

# **Camborne Pool Illogan and Redruth Green Infrastructure Strategy 2020-2030**

June 2021







Document written and prepared by officers of Cornwall Council with the help of local Cornwall Council Members and representatives from local Town and Parish Councils.

June 2021

Aerial photograph of Camborne, Pool, Illogan and Redruth

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# Foreword

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The Camborne, Pool, Illogan and Redruth (CPIR) urban area is Cornwall’s largest conurbation; over 60,00 residents call it home, and it’s the main urban catchment area for many of the surrounding villages. Our local green spaces are so important for everyone’s wellbeing and particularly for our children and families. Making sure that there is safe and ready access to them will strengthen our communities.

Whilst it’s really important to celebrate the different identities of our towns and preserve their history and heritage, we also need to recognise that we can offer better facilities and opportunities to our wider population if we work together. This strategy is a cross-urban approach which aims to support investment in infrastructure that promotes reduced car use and increased activity levels among residents, in turn helping to promote a sense of community and connecting people with nature. Travelling from one side of our area to the other or out to the countryside or coast without using a car is currently difficult. The primary focus of this strategy is to provide better and safer walking and cycling routes to the coast at Portreath and Gwithian, to Tehidy Country Park and across the urban area.

We hope that these new and improved travel routes, will provide a real alternative and encourage people to leave their car behind and travel by foot or bicycle. It’s better for us, and it’s better for the planet.

We also want to make sure that we have a wide range of green infrastructure to appeal across the age groups to encourage people to make use of their nearby green spaces and connect with nature. We hope that the strategy will increase the attractiveness of our town centres which in turn may boost economic growth.

As we try and tackle climate change, improving our green spaces, planting more trees and providing more habitat for nature are all small ways that we can begin to reverse the damage done. This strategy supports those aims, encouraging tree planting and the introduction of more wildlife friendly planting; it should be a springboard for a greener and more active life for all residents of CPIR and beyond.



Contents

Vision	5	<b>Appendix 1</b>	Summary parish maps of green space and public rights of way	37
What is green infrastructure?	6	<b>Appendix 2</b>	Existing and Planned Projects	42
Principles	7	<b>Appendix 3</b>	Relevant Existing Strategies	43
Locally identified priorities and ambitions	11	<b>Appendix 4</b>	Map of potential areas of significant tree growth as part of the Forest for Cornwall Project	44
Delivering these ambitions	12	<b>Appendix 5</b>	Existing tree canopy by Parish	45
Movement and connections	13	<b>Appendix 6</b>	Route of beginning stage of the Tour of Britain 2021	47
Urban green spaces	21	<b>Appendix 7</b>	Useful links	48
Parks and Amenity	22			
Public Access Sports and Leisure facilities	24			
Other Sports Clubs and School Facilities	24			
Play	26			
Youth provision	28			
Allotments, community orchards or gardens	30			
Cemeteries and Churchyards	30			
Natural Green Spaces	32			
Other priorities	34			

Vision

“ To support and invest in green infrastructure projects that will benefit residents across the Camborne, Pool, Illogan and Redruth (CPIR) area and beyond, reducing car use, increasing activity levels, fostering community and connecting us all with nature. ”

A Green Infrastructure (GI) Strategy for CPIR

Across CPIR, our residents should have local access to good quality natural green spaces and active travel routes close to where they live. We want to deliver high quality green spaces, green corridors and other environmental features to enhance health, wellbeing and prosperity. The measures that we take will improve the attractiveness of our towns, improve our understanding of local history and improve our quality of life. They will help to reduce our carbon footprint and support Cornwall’s commitment to becoming carbon neutral by 2030. The measures here will benefit wildlife and nature and help to deliver the objectives in Cornwall’s Environmental Growth Strategy and Local Nature Recovery Strategy.

We want to make sure that where there is money available to invest in green infrastructure in our towns and local areas, that it is spent on the things that will provide the most benefit to the people that live here. It covers the period up to 2030 but the priority projects will also be reviewed at regular intervals to ensure that they reflect current priorities.



# What is green infrastructure?

Green infrastructure is a planned network of multi-functional green spaces and other green features designed, developed and managed to deliver quality of life and environmetal benefits to local communities.

It includes:

- Green Places – including parks, woodlands, informal open spaces, allotments, street trees, multi-use trails
- Blue places – rivers waterways and lakes
- Yellow places – our beaches; and
- Post-industrial mining areas

Green infrastructure provides many benefits for local people, such as

- supporting people’s mental and physical health
- encouraging active travel
- cooling effects in hot weather
- economic benefits such as attracting investment
- reducing water run-off during flash flooding
- carbon storage
- providing sustainable drainage

Improving and protecting these assets and ensuring easy access to woodland, trees adn green sapce for all residents is a key priority for planning. Our connection to nature and it’s importance to us all has been further demonstrated and deepened during the Covid-19 pandemic.

## Policy Context

The delivery of all new Green Infrastructure must align with the policies in the Cornwall Local Plan, particularly Policies 16 (Health and Wellbeing) and policy 25 (Green Infrastructure). There are also new planning policies in the Climate Emergency DPD which will be relevant when seeking to deliver new green infrastructure links to these documents are in Appendix 3.



# Principles

Through a series of discussions, meetings, workshops adn consultation on the draft strategy, several key principles emerged. These reflect the outcomes that we want this strategy to help deliver. They are set out below.

## Encourage everyday activity

Get more people more active more often. There is a wealth of evidence<sup>1</sup> that shows that an active life is essential for physical and mental health and wellbeing. Being active at every age increases quality and the chances of living longer in good health. People are more likely to be active if there are good and accessible opportunities to make healthier choices.

We want to encourage residents to leave their car at home by making it safe, easy and pleasant to travel on foot or by bike - for work and for leisure. Links to both natural and formal green spaces, to leisure facilities (Carn Brea Leisure centre and running track, Clijah Croft etc.), heritage sites and across the urban area.

