps in West Looe where the stone-built vernacular buildings predominate. But in East

Looe are stone buildings, late medieval timber framed and jettied buildings, a great deal of later timber framing (17th to 19th century) and much slate-hanging (some rag), most of it now painted. [photo 20]



20: Jettied timber framed buildings are an important historic survival

The timber framed buildings are often quoted as being the earliest in Looe, and built because of the poor sand foundations. In fact, the earliest buildings seem to be of stone, most of the framed buildings are 16th century, and particularly 17th-18th century, and on the edge of the late-colonised Market area, a time associated with the wealth of the Newfoundland trade. Timber framing was a late-medieval and

post-medieval urban style that was not a vernacular tradition in the Cornish countryside. Its presence in East Looe is a reflection of the wealth and cosmopolitan outlook of the port; timber framing is notably absent from its historically poorer and less cosmopolitan neighbour, West Looe.

Brick is used sparingly, although there are some late 19th/early 20th century examples of brick and terracotta detailing, and there are one or two striking brick buildings – along East Cliff for instance, which add a varied note of colour amid the greying white render. Many individual bricks can be found all over the town bearing the stamped mark 'Looe' – substantial brickworks once operated at Hannafore. The use of cast iron ornament on late 19th century buildings helps give local character, especially in West Looe. [photo 21]



21: Cast iron work on bay windows – Art Nouveau style in this case

Because of its valley location, the roofscapes of Looe are among the most varied and interesting of any Cornish town, but the stock of traditionally slated roofs is rapidly diminishing. [photo 22]



22: The topography means the roofscape is key

Alterations to materials and the addition of rooflights or badly designed dormers can have a detrimental impact to many views. A guidance note on roofing has been produced to accompany this Appraisal.

The enclosed nature of the town centres, and the steep valley sides, also mean that very few properties have truly private rear elevations and some are equally prominent in the streetscene. As a consequence the usual servicing clutter of pipes, bins, flues, sheds etc is a very visible element in the built character of Looe. [photo 23]



23: One of the town's oldest buildings is disfigured by clutter

Some residents succeed in reducing the impact by introducing attractive planting in the summer months and this can be a strong positive character feature.

6.3 Issues affecting the character and appearance of buildings

Each decision made by an individual property owner, business, statutory authority or service provider can have a negative, neutral or positive impact. In recent years the balance has tended towards the negative in some parts of the town and there is a risk of the trend accelerating. This matters because the special character of Looe is the sum of many parts; if the good is diluted too much then there will be harm to the local economy, property values and it will not be such a good place to live or spend time. It is quite alarming when some of the worst examples of poor management and maintenance are in the most visible locations; the impact of these is much greater than it would be in a backstreet. [photo 24]

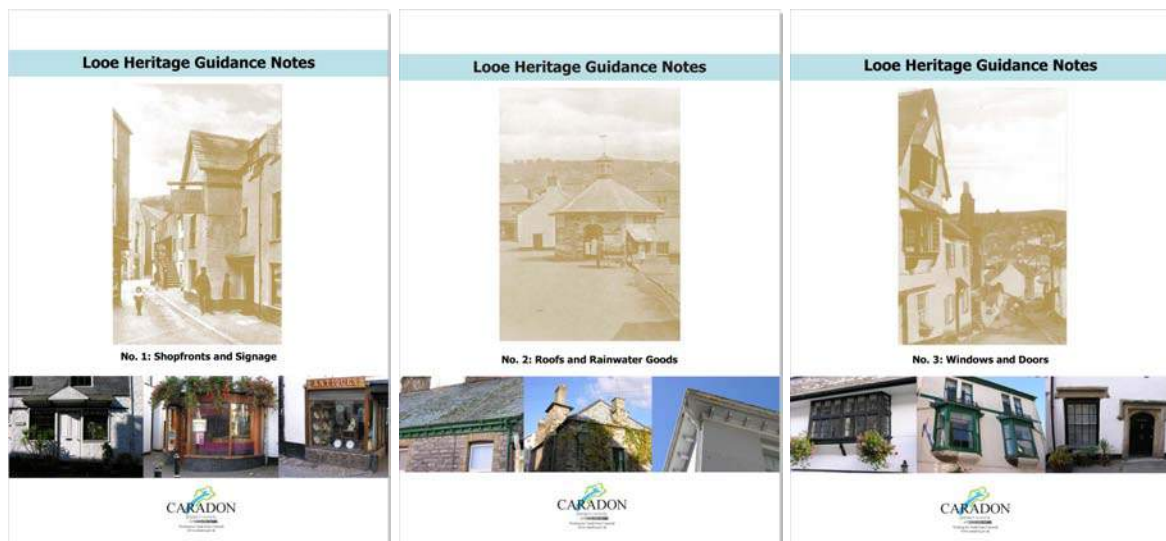


24: This group does nothing for the image of Looe

6.3.1 Guidance notes

Publications have been produced to accompany this Appraisal covering:-

1. Shopfronts and Signage
2. Roofs and Rainwater Goods
3. Windows and Doors



These are key issues and if the advice contained within these notes is followed by the majority of property owners and contractors there will be a positive result for the character and appearance of Looe.

6.3.2 Pointing, render and paint

There has been too much cement used in Looe for some time now; this traps moisture in old fabric, accelerates or causes decay and is storing up trouble for future generations. Damp walls also cost more to heat and make for a less healthy living environment. Lime mortars, renders and finishes are by far the most appropriate for any old building, whatever the material of construction. The surface finish of both pointing and render has often been inappropriate and without historic precedent. [photo 25]



25: Bad cement pointing is ugly and harmful

Masonry paint has been almost universally adopted in place of limewash and this has also tended to trap moisture. Historically plain white limewash would have been the norm (though this would not have been a 'brilliant white') for all cottages, stores and some working buildings. Only from the later 18th century would colour have been adopted on some more polite buildings. In more recent times a more haphazard approach has been adopted and some people may consider the introduction of 'a bit of colour' to be a positive step. There is a need for a debate on the subject and if the use of colour is favoured then the choices could be more informed. Historically rich colours like blues and greens were prohibitively expensive so some colours invariably look out of place on cottages and other humble buildings. Locations such as West Looe Hill certainly benefit from a consistent use of white with little variation and this absence of colour is worth protecting. Where pinks or blues have been introduced it tends to strike a discordant note in the townscape. [photo 26]



26: On West Looe Hill white cottages prevail

6.3.3 Services

The introduction of modern services into any old building is a challenge wherever they are; in parts of Looe the issue is exacerbated by the lack of a domestic curtilage and 'private' elevations. When a formerly domestic building has also been adapted to some form of commercial use there is still more pressure. Incrementally there has been the addition of waste pipes, heating flues, air management systems, TV antennas, phone wires and so on. These have, for the most part, been installed without regard to the impact on buildings and sometimes they are not removed once they become redundant.

Servicing of the motor car and access for delivery vehicles is an ever-present concern. In the centre of East Looe there are clear conflicts with pedestrians at busy times; this can make the town a less desirable place to spend time (and money). [photo 27]



27: The pedestrian realm is regularly disturbed by traffic

In the more residential areas (notably in West Looe Hill) the squeezing of cars into any available space and the protection of that space when it is vacant does detract from the scenic quality of some of the most picturesque localities. It seems that wherever it is possible to put a car there will be pressure to do so; if this is not resisted character can be lost.

6.4 Streetscape and townscape features

The standard of the streetscape is high in places and rather poor in others. As already stated Looe is in many respects a good example of a surviving medieval town, with intimate public spaces and tantalising glimpses of private spaces abounding in both West and East Looe. Confined scenes are

often punctuated by views of elevated buildings and spaces, sometimes close but often distant. At other times the viewer is drawn into a scene by deflected views that hide what is ahead but offer an enticing suggestion of what lies ahead. [photo 28]



28: A deflected view generates interest and anticipation

There is a seemingly endless network of footpaths, alleys and steps, both public and private, that are essential to Looe's character. The informality of the plan and the diversity of building types generate a unique character that presents surprises, delights and a few disappointments. The evolved historic plan rewards the more adventurous visitor with a fantastic range of views and sights which are worth the effort sometimes required to tackle the slopes.

There are significant surviving examples of typical Cornish historic surfacing and paving. In particular there are many exceptionally interesting areas of cobbled paving, with granite and slate stone used as kerbs to frame and partition the area of cobbling. Particularly good are the long runs on West Looe Hill and Fore Street (WL), and the significant area in Church End in front of a row of elegant 18th/19th century houses. There are also interesting survivals in the private courtyards and gardens of houses and commercial properties (Quay Street, EL, Hannafore Lane, WL). These may largely be early 19th century, but could include earlier work, and there are later (20th century) examples which preserve and refer back to the tradition, especially in East Looe (Higher Market Street). It is suggested that these light brown cobbles were imported as ballast, perhaps from Holland, which was jettisoned before returning home with granite and other cargoes.

Granite paving slabs are generally absent except for important lengths associated with the quays – along with some large limestone slabs on Buller Quay. [photo 29]



29: Limestone slabs and granite mooring post at Buller Quay

Granite setts are not common, although there are runs of cobbled or stone-lined gutters and water channels. The traditional, simple and elegant use of shallow or flush, broad granite kerbstones marking out pavement and roadway is found in both East and West Looe, with occasional fine granite stone channels. Patterned buff pavements are an occasional feature in both public and private locations. [photo 30]



30: Pavements and granite steps in West Looe

The later 20th century use of concrete slabs and pavements does not sit comfortably with the historic streetscape and has contributed to a general loss of character. [photo 31]



31: Modern paving schemes look poor and have not aged well

Despite the neutralising effect of wide stretches of grey pavements, especially in East Looe, some indication of the traditional hierarchy of surfaces does still survive – granite on the working quays, hand-selected cobbles laid and framed in patterns as a setting to relatively polite houses. Roads throughout are macadamised except for rough unmetalled tracks in the back lanes; blacktop is for the most part a neutral material but there are places where replacement with a surface of greater character would be very welcome indeed.

There is relatively little in the way of historic street furniture, although there are some features associated with water supply and distribution, for example a former

shute along West Looe Hill, the ancient well along Shutta Road, and St Martin's Well in Shutta. [photo 32]



32: Historic well on Shutta Road just yards from Fore Street

Some of the steps have handrails which are mostly simple iron tubes attached to walls or on posts; this practical and unpretentious character is typical of Looe. [photo 33]



33: A simple handrail on Farmers Hill

The survival of wrought iron moorings on the quayside are significant historic features which combine with the more ephemeral nets and baskets to present the essence of Looe that most visitors take away in their memories.



34: Mooring rings and chains add to the sense of place

Although some may see such features as a trip hazard and the open quaysides as a potential danger, it is most important that the established character is not sanitised in an effort to manage risk.

There are some iron railings in Looe but they are an occasional feature which is generally absent; the most notable example being the War Memorial. [photo 35]



35: War Memorial and railings

There is a red K6 telephone kiosk by Buller Quay car park and another (with a traditional post box) by the Old Lifeboat House. [photo 36]



36: Telephone kiosk and post box

Although the intimacy of the street scenes often keeps the eye down at ground level, there are some instances of quite intrusive wirescapes, that form a tent-like webbing overhead - Fore Street and West Looe Hill, for instance. [photo 37]



37: Intrusive wirescape in West Looe

While the lack of space in the streets means that there is thankfully limited impact of typical tall grey steel street lights, the posts do become intrusive once seen. The decorative lighting lining the riversides is attractive by night but by day is a bit tatty. The historic cast iron light columns on the bridge are a rare example of historic street furniture in the town. [photo 38]



38: Victorian light columns complement the bridge

There is a distinctive approach to seating in public spaces in Looe, whereby solid (mostly granite) seats form memorials; these are found on The Wooldown, riverside and on the seafront walk in Hannafore. For the most part these are a welcome feature but in places the designs may be a little plain and uninspiring; there is also a danger of there being too many in some locations.

Historically there were not items like bollards in the town and where they have been introduced they have added little. The use of standard catalogue bollards and themed 'heritage-style' items fails to add to the sense of place or distinctiveness. [photo 39]



39: 'Heritage' bollards do not enhance the streetscene

The railings at East Looe beach are well chosen for the location, and re-located cannons are a feature outside the museum and on The Wooldown.

The seal sculpture is a well-appreciated memorial of a former 'resident'.

There are places where signage adds to the negative clutter that diminishes the character of a location. [photo 40]



40: Negative clutter in Shutta

Double yellow lines are an intrusive aspect of many of the towns most charming localities. There is a subtle balance in an historic town between negative clutter (permanent or temporary) and the kind of clutter that is indicative of people living in, and enjoying, their environment. There are not many historic places where piles of plastic crates can be said to add to the special character – but in Looe that is the case! [photo 41]



41: Uniquely Looe!

7.0 Character Areas

Despite a shared history and a recognisable similarity in current uses and functions, the conservation area is none-the-less made up of distinct character sub-areas. These reflect the various stages of development history, and in particular the differing histories of the anciently separate settlements that make up modern Looe.

Seven areas have been identified:

- 7.1 The riverside/harbour
- 7.2 East Looe
- 7.3 Church End and the Coast
- 7.4 Shutta Road/Barbican Lane
- 7.5 Shutta
- 7.6 Polvellan
- 7.7 West Looe

These areas are fairly distinct, only the riverside physically overlays the other areas, but because of the topography there is always a close visual relationship between the various sub-areas, each forming part of the setting to another; all the areas interact with each other, and cannot be considered in isolation.

If a street or building or group is not given its own description within the detailed sections this must not be taken to mean that it is in any way of less value to the character or appearance of the conservation area. The intention is to give an indication of the features that combine to give character, not to provide a directory of every positive item.

7.1 The riverside/harbour

7.1.1 Spatial context

Around the lower part of the estuary, a sense of enclosure is given by the bridge, the long, straight lengths of quay walls and the narrowing of the estuary mouth where the tall warehouses in East Looe and the warehouses and cliffs on the west side come close to the water's edge. Although concentrated in East Looe, the marine-based activities in this area are shared by both towns; the Harbour Commissioners have stores in West Looe and fishing boats tie up to both quaysides, even though the fish market and handling is all done on the East Looe side.

The movement of the tides, the activity of boats and people, combine with the quality of space and light to create what is in effect a shared central open space of tremendous character. The quays and the buildings on and behind them form the principal 'frontages' in Looe and here again there are a range of activities, commercial and recreational, that add richness to the

sense of place. The atmospheric qualities of the harbour are enhanced by the scale and sense of purpose offered by the bridge, quays, warehouses, boats and the topography of Hannafore Road, which enclose and enliven the space. [photo 42]



42: The harbour entrance

This scene is scarcely recognisable as a commercial harbour at times – the boats and dinghies tied up or on the quayside suggesting recreation rather than industry. On other occasions though the quays are vibrant places with a great range of activities ongoing; locals working and visitors at play combine in an evocative mix. It is a special characteristic of the riverside in Looe that so much of the activity is contextual and linked specifically to the place. In an age where activities are so often labelled, sanitised and segregated it is refreshing for many people to find a place where children can dangle a crab line from a quayside while fishermen unload their catch or mend their equipment a few yards away. [photo 43]



43: Happy days in Looe!

There is a difference in the buildings that stand on or back the quays. In West Looe the quays are very narrow, roads run along their length, backed by the houses shops and hotels of Quay Road and West Looe Square, while the sloping hillside behind is much closer to the waterside than East Looe. The rows of houses in North Road and the large villas (and Coastguard Cottages) loom over the space, while at the same time merging into the wooded hill and West Looe Downs above. The quayside in East Looe is largely dominated by the modern commercial buildings; their scale and massing is consistent with their purpose and what they lack in architectural merit is easily compensated by the character brought by the associated activities.

So much of Buller Quay is given over to car parking that appreciation of the space is difficult. The pedestrian is channelled to either side of the car park and there is a real sense that in summertime such a space could be better used to benefit the town as a whole. The stone walls do offer an attractive form of enclosure from outside and to some extent they soften the blow of parked and queuing cars.

Although there are municipal buildings in West Looe Square and Princes Street, they, like the warehouses and commercial properties along the old quay by St Nicholas's Church, tend to be fairly small scale and blend easily with the rows and terraces and domestic scale of the streetscene. Between the end of Princes Street and the bridge, the scale on Quay Road is more domestic and the green terraced hillside makes as much impact as the built environment.

7.1.2 Built environment

Nearly all the buildings along the river side date from the 19th century. In West Looe most of the quay itself dates in fact from around 1895 (or the rebuilding in 1931), apart from small areas by the Harbour Commissioners' stores (a row of buildings which might also include some earlier fabric).
[photo 44]



44: The Commissioners stores are uniquely unspoilt amongst the riverside buildings

Granite slabs top the quay walls but most surfacing is of tarmac, with just a few patches of granite setts, notably by the Harbour Commissioners' stores. The commercial buildings around West Looe Square and on the quays are also largely 19th century in character – as befits a relatively late piece of townscape on what was in earlier centuries a small, shelving side inlet.

For all the antiquity of West Looe, the rebuilding of the quays and Bridge in the mid 19th century swept away anything earlier along the riverside. The major exception is St. Nicholas' Church, and one or two 18th/early 19th century houses along the central stretch of Quay Road. Not that many earlier buildings might be expected along Quay Road - the late medieval link between West Looe and the old Bridge (the springing point of which is marked by a stone plaque dated 1689) ran not along the riverside, but along North Road, where there are a few earlier houses – perhaps 18th or 17th century in origin.

On the East Looe side are the utilitarian buildings of a much more evidently commercial working quay, as historically it always was. The town is set further back from the water's edge and a good group of 19th century town buildings line Fore Street with green suburban slopes further back still, and not part of the immediate scene.

Buildings and structures on the East Looe Quays are perceived as objects in (mostly) public space. This is permeable space – people can move around virtually all buildings, there are few 'rear' elevations; boundaries, walls, rear enclosures and outbuildings are of significance in their own right, and in their contribution to the setting of principal buildings and the streetscene. This is a working harbour area, with boat stores, a large steel hoist, warehouses, a workaday fish market, and processing buildings (with all the attendant waste bins, parked vans, small stores and debris to be expected), all of varying heights and materials, yet somehow it all produces a cohesive and truly distinctive townscape character. There are buildings of genuine quality but the sense of place is so strong that architectural quality is perhaps less significant. [photo 45]



45: Robust and varied character typifies the working quay

Again, nearly all this townscape is mid 19th century or later – only a few early buildings stand close to the quay, most notably at Middleton Corner near an older stretch of quay wall, or on the east side of Quay Street in East Looe (the old quay line). One of the major elements of built structure is of course the quay walls themselves; some major repairs have taken place in recent years, and they are in generally in good condition. The only surviving fragments earlier than 1856 are by Middleton Corner.

As in West Looe, granite slabs top the quay walls (with some historically interesting sections of limestone on Buller Quay), but most surfacing is of tarmac, not inappropriately as these are working quaysides. There are wrought iron mooring rings and the ever-present ephemera associated with fishing, crabbing and so on. The simple row of stores gives a variety of scale and may contain earlier fabric as well. [photo 46]



46: The stores give a different perspective and scale to the public realm

Areas of interesting cobbled paving enliven the private courtyards and gardens of houses and commercial properties in Quay Street, so that some indication of traditional materials and hierarchy of surfaces is available. An equally rare instance of greenery in the central area is found in the few street trees on the edge of Buller Quay and Buller Street.

There is virtually nothing in the way of historic street furniture, and the barriers, fencing, lighting and signage associated with the parking areas on

both sides of the river, especially Buller quay, are a jumble of 20th century materials and fixtures, uninspiring at best, detracting from character and appearance at worst. The intrusive array of signs and the organised chaos of the Buller Quay car park dominate the setting of the war memorial, the Bridge and the buildings of Fore Street.