A key priority is to make it easy for people in the towns to get to countryside and coast on foot or by bike. To achieve this, it will be really important to improve the active travel routes across the urban area and onwards to the coast or to the countryside. This strategy also recognises the importance of enabling travel from nearby communities into the urban area – all travel routes are two-way and as well as the benefitting residents in town, they can also serve as valued commuting and leisure routes into town for residents living in nearby communities.

## Protect and enhance existing valued green infrastructure

Understand better what green infrastructure already exists and protect it; where existing GI and facilities are poor, these should be improved before new facilities are added. It will be important to ensure that adequate long-term maintenance arrangements are in place for all new and existing GI.

Where new development is to take place, it’s important to understand the

<sup>1</sup> Framework\_13.pdf (publishing.service.gov.uk) Public Health England – an evidence based approach to physical activity

environmental value of the site in its current state; new rules on Net Gain mean that all major planning applications must now improve the on-site biodiversity as part of any development. It is important to ensure that that we preserve what is most valued (where practical and feasible) and effectively mitigate for any loss of habitat or biodiversity. Mature trees with large canopy should be retained wherever possible.

Cornwall Council has written new planning policies to respond to the Climate Emergency which seek to influence the way that Cornwall grows and changes, protecting and shaping our future. This Green Infrastructure strategy reflects the priorities identified in the Climate Emergency DPD<sup>2</sup> and should help to meet Cornwall’s carbon neutral ambitions.

<sup>2</sup> Climate Emergency Development Plan Document (cornwall.gov.uk)



Mining buildings, Great Flat Lode



Tehidy Park, East Lodge entrance





Clear sign posting



Wooded area beside the training ground at Clijah Croft, Redruth



Looking across the lake in Tehidy Country Park, Camborne

**Incorporate the historical**

Take the opportunity to identify local historical features and try to incorporate them into walking or cycling routes using appropriate signage. Information boards can help highlight and interpret historical features along the routes and signpost other nearby heritage assets and trails. This can enhance understanding of the history of the towns and surrounding areas and show links between the existing town trails and the historic engine houses.

Linking in the history of the area is really important, the added heritage interest may encourage more people to go for a walk or cycle. It may make sense to consider a digital approach to information, possibly via an app to further encourage users.

**Utilise existing routes and facilities**

CPIR is fortunate to already have a lot of really valued green infrastructure and it’s important to make use of what is already in existence by improving and enhancing existing connections. There may be opportunities to make existing Public Rights of Way and other routes better, or more accessible, and to connect them rather than starting from scratch. Routes through existing green space and along disused rail and tramway lines should be used - wherever possible and footpaths should be upgraded to cycle paths and bridleways where feasible.

Encouraging active travel between existing communities by creating or enhancing routes in a safe and pleasant way will be key - we should prioritise routes that link places that people want to go – schools, amenities, industrial areas, leisure facilities, shopping destinations etc. A key aim will be to incorporate the public realm into any chosen route and to improve biodiversity.

Choose routes that link places that people want to go to

Better signage of active travel routes (physical and digital) will be a key part of improving local knowledge and use of these routes. Good signage can encourage greater use of active travel routes and signs should indicate what type of user (horse, cyclist, pedestrian, wheelchair) the route is accessible for. Where possible, signage should include approximate distances and travel times. Information boards can add historical context or local environmental information and other details to provide interest.

**Make green space useable**

Many new developments have small areas of green space with limited aesthetic, recreational or biodiversity appeal. Where green space is delivered as part of a new development, it should be useable and have a specific purpose. It is better to deliver fewer, more useable green spaces which can benefit the whole community.

All new green space should have a function – where that function is to simply enhance the attractiveness of a development, then it should also provide biodiversity and habitat (not just grass). Opportunities for large canopy trees should be sought where possible. They not only provide landmark/ placing shaping features but can share developable space. This could be for example, over roads, pavements and car parks.

**Maximise economic benefits**

Choosing routes that will deliver more people into the town centre areas may have additional economic benefits, encouraging more people to stop and spend money in local businesses. Studies have demonstrated a link between tree canopy and improved economic performance. Additional steps to encourage people to linger (such as bike parking facilities, water refill points) and ensuring that there is something to stop for (for example, a café / shop) could help. Encourage more street trees and green spaces in our town centre areas to make them more attractive places to spend time, to socialize and spend money.

Improving active travel routes out of the urban areas to other places e.g. Tehidy should encourage more visitors and help to ensure that existing facilities are sustainable e.g café and may encourage new facilities.



Landscaped garden area, Heartlands



Tree lined Robinson Street, Pool





### Legacy - Tour of Britain 2021

The Grand Depart will now happen in September 2021 from Cornwall for the first time. As part of the legacy from this event, Cycling UK have announced the creation of a new long distance, off-road cycle route to be called West Kernow Way which will open in September and should connect to Carn Brea. Developing more safe and connected cycle routes through the CPIR area is an ideal way to ensure that there is a positive legacy from this event which will bring many cycling enthusiasts to the County and may generate a surge of enthusiasm for cycling.

### New development

Where development occurs, the benefits must be shared with the local community; this means that the focus should be on delivering green infrastructure including trees that enhances the appeal of the whole neighbourhood. Where there is a need to contribute to open space, the preference is to connect to and improve nearby existing spaces first before creating new ones.

## Locally identified priorities and ambitions

Following on from the principles identified above, there are some specific ambitions which this strategy will help to achieve.

**1 Inter urban connectivity** - There will be off-road active travel routes connecting the urban area from East to West including connections to the two mainline rail stations, and offering a viable alternative to using a car; walking & cycling or public transport should be the first choice for short journeys across the urban area. Existing Public Rights of Way should be used and enhanced wherever possible. Use of active travel routes that link the mining villages to the CPIR urban area and offer an alternative to using a private car for commuting and leisure purposes,

should be encouraged. Signage should be improved across the area to raise awareness of all routes and to encourage increased usage. Signage should identify the suitability of routes for different users and give other useful information about the route.

**2 Active travel routes to coast and countryside** - expanding the quality and extent of the active travel network connecting the Urban Areas to the coast at Portreath and Gwithian and improving access to Carn Brea. Reaching these destinations without using a car should be an attractive travel option. Wherever possible, routes should be multi-use, safe, green and off-road and should utilise the mineral tramway to Portreath, the Red River Trail via Tehidy to Camborne and other Public Rights of Way. Signage should be improved across the area to raise awareness of all routes and to encourage increased usage.

**3 Greener, more attractive town centres** - open spaces in town centres will be greener and more pleasant with more trees and planting, encouraging footfall and more spending in local shops and cafes, encouraging social interaction and supporting mental and physical wellbeing. Policy TC2 in the Climate Emergency DPD supports locally led Place Shaping visions to help maintain the vitality of town centres; this strategy supports those policy aims and contributes to a vision for town centres across CPIR. Urban tree planting should help to achieve improved air quality, particularly in locations where air quality is noticeably poor. Care should be taken to ensure that new tree planting is sensitive to the historical context of the location. Appropriate infrastructure (e.g. bike parking, water refills and waymarking) will support active travel routes and encourage users to stop in town centre areas to support local businesses. Roundabouts and verges are often gateways to our towns; ensuring that these are attractively maintained will create a more welcoming entry point to our towns and could also improve biodiversity.



**4 Useable, multifunctional, multigenerational green spaces** - within easy reach of homes - all green spaces should have a purpose, if that purpose is purely aesthetic, the space will provide biodiverse planting to provide habitat and other community benefits to support wellbeing. Where possible, spaces should offer activities that will be of interest to more than one user group – for example by co-locating sports facilities, or by offering play and exercise equipment in the same area. All residents should be able to reach a good quality, public green space within a short walk of their home. A review of local parks and other green spaces has identified a list of priority projects.

**5 Promote our heritage** - the history of the area will be woven into active travel routes wherever possible, using information boards and signage to educate and inform. There may be new opportunities for public art to interpret the history and engage with residents and visitors.

**6 Enhance biodiversity** - Where appropriate, natural planting and pollinator friendly species should be used to provide habitat for wildlife and to provide interest and beauty alongside verges and in parks, gardens and other suitable public places. This will support the climate change principles in Policy C1 of the Climate Emergency DPD.



# Delivering these ambitions

This document is intended to set the strategic priorities for green infrastructure investment for the CPIR area and to identify the projects that offer most value to local communities so that development funding can be allocated appropriately. The priorities will be delivered over time as funding becomes available.

The priority projects will be reviewed from time to time. This document does not seek to set out the detail of each identified project - that will be decided at the time that funding is identified and will depend on the amount the money available, the condition of the site at that time and in consultation with the local community. Care will be taken to ensure that heritage assets and their settings are considered and conserved through the use of HERitage Assessments where appropriate.

It is also intended that the strategy can be used as a basis to apply for other forms of local or national funding where such opportunities arise.

Projects are separated into short, medium-and long-term categories - these should roughly translate to,

- Short term - within the next two years
- Medium term - within the next 2-5 years and,
- Long term - within 10 years

# Movement and connections

Being able to move around without using a car emerged as the single most important ambition for this strategy – both across the urban area and further afield, particularly to the coast. Encouraging people to walk or cycle has huge health benefits, reduces carbon emissions and can increase social interaction. People are more likely to walk or cycle if there are safe and pleasant routes to key destinations. CPIR already has many cycle and walking routes but they do not always connect well; there are already plans to improve many of these routes, both across the urban area and out to the coast and countryside.

As well as improving local connectivity, linear green infrastructure routes can improve air quality, aid flood risk management and reduce noise pollution, as well as supporting more joined up habitat networks, enhancing biodiversity and ecological resilience.

“there is a wealth of high-quality evidence to show that investing in infrastructure to support walking can increase physical activity levels and improve mobility among children, adults and older adults”<sup>3</sup>

<sup>3</sup> <https://www.gov.uk/government/publications/spatial-planning-for-health-evidence-review> Page 52



Cycling and exploring on the Great Flat Lode trail





Redruth Stream and footpath, Redruth



**Pedestrian and Cycle Routes across the Urban area**

The CPIR Urban cycle routes (page 16) shows existing and planned cycle routes across the urban area and how they connect to key facilities (schools, employment sites, town centres, services, rail stations, leisure facilities etc.). This strategy supports the delivery of these routes and any others that enhance connectivity between the urban areas of CPIR, including connections to the cycle routes out towards the coast and countryside. In addition to the cycle routes, this strategy prioritises delivery of infrastructure to support cycling in urban areas, including bike parking and signage.

**Priorities**

To connect key destinations across the urban area to offer a viable alternative to using a private car.