7.2 East Looe

7.2.1 Spatial context

The historic core of East Looe is a late medieval urban matrix consisting of tightly packed rows of attached houses forming informal terraces. There is an absence of individual yards or gardens in this densely developed infill of an old market area and sand-bar. It is framed by two older, more sinuous streets, Buller Street (to Middleton's Corner) and Fore Street/Upper Market Street, forming the main commercial streets with larger plots and yards. [photo 47]



47: The scale and enclosure of East Looe emphasises its medieval origins

The outer edges of the area were extended by 19th century quays and beach-front alterations – the old edges are still to be found in Quay Street, Lower Street and Church End. A varied and attractive built environment with a seasonally vibrant mix of uses is evident, with a prevalence of tourist-related shops, restaurants and facilities, but still with some local service providers. This character merges in the Rows with residential use – offering both permanent and holiday accommodation.

Although not pedestrianised, vehicle access is limited and for much of the year there is not too much pedestrian-vehicle conflict; but at busy times of the year there is clear conflict and the quality of the place as experienced by the pedestrian is significantly diminished by car traffic and delivery vehicles.

The town centre opens up as it merges with Buller Quay, or with Church End; even then, the back lanes which preserve the old edge-of-quay streets are narrow and enclosed, facing into the backs of sometimes very large and enclosing commercial buildings. The enclosure and uses in the shopping streets and the more residential Rows today give little hint of their closeness to the quays, but are enclosed by the tall warehouses and the modern fish market and processing buildings, closing off most of the views towards the river but giving an intimate sense of enclosure. The tight streets, paths and occasional gaps or yards generate character spaces and an abundance of closed or deflected views and glimpses of buildings or more distant sights. Focal points such as the church tower take on an added resonance seen in this context. Whereas in views from outside this enclave it is the Victorian buildings that dominate, within the Rows the relative scale of the buildings is of another time.



48: The location and scale of the church tower blends well with its historic neighbourhood

Although for the most part the buildings are of a standard two storey height, the fact that the lanes themselves are so narrow makes for a delightfully intimate sense of enclosure. Their origins mean the Rows are so densely packed that they have no private space; alleys are bridged over by buildings in places and it is difficult to distinguish frontages from rear elevations. Drainpipes, service ducts, soil pipes and satellite dishes are

found indiscriminately on all elevations, dustbins are set (necessarily) out in the street, and personalisation of space is possible only by setting a few potted plants outside the door - as many householders do to very great effect. This humanisation and addition of colour is made all the more necessary since the use of small concrete pavements in recent paving schemes has reduced the ground colour and texture through much of the central area to a dull uniformity. [photo 49]



49: The positive contribution of residents through planting is a positive character feature

Fore Street by the Buller Quay car-park is a mid 19th century urban townscape, its larger scale and classical detailing intended to offer presence and status and a commercial scale that positively addresses a large public open space – almost like a continental square or piazza. In this it contrasts with the tighter grain and enclosed spatial character of the older streets. As previously stated the effective loss of most of the open urban space to car parking has a certain impact on the character and perception of Looe to locals and visitors.

Within the irregular grid of East Looe there are occasional buildings of townscape importance which frame views and punctuate the generally tight grain; often corner buildings are given a greater emphasis. [photo 50]



50: Corner buildings have presence by virtue of location

7.2.2 Built environment

Usually entered from the north, Fore Street is the main shopping street; a winding road which widens and narrows along its length, somewhat overshadowed by the three and four storey buildings which lie to either side at first. Nearly all the buildings along its length opposite Buller Quay are 19th century, some of very good quality; mixed in more frequently with important 16th and 17th century survivals as it progresses into the core of the medieval town. Beyond the Victorian Guildhall, which is the imposing focal point of the towns skyline, the visitor quickly steps back in time and all ostentatious pretensions dissolve into the almost labyrinthine townscape of the three Market Streets and two Chapel Streets.

The shops are mainly small, local businesses, with some national outlets and banks. They are mainly located in historic buildings and there is little modern infill to disrupt the character and scale of these buildings; but there have been harmful alterations to elevations and roofscape.

The commercial core has an outstanding collection of late medieval and early post medieval building, although the 16th and 17th centuries have left the most distinctive body of surviving buildings before the 19th century. There is some visible timber framing, typically with stone side and rear walls, although much is disguised by later rendered façades. The range of materials used is as great as any urban centre in Cornwall – exposed stone rubble, timber framing, carved stone architectural details, slate-hanging, painted stone, rough render, finely detailed stucco, all set under slated roofs.

The architectural styles and details are likewise varied; there are no standard designs, shapes or sizes here, although informal, one-off vernacular designs two, three or four storeys high are typical of the

streetscape; virtually without exception the buildings sit on the back of the pavement or road. Domestic buildings mix with sail lofts and stores plus the focal community buildings, especially the church and former guildhall – now the museum. Within this mix there are also ancient inns and the whole adds up to a unique and enjoyable urban experience.

As with many tightly developed historic places the visitor who looks up above the bustle at street level is rewarded with a richer experience; there are oriel windows and occasional novelties such as figureheads which contribute another layer of identity.

The roofscape is barely visible from within the area, but seen from outside, from the hills behind, or across the water for West Looe; the huddled rows of slated roofs, punctuated by chimneys, are a prime feature of the townscape.

Close behind the 19th century warehouses on the quays are a number of semi-private courtyards which fringe the old core, many incorporating former fish cellars – typically with exterior stairs leading up to old net lofts or living accommodation over the ground floor cellars. These now have a variety of uses but they are an important and characteristic component of the varied townscape.

7.3 Church End and the Coast

7.3.1 Spatial context

The sense of an opening out from the tight street pattern of the core of East Looe is very marked at the seafront; the rows of cottages that mark the old edge of the town along Church Street and Church End change abruptly to the openness of the car-parking area and beach defences, themselves a culmination of successive sea-defence and reclamation schemes over the centuries. The beach and sea are shielded from the town by the heavy 1970s concrete sea wall, with the result that East Looe is visually cut off from its beach and the sea, but also has the simultaneous feeling of being threatened by it.

Paradoxically, this is also one of East Looe's few public spaces, lined with an enclosing cluster of mostly good buildings, with the added interest of the lifeboat station, memorials, free-standing municipal buildings and all the potential of a sea-side park. It seems at times, however, to lack satisfactory definition and the sense of place is not as strong as it could be. This is a reflection of the floorscape, the car parking, the fact that the buildings have been located for historic purpose and the focal points of the sundial and fountain do not really occupy focal positions. On a sunny day the pedestrianised area does, however, come alive compared to less favourable times. [photo 51]



51: A versatile space with interesting buildings

The angular concrete forms of the sea wall, which at times are harsh and alien, can also become enlivened on a sunny day by people using them as a base for their day at the seaside, by young children clambering about and older ones playing or just relaxing. The beach itself is a charming strand with safe bathing, good sand, entertainment and all that the town offers right alongside. It is a great asset for East Looe that is much appreciated. The banjo is a fine piece of engineering which is well used by promenaders. [photo 52]



52: Even concrete is nice when the sun shines!

The setting for this area is made dramatic by the enclosing cliffs and tree-lined slopes of the enigmatically named Mount Ararat and the cliffs of Hannafore Point to the west, with its battlemented and arched road and seafront walk. This is further reflected in the wider setting, the 20th century seaside villas on East Cliff above Church End, and the walks out into the open land of The Wooldown.

From higher locations the biggest single element in the setting of this area is, of course, the sea. Scarcely visible from within the tight confines of either East or West Looe, the long sweeping coast, great open skies and rocky foreshore are a place apart from the inward-looking huddle of the town and its quays; the very openness and wildness of the shore emphasise the sense of Looe as a safe haven.

7.3.2 Built environment

This is an area added on to the medieval core in which, as elsewhere in Looe, the 19th century legacy is dominant, with an eclectic and ornamental collection of structures not found elsewhere in the town. Church End is complemented by Banjo Pier (1850s and 1899), the quayside warehouses (1860s), the adjacent Seaview Cottages (mid-late 19th century) and St Mary's Church (1850s and 1882) with the rows of cottages around it. [photo 53]



53: St Mary's and cottages

In rather awkward isolation by the seafront stand modern buildings, principally the new lifeboat station and toilets, both reasonably well designed. The unique mix also has older structures in the shape of the Old Lifeboat Station (1866), the Obelisk (1881), the Memorial Fountain (1902) and the distinctive Victorian Gothic wilfulness of Boscarn House. The adjacent 20th century development is now looking a bit jaded.

There are quite good groups of (formerly) seaside cottages and the mid-century terrace at the end of Higher Market Street retains much of its character, despite loss of railings and some poor window replacement. The larger houses on the slopes of Mount Ararat above stride purposefully upwards in a staggered fashion that generates visual interest; but the buildings add little in terms of architectural presence. [photo 54]



54: These seaside cottages are now some way from the sea and Mount Ararat rises behind

On the west side of the estuary are the developments of hotels and villas along Hannafore Road; they take advantage of an outstanding outlook. At their best they exhibit some good detailing, but most have undergone harmful alteration over the years. Although physically separated by water they are part of seafront scene when viewed from East Looe.

7.4 Shutta Road/Barbican Hill

7.4.1 Spatial context

The roads going up and out of East Looe and Shutta and running up to Barbican, with their ancient pattern of regular plots still retain something of the back lane character normally expected in a medieval town that is completely missing in the tight enclosed spaces of the central area. These roads are dominated as much by the great series of walls along their length as by buildings; both ancient enclosure walls and 19th century engineering retaining walls are evident. [photo 55]



55: Massive retaining walls mark the historic link between Shutta and East Looe

These lanes and paths allow interesting sequential views as well as sweeping panoramas of the town and estuary below. [photo 56]



56: To experience Looe fully it pays to take the high road!

Ancient winding roads and paths, springs and wells, quarries and 17th century burial grounds are set amongst picturesquely sited and designed houses, terraces and gardens. The whole is seen from across the valley as a sequence of mature, walled gardens and informally arranged rows of houses. The gardens, old quarries, overgrown closes, especially those containing trees, are a foil to the mass of buildings and an important feature of the overall landscape. The specimen planting of past generations now makes a very tangible contribution to our enjoyment of a variety of views and is a lesson from which we can learn.

From within, it is at times a sheltered, enclosed and scenic area which echoes some of the grander and better known Victorian and Edwardian resorts. The area is backed, and somewhat interspersed, with more mundane modern housing and bungalows, but the topography of the hillsides and the barrier of the Klymiarven Hotel and its grounds mean that these impact relatively little on the immediate character of the roads. Further infilling of the hillside is in progress and the impact will depend on the quality of design and landscaping.

Barbican itself remains a recognisably ancient farming hamlet with some interesting buildings, even though its setting and context has been quite severely compromised. Surrounded as it is by modern housing, the distinctive qualities of the group can be easily missed; the road going

through it is treated more like an estate road at this point, making little reference to the change in date, scale or materials of the buildings. Only when it dips down towards the town is a sense of a gateway to something different recognised. [photos 57a, b & c]



57a b & c: A small cluster of buildings mark the ancient settlement site of The Barbican

Despite its lower level Station Road is seen from many viewpoints as part of the Shutta and hillside development groups rather than as part of East Looe and this is an accurate reflection of its late development, since the road itself was merely a tidal foreshore track before the building of the railway in the 1860s. Again, although there are some good buildings along the road, it is the walls in front of and behind the buildings - high, sheer and often overgrown, that set the character of the area. The presence of the working station and popular rail link is a major asset of the town.

7.4.2 Built environment

There is on these slopes a tremendous variety of styles and built forms, mostly residential, although there are, for instance, (converted) chapels. For the most part the rows of houses trace the line of the terraced roads, but many stand isolated in their own plots, and even when close to their neighbours are often strangely angled - all were built with the principal consideration of catching the views.

Although rendered elevations of varying hues predominate there are individual accents, such as the striking red brick pair on East Cliff, or the eccentric verandas on Shutta Road. The introduction of items like decking

and garaging may have a significant impact over time if not carefully managed. [photo 58]



58: A natural patina has limited the visual impact of this construction

There are certain characteristics that tie the whole slope together architecturally– especially the closely packed pairs and short terraces along East Cliff and Shutta Road. These are almost all of two storeys, with prescribed eaves and ridge height with attic floor and either basements or raised terraced foundations. They nearly all have paired full height bay windows supporting gables, often a veranda runs between the two bays. It is a style which allows considerable variety in detail, but is pleasingly ordered and neighbourly. The lower slopes of Barbican Hill, Shutta Road and Station Road show similar detailing – but there are more individual buildings, some of great character from a slightly earlier period (Klymiarven was originally Waterloo Cottage). These older properties have the most impressive gardens, notably Klymiarven and Trehaven. Tregërtha Court has a notable detached Victorian villa at its core but it has been subsumed by later extensions. [photo 59]



59: Victorian semi-detached houses and terraces stand proud overlooking the harbour

The upper slopes are mostly given over to a variety of 20th century houses and bungalows that do not aspire to complementing their location. In consequence there is a disappointing lack of design quality evident in the developments of recent decades and they represent missed opportunities to achieve something special.

7.5 Shutta

7.5.1 Spatial context

Shutta rises up its valley as a distinct and separate place where the topography establishes its own sense of enclosure. When Shutta was laid out as a medieval planned settlement the road, at the lower end, was a tidal inlet and quay area. Once the original settlement area of East Looe, it is now a quiet residential suburb focussed around the single road leading up the valley – a mirror image in many ways of West Looe. [photo 60]



60: The spine of Shutta

The pub, old coach house and mature gardens attached to a good mid 19th century house (again with strong lines created by enclosing walls) contribute to a sense of a gateway to another place. This lower area has something of the density of the rest of Looe; buildings are set closer to the road with small plots, particularly on the south side of the lane. Shutta Road itself, the medieval land route to East Looe, begins here as a steep, narrow twisting lane that adds to the sense of a remnant older urban place.

Along the middle and upper stretches of Shutta, gardens, retaining walls, planting and outbuildings are as much part of the character of the area as houses. The wooded upper slopes of the valley are protected and make a strong contribution to the character of the place. Incorporated in them, or on the edges of the area, are larger houses, some in substantial gardens.

Dominated by a steep hill, the valley road has no pavement and originally ran out into the countryside, in its upper reaches it retains the character of an ancient hollow-way gouged out of the valley. Along the back lanes are good walls, springs and the important survival of St Martin's Well, an ancient site now largely 19th century in character which, despite being nearly absorbed by modern housing developments that pay no heed to the historical topography, manages to retain something of its air of rural seclusion.

7.5.2 Built environment

Shutta now has just one early post medieval cottage of note and some mid 19th century cottages, although some of the buildings down by the main road are likely to incorporate earlier fabric. There are signs in many of these of former commercial or warehousing use, and there are stone and rendered cottage rows reminiscent of industrial villages in the area – Shutta at one time was closely associated with the running and staffing of the Looe Canal and Railway.

Otherwise, the houses are mostly 20th century, with a picturesque variety of styles and detailing; the tone is set by the heavy moulded detail of the public house and the gothic detail of Polhendra. [photo 61]



61: Pattern book gothic at the entrance to Shutta

The older properties generally respect the ancient layout, and add a great deal of picturesque detail and quality to the scene, especially as they sit, for the most part, within old established plots and relate to the central lane, either facing it or standing in small rows at right angles. A pleasing mix of cottages, a mill and 19th century infill developments make up a varied character. Some of the earlier 20th century additions are not too intrusive in scale or form but more recent developments have not always been as appropriate in either detailing or setting.

Much of the charm of the built environment in Shutta comes not from individual buildings, but from their response to, and relationship with the topography. The overall effect of the stepped roofs and rendered elevations climbing the valley is pleasing to the eye.

7.6 Polvellan

7.6.1 Spatial context

Just as there is a marked change of character north of the bridge in East Looe, so in West Looe the area around Polvellan and Polean is in many ways quite distinct from the ancient borough in its valley to the south. The area around Polperro Road and the Bridge shares much of the characteristics of Quay Road/North Road - a small suburban area that developed only really after the building of the new bridge in 1856. Roads and retaining walls play a significant role in defining character, perhaps even more dominant when actually moving through the streets than in similar areas in East Looe (Shutta Road for instance).

The riverside changes north of the bridge where there is no longer a public quay and walkway, but, instead, the semi-private domain of the mill, millpond enclosing walls and the associated buildings and yards. The small street leading down to the Mill Pool has a distinct character of its own, a small working area separate from the hotels and villas south of the bridge, with just a few cottages set amongst working buildings and derelict industrial sites. Although activity is now mostly recreational and commercial, the congestion and buzz of the place at busy times is characteristic.

Once beyond this small tight enclosure, the landscape dominates the scene. The beautiful wooded valleys and broad expanses of water become the main setting of the conservation area, the most significant elements of which are the equally broad if less picturesque expanse of the car parking at the Mill Pool, and the relict woodland and ornamental grounds of Polvellan House. [photo 62]



62: The Mill Pool and wooded grounds of Polvellan House

The post-war infilling of the tidal millpond has in itself been one of the most significant changes and losses of historic character, not only of this area, but in the whole of Looe. There is, however, some compensation in the loss in that the town has ample parking which helps to support economic activity throughout the town. Such industrial/commercial activity as remains here is being marginalised in terms of both use and townscape impact as the area turns more and more to tourist related activities.

Behind these riverside areas, the terraces of 20th century housing of various types, the burial ground, the roads and walls, even the industrial estate are all sensed as part of the deeply wooded landscape of the valley. With the open downland on the crest, Polperro Road itself is, remarkably, more of a woodland drive in character than a principal approach to a bustling tourist town. The sudden arrival at the bridge and estuary is a real treat for the new visitor. [photo 63]



63: The arrival point in central Looe via Polperro Road

7.6.2 Built environment

The buildings close to the riverside are relatively few, and all quite distinct in character. The small, vernacular cottages have artificially added 'character', as have some of the more recent commercial buildings. There is little here of distinction; bland materials and simple structures contrast unfavourably with the slightly more ornate and honest old ambulance station. [photo 64]



64: The ambulance station and RAOB club

The RAOB club is of historic interest but of little architectural merit; but plain functional sheds do have a place and gentrification of such sites is seldom desirable. A large development of flats is underway which will significantly change the character of the locality.

The two principal buildings in the area stand out as truly unique in Looe. The 17th century mill building was altered in the 19th century and clumsily raised in the 20th century. It is a large, stone-built and slate-roofed structure – a rare industrial building in Looe; with its attendant sluices and pond walls it is one of the most important in the area. Polvellan House and its grounds are equally important to the history of Looe – being associated with the Buller family, sponsors of Looe’s mid 19th century renaissance. It is a large, rambling Gothick building – rather like an overgrown cottage-ornee, significant for its setting and outlook as much as its architectural qualities. It is a bit rundown at present and the grounds seem to lack a suitable management regime.

The modern housing immediately above Polvellan House is poorly designed but the housing on the other side of Polperro Road is attractive. Beech Terrace and Trelawney Terrace have considerable presence and the former has a fair survival of original joinery which is a positive factor. [photo 65]



65: Survival of original windows at Beech Terrace

The modern housing scheme at Bonson Close makes successful use of the traditional palette of materials, forms and details to break up its apparent mass in more distant views; the only down side is the 'rustic' concrete block walls. [photo 66] Other modern developments in the vicinity are much less successful.



66: Bonson Close

Other buildings of the 19th and early 20th century sometimes exhibit attractive detailing; the balconies and the highly glazed dormers at Furzedown Terrace epitomise awareness of location. [photo 67]



67: Good detailing at Furzedown Terrace

The lychgate to the cemetery is a simple but neat focal point. [photo 68]



68: Lychgate to cemetery

7.7 West Looe

7.7.1 Spatial context

West Looe is in many ways much more immediately recognisably a planned medieval town than East Looe. The long, gently meandering street of two and three storey buildings is mostly set in a steeply sloping valley, with still recognisable regular burgage plots behind. Development has by and large respected the plot boundaries, so that even at the western end of the hill where no old houses survive on the road frontage, the sense of a regular planned layout can still be felt. The underlying historical topography and urban grain can equally still be sensed around West Looe Square, which was laid out over the ancient tidal inlet. St Nicholas' Church set the boundary of the medieval town, and North Road was a new road cut to join the town to the 15th century bridge at this point.