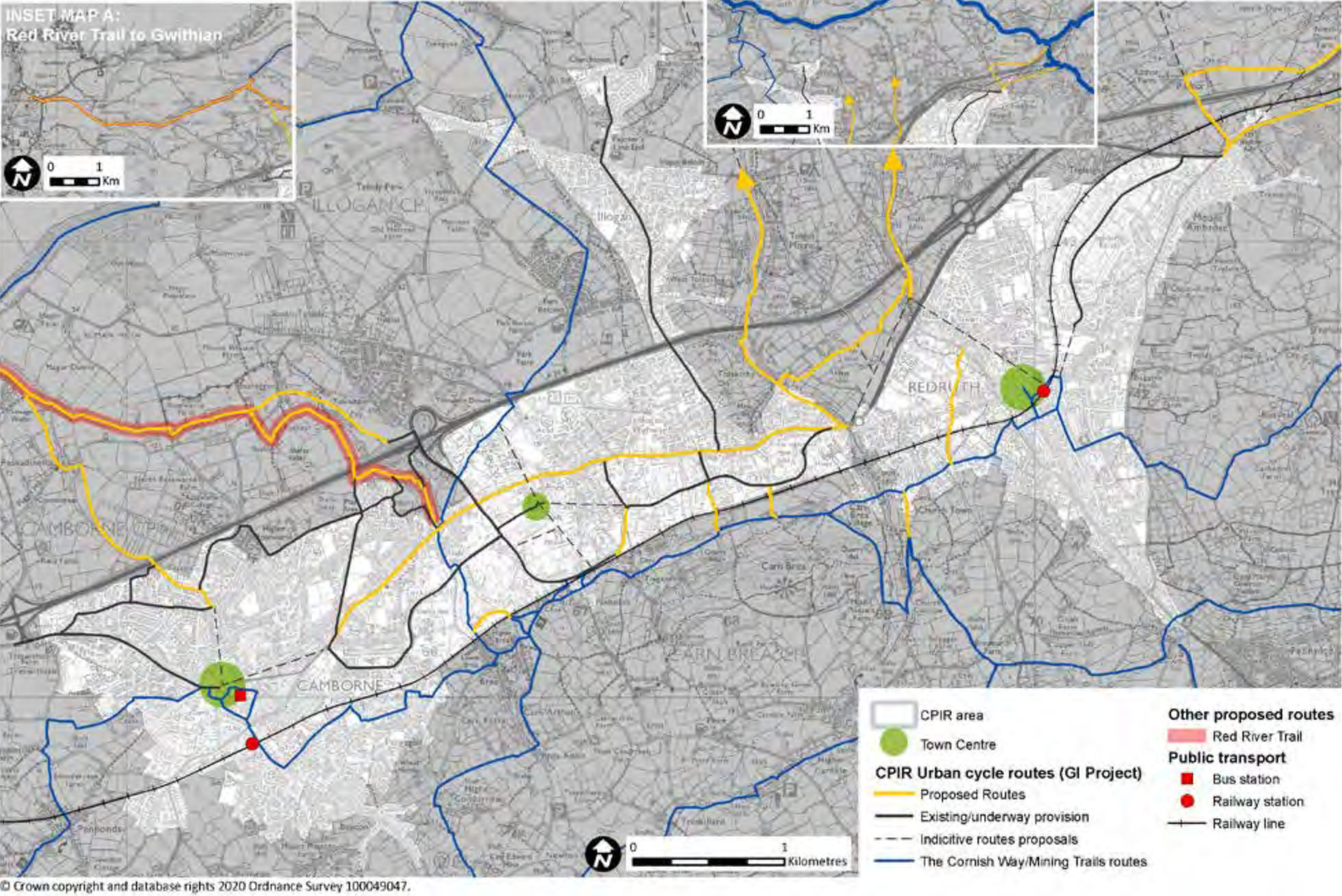
Exploring the garden, Heartlands, Pool



Footbridge over stream, Tehidy Woods, Camborne



CPIR Urban cycle routes (GI Project)



Leisure and recreational routes

The map on pages 18-19 shows the indicative routes out to coast and country, connecting to Portreath, Tehidy, Red River, and Gwithian and also out towards Carn Brea, incorporating key cultural and heritage destinations and attractions where possible.

Specific projects

• Link the Urban Area to the Coast

This was identified as the most important objective for a GI strategy, developing a safe (off-road) foot and cycle path from the urban area to the coast. Councillors in Redruth focused on a link to Portreath, councillors in Camborne preferred a route to Godrevy / Gwithian. There are already parts of off-road cycle tracks along much of these routes, but the priority will be in joining these up.

Completing a safe, off-road route from Redruth to Portreath via Cornish Gold and Kresen Kernow was identified as a priority project. This would enable safe off-road (mostly) pedestrian and cycle access from the urban area to the coast. The route should incorporate some of the many local historic landmarks and mining sites to add interest; these should be identified and explained using signage.

Similarly, the route from Camborne to Gwithian via Red River should be a focus for this strategy. A feasibility study from 2017 looked at options for this route, demonstrating that it is a realistic goal.

• Improve off-road access to Tehidy woods from urban area and expand woodland

Tehidy Woods is a key destination in the local area, providing an attractive area for cycling and walking within 3 miles of the urban area. It already has a café, toilets and other facilities but the lack of an off-road route means that driving to the woods is the only option for many.

There is scope to plant more trees and expand the area covered by woodland. Tehidy is a popular destination and the café car park is often full; developing an off-road link to Tehidy should encourage non-car visitors; more visitors will help to support the café. Including some

areas of open space for play would also be encouraged. Delivery of the routes to Portreath and Gwithian would help to deliver off road routes to Tehidy.

• Connections to the mining villages

Linking the wider urban area to the surrounding mining villages with safe, active travel routes is another priority. The wider mining heritage of the area could be identified where appropriate to add interest and increase local historical knowledge.

Many active travel routes already exist but it is sometimes unclear where they are and where they go; a comprehensive signposting exercise would encourage use and identify routes that many local residents did not know existed. This would also help with identifying where the gaps are and what could be done to fill them.

Links from Four Lanes to the wider urban area are very poor, with no pavement or footpath; as public transport is also poor (once every 2 hours), travel by car is the only real option for many.

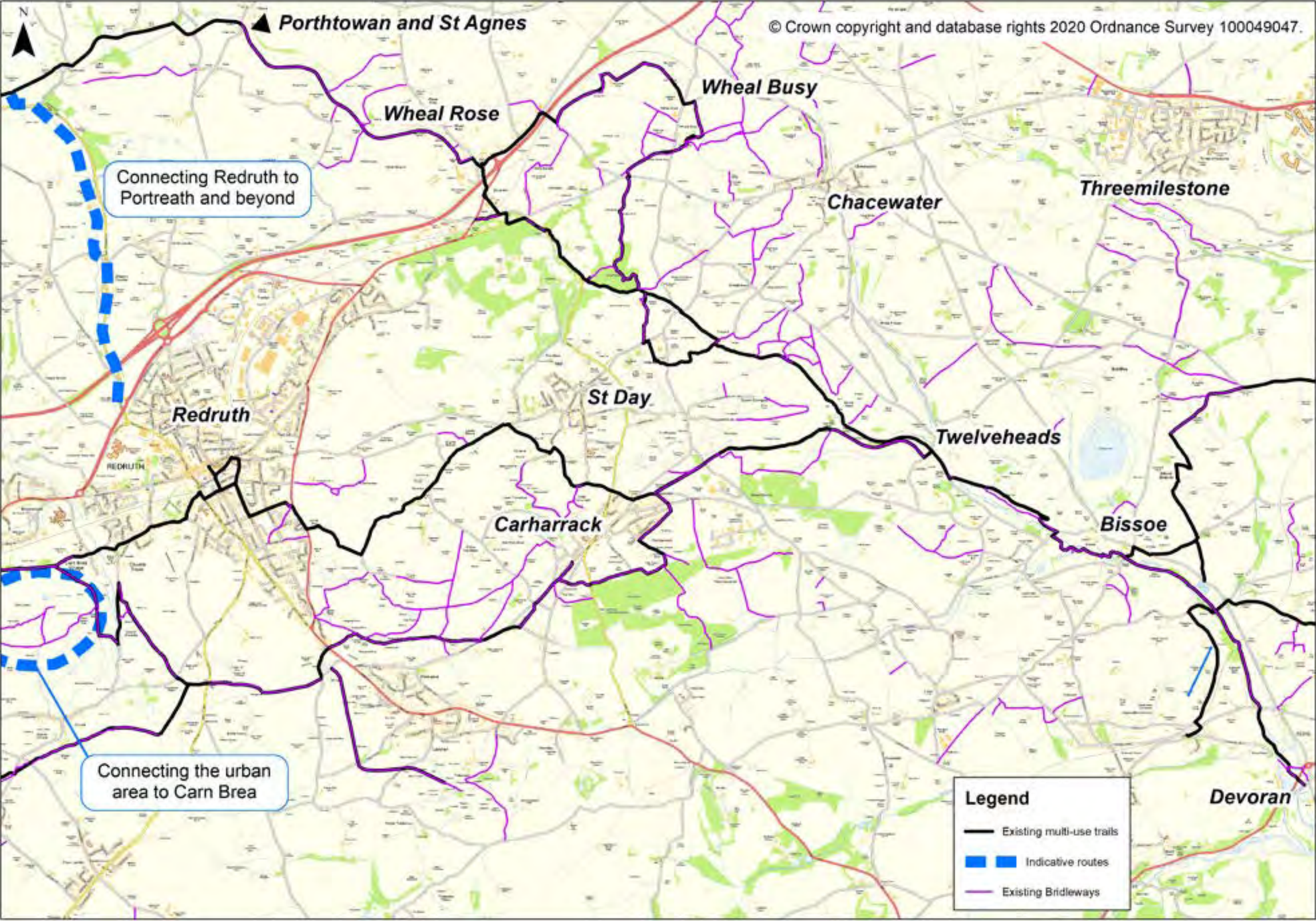
A complementary green infrastructure strategy for the mining villages is being produced by the parish councils and we hope that it can be incorporated into a future edition of this strategy, expanding the geographical coverage.

• Long term aspirations

- » Camborne to Gwithian cycle route
- » Pool to Red River Route
- » Tolgus to Portreath Trail
- » Improve connections from the mining villages to the CPIR urban area.

A map on pages 18 and 19 show existing routes and indicative long-term aspirations and links to the mining villages and beyond.









# Urban green spaces

This section considers the green spaces that exist within our towns, it includes parks and gardens, small areas of green space, cemeteries and churchyards, playparks and allotmentsand street and amenity trees. These are the day-to-day spaces that improve the lives of our residents and enhance our communities. Making sure that these spaces are easily accessible to as many local residents as possible and improving them to make them work for more people is key to this strategy.

Planting more trees in our streets, parks and gardens and as part of new development is encouraged. This may be to replace lost trees, or entirely new areas of tree cover and is critical in the face of ash dieback and other tree diseases.

“ In our towns, we will support the introduction of more tress and other planting in town centres and along streets and roads.”



The Spinney, Cambonre



St Rumons Garden, Redruth



Tolskithy Valley



# Parks and Amenity

Our parks and gardens are the green spaces that are closest to our homes. We want to make sure that they are well used, well maintained and easy to access and enjoy for as many residents as possible. There are more than 50 parks and gardens across the CPIR area, and these are identified in Appendix 1 (Maps of existing facilities). Many parks also include play facilities – these are considered separately in section ‘Play’ (page 26).

## Principles

The development of features that will appeal to a more diverse group of residents is supported. Initiatives that foster multigenerational activities and support healthy lives are encouraged; this could include sports equipment, communal growing areas, seating, planting or walking routes.

The rewilding of some areas of parks and gardens where there is local support to do this and where the maintenance costs are comparable to the existing use is encouraged.

Planting more trees in our parks and gardens is encouraged. This may be to replace lost trees, or entirely new areas of tree cover.

## Priorities

Ensuring that our existing parks and gardens are fit for purpose and are easily accessible is the key priority. The following sites have been identified as requiring intervention in the short and medium term.