Above the built-up valley bottom is a broad wooded band, where houses and gardens, often heavily planted with mature trees, merge into the open fields and park-like West Looe Downs. While the views and glimpses within the streetscape are narrow and confined, often not even showing the river or the sea; the views from higher up the valleys slopes show a much broader landscape – the wooded slopes above East Looe, the jumbled roofscapes of both towns and beyond them the broad sweep of the coastline. [photo 69]



69: *Good views from public places are generally reduced to glimpses*

The main street is defined by the close proximity of the houses, sometimes only separated from it by a granite step or a patch of old cobbled paving. Generally the survival of historic textures and incidental features in West Looe are much more immediate than in East Looe, with small scale details like paving, the sound of water running just below the surface of the main

street, the materials and uneven shapes of the buildings themselves making more of an impact. There is a feeling that for the most part there is a greater awareness of heritage status here, but that does not mean immunity from harmful works – they have been ongoing during the preparation of this document.

Although much of West Looe has a distinctly residential quality these days, the lower areas are no less dominated than East Looe by the commercial uses of the quays, buildings and townscape created after the Harbour Act of 1848. Although many of the small working buildings that were on the quayside until the early 20th century have since been removed, it is clear that behind much of the later tourist-induced alterations to the standing buildings are the remains of working warehouses and yards, set amongst the workers' cottages, their pubs, chapels and Sunday schools. [photo 70]



70: A great example of a small scale working yard and buildings

The area around the meeting point of Fore Street, North Road and West Looe Square is a delightful conglomeration of small spaces, intimate alleyways, changing angles and perspectives that originally reflected the curving edges of the inlet/quayside as it was before the 19th century. This is the commercial area of West Looe, very limited in scale compared to East Looe, the range and size of shops reflect what has become a village rather than an urban centre. With the creation of West Looe Square, a new and more formal element was added to the townscape, which has not been enhanced by the 1960s fire station and poor quality flats. [photo 71]



71: West Looe Square gives little impression of the delights that lie beyond

St Nicholas' Church is a landmark building here, playing a much more dominant role in its townscape than does St Mary's in East Looe, and making a real gateway from the town to Hannafore. [photo 72]



72: A decorative welcome to a charming church

The 19th century expansion of West Looe embraces the older settlement at a higher level with relatively little alteration to the old pattern for the most part. The vertiginous steps and tracks linking the two are in themselves character features. [photo 73]



73: Steps take a direct route to higher properties

7.7.2 Built environment

West Looe Hill contains some of the earliest buildings in the whole conservation area, almost as tightly concentrated as Fore Street and The Rows in East Looe. Many of these buildings date to the 16th or 17th centuries, and sit on plots of land with medieval boundaries. Interestingly, some of the evidently earlier buildings are quite high up the valley – a reflection of the size and prosperity of the town in former centuries and the tendency for those lower down to be replaced or re-modelled. [photo 74]



74: Home is an historic cottage high on the hill

They are largely two storey vernacular buildings, built as long informal rows up each side of the main street (Fore Street-West Looe Hill) but varied in detail and form. Individual interpretations of vernacular forms prevail and are notable for their use of white painted rubble stone or render, pitched slated roofs, sash or casement timber windows and panelled doors; rubble stone is also used for outbuildings and boundary walls which also add to the overall mix. Timber framing is by and large absent – it was an urban building technique in Cornwall, more prevalent in the historically more urbane East Looe.

In the lower part of West Looe are more polite 18th or 19th century buildings, some detached, with ornate stuccoed detailing and there are some fine shopfronts. A range of industrial warehouses and cellars are found, especially set in courts just behind the main road. This intermingled variety of use and status is an essential characteristic which has been much denuded – a trend which threatens the special character of the area. [photo 75]



75: The character of working yards can be easily eroded

The upper slopes are graced with rows of good quality Victorian houses, many built to very similar designs and detailing, as they were built as semi-detached pairs or in terraces, filling between larger detached houses in big gardens. Most were built along contours but some face lanes or steps and climb at right angles to the slopes. The continuity of style over several decades, but with individual variations of detail is an attractive townscape feature.

Hannafore Road connects West Looe to the later Hannafore Estate which faces the sea beyond West Looe headland. The road is a relatively modern addition to Looe – the earlier road (Hannafore Lane) lies higher up the hill, and is much narrower. [photo 76]



76: The lower end of Hannafore Lane

Hannafore Road is notable for the way in which it is built out over the river, with stone walls with castellated features. The buildings along it are for the most part typically detailed, mostly rendered, late Victorian hotels and terraces, with occasional earlier houses (Hannafore Lane); the whole makes a picturesque townscape, although individually few of the buildings stand out. Rond Anneth stands out most of all but this landmark building has been stripped of its original windows which has greatly diminished its character. [photo 77]



77: Architecture and engineering at Hannafore Road

8.0 Proposed changes to the conservation area boundary

The conservation area already covers most of the town and a lot of its setting, so there is not much need for change. One major and one minor addition are proposed, plus one minor removal.

8.1 Hannafore estate

This planned expansion of Looe is of historic interest for a number of reasons:-

- The layout was planned to take advantage of a fine coastal location in a pair of parallel roads.
- There was planned provision for recreation at the heart of the community; the spaces and buildings associated with this are important.
- A rhythmic layout of plots for development generates a distinct character.

The development was inevitably compromised by the World Wars and as a consequence of changing times, economic uncertainty and availability of materials it is not as grand as was envisaged at the outset. These facts are in themselves part of the historic interest as we see Hannafore today.

There is limited merit in the architecture of the place, with only a handful of buildings catching the eye. The tennis pavilion is very evocative of the inter-war period and despite it being a standardised design of the time it does add to the sense of place. [photo 78]



78: The tennis pavilion is a focal point

Some of the houses are more interesting than others but even some of the modest bungalows capture the spirit of their time. [photo 79]



79: A quite standard bungalow enhanced by its random slate roof with mitred hips

The quality of detailing varies, as does the extent of survival. Other houses show ambition to higher status and some are focal points by virtue of their architectural character. [photo 80]



80: St Budeaux brings a little 'stockbroker Tudor' to Hannafore

The seafront is an attractive and popular promenade which is punctuated by a variety of manmade features; most prominently the coastguard station. The walker is constantly presented with fantastic views of Looe Island plus the sounds and smells of the shoreline. [photo 81]



81: The millennium stone with Looe Island beyond

At the far end of the foreshore is the location of a quay and chapel that was related to the service of pilgrims visiting the priory on Looe Island; this is an important link to the earliest history of settlement in the area.

The area is under threat from excessive enlargement of properties, development of front gardens and the potential for infill development or amalgamation of plots to facilitate flats. Conservation area designation would assist in managing this process but it would be wrong to seek to preserve such a place exactly as it is. There are many anonymous properties which could be positively re-modelled or even replaced if the outcome offers a positive design statement. The most important aspects are the scale of the building, how it sits in its plot and how it relates to neighbouring buildings.

8.2 Trenant Point

Inclusion of this small area would acknowledge the historic interest of the site and its direct relationship to the town. [photo 82]



82: The pier at Trenant Point is a distinctive feature

8.3 Polperro Road

West of Beech Terrace are three further properties which have architectural and historic interest sufficient to merit inclusion in the conservation area.

Contact Information

Caradon District Council's Conservation Officer is available during normal office hours to deal with enquiries, and appointments can be made to discuss particular issues. Site visits can be made to examine particular historic building problems. Development control officers are also available to discuss listed building and planning matters.

Please telephone the Conservation Officer on: 01579 341461

or e-mail: dmoore@caradon.gov.uk

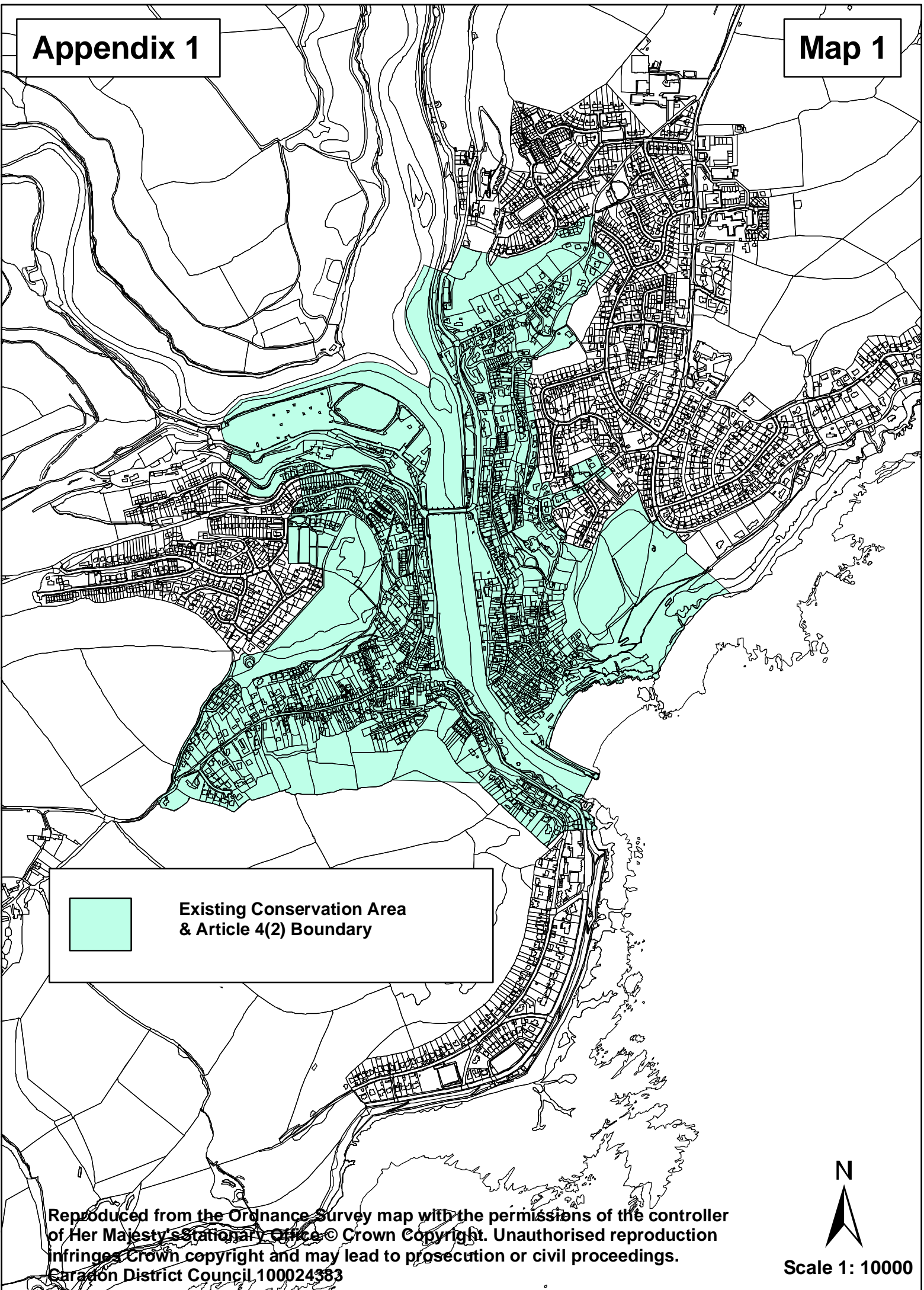
or write to: Conservation Officer
Economic and Community Services
Caradon District Council
Luxstowe House
Liskeard
Cornwall
PL14 3DZ


The office is open: Monday - Friday, 8.30am to 5.00pm

Caradon District Council is committed to giving an equal service to all. This means that we will not treat you any differently because of your gender, race, age, disability, sexual orientation or religion.

If you would like this information on audiotape, in Braille or large print, or in a language other than English, please contact us.

Produced by:
Caradon District Council
Economic and Community Services
February 2009



 **Existing Conservation Area
& Article 4(2) Boundary**





Conservation Area Boundary as Adopted

NB: Article 4(2) Direction refers to original Conservation Area Boundary

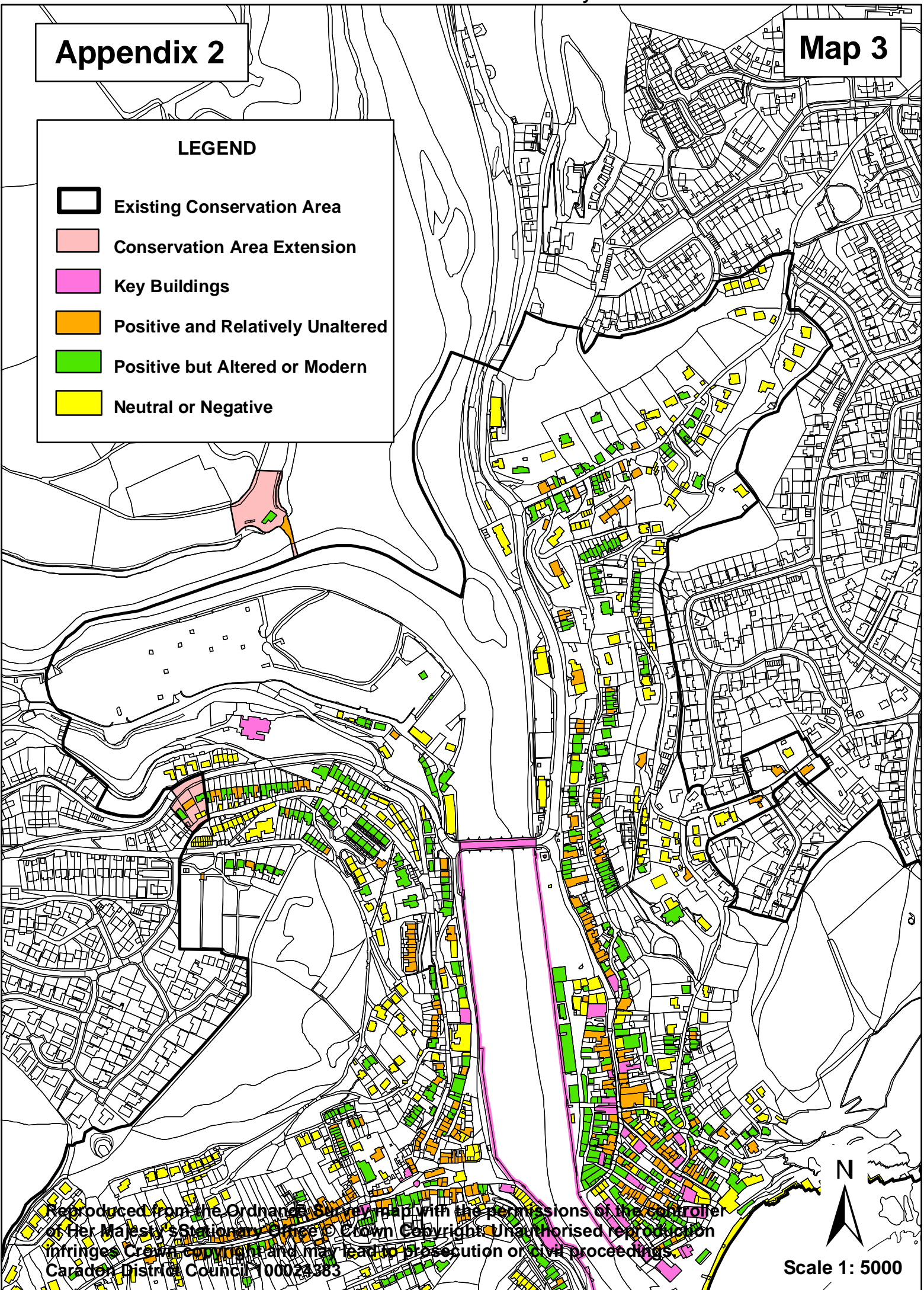


Appendix 2

Map 3

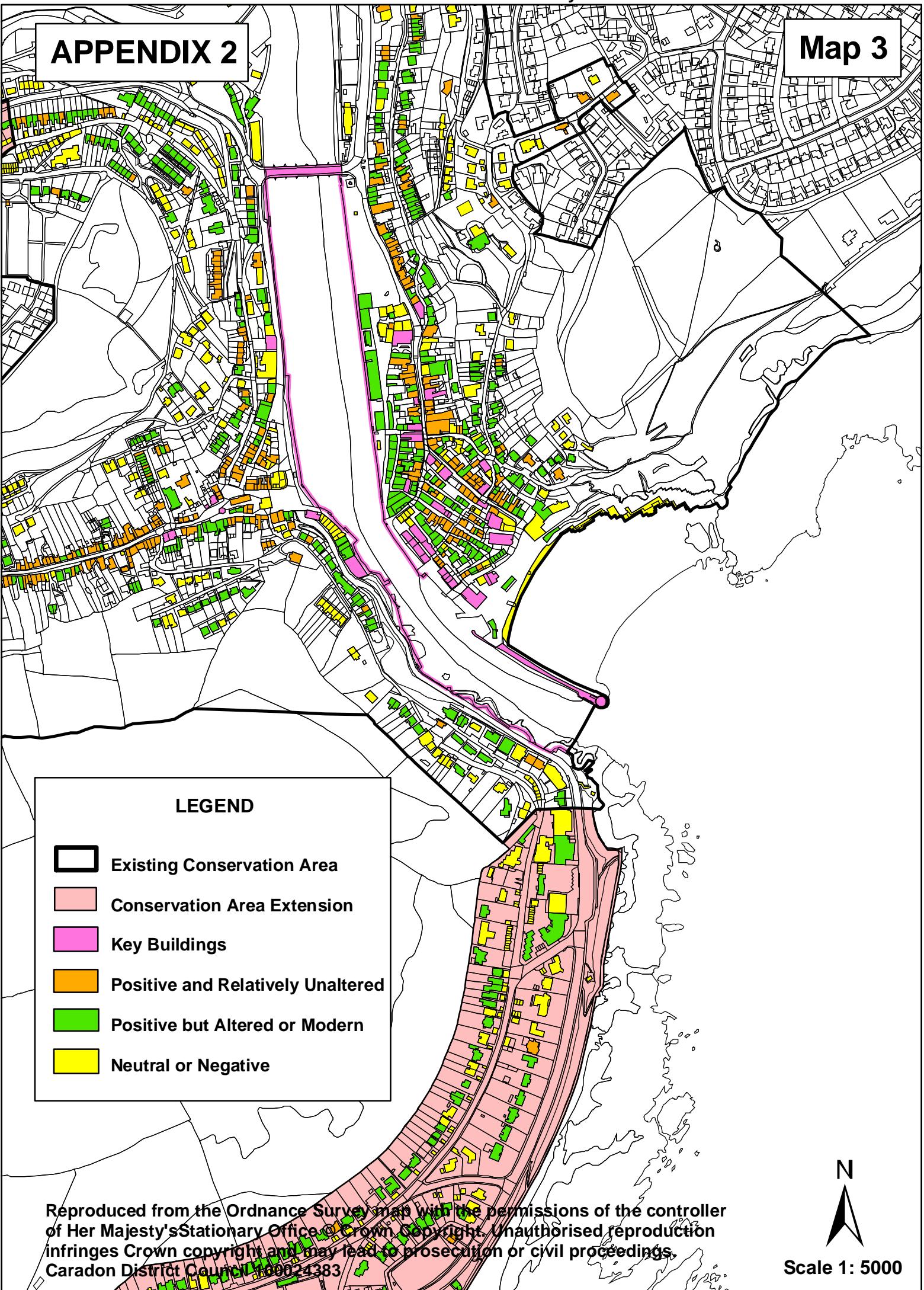
LEGEND

- Existing Conservation Area
- Conservation Area Extension
- Key Buildings
- Positive and Relatively Unaltered
- Positive but Altered or Modern
- Neutral or Negative









Reproduced from the Ordnance Survey map with the permissions of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Caradon District Council 100024383

Scale 1: 5000



LEGEND

-  Existing Conservation Area
-  Conservation Area Extension
-  Key Buildings
-  Positive and Relatively Unaltered
-  Positive but Altered or Modern
-  Neutral or Negative

Reproduced from the Ordnance Survey map with the permissions of the controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
Caradon District Council 01600 24383









Scale 1: 5000

APPENDIX 2

Map 3

LEGEND

-  Existing Conservation Area
-  Conservation Area Extension
-  Key Buildings
-  Positive and Relatively Unaltered
-  Positive but Altered or Modern
-  Neutral or Negative

Reproduced from the Ordnance Survey map with the permissions of the controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
Caradon District Council 100024383



Scale 1: 5000

Looe Conservation Area Management Plan



A draft version of this appraisal has been through a public consultation process, including an exhibition and questionnaire, and revised in light of comments received.