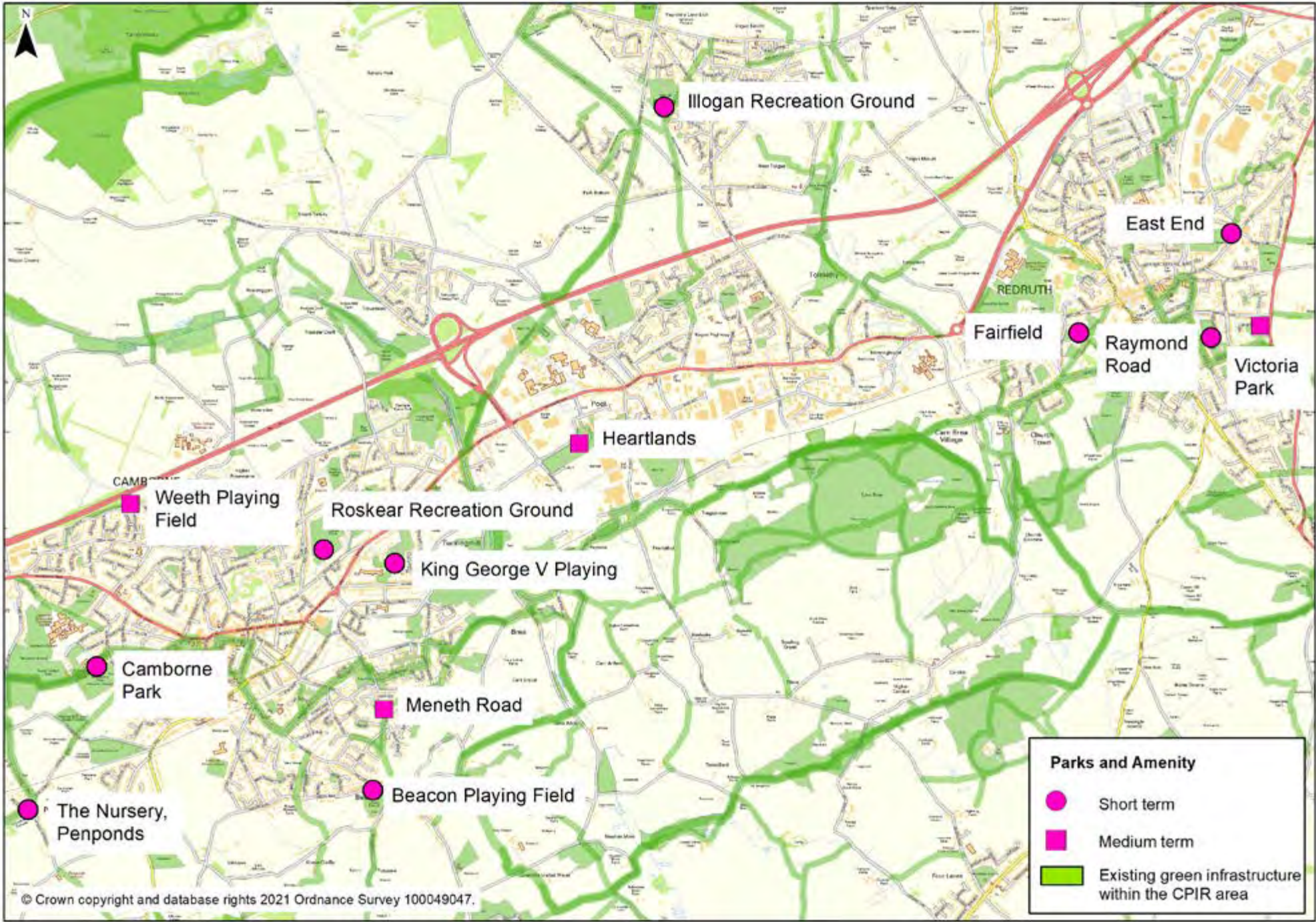
### Short term projects

- Camborne Park
- Roskear Recreation Ground, Park Rd
- Beacon Playing Field
- King George V Playing Field
- Illogan Recreation Ground
- Victoria Park
- East End – Access improvements
- Fairfield

### Medium term Projects

- Meneth Rd – visibility and general enhancement
- Weeth Playing Field
- Heartlands Park
- The Nursery, Penponds
- Raymond Road Playing Field

### No longer term projects





# Public Access Sports and Leisure facilities

There are 8 publicly accessible sports and leisure facilities (excluding school grounds and private facilities) across the CPIR area. Many of these are well used and in good condition, others need significant investment.

## Principles

There is scope to concentrate investment to deliver better quality and more multi-functional sports provision. This strategy supports a strategic review of sports and leisure facilities to consider the scope for improving the facilities that already exist; improving or replacing facilities and improving access at existing locations should be prioritised above delivery of new facilities.

Any new foot and cycle connections should seek to connect to these facilities to maximise the opportunities to reach them without using a private car.

The planting of more trees or biodiverse planting on outdoor sports facilities is supported where such planting does not impede the primary purpose of sports delivery.

## Other Sports Clubs and School Facilities

There are several other sports facilities across the area that are not publicly owned but play an important role in community life and have their own ambitions for the future. We have included those that have told us about their plans for the future. We have not assigned them short, medium-or long-term status; they are labelled on the map (page 25) and represented by purple dots.

## Priorities

To review the sports provision across the CPIR area, to ensure that existing facilities are delivering good quality provision to encourage active lifestyles. When reviewing urban connectivity, to seek to improve connections to make non-car access to these facilities easier for as many people as possible.

### Short term

- Roskear Recreation Ground, Park Rd
- Carn Brea Centre All Weather Pitch (AWP)
- Illogan Recreation Ground
- Clijah Croft AWP (Phase 1)
- Strawberry Field