This document was finally approved by Caradon District Council at Full Council on March 19th 2009 and as such may be used as a material consideration in determining planning applications.

The relevant notice was published in the local press and the London Gazette on 30th April 2009.

Contact:

David Moore
Conservation Officer
Economic and Community Services
Caradon District Council
Luxstowe House
Liskeard
Cornwall
PL14 3DZ

Telephone: 01579 341461

Looe

Conservation Management Plan

Contents:

1	The need for a Conservation Area Management Plan.....	3
2	Conservation assets and value	3
2.1	Statement of Significance.....	3
2.2	Extent of the conservation area.....	4
2.3	Other Designations	5
	Table 1: Looe Conservation area – Listed Buildings	6
3	Policies and proposals	9
3.1	Existing Local Plan Conservation Policies	9
3.2	Other planning Measures.....	15
3.3	Framework for Design Standards	17
4	Examining the Issues	19
4.1	The whole conservation area	19
4.2	The Character Areas – Issues and opportunities.....	20
	Riverside	20
	East Looe	22
	Church End and the Coast.....	25
	Shutta Road & Barbican Hill	29
	Shutta	31
	Polvellan.....	32
	West Looe	34
5	Recommendations and Policy Proposals	37
5.1	Conservation principles for the Management of Looe Conservation Area 37	
5.2	Policy Proposals.....	40
	<i>General policies</i>	40
	<i>Archaeology and Historic settlement</i>	41
	<i>Built environment</i>	43
	<i>Urban landscapes, green spaces, gardens and open spaces</i>	48
	<i>Peripheral areas/edge of conservation area</i>	52
	<i>Changes to boundaries</i>	53
	Appendix 1–Hannafore Appraisal.....	55
	History.....	55
	Local topography and views.....	55

Gardens and green spaces	55
Built environment and streetscape.....	56
Issues and Opportunities.....	56

1 The need for a Conservation Area Management Plan

It should be noted that this is not a full Conservation Area Management Plan, but a first step towards suggesting changes in policy and guidance for the management of change in Looe Conservation Area. It will examine issues that arise from the accompanying Appraisal and set out recommendations, policies and actions for the Councils to further explore and consult upon. The Management Plan also follows on from the Looe Community Action Plan and seeks to emphasise that the cultural heritage of the town is embodied and exemplified in the built environment. So much of what is special in Looe relates to the way in which its buildings and spaces are managed and used that the heritage dimension has to be placed centrally in all decision making.

The format and content of this draft document is intended to fit into the framework envisaged by current guidance [links]

An effective Conservation Area Management Plan must be prepared and adopted with wide public and professional consultation; more pertinently, it must be in line with the existing Corporate Vision, Aims and Objectives of the Local Authority, and it must be fully integrated into the current Planning and regeneration framework. The Local Plan First Alteration is the adopted policy context and the Local Development Framework is under preparation. As the new Cornwall Council is about to begin the situation is unusual and it is difficult to be definitive about future changes. There are also management structures and resource implications that need to be addressed in a final adopted Management Plan that cannot be foreseen at present.

It is hoped that this draft will, however, provide a sound starting point for discussion and will develop into a document that all parties will support and adopt.

2 Conservation assets and value

2.1 Statement of Significance

The twin settlements of East and West Looe are located at the mouth of the combined estuaries of the East Looe and West Looe rivers. The principal settlement on the south-east Cornish coast between Fowey and Saltash, it is approximately 7 miles south of Liskeard, 10 miles east of Fowey and 15 miles west of Plymouth. It is a town/parish council within the present Caradon District.

It would be hard to exaggerate the significance of the Looe Conservation area. The historic towns and port at Looe have at times played an important role in national and regional events that belie their small size and relative remoteness.

As one of Cornwall's few medieval deep-water ports, they had an economic significance beyond their immediate hinterland: at times they supplied naval ships for medieval monarchs, they were in the forefront of the expansion of European settlement and trade (the Newfoundland Trade of the 16th-17th centuries), and were an integral part of the most dazzling industrial boom in Cornwall's spectacular 19th century industrial history.

What is special about Looe is that these various phases of boom were interspersed with long periods of quiet, when little change took place. It is therefore possible, in a way few other settlements share, to see the various phases of development and history still laid out and recognisable in the present character of the town.

Here there is not one, but two, perhaps even three, medieval planted boroughs; within the conservation area there was movement and migration of medieval settlement. This is a rare instance of unrivalled complexity in a Cornish context, of growth and change in the deep past still underlying the present pattern of a place.

Within this complex medieval structure is gathered one of the finest collections of medieval and immediately post-medieval buildings in Cornwall, if not the region; much more ancient fabric than is immediately apparent lies behind facades altered and extended in later centuries.

This is partly because of the way Looe emerged in the 19th century as a major industrial port. This involved less a process of rebuilding than of adding new layers onto the town, in the form of the new industrial quays, wharfs and warehouses which were built out from the medieval quays, or the large villas and terraces which crept up the valley slopes above the old towns.

While the significance of Looe in the industrial history of Cornwall is somewhat ambiguous, the significance of the industrial period to the present character and appearance of Looe cannot be too highly stressed. Despite its medieval history, and the surviving medieval topography and layout, much of what is actually seen and experienced in the wider area of Looe dates from the mid-late 19th century. This is especially true of those parts of the town which are the most emblematic of its attractions: the quays, the harbour, the seafront, the Cliffside developments, the grand houses and mature gardens, the stately commercial buildings on Buller Quay, the warehouses and pier at the estuary mouth. Many of the picture-postcard elements in Looe are the legacy of its industrial and commercial past as much as of its natural setting.

More than most places, Looe shows the effects of its tightly enclosed topography - at first creating the conditions for success – the sheltered river harbour, the natural routes into the rich agricultural and industrial hinterland, but then constraining development and change so that the old centres remained. This twin effect, both restricting and enabling, is still affecting Looe's development and success today – the town's success as a fishing port is largely based on the fact that only small boats can use it, so the fish is literally fresh every day, giving it an unrivalled reputation for quality.

2.2 Extent of the conservation area

Both East Looe and West Looe were designated as a single conservation area in 1973. Originally confined to the core areas of historic settlement in the two ancient town centres, this was extended in 1987 to include much of the 19th century valley side development as well as more of Shutta, the Millpool area and the Downs in East and West Looe. The current designation covers most of the historic settlement area; some minor alterations to the boundaries are suggested, as well as a substantial suggestion to include Hannafore.

2.3 Other Designations

There are no scheduled monuments in the conservation area.

Looe last underwent a full Listed Building survey in 1973 – amended in 1993. There are some 103 listed structures in the Conservation area (some represent more than one building); 97 are Grade II and 6 are Grade II*. There are no Grade I Listed Buildings (see table 1).

Although this seems a sizeable total, at least 100 buildings of 17th century date or older have been identified through the Cornwall Industrial Settlements Initiative (CISI) report and many of these are not listed at all. There are also significant 18th or 19th century buildings and engineering structures which would not have been considered listable in 1973, and probably still not in 1993. The current list is in need of revision and possibly supplementing by a 'Local List'.

Area of Great Landscape Value (Policy CL9) - covers the whole of Looe and the surrounding area.

Open Areas of Local significance (EV6) - West Looe Downs, the high land to the south of West Looe Hill; the grounds of Polvellan House and land to the east of the entrance to Polean Industrial Estate, the bowling green and tennis courts in Hannafore. In East Looe the high land to the east and south of the Old Barbican (Mount Ararat), and land to the south and north of Shutta

Table 1: Looe Conservation area – Listed Buildings

Looe Bridge	Looe	II	376357
Cobwalls	Shutta	II	376360
The Old Barbican	Barbican Hill, (EL)	II	376365
1& 2	Bassets Court, (WL)	II	376366
Buller Quay; banjo pier	Buller Quay, (EL)	II	376367
Dorill Cottage	Buller Street (EL)	II	376368
Watch Tower Studio & former Lifeboat Shed	Church End, (EL)	II	376369
K6 telephone kiosk north side of watch tower studio	Church End, (EL)	II	376370
Cosy Cottage and 1& 2	Church Street, (WL)	II	376371
3	Church Street, (WL)	II	376372
4 (Up the Creek Cottage)	Church Street, (WL)	II	376373
Rose Cottage	Church Street, (WL)	II	376374
Verbena	Church Street, (WL)	II	376375
Wessex Cottage	Church Street, (WL)	II	376376
Westward Cottage	Church Street, (WL)	II	376377
Arch House	Fore Street, (EL)	II	376378
Looe Bakery	Fore Street (EL)	II	376379
Lloyds Bank Limited	Fore Street (EL)	II	376380
Gregory's	Fore Street (EL)	II	376381
A.E Ruddy and Son	Fore Street, (EL)	II	376382
Dowling and Bay	Fore Street, (EL)	II	376383
The Golden Guinea Restaurant	Fort Street, (EL)	II*	376384
The Guildhall, yard and walls	Fore Street, (EL)	II	376385
The Old Salutation Inn	Fore Street, (EL)	II	376386
2 & 3	Fore Street, (WL)	II	376387
Alexandra Cottage	Fore Street, (WL)	II	376388
Cameo	Fore Street, (WL)	II	376389
Chy an Colom	Fore Street, (WL)	II	376390
Cobblers Cottage	Fore Street, (WL)	II	376391
Cornish Arms Cottage	Fore Street, (WL)	II	376392
Darloe	Fore Street, (WL)	II	376393
Fairbank Cottage	Fore Street, (WL)	II	376394
Former Butter Market	Fore Street, (WL)	II	376395
Islander Cottage	Fore Street, (WL)	II	376396
Penlore	Fore Street, (WL)	II	376397
Smugglers Cottage	Fore Street, (WL)	II	376398
Warehouse Occupied by Weldmobile	Hannafore Road, (WL)	II	376400
Church House	Higher Chapel Street (EL)	II	376401
Church of St Mary	Lower Chapel Street (EL)	II	376402
Lantau	Lower Chapel Street (EL)	II*	376403

Old Vicarage	Higher Chapel Street (EL)	II	376404
Rock-a-Bye Cottage	Lower Market Street (EL)	II	376405
Petroc	Lower Chapel Street (EL)	II	376406
Fenwick's	Middle Market Street (EL)	II	376407
The Fisherman's Arms	Tower Hill (EL)	II*	376408
The Old Guildhall (now museum)	Middle Market Street (EL)	II*	376409
The Old House	Higher Market Street (EL)	II	376410
3	Lower Chapel Street (EL)	II	376411
4 (Little Gannet)	Lower Chapel Street (EL)	II	376412
10	Lower Chapel Street (EL)	II	376413
Sun Cottage	Lower Chapel Street (EL)	II	376414
Osborne House	Lower Chapel Street (EL)	II	376415
Surcouf Hotel and Restaurant	Higher Chapel Street (EL)	II	376416
The Cubbyhole	Higher Chapel Street (EL)	II	376417
Tolva	Lower Chapel Street (EL)	II	376418
Clifford Cottage	Middle Market Street, (EL)	II	376419
The Cottage	Middle Market Street, (EL)	II	376420
The Flower Pot	Lower Market Street, (EL)	II	376421
2	Lower Street, (EL)	II	376422
Former warehouse	Lower Street, (EL)	II	376423
Market Cottage	Lower Market Street (EL)	II	376425
Smuggler's Restaurant	Middle Market Street (EL)	II	376426
The Gaff	Higher Market Street (EL)	II	376427
Ye Olde Cottage	Buller Street (EL)	II*	376428
1 & 2	North Road, (WL)	II	376429
Peninhay1, 2& 3,	North Road, (WL)	II	376430
Pixie Cottage	North Road, (WL)	II	376431
The Cottage	North Road, (WL)	II	376432
Trellis Cottage	North Road, (WL)	II	376433
Rumours	Princes Square, (WL)	II	376434
Village Gossip	Princes Square, (WL)	II	376435
The Jolly Sailor Inn	Princes Square, (WL)	II	376436
Vine Cottage & attached coach house	Princes Street, (WL)	II	376437
Porthbigham	Quay Road, (WL)	II	376438
Quay walls including viaduct	Hannafore Road, (WL)	II	376439
The Loft	Quay Street, (EL)	II	376440
Lerryn Cottage	Quay Street, (EL)	II	376441
The Leather Workshop	Quay Street, (EL)	II	376442
4 (Chubb's House)	The Bay, (EL)	II	376443
The Studio,	Middleton's Corner, (EL)	II	376444

Workshop of H. Hocking and Sons	Higher Chapel Street, (EL)	II	376445
1 & 2 (Cobblers Way)	West Looe Hill, (WL)	II	376446
1 & 2 (Hillside)	West Looe Hill, (WL)	II	376447
Bryher	West Looe Hill, (WL)	II	376448
Gulls Cottage	West Looe Hill, (WL)	II	376449
Highbury	West Looe Hill, (WL)	II	376450
Home	West Looe Hill, (WL)	II	376451
June Cottage	West Looe Hill, (WL)	II	376452
Mrs. Bartlett's Cottage	West Looe Hill, (WL)	II	376453
Old Malt House	West Looe Hill, (WL)	II	376454
Orchard Cottage	West Looe Hill, (WL)	II	376455
Pen Brea	West Looe Hill, (WL)	II	376456
Porlock	West Looe Hill, (WL)	II	376457
Edistone	West Looe Hill, (WL)	II	376458
Rostallan & Wenmouth Close	West Looe Hill, (WL)	II	376459
Sherwood	West Looe Hill, (WL)	II	376460
Spinnaker & Trevarrack	West Looe Hill, (WL)	II	376461
St Marys Cottage	West Looe Hill, (WL)	II	376462
Trenwith	West Looe Hill, (WL)	II	376463
Wilrena	West Looe Hill, (WL)	II	376464
Weehouse	West Looe Hill, (WL)	II	376465
1-4	West Looe Square, (WL)	II	376466
Church of St Nicholas	Hannafore Road, (WL)	II*	376467

3 Policies and proposals

3.1 Existing Local Plan Conservation Policies

The Caradon Local Plan was adopted in December 1999 and sets out the Council's general policies for preservation and enhancement of the historic environment, and the factors which will be taken into account in assessing planning applications as well as specific policies and guidance aimed at Looe (the Looe Area Statement).

The Re-Deposit version of the Caradon Local Plan Alteration was drawn up in 2005 and adopted in 2007. It proposed a number of alterations, which have been taken into account in this report.

Archaeology and Historic settlement

Policy EV1

Historic heritage – historic settlements

In considering proposals for development of sites in historic settlements, as shown on the proposals map, priority will be given to the protection of below ground archaeological features through the following measures.

- if there is evidence to suggest that significant remains may exist on the site of a proposed development, the extent and importance of which are unknown, the local planning authority will require the developer to arrange for an archaeological evaluation to be carried out before the planning application is determined, thus enabling an informed planning decision to be made.*
- where preservation in situ is not possible the local authority will not allow development to take place until satisfactory provision has been made for a programme or archaeological investigation and recording prior to the commencement of the development.*
- where proposals would result in significant adverse impact on the archaeology of a site or settlement. planning permission will not be granted.*
- by ensuring that any loss of buried features occurs only where the loss is outweighed by the reasons for the development.*
- in considering development proposals particular importance will be attached to the need to preserve evidence of the origin and development of the settlement.*

Built Environment

Policy EV2

Conservation areas – preservation or enhancement; new development sympathetic to historic character

All proposals for development in conservation areas must pay special attention to the desirability of preserving or enhancing the character or appearance of the area.

All development (including new buildings, extensions, hard surfaces, walls and landscaping) should be sympathetic in size, scale, height and materials to the historic character of the particular conservation area and the vernacular tradition of its architecture.

Policy EV3

Listed Buildings and redevelopment in conservation areas

- all proposals for works (including demolition) which would directly affect the fabric or setting of a listed building must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest which it possesses. This will be the primary consideration in determining applications for the adaptation of listed buildings to new uses, subject only to there being no overriding serious environmental harm.*
- demolition of a listed building will only be permitted very exceptionally. Where all possible alternative courses have been exhaustively examined. Tested and demonstrated to be impracticable. In such cases, where appropriate, a condition may be imposed requiring retention of parts of the building in situ or its careful dismantling and relocation.*
- the demolition of buildings which make a positive contribution to the character or appearance of a conservation area will only be permitted exceptionally. The demolition of any buildings in a conservation area will only be permitted if their demolition is part of a proposal for subsequent redevelopment or landscaping which would meet the criteria of Policy EV3. Conditions may be imposed to ensure that the redevelopment is implemented.*

Proposed Alteration Policy LO8

Looe Conservation area – development

Development or redevelopment in or adjoining Looe conservation area will not be permitted unless it meets the following criteria:

- the use of building materials which respect Local building traditions and are in Sympathy with existing neighbouring properties;*
- the height of the proposed building should have regard to the small scale local architectural character, should not normally exceed three storeys, and should follow existing building lines.*
- the proportions of the proposed building should reflect the vertical emphasis of Existing buildings;*
- new shopfronts should relate in scale and design to original shopfronts in adjacent properties;*
- the gable ended pitched slate roof forms and barge boards typical of this area should not normally be broken by new development. Any new roofs should complement the existing roofscape;*
- paved areas should be in a material that is sympathetic to the character of the area. Boundary walls should be in stone laid on bed or simple vertical pale fencing;*

- *extensions to period buildings should be in the style of the parent building. Replacement of a building in a period block or terrace should be in the same idiom as its neighbours.*

Policy LO9

Looe Conservation area – additional storeys

Where an existing building of two or more storeys in the conservation area is proposed to be enlarged by the addition of further storeys, planning permission will be refused. Cases involving the addition of one storey to an existing one storey building will be permitted except where such a proposal would intensify overcrowding conditions or detract from the character or appearance of the conservation area.

Policy LO11

Looe Conservation area – parking on steep slopes

Proposals for the provision of off-street Parking facilities on steep slopes within the town development limits will not be permitted unless:

- *there will be no significant impact on the general visual character of settlement, as viewed from valley sides and bottom, by reason of prominence of platforms and parked vehicles;*
- *additional traffic will not be encouraged to use the existing inadequate roads;*
- *it is geologically and structurally acceptable;*
- *parking platforms do not overhang other property resulting in harm to visual and residential amenity;*
- *retaining wall finishes blend in with adjoining structures.*

Shops, retail uses and shopfronts in conservation areas

Policy EV4

Shopfronts and signs in conservation areas

In conservation areas internally illuminated box advertisement signs, internally box fascias and fixed or free-standing advertisement hoardings will not be permitted where they would detract from the character or appearance of the building or street. Externally illuminated hanging signs may be permitted provided they are of a design sympathetic to the character of the area.

Policy EV5

Shops and shopfronts – new shop fronts

Proposals for new shop fronts in conservation areas will be permitted provided that:

- *they are related to the scale and proportions of the building and frontage in which they are to be situated.*
- *traditional stall risers and pilasters are retained or replaced in brick or other sympathetic material.*

Proposed Alteration Policy ALT7 (part)

Shopping cores

Within the shopping cores shown on the proposals map, proposals for the change of ground floor retail uses to non-retail service uses will not be permitted unless all of the following criteria are met;

- The proposed non-retail use falls within classes A2 and A3, and D1 and D2 of the use classes order, 1987 or involves another use of primary frontage appropriate to the town centre.*
- a window display is provided and maintained, and;*
- the proportion of non-retail ground floor frontage within the core does not exceed 30% of the total; and*
- the proposal will not detract from residential amenities by the generation of smells, noise, pedestrian or vehicular traffic, and parking problems. Where proposals would generate such undesirable effects the council will consider the imposition of conditions to control hours of opening and mitigate littering.*

Within the primary shopping core of Looe, only A3 non-retail uses will be permitted.

Proposed Alteration Policy ALT8 (part)

Shopping cores – food and drink

Proposals for the development of or change of use of premises for the sale and consumption of food and drink (use class A3 of the Use Classes Order, 1987) will not be permitted unless all of the following criteria are met;

- the proposal will not prejudice existing retail uses in the locality by the generation of smells, pedestrian or vehicular traffic, littering and parking problems;*
- the proposal will not create unacceptable traffic hazards.*
- the proposal will not detract from residential amenities or historic character by the generation of smell, noise, pedestrian or vehicular traffic, littering and parking problems.*
- Where proposals would generate such undesirable effects the council will consider the imposition of conditions to control hours of opening and prevent littering.*

Proposed District-wide Policies ALT7 and ALT8 will replace the specific policies LO3 and LO4 in the Looe Area Statement.

Green areas, gardens, open spaces and trees in conservation areas

Policy LO10

Looe Conservation area – development on steep slopes

Proposals for the creation of new buildings or the extension of existing buildings on the steep slopes in the conservation area will be refused if such development is un-neighbourly in scale or severely reduces the amenity of existing properties, or results in an undesirable reduction in open hillside, or would aggravate or cause traffic problems.

Peripheral areas and edge of conservation area

Policy EV6

Open areas of local significance to settlement character

No development will be permitted within the Open Areas of local significance (OALS) shown on the inset maps if it would significantly impair the effectiveness of the OALS in serving one or more of the following purposes: -

- forming a green foreground or background which is important to the character of the settlement.*
- helping to preserve the most typical views of the town centre or village, and the best views of the surrounding countryside from within the settlements.*
- providing green "fingers" which penetrate the built-up area and help to maintain a close relationship between town and country, as well as the small scale characteristics of Cornish settlements.*
- forming the green gap between two or more settlements which are close to each other and in danger of losing their separate identity.*
- protecting undeveloped areas within settlements which by their open or wooded nature contribute to its character and visual setting. Or to that of individual buildings or groups of buildings.*

Policy CL9

Areas of Great landscape Value - development

Proposed development in the areas of great landscape value identified on the proposals map will not be permitted if it would materially harm the character of the particular area and if it does not closely reflect the traditional building styles and local materials, or the characteristic pattern of settlement, in the particular area.

Tourism and Recreation

Policy LO6

Hotels and Hotel conversions (Looe)

The redevelopment or change of use of hotels will not be permitted in the prime hotel area shown on the inset map.

Policy TM1 (part)

Tourist attractions and facilities (conservation areas)

- *The development or improvement of tourist attractions and visitor facilities will be permitted within towns and villages.....*
- *Where a proposal is acceptable in principle it will need to meet all the following criteria:*
- *The scale, location and quality of design is consistent with the character and appearance of the area;*
- *Use is made of existing buildings.....wherever possible;*
- *It is well related to the primary and county road network or public transport.*
- *Larger scale developments will not be acceptable in Areas of Outstanding Natural Beauty, the Heritage Coast, or Conservation areas.*

Policy TM5 (part)

Conversion of existing buildings to seasonal use

- *In towns and villages, the conversion or change of use to self-catering tourist accommodation of non-residential buildings will be permitted unless the proposal:-*
- *has an unacceptable impact on the character and appearance of its surroundings*
- *is unneighbourly in scale or severely reduces the amenity of existing properties*
- *would aggravate or cause traffic-problems.*

Policy TM9 (part)

Hotels and Hotel conversions

Hotel development will be permitted within or adjoining towns and villages provided that the proposal:

- *will not add to difficulties with water supply, sewerage and sewage treatment and waste disposal.*
- *will not have a materially adverse impact on the village or rural environment in terms of its scale and visual appearance, the use of materials, noise, effluent, or fumes it would emit, and the traffic it would generate.*

Policy EV15

Amusement centres

Amusement centres/arcades will not be permitted within town centres except within the secondary shopping cores as defined on the inset maps, and then only if:

- *the location of the premises is such that there will be no adverse impact on parking and the free flow of traffic;*
- *no adverse effects will be caused to neighbouring residential properties, nor to nearby schools, churches, hospitals and hotels;*
- *no adverse effects will be caused to the visual amenities of conservation areas or to listed buildings or their settings;*
- *no adverse effects will be caused to the character and viability of the shopping area and to other uses in the vicinity by loss of visual amenity and by noise and disturbance generated.*

Policy R6

South West Coast path

The south west coast national trail will be protected from any development that would affect route or character.

Policy R9

Coastal and Maritime Recreation – Pleasure Craft Moorings

1. Proposals for pleasure craft moorings, and associated facilities will be permitted where:

- they are integrated with existing waterside development or make use of derelict sites, and*
- the essential on-shore facilities of parking, vehicular access, toilets/showers, water/fuel supply, and waste reception are provided to an adequate standard and without material adverse environmental impact;*
- any necessary engineering measures do not interfere with the natural movement of sediment to such an extent as to accelerate coastal erosion elsewhere;*
- they comply with the policies of this local plan on nature conservation (policies CL12 to CL17), and do not adversely affect acknowledged breeding sites.*

2. Additional on-shore facilities (clubhouses, boat storage/repair, etc.) will be permitted provided:

- their scale. Location, quality of design and use of materials is consistent with the character and appearance of the locality;*
- use is made of existing buildings wherever possible;*
- the site is well related to the primary and county road network.*

3. In all cases the council will negotiate for inclusion of public launching facilities for pleasure craft, and improved public pedestrian access to the shore (linked wherever possible to the existing public rights of way network).

3.2 Other planning Measures

Looe Conservation Area Appraisal

The draft Looe Conservation Area Appraisal has been prepared and it identifies the features that contribute to the special architectural and historic interest of the area. The appraisal consists of an analysis of Looe's history and topographic development; analysis of the conservation area's context and setting; analysis of overall character and more detailed analysis of 7 sub-areas of distinct character. Draft maps and a broad-based digital photographic survey of the conservation area are also included.

Article 4 Direction

An Article 4(2) direction covering Looe conservation area has been put into operation by the Council. The Direction covers such matters as extensions and alterations to dwellings and also use of materials.

Details:

- to control the demolition of all walls and hedges, especially for the creation of hard standings
- to control specified alterations to and partial demolition of individual houses, and to prevent the loss of such features as unlisted shop fronts, especially when now in residential use
- to control alterations and loss of fabric on elevations which do not front onto highways
- to control the demolition of and alterations to free-standing outbuildings and engineered structures such as retaining walls and stairs.

Caradon Design Guide

Practical advice on appropriate design is set out in the *Caradon Design Guide*, which the District Council has adopted as Supplementary Planning Guidance. The guidance helps to define the local characteristics of the district and explains what specific factors should be taken into account when designing new buildings. Proposals for new development should refer to this guidance, and the Council may require a design statement to be submitted prior to the application being determined.

Looe Guidance Notes

Guidance notes have been produced that cover the following key issues: -

- Roofs
- Windows and doors
- Shopfronts and signage

Approach to Enforcement Issues

Caradon has adopted an Enforcement Policy statement (1998), which provides clear guidance to officers, Council Members and the general public and confirms the Council's commitment to enforcement as an effective means of management of the development control process.

The Enforcement Policy also covers the serving of Section 215 Notices, which the District has used as an enforcement tool.

Urgent Works and Repairs Notices

Caradon has published its policies and explained its statutory powers (under the Planning (Listed Buildings and Conservation Areas) Act, 1990) to serve Urgent Works Notice or Repairs Notice on listed building and conservation area owners.

This information is available on the Caradon Website.

Section 106 Agreements

Caradon has utilised section 106 agreements attached to planning permissions to secure funds for the restoration of listed buildings in need of repair and affected by development.

Grant Schemes

Following on from an earlier Town Scheme, there has been an English Heritage sponsored Heritage Economic Regeneration Scheme (HERS) in Looe.

This is a scheme for providing financial help to encourage the conservation and enhancement of key historic buildings in the Looe Conservation area. Grants have been available to freeholders and those with full repairing leases of target buildings to carry out repairs to the external skin and structure of their historic buildings.

The HERS is one of several current projects designed to assist the regeneration of Looe town centre and is funded jointly by Caradon District Council, English Heritage, the European Regional Development Fund, the South West of England Regional Development Agency, Looe Town Council, East Looe Town Trust and West Looe Town Trust.

3.3 Framework for Design Standards

Caradon Design Guide

The adopted *Caradon Design Guide*, explains what specific factors should be taken into account when designing new buildings.

Shopfronts

The adopted *Caradon Design Guide* contains what is, in effect a stand-alone shopfront design guide

Cornwall design Guide for residential development, 1995

Caradon also supports and follows this Cornwall County Council produced guide, which relates mainly to new developments and highways standards.

Looe Action plan II, 1997

This supplementary report to the original 1988 Action Plan was produced by the Civic Trust in association with the Looe Town Forum. It provides a review of action since 1988, when the Civic Trust was first asked to prepare a study of Looe, and makes further suggestions for design parameters, regeneration and enhancement measures, community involvement and management etc. It is not specifically a conservation-based report, but does contain recommendations on the 'proper conservation' of Looe's built heritage.

4 Examining the Issues

4.1 The whole conservation area

<p>Unsympathetic alterations</p>	<p>All conservation areas suffer from unsympathetic alterations to some degree and there is a direct relationship between careless alterations and the perceived quality of the place. Looe seems to have particularly acute problems – worse in some parts of the town than others. The 1998 Looe action Plan II pointed out the prevalence of inappropriate shopfronts, especially on Fore Street (EL) and Quay Road (WL) where they have the greatest public impact. Poorly designed and garish signage is also a significant negative factor in several locations.</p> <p>Like many other conservation areas Looe also has a particular problem with inappropriate replacement windows and doors, particularly in PVCu. It may be that exposure to the weather has led to much replacement; this might apply to the Victorian terraces on the upper slopes and cliffs. In the older streets, the large numbers of non-standard openings in one-off vernacular buildings means that there probably never was a uniform characteristic window or door style.</p> <p>However, compared to towns like Penzance or St. Ives, arguably more exposed, there has been much more replacement of windows and doors; the timber sashes in the bay windows of those towns are a distinguished and distinctive aspect of their character. And in their older streets there has also been less replacement and loss – despite greater traffic, noise and pollution issues than in Looe.</p> <p>Existing polices should be adequate to tackle this trend, and, indeed, reverse it, if the will is present. As well as coercion it is also important to tackle common perceptions regarding maintenance issues and encourage awareness of how authentic historic detailing enhances property value.</p> <p>The loss of texture, historic fabric and character does lessen the apparent quality of the historic environment and that in turn affects residents and visitors. There is a need to encourage local businesses to preserve and resurrect the craft skills necessary to undertake authentic repair or replacement. The adoption of a sustainable approach to our environment based on an understanding of the lifecycle costs of PVCu is also needed.</p> <p>The same issues apply to roofing as the roofscape is a vital element of the special character of Looe. The use of suitable natural slate needs to be adopted as standard and much more consideration is needed with regard to rainwater goods as they contribute to streetscenes throughout the town.</p> <p>A more considered and coherent approach to floorscape, enclosure, decoration and landscaping is also necessary.</p>
----------------------------------	---

<p>Interpretation and Promotion</p>	<p>Recent developments have included improvements to the museum, a new Town trail and other brief guides and publications. There are also very good deals for public transport in the form of rover tickets that allow use of buses and trains. Greater advertising of these opportunities is needed as it seems few visitors are aware of them.</p> <p>Looe could also be further promoted as part of a new, sustainable, specialist tourist market, attracting a wider range of high spending visitors, especially by breaking away from adherence to the outdated concept of the typically short Cornish 'season'. On a typical early spring day, there are hundreds of visitors in Looe: the TIC and museum are both closed. There is no information available for visitors. This is a management problem, rather than one of capital investment, but no amount of new buildings and award winning facilities will improve Looe's position in the tourist market if it is not open for business.</p> <p>Although these issues are best discussed and delivered via other initiatives they are mentioned here as a reminder that all of these strands are interconnected. It is a basic fact, however, that the quality of the historic and natural environments has to be maintained if any other actions are to be effective.</p>
-------------------------------------	--

4.2 The Character Areas – Issues and opportunities

Riverside	Issue	Guidance and action
<p>Enhancement opportunities</p>	<p>Riverside frontages Some buildings fronting onto the riverside are amongst the least well presented. In this most open and visible of all areas, the gateway into the twin towns there are a few building owners who are letting the town down. Perhaps over time some people have become used to the fact that the innate attractiveness of the place tends to compensate for any negatives. Such complacency must be challenged. Whether people arrive in Looe by road,</p>	<p><i>Identify priority buildings and contact the owners. Draw up enhancement schemes for buildings and signage. Offer advice and grant support if possible; otherwise ensure that maintenance and repair budgets are effectively spent. The Council must be seen to be serious about its existing commitments to Article 4 Directions and enforcement procedures – as set out the policies previously listed.</i></p>

	<p>rail, bus or boat they are struck by first impressions. Local residents want to have pride in the town as well and it is unfortunate that they must face some frontages that sap their positive spirit.</p>	
	<p>Streetscape enhancement Both West Looe Square and Buller Quay car-park have been highlighted as enhancement opportunities since the Looe Action Plans of 1988 and 1997; in the case of West Looe, with its narrowly confined quays, the cluttered, visually disorganised car-parking, signs, telephone boxes, bins etc spread over the road into the edges of West Looe Square and Princes Street/Quay Road. The floorscape is poor and the management of the spaces haphazard. At least part of Buller Quay car park could be given over to public use during the busiest times as that space could contribute much more to the vitality of Looe. The decorative lighting is looking a bit tatty on both sides of the river.</p>	<p><i>Both areas present a rare opportunity to design simple, unfussy schemes to create public spaces of real quality in an historic environment.</i></p> <ul style="list-style-type: none"> • <i>rationalising traffic movement and parking</i> • <i>resolving pedestrian and vehicle conflict</i> • <i>clearer parking provision</i> • <i>reduce clutter and redundant signage</i> • <i>improve paving materials</i> • <i>new design for lighting and fixtures</i> • <i>tree planting</i>
	<p>Use of the Quays The needs of servicing the fishing industry, commercial and pleasure boats are always in balance in Looe with the desire to allow safe public access to the quays and waterside. The informality and activity is an essential element of use and local character and whilst scope exists for enhancement the special flavour of the place must not be sanitised. There is a point where utilitarian charm becomes visual clutter and what may be perfectly acceptable for fishermen should not justify lack of care by other business owners.</p>	<ul style="list-style-type: none"> • <i>Self-regulating working agreement with owners and operators</i> • <i>Better designed signage for pleasure craft</i> • <i>Use of artistic display and installation to enhance sense of place and disguise some less attractive walls</i>

<p>Management and design guidance</p>	<p>Built environment This is an area of spaces and buildings on the edge of historic streetscapes and with long views of all the properties. The buildings are of the 19th century onwards and the architecture reflects purpose. The older buildings are under threat from ill-conceived alterations. The spaces have also evolved to suit purposes essentially related to the harbour activities and the buildings serve to punctuate these interconnected and mostly accessible spaces.</p>	<ul style="list-style-type: none"> • <i>Apply design guidance in adopted Local Plan policies, Caradon Design Guide, Article 4 Direction and HERS guidance notes</i> • <i>Recognise the impact building frontages and public spaces here have on the conservation area – treat the harbour as public open space</i> • <i>Record, protect and manage existing historic quays, features and materials.</i> • <i>Interventions to historic buildings of unique design and character must relate to their individual character</i> • <i>Commercial premises and shopfronts have a particular responsibility to respect and generate character</i> • <i>Target regeneration schemes at this key gateway zone</i> • <i>Back lanes, forecourts, side areas and yards must be considered in context as part of the setting of the buildings, archaeology and historic streetscene</i>
<p>Archaeological potential</p>	<p>Most of this character area is within the designated historic settlement boundary, but the conservation area as a whole is to be considered as an archaeologically sensitive area, part of an historic settlement. As well as the potential for finds below ground level planners, owners and contractors need to be aware of the potential for finding early building fabric. This can apply to some quite unpromising buildings and certainly some that are not listed. A culture of openness should be fostered whereby owners and contractors should not fear excessive delays if they declare when something unexpected is uncovered.</p>	<ul style="list-style-type: none"> • <i>Apply historic settlement archaeological policies (Local Plan Policy EV1).</i> • <i>Review Historic Settlement boundaries.</i> <p><i>Archaeological potential exists for the following types of sites:</i></p> <ul style="list-style-type: none"> • <i>Locating early quays and wharfs</i> • <i>Traces of the 15th century bridge footings, springing points, approaches</i> • <i>Development and remains of commercial and industrial phases</i> • <i>Standing fabric surveys and archaeological recording</i> • <i>Other evidence of early occupation, perhaps in gardens or yards, such as traces of buildings, middens or object finds</i>
<p>East Looe</p>	<p>Issue</p>	<p>Guidance and recommended action</p>
<p>Enhancement Opportunities</p>	<p>Streetscape enhancement The widespread use of grey-pink block pavements has had a discordant impact, too regular and unyielding in colour and texture over large areas. The patterns</p>	<p><i>There is good guidance available in the form of Streets For All and other sources that should inform debate about actions in Looe.</i></p> <ul style="list-style-type: none"> • <i>Review the traffic management regime based on genuine</i>