### Medium Term

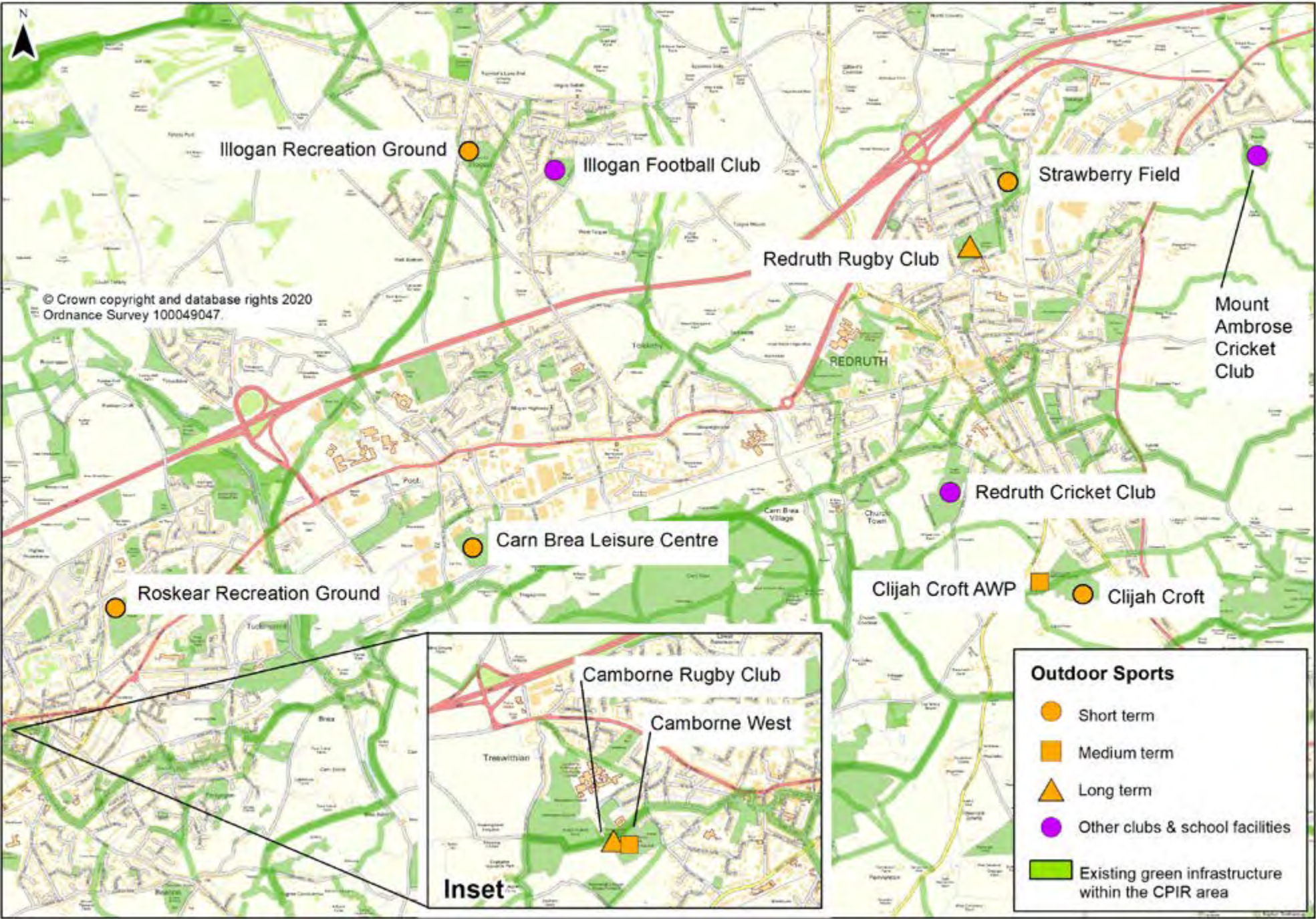
- Camborne West – pitch and facility improvement
- Clijah Croft AWP (Phase 2)

### Longer term

- Camborne Rugby Club
- Redruth Rugby Club

### Other Sports Clubs and School facilities

- Mount Ambrose Cricket Club – renovation of changing areas, improvements to access, potential for new football club using facilities.
- Redruth Cricket Club
- Illogan Football Club





# Play

There are 21 equipped play facilities for younger children [0-12] across the wider area, including the extensive playground at Heartlands.

## Principles

There should be a well-equipped park for all of our children within a safe maximum walking distance from their homes. Ensuring that there is a range of play equipment, suitable for a range of ages and abilities is really important.

Local development contributions allocated for play should be used to upgrade the nearest parks that require improvement in accordance with the current priority list. Where possible, these funds could also be used to improve accessibility to these spaces by improving walking or cycling links.

Thought should be given to whether natural play could be used instead of traditional equipped play and whether spaces could be used to offer more multigenerational activities. Where safe to do so, planting should be incorporated into play schemes.

## Priorities

Ensuring that existing facilities are appropriately equipped and building new facilities in locations with under provision are the key areas of focus here. New facilities are proposed in Redruth (Treskerby), Illogan and at Mount Pleasant.

When considering walking and cycling connectivity across the urban area, safe walking and cycling routes that connect to play spaces should be incorporated where possible.

### Short term

- Camborne Park
- Brea Playing Field
- King George V Field
- East Pool Park
- Wheal Harmony
- Treskerby (create new)
- Roseland Gardens

### Medium term

- Carnkie Village -create new
- Churchtown, Illogan – create new

### Longer term

- Mount Pleasant – create new





# Youth provision

There are 7 facilities designed for youth and teen residents throughout the CPIR area; these are distributed across the wider urban area although there are no youth facilities in Illogan.

## Principles

Teenagers across the wider urban area should have access to a range of recreational and sporting activities. It is not clear whether the current provision of youth facilities is sufficient or what additional facilities would be most welcome. When considering future investment in teen provision, the views of local users should be sought and taken into account in any decision making process.

In addition to the standard youth facilities, Gwealan Tops Adventure Playground (GTAP) is a registered charity and a community organisation in Redruth primarily concerned with promoting play for children and young people locally and regionally. It runs an adventure playground staffed by qualified playworkers after-school, Saturdays and during school holidays for school-aged children aged 7 to 16 years of age. It also offers a youth club for young people aged 13 and upwards.

As part of its work with the wider community it provides a Cubs in the Wild group for parents with pre-school aged children and a Dad’s and Kids Breakfast Club for male carers with their children of any age. Local schools, cubs, brownies, and beavers book sessions on the adventure playground for their children. GTAP manages a community building that leases offices for community organisations and hires out rooms to local groups.

## Priorities

To ensure that young people have easy access to a range of recreational spaces which can offer a diverse range of activities. To engage users in plans to improve existing spaces and any plans for new facilities.