	<p>are distracting to the eye and the relationship between roadway and footpath and buildings has been harmed as a result. The same materials are used irrespective of the richly varied spatial qualities of the townscape, creating a bland, uniform and rather drab streetscape. These modern materials are not aging well at all and they will need replacement. The loss of distinct pavements is rarely a good streetscape design feature unless based on historic record – it can create unresolved traffic conflict, affects the linearity and geometry of streetscapes, subtly altering proportions and relationships for the worse. The introduction of bollards generally signifies the dominance of vehicles over pedestrians unless the purpose is to keep vehicles out altogether.</p> <p>The relict market space in Middle Market Street is a good example of an exciting space framed with interesting buildings, intriguing views and glimpses and yet it is treated as little more than a convenient parking space.</p> <p>The uncontrolled multiplication of both private signs and public signage is nowhere better demonstrated than by the fingerpost and A-boards in Buller Street/Middletons Corner; though this problem affects East Looe generally.</p>	<p><i>public consultation</i></p> <ul style="list-style-type: none"> • <i>Remove clutter, unwanted street furniture, barriers to pedestrian movement etc.</i> • <i>Any street furniture should be distinctive and of high quality;</i> • <i>Place needs of pedestrians in the forefront; resolve vehicle-pedestrian conflict</i> • <i>Review need for, potential re-design and impact of security measures – including CCC cameras; and the impact of security measures on shops, particularly roller shutters (see also Caradon Design guide 2000).</i> • <i>Enhance spatial qualities to provide clear, open usable space that enhances key views and provides an appropriate context for key buildings</i> • <i>The traditional, simple and elegant use of shallow or flush, broad granite kerbstones marking out pavement and roadway should be extended through the area.</i> • <i>The use of simple surfaces like tarmac is preferred, perhaps with resin bonded aggregate surfaces, where large areas of neutral character are needed</i> • <i>Respect historic paving and streetscape materials and hierarchies (the same paving and street furniture details are not appropriate in Market Place as in Quay Street, for instance)</i> • <i>Recognise and respect the richness and diversity of character and appearance within the area; do not seek to impose uniform solutions streetscapes or street furniture</i>
<p>Management and design guidance</p>	<p>Amenity space issues</p> <p>The lack of private space in East Looe is unavoidable but the balance between informal and obtrusive clutter, between local distinctiveness and municipal design, between recognition that this is a place where people live as well as being a tourist honey pot, has not yet been successfully achieved</p>	<ul style="list-style-type: none"> • <i>Recognise and respect the importance to streetscape, archaeology and historical development of back lanes, and the significant historic fabric they contain</i> • <i>Back lanes, forecourts, side areas, rear gardens and yards must be considered in context as part of the setting of nearby historic buildings and the historic streetscene</i>

	for the most part.	
	<p>Built environment The varied architectural styles, materials and details mean that each individual building and planning application must be carefully assessed against the merits of the building and its context; there are likely to be few standardised features that can be easily copied from one building to the next without serious loss of character.</p> <p>The many restaurants, in particular, mean several cases of very intrusive flues and pipes sometimes cheek by jowl with the most important and attractive historic buildings in the town. Design, planning approvals, streetscape works should all recognise that there really are no unseen 'back' elevations in East Looe.</p> <p>There is great scope for artistic endeavour and positive use of craft skills in Looe. This doesn't have to be professional; competent self expression in the decoration of yards, verges and doorways using found items or simple constructions already enhances some locations and more could benefit.</p>	<ul style="list-style-type: none"> • <i>Interventions to listed buildings and other historic buildings of unique design and character, including shop fronts, must relate to their individual character, not impose bland or overbold standardised design solutions</i> • <i>Respect the specific use and variety of materials. Avoid bland or poorly executed render finishes that contradict, confuse or obscure historic architectural details</i> • <i>Building elevations and shopfronts in particular, must respect plot boundaries and structural divisions between buildings, even when they have been amalgamated</i> • <i>Rear or side elevations, roofscapes and historic outbuildings, walls and yards should be respected and preserved. Alterations to buildings should reflect their wider architectural context as well the details and requirements of the individual proposals and buildings.</i>
	<p>Shopfronts and commercial buildings The quality of shopfronts as a group in East Looe rarely matches that of the host buildings, although there are undoubtedly some very fine individual examples. As the 1999 Looe Action plan pointed out, some of the most glaring examples are the most visible, along Fore Street overlooking Buller Quay and the Bridge.</p> <p>Although the range of shops and tourist goods on offer makes for a bright and vibrant scene, this is not always set against a high quality streetscape or backdrop of good shopfronts and ground floor</p>	<ul style="list-style-type: none"> • <i>Alterations to shopfronts must respect and never obscure the architectural detail or proportion of the host building</i> • <i>When dealing with any proposals relating to shops, other commercial premises and shopfronts within the Conservation area, full reference must be demonstrably made to the Caradon Design Guide and the Looe Design Guidance note</i> • <i>Good signage is good for any business; too much bad signage is bad for everyone's business</i>

	treatments such as would really give East Looe a distinctive and high quality character.	
	<p>Flexible standards Throughout this area greater than normal densities, conversion of properties to multiple use and occupation and such initiatives as Living over the Shop may be appropriate and could lead to significant enhancement of the conservation area. This is already, however a tightly constrained area and such high density use will increase the problems of lack of service and amenity space. Careful control and management of issues like parking and refuse is needed to deliver such otherwise desirable policies.</p>	<ul style="list-style-type: none"> <i>In order to preserve important elements of historic character and appearance a flexible approach to other planning and development standards may be appropriate, such as parking, amenity space, bin stores or housing densities. The 'knock-on' effects of such development needs to be well understood and managed to avoid creating problems elsewhere</i>
Archaeological potential	<p>The surviving buildings from the medieval period include some of the oldest recorded and best surviving examples of their type in Cornwall and further detailed investigation is required to date them, and to identify uses and histories, especially in relation to the trading and fishing history of the town. There is probably a lot more medieval fabric behind some of the fairly anonymous facades. Most of this character area is within the designated historic settlement boundary, but the conservation area as a whole is to be considered as an archaeologically sensitive area, part of an historic settlement. The settlement core may have surprisingly complex and deeply stratified deposits.</p>	<ul style="list-style-type: none"> <i>Apply historic settlement archaeological policies (Local Plan Policy EV1).</i> <p><i>Great archaeological potential exists for these types of sites:</i></p> <ul style="list-style-type: none"> <i>The origins of the settlement</i> <i>The recognizable survival of the early plot layouts and topography of the medieval borough</i> <i>Subsequent extensions and evidence of shifting focus of settlement (Shutta to East Looe; East Looe onto the market place/sand bars)</i> <i>Development and remains of commercial and industrial phases of Looe's history</i> <i>Standing fabric surveys (archaeological recording – in conjunction with planning or LBC applications)</i>
Church End and the Coast	Issue	Guidance and recommended action
Enhancement Opportunities	<p>Streetscape enhancement There is a general recognition that this area is</p>	<ul style="list-style-type: none"> <i>Review the traffic management regime; remove clutter, unwanted street furniture, signs and barriers to</i>

	<p>undervalued, and what could be spatially an exciting area is poorly detailed at present; despite recent improvements along the sea wall itself, the car parking area behind remains unaltered. Paradoxically, this is one of East Looe's few public spaces with lots of potential.</p> <p>Whilst the sea defences have an inevitably robust character there is still scope for enhancement. More recreational opportunities like the basketball hoop would be welcome.</p> <p>The links between shopping streets and seafront are weak in terms of surfacing.</p>	<p><i>pedestrian movement</i></p> <ul style="list-style-type: none"> • <i>Street furniture should be distinctive and of high quality;</i> • <i>Understand and enhance spatial qualities to provide usable space that enhances views and provides a positive context for positive buildings</i> • <i>Respect and reinstate historic paving and streetscape materials and hierarchies</i> • <i>Interventions must respect the close relationship between use of paving and the adjoining buildings where paving is part of the architectural character of the building.</i> • <i>Back lanes, forecourts, side areas, rear gardens and yards must be considered in context</i>
	<p>The Church Street buildings share the problems of the Rows where it is difficult to distinguish frontages from rear elevations. Drainpipes, service ducts, soil pipes are found indiscriminately on all elevations and dustbins are set out in the street. The ongoing investigations into possible enhancement schemes for Church End include much needed improvements to the dominant C20 Admiral Boscarn public house.</p> <p>This is an area that suffers from a common degradation of character associated with seaside resort activities such as amusements clubs, bars and cafes. It is not inevitable that these uses should degrade the historic townscape and public realm, but without vision or investment they often do. Declining trade tends to stimulate excessive cheap signage instead of re-evaluation of how best to attract custom and make the most of considerable existing assets.</p>	<ul style="list-style-type: none"> • <i>Any regeneration and enhancement scheme must recognise and not cheapen or obscure the special quality of the built as well as natural environment</i> • <i>A skilled and architecturally aware re-modelling of The Admiral Boscarn could turn a significant negative into a genuinely positive feature</i> • <i>A co-ordinated approach to signage and use of the public realm by business would be beneficial</i> • <i>The eastern end of the seafront offers opportunities for enhancement with specifically designed seating, introduction of fitness equipment and childrens play items – even painted on the ground</i>
Management and design guidance	<p>Streetscape</p> <p>Despite some significant survivals and occasional nuggets of historic surfacing the overwhelming feeling is one of surfacing based on cost alone. The</p>	<ul style="list-style-type: none"> • <i>Record, protect and manage existing historic streetscape hierarchies, features and materials and use them as the basis for future enhancement schemes.</i>

	<p>links back to the town centre do not offer inspiring connections in terms of surfacing and are many levels below the quality of the buildings.</p> <p>An effort has been made in between the Old Lifeboat House and the beach but even here the feel is utilitarian. There is little sense of celebrating either the enclosed historic lanes or the open seafront.</p> <p>Where features do exist, like the fountain, sundial and K6 telephone kiosk they are not made the most of.</p>	<ul style="list-style-type: none"> • <i>Forecourts, side areas, rear gardens and yards will be considered in context and should be respected and preserved where appropriate</i> • <i>A coherent management regime and materials palette is needed to enable integration of future enhancements with each other and the historic town</i>
	<p>Built environment</p> <p>The guidance notes already referred to need to underpin all decisions affecting buildings and structures here.</p> <p>The sea defences are an opportunity for creative contemporary intervention but that needs to be within the parameters of a coherent strategy.</p>	<ul style="list-style-type: none"> • <i>Target regeneration schemes at this key gateway zone and the links to the commercial core</i> • <i>Apply design guidance in adopted Local Plan policies, Caradon Design Guide, and HERS guidance notes</i> • <i>Interventions to listed buildings and other historic buildings of unique design and character must relate to their individual character</i>
	<p>Flexible standards</p> <p>Flexible application of planning standards (densities, parking, amenity space etc) is appropriate.</p>	<ul style="list-style-type: none"> • <i>In order to preserve important elements of character and appearance (medieval streets and plot layouts, enclosing walls, side and rear elevations, yards and outbuildings etc) a flexible approach to other planning and development standards may be appropriate, such as parking, or housing densities.</i>
	<p>Other policy considerations</p> <p>Although largely urban in character, Church End is framed by a spectacular natural environment, enhanced and ornamented by landscape features and gardens.</p> <p>The gardens of the large villas and hotels on both slopes, particularly along East Hill, with their mature trees, are an important part of the character, as are the remnant grounds of Boscarn House; also important are the ornamental cliff</p>	<ul style="list-style-type: none"> • <i>Existing Local Plan policies relating to the steep and part-wooded slopes above the town will apply</i> • <i>Recognise and respect the significance of landscapes, trees and greenery to character and appearance. Management of trees and landscape should create townscapes of quality and aim to enhance the setting of important historic buildings, not to obscure them</i> • <i>Recognise that the coast is a partially landscaped zone, the engineering works associated with Hannafore road, the ornamental cliff paths and drives, the sea defences</i>

	<p>walks and drives on the downs above, and, indeed, the landscaped sea-shore itself.</p> <p>This is an area where policies other than those normally associated with conservation area status could have a dramatic effect on the successful management of the character and appearance of Looe, particularly policies relating to the coastal environment and recreation and to the Area of Great Landscape Value and to tourism accommodation and, perhaps more particularly, provision of facilities, amusement arcades etc.</p> <p>Church End must be viewed in this wider context, as well as the conservation area and regeneration contexts when considering proposals for the next phase of enhancement works as they develop.</p>	<p><i>themselves are part of the designed built environment and an important element in both the character and appearance of the conservation area.</i></p>
<p>Archaeological potential</p>	<p>Some of this character area is within the designated historic settlement boundary.</p>	<ul style="list-style-type: none"> • <i>Apply historic settlement archaeological policies</i> • <i>Archaeological evaluation will be appropriate for proposals which significantly affect character, form and layout of the historic street, block and building patterns and potential archaeological remains on the edge of the conservation area.</i> • <i>Review Historic settlement boundaries.</i> <p><i>Great archaeological potential exists for the following types of sites:</i></p> <ul style="list-style-type: none"> • <i>locating early quays and evidence of reclamation</i> • <i>the recognisable survival of the early plot layouts and topography of the medieval borough</i> • <i>defences and military installations, medieval to WWII</i> • <i>Standing fabric surveys in the context of planning or LBC applications</i>

Shutta Road & Barbican Hill	Issue	Guidance and recommended action
Enhancement Opportunities	<p>Infill sites There are large garden plots and some empty undeveloped closes on the upper slopes. Some may be suitable for development, but only with the greatest care. The existing design and development policies applying to Looe should be applied with great rigour. Development opportunities on elevated and exposed sites are a rare privilege that demand the attention of a good designer to achieve a satisfactory result. Site specific designs of demonstrable quality must be expected; any applications for basic or standardised designs ought to be rejected. The aim must be to provide buildings which future generations will look upon as making a positive contribution to the setting of historic Looe.</p>	<ul style="list-style-type: none"> • <i>Existing Local Plan polices relating to the steep slopes above the town will apply</i> • <i>Form, scale and detailed design need special attention on elevated sites</i> • <i>Landscape design can be every bit as important to a successful development as architecture; on sensitive sites the landscaping should form part of the design from the outset</i>
	<p>Station Road and the riverside Station Road, particularly on the riverside, suffers from a distinct lack of character that contrasts with the strong sense of place, both on the adjoining valley side and within the valley as a whole. Since the closure of the railway and the removal of the track to Buller Quay, there has been a lack of clear direction as to the use and treatment of this area. It is ineffectively designed in visual terms and not managed as a main entrance to the town, part of the scenic setting to the valley, car parking area or riverside promenade, all of which it attempts in some measure to be. In the absence of any local competition it has to be</p>	<ul style="list-style-type: none"> • <i>A comprehensive approach to highways management, signage, advertising, landscaping and footpaths would enhance this area</i> • <i>Recognise the importance of a thorough and accurate understanding of the immediate context in the design of any new building works</i> • <i>Landscaping and planting within both public and private realm would be welcome, especially if planned as a coherent and informed piece of work</i>

	<p>asked why the petrol station needs to have such strident signage.</p> <p>The siting and design of the clinic and its car park make no contribution to the settlement's historic character. The mere use of materials that pay some respect to Cornish vernacular is not enough in the context of architect-designed Victorian and Edwardian buildings.</p>	
Management and design guidance	<p>Streetscape and greenery</p> <p>The streetscape needs to be as neutral as possible with some incidental interest through planting. Directional signage ought to be clear and unobtrusive, with repetition avoided where possible. Planting may take the form of seasonal beds or planters but there is a need for specimen tree planting on public and private land if future generations are to enjoy some of the character we have inherited from our 19th century predecessors.</p>	<ul style="list-style-type: none"> • <i>The main aim should be to keep the streetscape simple, unaffected and free of clutter, requiring a different treatment from the core areas of Looe.</i> • <i>Recognise and respect the significance of landscapes, trees and greenery to character and appearance. Management of trees and landscape should create townscapes of quality and aim to enhance the setting of important historic buildings, not to obscure them</i> • <i>Retaining walls are integral to the special character of the area; they need to be well maintained and repaired sensitively to preserve their appearance</i>
	<p>Built environment</p> <p>Further loss of features and details to existing buildings needs to be prevented. Any new development must aim for a higher architectural standard than has been achieved since the early 20th century.</p>	<ul style="list-style-type: none"> • <i>Existing Local Plan polices relating to the steep slopes above the town will apply</i> • <i>Use design guidance in adopted Local Plan polices, Caradon Design Guide, Article 4 Direction and HERS guidance</i>
	<p>Archaeological potential</p> <p>Little of this character area is within the designated historic settlement boundary, but it may straddle the bounds of two medieval boroughs and has significant post-medieval archaeological potential. Much of the area has been subject to major 19th century terracing and engineering works which is likely to have destroyed earlier evidence, but those</p>	<ul style="list-style-type: none"> • <i>Apply historic settlement archaeological polices</i> • <i>Archaeological evaluation will be appropriate for proposals which involve excavation or alteration of historic fabric</i> <p><i>Archaeological potential exists for the following types of sites:</i></p> <ul style="list-style-type: none"> • <i>Early settlement or development of the historic foreshore</i> • <i>Origin, use and development of garden and orchard plots along Shutta Road and Barbican Hill</i> • <i>Development and remains of commercial and industrial</i>

	works are now of interest in their own right.	<i>phases (canal, railway, wharfs etc.)</i>
Shutta	Issue	Guidance and recommended action
Enhancement opportunities	<p>Streetscape enhancement</p> <p>The main aim should be to keep the streetscape simple, unaffected and free of clutter; this is in effect a village around a country lane, requiring a different treatment from the more urban core areas of Looe.</p> <p>There are issues of wirescape and signage that should be addressed.</p> <p>There can be an issue of speeding here that is detrimental to the pedestrian entering Shutta or using the train station.</p>	<p><i>Streetscape enhancement works are desirable in the area at the junction with the main road. They should seek to:</i></p> <ul style="list-style-type: none"> • <i>Review the traffic management regime, remove clutter, unwanted street furniture, barriers to pedestrian movement etc</i> • <i>Reduce traffic speeds</i> • <i>Place needs of pedestrians in the forefront; resolve vehicle-pedestrian conflict.</i> • <i>Undergrounding of wires would enhance Shutta</i>
Management and design guidance	<p>Streetscape and greenery</p> <p>The streetscape is simple and unadorned which is part of its special character. Apart from removal of clutter and wires there is no need to change the simple blacktop surfacing, though cobbled verges could be reinstated in places to good effect.</p> <p>The green backdrop of Shutta should be preserved and reinforced by appropriate planting and management of gardens and spaces.</p>	<ul style="list-style-type: none"> • <i>Back lanes, forecourts, side areas, rear gardens and yards will be considered in context as part of the setting of the host buildings, archaeology and historic streetscene</i> • <i>Recognise and respect the significance of landscapes, trees and greenery to character and appearance.</i> • <i>protection of garden space, avoiding loss of greenery for car parking and hard standings, policies against subdivision of plots, protection of walls, gates, rear enclosures, outbuildings and other ancillary structures</i>
	<p>Built environment</p> <p>The strong vernacular character of the historic buildings, occasionally graced by more polite detailing makes for a restful townscape. This character needs to be preserved and, where lost, reinstated.</p> <p>There is scope for re-modelling or replacement of some less interesting 20th century buildings but the quality of design should be more considered than recent developments.</p>	<ul style="list-style-type: none"> • <i>Respect the established palette of materials and preserve or restore authentic detailing</i> • <i>Rear or side elevations, roofscapes and historic outbuildings, walls and yards should be respected and preserved</i> • <i>Interventions to listed buildings and other historic buildings of unique design and character must relate to their individual character</i> • <i>Seek quality design in all extensions or new developments</i>

	Landscape design must be integral, not an afterthought and means of enclosure based on historic precedent rather than modern utility.	
Archaeological potential	None of this character area is within the designated historic settlement boundary, yet it is the site of a medieval borough. The conservation area as a whole is to be considered as an archaeologically sensitive area, part of an historic settlement.	<ul style="list-style-type: none"> • <i>Apply historic settlement archaeological polices</i> • <i>Archaeological evaluation will be appropriate for proposals which may impact on, or uncover archaeological material</i> • <i>The earlier settlement core may have surprisingly complex and deeply stratified deposits.</i> <p><i>Archaeological potential exists for the following types of sites:</i></p> <ul style="list-style-type: none"> • <i>The origins of Shutta and relationship to East Looe</i> • <i>The recognisable survival of the early plot layouts and topography of the medieval borough</i> • <i>Locating early quays and wharfs behind and below current road and railway which lie on reclaimed land</i> • <i>Development and remains of commercial and industrial phases (canal, railway, warehousing and processing buildings, quays etc)</i> • <i>Standing fabric surveys and archaeological recording if opportunities arise</i>
Changes to boundaries	The inclusion of properties close to the skyline that form part of the Sunrising estate may confuse the aims of designation. It is suggested that these may be removed.	<ul style="list-style-type: none"> • <i>Consider removing the modern properties NE of Shutta</i>
Polvellan	Issue	Guidance and recommended action
Enhancement Opportunities	It has long been recognised that there are major development opportunities in this area and with them must go a commitment to enhance. The industrial sites, the car-park, the old gasworks and adjoining streetscape, all represent one of the least attractive aspects of Looe, yet form the principal gateway into the town for most visitors. The lane and alley links between the car-park and the Bridge and quays in particular are cluttered, poorly signed and lacking a townscape setting of	<ul style="list-style-type: none"> • <i>Recent work at Polvellan should continue into the exploration, recording and reconstruction of its important ornamental grounds.</i> • <i>A properly detailed Conservation Management Plan is needed for Polvellan Manor and its grounds to ensure correct and regular repair and maintenance</i> • <i>Enhancement plans for the main pedestrian route into town must be set in place and delivered as a priority</i>

	<p>appropriate quality. The sense of arrival is lacking and there are great opportunities for enhancement. Polvellan Manor itself has a jaded appearance that belies its historic status as the prime residence of the town.</p>	
<p>Management and design guidance</p>	<p>Streetscape and greenery There is effectively no historic streetscape at the lower levels, but above Polperro Road are significant retaining walls topped with attractive properties. The wooded setting of Polvellan Manor and the wider landscape setting are integral features of Looe.</p>	<ul style="list-style-type: none"> • <i>Recognise and respect the significance of landscapes, trees and greenery to character and appearance.</i> • <i>Management of trees and landscape should create townscapes of quality and aim to enhance the setting of important historic buildings, not to obscure them</i> • <i>Develop a local list of the designed landscapes and gardens in the area. Treat Polvellan Manor and Downs Road burial ground with the same degree of care as applied to designated historic gardens.</i>
	<p>Built environment The management of Polvellan Manor is in some ways a litmus test for the town. The Victorian developments above Polperro Road are worthy of greater appreciation than perhaps they have had. The housing developments on Polean Lane have little design merit but are fortunately quite well screened.</p>	<ul style="list-style-type: none"> • <i>Interventions to listed buildings, and those of unique design and character must relate to the individual character of buildings</i> • <i>The Article 4 direction relating to windows must be rigorously applied to unlisted Victorian properties</i>
<p>Archaeological potential</p>	<p>None of this character area is within the designated historic settlement boundary, but contains sites of importance to the conservation area and the wider setting.</p>	<ul style="list-style-type: none"> • <i>Apply historic settlement archaeological polices</i> • <i>The potential for major development in Polean/Polvellan should be seen as an opportunity to explore several aspects of historical and archaeological interest:</i> <i>Archaeological potential exists for the following types of sites:</i> <ul style="list-style-type: none"> • <i>The relationship of the Giant's hedge to Polvellan may be critical in determining its date and purpose, or if indeed it is a natural feature</i> • <i>The history of small quays and shoreline features, including Trenant Quay on the opposite side of the river, needs fuller exploration.</i>

		<ul style="list-style-type: none"> • <i>The detailed history, development and survival of Polvellan Mill and millpond – first recorded in 1614 and one of the earliest known in the area is of more than local significance.</i> • <i>The industrial complex at Polean, and the industrial sites and boats yards closer to the Mill, may have significant early origins, and has interest in its own right as a 19th/20th century complex.</i> • <i>The survival of architectural and garden features and design at Polvellan Manor</i>
Changes to boundaries	<p>There is scope to consider revision of the conservation area boundaries at Polean/Polvellan, to include more of the approach to the town along Polperro Road.</p> <p>Trenant Point is historically and visually associated with the town.</p>	<ul style="list-style-type: none"> • <i>Revise the Conservation Area boundary to include more of Polperro Road and Trenant Point</i>
West Looe	Issue	Guidance and recommended action
Enhancement Opportunities	<p>West Looe Square (see also The Riverside and Harbour) has long been highlighted as a potential area for enhancement. Most schemes have hinged upon the relocation and redevelopment of the present fire station, but schemes should be drawn up now to allow for this not happening.</p> <p>Surfacing could also be improved along the riverside but perhaps more significant is the decorative lighting.</p> <p>There is a cluttered wirescape on Fore St and West Looe Hill which significantly detracts from one of the best preserved historic areas in the town.</p>	<ul style="list-style-type: none"> • <i>West Looe Square is a rare opportunity to design a simple, unfussy scheme to create public space of real quality in an historic environment</i> • <i>Rationalise traffic movement and bus manoeuvres</i> • <i>Resolve pedestrian/vehicle conflict</i> • <i>Re-consider parking provision</i> • <i>Reduce clutter and redundant signage</i> • <i>Use quality natural paving materials</i> • <i>Re-design riverside lighting</i> • <i>Prioritise the undergrounding of overhead cables</i>
Management and design guidance	<p>Gardens and greenery</p> <p>Some of the large gardens above West Looe may benefit from management proposals, such as Darloe or Havenford, and the other large gardens and</p>	<ul style="list-style-type: none"> • <i>Recognise and respect the significance of landscapes, trees and greenery to character and appearance.</i>

	<p>wooded areas should be carefully managed by existing and proposed policies. The Downs are a managed ornamental space as much as a wild area.</p>	
	<p>Streetscape The traditional, simple and elegant use of shallow or flush, broad granite kerbstones marking out pavement and roadway should be maintained and/or extended through the area. Simple surfaces like blacktop are preferred as it is a neutral, affordable and versatile material. Private yards, aprons in front of houses and historic pavements should retain their cobbled surfaces, which can set the pattern for reinstatement where lost. The full hierarchy of paving surfaces in West Looe should form a major feature of its streetscape.</p>	<ul style="list-style-type: none"> • <i>Respect historic paving and streetscape materials and hierarchies</i> • <i>Reinstate cobbled surfaces where lost, especially on West Looe Hill</i> • <i>Recognise and respect the richness and diversity of character and appearance within the area, and not seek to impose uniform solutions to buildings or streetscapes</i>
	<p>Built environment The varied architectural styles, materials and details mean that each planning application must be carefully assessed against the merits of the building and its context; there are likely to be few standardised features that can be easily copied from one building to the next without serious loss of character. Some of the most harmful alterations in recent years have been to provide integral garage openings into historic buildings. Historically most buildings were limewashed so shades of white with colour derived from the lime source or substrate were the norm. Chemically derived colours are generally inappropriate on older vernacular properties in particular. The importance of the roofscape is such that inappropriate replacement roofing materials and the</p>	<ul style="list-style-type: none"> • <i>Interventions to listed buildings and other historic buildings of unique design and character, including shop fronts, must relate to their individual character, not impose standardised design solutions</i> • <i>Respect the use and variety of materials and avoid poorly detailed and executed finishes</i> • <i>Bold colours ought to be avoided and consideration given to using Article 4 to set an agreed palette</i> • <i>Building elevations must respect historic plot boundaries and built forms, even when they have been amalgamated or subdivided</i> • <i>Rear or side elevations, roofscapes and historic outbuildings, walls and yards should be respected and preserved.</i> • <i>Alterations to buildings should reflect their wider architectural context as well the details and requirements of the individual proposals and buildings.</i>

	<p>many over-scaled and poorly designed dormers in West Looe are significant negative elements in the townscape; policies should be carefully applied to prevent further examples occurring. Architectural details contribute a lot to Victorian and Edwardian buildings and ought to be retained.</p>	<ul style="list-style-type: none"> • <i>When dealing with any proposals relating to shopfronts the presumption should be to retain, even if they are redundant</i>
Archaeological potential	<p>Most of this character area is within the designated historic settlement boundary, but the conservation area as a whole is to be considered as an archaeologically sensitive area, part of an historic settlement. The settlement core may have surprisingly complex and deeply stratified deposits.</p>	<ul style="list-style-type: none"> • <i>Apply historic settlement archaeological policies</i> • <i>Great archaeological potential exists for the following types of sites:</i> <ul style="list-style-type: none"> • <i>The origins of settlement</i> • <i>Locating early quays and wharfs behind and below current quays</i> • <i>The recognisable survival of the early plot layouts</i> • <i>Evidence of former buildings, isolated finds and middens etc within historic plots</i> • <i>Subsequent extensions and evidence of shifting focus of settlement (North Road and the Bridge and westward extension up the valley</i> • <i>Relationship of Borough morphology and common grazing lands (West Looe Downs)</i> • <i>Standing fabric surveys when opportunities arise</i>

5 Recommendations and Policy Proposals

These are derived from statutory and local plan guidance, particularly the Caradon Local Plan First Alteration adopted August 2007, and from the principles set out in the Caradon Design Guide (adopted as Supplementary Planning Guidance in July 2000), the Looe Action Plan (1999), the 2002 CISI report and the 2007 Community Action Plan.

The policies given here are grouped as relevant with existing Policies, the text of which has already been given above. Those proposed as new, specific policies for this conservation area are given here as Supplementary Policies for Looe, or SPL, and contained in *blue* textboxes. These are only recommendations at this stage, requiring further development and public consultation; but they could be adopted via the final version of this Management Plan as Supplementary Planning Guidance (SPG).

General recommendations for action are also given in some instances. Policy SPL1 indicates that these will be pursued as resources allow.

5.1 Conservation principles for the Management of Looe Conservation Area

Urban form

Development should respond to the historic urban form of the area and established hierarchies based on age and purpose. Only by respecting the density, layout, grain, form, original plot sizes and by preserving open spaces, or important views into and out of, the area can future development preserve or enhance the Conservation Area. All new buildings should positively address the scale, height, massing, alignment, materials and design of the characteristic built forms of the Conservation Area and be compatible with the established townscape character.

The special character of the town depends upon the integrity of the buildings as historic sites as well as structures; rear or side elevations, roofscapes and historic outbuildings, walls, gardens and yards should also be respected and preserved.

Built form

Alterations and extensions to buildings should preserve existing heritage or architectural features and incorporate locally distinctive and appropriate building styles, techniques and materials. Form, scale, bulk, height, design, siting, layout, density and access arrangements should be in keeping with the character and appearance of the host building or appropriate examples in the conservation area.

Alterations to historic shop fronts and other commercial premises should use traditional materials and follow the same lines and proportions as original frontages. Further advice is available via the Caradon Design Guide (2000) and the Shopfronts and Signage Guidance Note.

Preserving listed and historic buildings

There is a presumption in favour of preserving all historic buildings (listed and non-listed) within the area; demolition will rarely be acceptable as the majority of surviving buildings make a significant contribution to character (see for instance the 2002 CISI Report map of historic sites (CISI Gazetteer Figure 4). Alterations to all historic buildings should seek to preserve the special historic character of the building and the area. The use of inappropriate replacement materials and details should be avoided and architectural features should not be removed.

Urban landscapes and greenery

Trees in the conservation area have a measure of protection; the notification procedures provide the opportunity to manage works to trees; planning briefs, proposals and permissions will include protection and /or management measures where appropriate. Proposals which damage or destroy a significant tree will lead to a Tree Preservation Order (TPO).

Development within or adjoining all historic gardens and landscapes (whether designated or not) should preserve significant historic and ornamental features and the historic character, landscape and setting of historic buildings and the conservation area, including its trees and woodland.

Proposals which lead to the loss or subdivision of gardens, opes, yards and other open spaces, together with walls and outbuildings of traditional character and construction which contribute to the character or appearance of the conservation area will not be approved.

Archaeology

The conservation area as a whole will be considered as an archaeologically sensitive area, as part of an historic settlement. Development should consider and respect the significant archaeological potential and importance of buried layers and standing fabric.

Works involving below ground disturbance, or affecting historic fabric/layouts in standing buildings may impact on archaeological evidence. Significant proposals may require archaeological evaluation prior to the granting of planning permission or listed building consent and conditions for recording and/or preservation may be imposed.

Flexible application of standards

In order to preserve important elements of character and appearance (gardens, large historic plots, enclosing walls, side and rear elevations, yards and outbuildings) a flexible approach to other planning and development standards may be appropriate, such as parking, or housing densities.

By the same token, the need to encourage re-use of historic buildings and upper floors in the commercial core may also require relaxation of standards, such as vehicle access, parking, bin storage, private amenity space or drying areas.

Street works

Street works should minimise physical obstruction and visual clutter, with new signs and street furniture being integrated into the design of the street as a whole, and minimum Highways standards applied. A high quality range of materials should be used, soundly based on local exemplars; existing historic streetscape hierarchies, features and materials, should be preserved and managed as significant historic fabric in their own right, and as the basis for future enhancement and streetscape schemes.

Enhancement schemes, including street audits, removal of redundant furniture and security equipment, will be pursued in the public realm and in association with private developments. Guidance in documents such as 'Streets For All' and Townscape Manuals produced by Cornwall County Council should be invaluable tools in planning and designing schemes.

Peripheral areas

Development outside but close to the conservation area must be designed and planned to respect its character, appearance and setting. This should reflect not only the importance of views into and out of the conservation area, but also the intrinsic quality of buildings, trees and landscapes in these areas and the impact of alteration or development within them, particularly where contiguous with the conservation area.

5.2 Policy Proposals

<i>General policies</i>		
Existing Policies	Issues	Proposed Policy
	<p>Overall aims</p> <p>These aims and principles have been derived directly from the analysis of the character of the conservation area and should underpin all planning, management and regeneration interventions in Looe Conservation area</p>	<p>Proposed SPL1</p> <p>The operation or formulation of policies, planning decisions, management proposals and other interventions in the Looe Conservation area, should always be in accord with:</p> <ul style="list-style-type: none"> (i) the primary statutory duty to have regard for the need to preserve or enhance the character or appearance of the conservation area (ii) other statutory duties, including the need to review designations and prepare, as resources allow, schemes for enhancement (such as given in <i>Recommendations for Action and Enhancement Opportunities</i>) (iii) government Guidance (particularly in PPG 15 and PPG 16) (iv) widely recognised and followed best practice guidance and procedures# (v) general policy framework set out in the Cornwall Structure Plan (vi) the general aims and policies of the Local Plan (vii) the aims and recommendations of local studies (<i>Looe Action Plan</i>; CISI,) <p># <i>Guidance on Conservation area Appraisals</i>, 2005, English Heritage/Planning Advisory Service <i>Guidance on Conservation area Management</i>, 2005, English Heritage/Planning Advisory Service</p>
	<p>Conservation areas – general principles</p>	<p>Proposed SPL2</p> <ul style="list-style-type: none"> (i) Respect the contribution the physical topography and natural setting make to the unique character of the

		<p>town.</p> <p>(ii) Recognize the quality and distinctive character of Looe's historic built environment, topography, landscapes and streetscapes and achieve equally high quality and distinctiveness in all future new build and the public realm.</p> <p>(iii) Respect the different character areas within the town and acknowledge and reinforce the urban hierarchy and diversity they represent.</p> <p>(iv) Reinstate character and quality in the built environment and public realm where it has been eroded by inappropriate schemes and past interventions.</p> <p>(v) Present, interpret and promote Looe as an historic Cornish town of quality, character and significance.</p>
<p>EV13 <i>parking requirements</i></p> <p><i>para.</i> 8.42 <i>residential density</i></p> <p><i>housing policies H2, H6, H11</i></p>	<p>Conservation areas – apply flexible standards</p> <p>The character of buildings within a conservation area depends upon more than just the facades or street frontages. It depends upon the integrity of the buildings as historic structures, in all their elevations, and the plots and associated buildings they stand among.</p> <p>Every effort should therefore be made to find ways of utilising buildings in their historic form and where necessary this may involve a reduction in highway, environmental, planning or other standards to ensure the satisfactory retention of the building and its context. This reflects local plan guidance on flexible application of guidelines.</p>	<p>Proposed SPL3</p> <p>In order to preserve important elements of character and appearance (medieval plot layouts, gardens, large historic grounds, enclosing walls, side and rear elevations, yards and outbuildings etc.) a flexible approach to other planning and development standards may be appropriate, such as parking, or housing densities.</p> <p>This is to preserve the spacious, open nature of the outer streets and green valley sides, as well as the tighter grain of the inner core areas, where the need to encourage re-use of historic buildings and upper floors may also require relaxation of standards, such as parking, bin storage, private amenity space or drying areas.</p>
Archaeology and Historic settlement		
Existing Policies	Issues	Proposed Policy
Policy EV1	Historic settlement status and boundary	Proposed SPL4

	Every part of the designated conservation area is likely to include important archaeological potential, both in terms of the surviving built fabric, the layout of plots and property boundaries and the street pattern, as well as the below-ground archaeological evidence.	The conservation area as a whole will be considered as an archaeologically sensitive area as part of an historic settlement; the relevant historic settlement policies (EV1) will apply to all sites within it. The boundaries of the wider historic settlement are those suggested by the 2002 CISI report.
<i>This adapts existing Local Plan guidance (para. 7.81).</i>	Historic heritage – management agreements	Proposed SPL5 The district council may seek to enter into management agreements or partnerships with private owners in order to secure the sympathetic management and public presentation of important sites within the district; the district council will encourage the wider adoption of such measures.
	Review historic settlement boundary The County Structure Plan no longer defines the historic settlements on which policy EV1 (Historic Settlements) was originally based, but the existing policy should continue to apply to the current conservation area to allow for the coordination of the various policies relating to archaeology, as envisaged in the County and Local Plans.	Recommendation for future action The historic settlement boundary urgently needs review – the 2002 CISI report offered a preliminary review of the archeologically sensitive area, but the archaeological sensitivity and potential of the conservation area is of the highest significance, so much so that it requires a full scale investigation and report beyond the scope of this present document
	Archaeological Notifications	Recommendation for future action Existing procedures will be reviewed, and an adequate and effective means of notification and consultation on proposals to develop potentially sensitive sites to other bodies (e.g. Cornwall Council Historic Environment Service) will be developed, to inform the scale and scope of those developments before permission is given, based on the broad-brush designation of the conservation area as an archaeologically sensitive area, allowing for watching briefs or recording as part of planning permission on sites not already identified as archaeologically sensitive.
	Survey of archaeological potential	Recommendation for future action

	<p>A full and detailed survey of archaeological potential in Looe will be carried out as resources allow to comply with and strengthen existing Local Plan commitments to prevent proposals that would harm the archaeological heritage of the town and thereby preserve its special character.</p> <p>A current, and necessarily superficial, analysis of potential and likely areas of interest can be derived from the 2002 CISI report. It cannot be assumed that all sites of archaeological potential in the town have already been identified (for instance in the County Historic Environment Record).</p>	<p>Principal themes include:</p> <ul style="list-style-type: none"> • The origins of settlement (Shutta, East Looe West Looe, the Barbican, Hannafore) • The origins of Shutta and relationship to East Looe • locating early quays and wharfs behind and below current quays (Shutta, East Looe West Looe) • traces of the 15th century bridge footings, springing points, approaches • the recognizable survival of the early plot layouts and topography of at least three medieval planned boroughs (Shutta, East Looe and West Looe), • subsequent extensions and evidence of shifting focus of settlement (North Lane and the Bridge and westward extension up the valley, West Looe; Shutta to East Looe; East Looe onto the market place/sand bars • origin, use and development of garden and orchard plots along Shutta Road and Barbican Hill; relationship to Borough morphology and common grazing lands (East Looe; West Looe) • defences and military installations, medieval to WWII (the Barbican, Church End, Hannafore • development and remains of commercial and industrial phases (Polvellan Mill, canal, railway, quays, wharfs) • Standing fabric surveys (archaeological recording – in conjunction with Listed Building/Article 4/Local list surveys) • Peripheral features relating to the town – early medieval religious sites and settlement (Hannafore, barbican); canal, railway, quarrying etc. along East Looe valley; quays (Trenant Point, Hannafore)
Built environment		
Existing Policies	Issues	Proposed Policy
EV2; EV3; LO8; LO9;	Rear or side elevations or roofscapes Given the importance to the special character of	Proposed SPL6 Proposals which involve the unsympathetic alteration of rear or

LO11	Looe conservation area, more detailed policy guidance relating to side and rear elevations and roofscapes, is warranted. The article 4.2 guidance and the Caradon Design Guide provide more details.	side elevations or roofscapes will not be permitted unless: - (i) the elevations or roofscapes have no architectural, historic or townscape merits and do not contribute towards the character of the conservation area; (ii) Where such alteration is allowed, it should respect the scale of the existing building and the conservation area within which it is located.
LO10 & LO11	Retaining walls and steps Huge walls and serried ranks of steps form a dominant element of the townscape on the hillsides, bordering building platforms and plots and road and footways. Their importance to the historical, visual and spatial character of Looe is ironically demonstrated most clearly where they are poorly treated: large advertising signs, inappropriate render and use of colour, and removal for parking are all more damaging to the townscape than even some of the poor alterations to the buildings themselves. Existing policies (LO10-11) need to be expanded.	Proposed SPL7 Record, protect and manage the structures, features and materials associated with retaining walls, access steps terraced building plots and road and footways in Looe, as significant historic fabric in its own right, and as the basis for future enhancement schemes. There will be a presumption against loss of such features for alterations, in particular car-ports and hard standing.
	Streetscape management agreements	Proposed SPL8 The Council may seek to enter into management agreements or partnerships with private owners and public authorities (Highways and Public Utilities) to preserve and enhance and to secure the sympathetic management of important engineering, structures, walls, steps etc within the conservation area.
	Shopfront design Guide One of the key recommendations of the Looe Action Plan II (1999) was that there should be a shopfront design guide for Looe. In East Looe in particular, the shops and shopfronts form a major element of character. The principles of good shop front design are now set out in the Caradon Design Guide, which has, in effect, a shopfront design guide incorporated	Recommendation for future action Recent initiatives, such as the Heritage Economic Regeneration scheme in Looe have targeted shopfront restoration as a major objective. An overall management approach should have the following principles and aims: Principles <ul style="list-style-type: none">• Apply all relevant Statutory and Local policies

	<p>within it. There is also now a guidance note specific to Looe.</p>	<ul style="list-style-type: none"> • Retain old shopfronts of merit as a fundamental principle • Repair and maintain the existing stock of historic shopfronts in Looe • Integrated shopfront scheme in wider framework of regeneration measures • Establish and promote grant schemes and investment initiatives to repair and re-use vacant buildings • Review extent and effectiveness of town centre designations and associated policies • Fringe commercial areas: programme of managed expansion and/or retreat • Celebrate interpret and present historic buildings etc. • Local authority to effectively exercise statutory controls as well as enabling role • Extend strategy beyond current conservation area <p>Policies</p> <ul style="list-style-type: none"> • Target key buildings and reinstate missing elements of shopfronts as part of townscape and streetscape improvements • Ensure the most appropriate schemes when change of use and/or alteration or loss of existing shopfronts become inevitable • Encourage the replacement of inappropriate modern shopfronts with traditionally detailed shopfronts based on historical evidence or with appropriately and well-detailed modern shopfronts • Restore whole buildings/shopfront as part of overall building repair • Review application of advertisement controls • Review application of town centre/shopfront/personal security
	<p>Review Article 4 Directions Article 4(2) directions covering Looe Conservation area have been put into operation by the Council.</p>	<p>Recommendations The council will pursue extended or new Article 4 Directions:</p> <ul style="list-style-type: none"> • to control the demolition of all walls and hedges, especially

	<p>The Directions cover such matters as extensions and alterations to dwellings and also use of materials. Such Directions are only of use if there is a genuine commitment by the District to enforce their relevant standards, The effectiveness of the Article 4, its scope and whether it needs amending, and reinforcing the Councils published commitment to planning controls and enforcement should all be reviewed.</p>	<ul style="list-style-type: none"> • for the creation of hard standings • to control specified alterations to and partial demolition of individual houses, and to prevent the loss of such features as unlisted shop fronts, especially when now in residential use • to control alterations and loss of fabric on elevations which do not front onto highways • to control the demolition of and alterations to free-standing outbuildings and engineered structures such as retaining walls and stairs <p>A full and detailed survey, record and analysis of the conservation area is required, to determine the range of relevant restrictions, the types of Article 4 to be pursued and the properties affected; the survey will include the following targeted items:</p> <ul style="list-style-type: none"> • windows, doors; bay windows • roofs • removal of render; application of render • front garden walls; hard standings; rear walls; outbuildings • timber decking
	<p>Listed and Locally Listed Historic Buildings</p> <p>A fuller understanding of the stock of historic structures in Looe is urgently required – local list surveys, thematic surveys, detailed recording as part of Article 4 Directions should all be viewed not only as a first stage to Listing, but as an end in themselves, backed up by substantive and enforceable policies in the Local Plan, as critically important elements in the creation of policies, in prioritising action, in targeting funding strategies, and as a means of successfully managing change and promoting opportunities.</p>	<p>Recommendation for future action</p> <ul style="list-style-type: none"> • Review statutory list of buildings of special architectural or historic interest for the Looe area. • Non-statutory historic buildings survey (a ‘Local list’) • Prepare a list of locally significant structures which contribute substantially to the character of the settlement, based on the combined criteria of both listing and Article 4 Directions and Buildings-at-Risk survey. • Buildings-at-Risk • Undertake detailed Buildings-at-Risk survey to complement other current and proposed initiatives
	<p>Historic streetscape hierarchies and features</p> <p>The nature and use of materials reflects their age</p>	<p>Proposed SPL9</p> <p>Record, protect and manage existing historic streetscape</p>

	and purpose; this is a fact of significance that needs to be understood and to inform future decisions.	hierarchies, features and materials, as significant historic fabric in its own right, and as the basis for future enhancement and streetscape schemes.
Local Plan Para 6.13 Pedestrians and cyclists Policy T4	<p>Streetscape and Enhancement schemes</p> <p>A number of initiatives have been proposed over recent years to improve streetscape, and particularly the few open public spaces in Looe. Work has been proposed, and in part undertaken, on Buller Quay, Church End and the beach area, Polvellan, West Looe square. The urban spaces in Looe could all benefit from enhancement schemes, and the grey-brown pavements of much of the streetscape in East Looe is not an enhancement to the character of the conservation area. Public realm enhancement should be a priority in the future management and funding of schemes in Looe.</p> <p>Target areas include:</p> <ul style="list-style-type: none"> • <i>West Looe Square</i> • <i>Station Road and the riverside</i> • <i>Church End</i> • traffic management and the street scene in both East and West Looe • clutter and accessibility along the quaysides • Buller Quay – car park and memorial gardens • Guildhall – setting and gardens 	<p>Proposed SPL10</p> <p>Schemes to enhance the character of the built environment will be permitted where account is taken of the need for:</p> <ul style="list-style-type: none"> • traffic management and improved access to public transport; • the improvement of cycling and pedestrian areas; • visual environmental improvements, including street lighting, signage and the reduction of overhead services; • seating and planting areas; • schemes of short stay parking; and • the incorporation of the use of locally distinctive styles and materials <p>Although Policy LO7 seeking enhancement of the Church End area has been deleted by the Local Plan First Alteration, the Councils' commitment to completion of a suitable scheme in this area should not be diminished.</p>
	<p>Back lands policy</p> <p>Back Lanes, alleys etc. are unique streetscapes, often an important aspect of the character and setting of principal streets, but also of exceptional importance in themselves. Here buildings and informal streetscapes directly preserve historic layout and grain or archaeological sites, and sometimes contain amongst the oldest buildings in the conservation area, often with significant</p>	<p>Proposed SPL11</p> <p>Interventions must recognise and respect the importance to streetscape, archaeology and topography of back lanes, and the important historic fabric they contain.</p>

	<p>histories, textures and fabric of their own. North Lane (WL) and Shutta Road are both now minor lanes, but were the principal medieval routes into their respective town centres.</p>	
<p>Local Plan guidance, Para 8.46</p>	<p>Crime prevention</p> <p>Because Looe has an unusually high proportion of residential properties in the very heart of the town amid the main commercial streets, such issues as out of hours use, vitality, security etc are not as critical as in some other more purely commercial centres.</p> <p>However, even in Looe there are intrusive security features such as solid and perforated shutters on shopfronts and security cameras can lead to a 'fortress environment', attracting graffiti and becoming less attractive for shoppers. This in turn leads to reduced opportunities for natural surveillance from passers by and the development of a 'down-at-heel' atmosphere.</p> <p>The combined effect is not just to mutilate fine architectural detail and interesting streetscapes, it also gives an air of dereliction, a feeling of a lack of security (just the opposite to what is intended), and an unwelcoming aura. There are alternative design solutions.</p>	<p>Recommendation for future action</p> <p>Such initiatives as Living Over the Shop, increased use of ancillary buildings, review of cameras and security coverage could all improve vitality, security and value, diversify and expand economic activity, increasing evening and Sunday activity. Measures to promote year-round occupation and activity in this resort town could also have a significant effect in this regard.</p>
<i>Urban landscapes, green spaces, gardens and open spaces</i>		
Existing Policies	Issues	Proposed Policy
<p><i>This adapts existing Local Plan guidance</i></p>	<p>Trees in conservation areas</p> <p>All trees in conservation areas have an interim protection (there are some minor exemptions such as trees that are less than 75 mm in diameter and</p>	<p>Proposed SPL12</p> <p>Proposals for works to trees or for development that would damage or destroy a tree within the conservation area will lead to the making of a TPO where:</p>

<p>(para. 8.18).</p>	<p>fruit trees cultivated for fruit production). Works to such trees must go through a notification system which, in its workings, allows some form of management by the local authority. Anyone proposing to carry out works of pruning or felling trees in conservation areas must give the Council six weeks' notice of their intention. This is to enable the Council to examine the proposal and decide whether or not to make a Tree Preservation Order. If the works are considered acceptable and/or a Tree Preservation Order is not justified, then the applicant can proceed. Any disagreement over a proposal means that a TPO might be made.</p> <p>In addition, planning briefs will normally contain details of important trees on the site which it is felt desirable to retain. In order to protect the trees a Tree Preservation Order may be made. This adapts existing Council guidance on Tree Preservation Orders (Local Plan para. 8.18) to relate to all trees in the conservation area to indicate when a TPO is likely to be made.</p>	<ul style="list-style-type: none"> (i) A tree is under threat, has good health and stability, and either individually or as part of a group, makes a significant contribution to general public amenity (ii) it is important to the character, appearance or ecology of the conservation area, assessing the special value of rare or unusual trees, or trees of historic interest, the level of tree cover in the locality, and the suitability of a tree to make a special contribution to its character (iii) whether trees, or at least part of them, are visible from a public place such as a road or footpath (iv) the amenity and conservation value would not be outweighed by the need for the development and the economic and social benefits of the development to the community; or (v) The likely mitigating effects of a scheme of replanting would not outweigh the significant harm of the loss to the character and appearance of the landscape, the built environment or the quality of the natural environment.
	<p>Development, tree surveys and conditions</p> <p>Best practice ought to be adopted and rigorously followed as trees are a very significant character feature in Looe.</p>	<p>Proposed SPL13</p> <p>Proposals for development should, where appropriate, include a tree survey of the site in accordance with the British Standards BS 55837/1991 and should include a scheme to retain and protect existing trees including during and after the construction of any development.</p> <p>Conditions may be attached to planning permissions:</p> <ul style="list-style-type: none"> (i) To protect trees during development from damage by plant and machinery; (ii) To require that certain trees are retained; (iii) To require a landscape plan to be submitted showing retained trees together with new planting.

		The onus is on the owner or developer to comply with these conditions. Any infringement may render them liable to enforcement action.
	<p>Loss or subdivision of gardens and open spaces</p> <p>There are many green spaces, gardens and groups of gardens which make a positive contribution to the character and appearance of the conservation area and which are worthy of protection and management. Conservation areas are as much concerned with open spaces and historic street patterns and public and private areas amongst and between buildings as the buildings themselves. They provide a distinct setting for individual buildings as well as having an environmental, recreational or amenity value all of their own.</p> <p>As pressure increases for development within the conservation area, the value of, and the need to protect, public and private open spaces and garden areas will increase. Such areas will be protected from development which would significantly harm the character or appearance of the conservation area; where appropriate, the retention of such spaces may require reductions in other standards, such as parking.</p>	<p>Proposed SPL14</p> <p>Within the conservation area, proposals which lead to the loss or subdivision of gardens, opes, yards and other open spaces, together with walls and outbuildings of traditional character and construction which contribute to its character or appearance will not be approved, except where the development would provide an overriding benefit to the community.</p>

<p>This clarifies existing Local Plan Policy Alt 2</p>	<p>Housing densities and infill sites</p> <p>In order to preserve the important contribution to character and appearance of the often large gardens, grounds and historic plots within the conservation area, the retention of such spaces may require reductions in other standards, such as parking, or a flexible approach to housing development densities.</p>	<p>Proposed SPL15</p> <p>The need to preserve or enhance the character or appearance of spacious, open and low density parts of the conservation area will be a material factor in determining the appropriateness and scale of redevelopment or infill development. This will add significant weight in limiting small-scale infill where it would significantly harm the character or appearance of the landscape, the built environment, its setting, the quality of the natural environment or historic heritage</p>
	<p>Trees, gardens, greenery, open spaces etc.</p> <p>There is scope for a proactive approach in parts of the area; both to protect existing trees and also encourage new planting where appropriate.</p>	<p>Recommendation for future action</p> <ul style="list-style-type: none"> • Undertake a full survey of existing trees and ornamental landscapes and take protection measures where appropriate. • Investigate partnerships to subsidise and manage planting for gardens etc. • Street-tree planting schemes (of a suitably urban character) should be investigated in a few suitable locations with appropriate species and detailing. • The backland areas and rear lanes of Looe to be recognised as an important aspect of the character and appearance of the conservation area, and their informal qualities enhanced, the trees and open spaces to be managed to enhance that character and appearance.

<i>Peripheral areas/edge of conservation area</i>		
Existing Polices	Issues	Proposed Policy
Supplement EV6 and CL9, CL10, CL11, CL15	<p>Development outside conservation area</p> <p>These are areas which, although outside the conservation area boundaries, have a significant impact on its setting and can affect the character and appearance of the conservation area itself. Some of these peripheral areas may be physically not connected to the conservation area, but visually closely linked – the woodland areas of Trenant and Common Wood, for instance, or the coastal zone.</p> <p>Development proposals outside the conservation area can still adversely affect the character of the area. Proposals can also affect important views in or out of the conservation area. In some cases, these areas may be considered worthy of inclusion within the designated area upon further review, or have special importance in their own right.</p> <p>They are subject to various polices and proposals not all directly relevant to the conservation area, but the impact of designations and proposed development within these areas upon the context and setting of the conservation area is a material consideration in decision making. Proposals should therefore be sensitive to their impact upon the setting of or important views in or out of conservation areas.</p> <p>On the edge of the conservation area, general policies on quality and scale of design will apply, and the effect on the character and appearance of the conservation area will be a material consideration</p>	<p>Proposed SPL16</p> <p>Development outside but close to a conservation area will not be permitted if it would significantly harm the character, appearance or setting of the conservation area.</p>

	<p>The setting of settlements</p> <p>Much of the peripheral development of the last 50 years has shown scant regard for the setting of the historic town of Looe. Skyline intrusion and poorly conceived design has been evidently negative for the most part, despite landscape designations.</p>	<p>Proposed SPL17</p> <p>Development within, or on the edge of the conservation area and/or built-up area will not be permitted where it would be significantly harmful to:</p> <p>(i) an open area of landscape that is important to the visual appearance or quality of the landscape setting of the settlement, the character and appearance of the built environment, or of the open countryside itself; or</p> <p>(ii) a locally distinctive land form or landscape feature that provides a clearly definable settlement boundary or local distinctiveness to the setting or character of the settlement and/or conservation area.</p>
<p>supplements adopted Local Plan Policy LO1 (part) -</p>	<p>Polean/Millpool area</p> <p>The provision of employment or industrial land at Polean/Polvellan remains an aim of the local plan. The Looe area statement of the Local Plan provides, in effect, an outline Brief for the area. Any development should reflect the sensitive location on the edge of the conservation area, and be measured against the policies and guidance outlined above. A full development and/or planning brief should review the archaeological and design considerations to ensure full integration with the conservation policies, and to preserve or enhance the character, appearance of the conservation area and its setting.</p>	<p>Proposed SPL18</p> <p>The council will require that the comprehensive approach taken to development in the Millpool/Polean area should reflect the sensitive location on the edge of the conservation area, and be measured against the policies and guidance dealing with the conservation area, its setting and adjoining landscapes of high value.</p>
<p><i>Changes to boundaries</i></p>		
<p>Existing Policies</p>	<p>Issues</p>	<p>Proposed Policy</p>
<p>Local Plan para 8.10</p>	<p>Boundary review</p> <p>The Council is required to keep under review the desirability of preserving or enhancing further areas which it determines are of special architectural or</p>	<p>Proposed SPL19</p> <p>The Council has reviewed the designation of additions to the Looe conservation area, or additional conservation areas, in particular the following areas:</p>

	<p>historic interest.</p>	<ul style="list-style-type: none"> • Polperro Road – a small extension to incorporate good historic properties. • Trenant Point is historic and visually sensitive. • The Hannafore estate merits consideration as an extension to the existing CA, or as a separate designation. It is rare anywhere in Cornwall to have a 1930s housing estate of this type, complete with its tennis courts, bowling green, putting green etc, and all laid out on a plan first proposed and developed in the late 19th century. Its scenic qualities and location make it unique. It meets the relevant statutory criteria, being a distinct area with a special historic importance, the like of which is unlikely to be built in the future. A brief appraisal is appended to this report.
--	---------------------------	---

Appendix 1–Hannafore Appraisal

A major extension to the existing conservation area is proposed for Hannafore. Secreted around a corner from the main urban area, it still has a very distinct character (a hotel and residential resort of c.1900) with its bowling green and tennis courts, something of the Sussex coast set landed in the wild coastal scenery of Cornwall. Its open character is a foil to the constricted townscape of West Looe and it stands as a testament to the vision of one man (Joseph Thomas), still with a strong sense of place despite some erosion of its original character, for instance around Hannafore Point itself, and the fact that the original scheme of building gradually changed into a less visionary estate of 1930s detached houses.

History

The Hannafore area includes the sites of the chapel/possible Benedictine priory, with its associated quay, built to serve the medieval religious community on the island. Little else is known of the early history of this area, it seems always to have been predominantly agricultural, the setting not unnaturally lending itself also to coastal defences – a notable site on the Downs above Hannafore Point is known from the 20th century - and there are indications of some 'industrial' and trading activity with special links to the built fabric of the whole of Looe.

Local records and traditions suggest that sailing ships used to pick up granite from Wallis Quay. The remains of this quay can be seen as the extension to the Hannafore sea wall. At low tides a cut channel through the rocks that allowed high water access is visible, and another leading away from the quay. The ships were heavily ballasted, and these pebbles and other materials were piled on the quayside; fishermen would earn a living carting these away for sale as building materials to merchants or householders, some would also lay the paths; there is the suggestion that the distinctive pebble paving in Looe are actually imported from Holland.

At a later date (late 19th century), a substantial brickworks operated at Hannafore (approximately where the bowling green now is); many individual bricks can be found all over the town bearing the stamped mark 'Looe'. This brickwork was actually operated by Joseph Thomas, the man who created the Hannafore estate.

The contribution of Joseph Thomas to the current character and appearance of Looe cannot be overemphasised. Not only was he responsible for creating the Hannafore estate, but also the scenic Hannafore Road, the present line and extent of the quayside in West Looe (as far south as St Nicholas' church), the present form of the Banjo Pier and other prominent aspects of the character of the town are directly attributable to him.

Local topography and views

The setting is dramatic, with long sloping green hills falling to low but jagged and treacherous cliffs and rock ledges. In the foreground is the mysterious Looe Island – a place of pilgrimage from early days. The long sweeping coast, great open skies and rocky foreshore are a place apart from the inward-looking huddle of Looe itself; the very openness and wildness of the shore emphasise the sense of Looe as a safe haven.

Gardens and green spaces

The Hannafore estate sits within a tradition of designed landscape and gardening within Looe. The Downs (like Mount Ararat and Wooddown to the east) are managed spaces as much as wild areas – with great potential for carefully and subtly enhancing the ornamental and scenic walks. The open spaces associated with the Hannafore continue the theme of the managed, semi-natural landscaping of the coastline and surroundings of Looe – they are an extension of the castellated walkway along the cliff below Hannafore Road.

The gardens of many of the 19th and early 20th century developments form an important element in this character.

Built environment and streetscape

The earlier-built parts of Hannafore (the east and coastal frontage) retain a number of very large houses/hotels, typical late Victorian, free-standing blocks, bay windows, gables and hipped roofs, with a mix of render, roughcast, brick detailing, even some applied timberwork. Alterations have on the whole been very unsympathetic as fire escapes, porches, extensions, lounge bars etc., have been added to the hotels and guesthouses. But some examples retain much of their character.

Development remained piecemeal in the early years of the estate and it had scarcely filled up all the plots along the new road to Hannafore Point by 1910, although it was by then already encroaching on the site of some of the outbuildings reputedly associated with the medieval chapel/priory and quays overlooking Looe Island. The more westerly parts of the scheme were finished in the inter-war years and mid 20th century, but still with relatively large, detached properties; their overall similarity in size and height, in the use of white render, bay windows, hipped, slated roofs, all conforming to the original plot layout, maintains the strong sense of a designed estate, and one in great contrast to the tight inward looking streets of Looe.

Issues and Opportunities

For the most part, the potential issues in Hannafore as a conservation area relate to the need to manage the open and public spaces in the spirit in which they were conceived – as, in effect, a sea-side promenade and park. The open coastal slopes and chapel site are part of this managed landscape - the Wilderness to the more manicured park-like landscape of Hannafore. An integrated management plan would emphasise and protect these differences and subtleties.

The other major issue would relate to control of alterations to the buildings. Few original windows survive on the later properties, some of the Victorian buildings have been much altered, but surprisingly there are good details left on many others. However, minor details in this area may not be quite as critical to character as in Looe itself; the unity of the overall character is perhaps more reliant on such features as the slated roofs and rendered finishes, the proportions and shape of the buildings with their hipped roofs. Just as with the open spaces, it is the overall unity of the area as a laid-out estate, a single-character development in an outstandingly scenic location, which gives it its character.