### Short term

- Camborne Park
- East End Skate Park

### Medium term

- Tuckingmill Valley Skate Park
- Troon Rec
- Pool – create new
- Illogan Rec Ground - new

### Longer term

- Central / North Camborne – create new





# Allotments, community orchards or gardens

There is no allotment provision in Illogan and this is something that should be rectified. There are also no community orchards or gardens across the urban area and this is something that should be addressed. It would require careful positioning but could happen in an existing or new green space and could be a single large area of tree planting or vegetable beds or a larger number of smaller spaces

## Principles

Residents who would like an allotment should be able to have one, at a size that is appropriate for their needs. There should be a choice of allotment sizes (the standard size is often too large for a single user) and consideration should be given to shared or community allotments/ nurseries and gardens where the work and the produce can be shared. A site for a community orchard should be found if there is public support for this.

# Cemeteries and Churchyards

Around 9% of CPIR’s publicly accessible greenspace is in cemeteries and churchyards and these are often located in positions that make them useful for linking urban areas. This strategy supports using public cemeteries as part of routes that provide links through the urban area whilst maintaining the peace and tranquillity of these spaces. It may not be appropriate to use street lighting in these locations. Care will need to be taken to ensure that any new planting or route respects the historical and archaeological significance of burial sites.

## Principles

More trees and biodiverse planting for churchyards and cemeteries is supported where this has a positive impact on the overall landscape and respects the peace and tranquillity of these spaces.

A new cemetery is likely to be required over the longer term for the CPIR area; there will be consultation on the most appropriate location for this.

## Priorities

### Short term

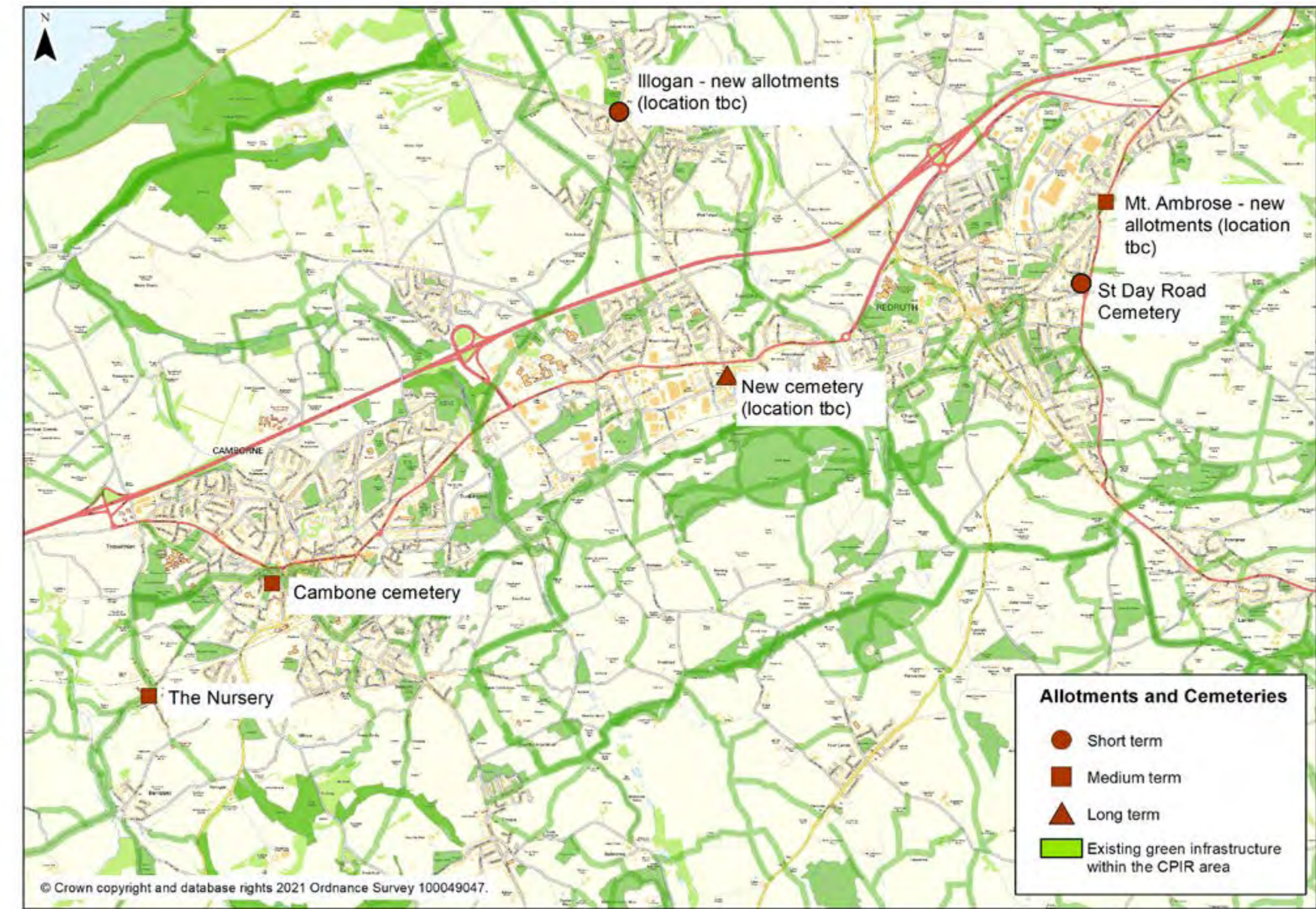
- Illogan – create new allotments
- St Day Road cemetery

### Medium term

- Camborne cemetery – Green infrastructure and improvements
- Mount Ambrose new allotments (site not yet found)
- The Nursery, Penponds - community led proposal for allotments or community orchard

### Long term

- New cemetery (subject to assessments)





# Natural Green Spaces

As well as formal parks and gardens, there are many natural green spaces within the urban area and further afield. There is scope for additional tree, copse and woodland planting or rewilding on some of these sites.

## Principles

Ensure that opportunities to enhance biodiversity and increase habitat are implemented in appropriate locations. Improve accessibility and active travel routes to these locations.

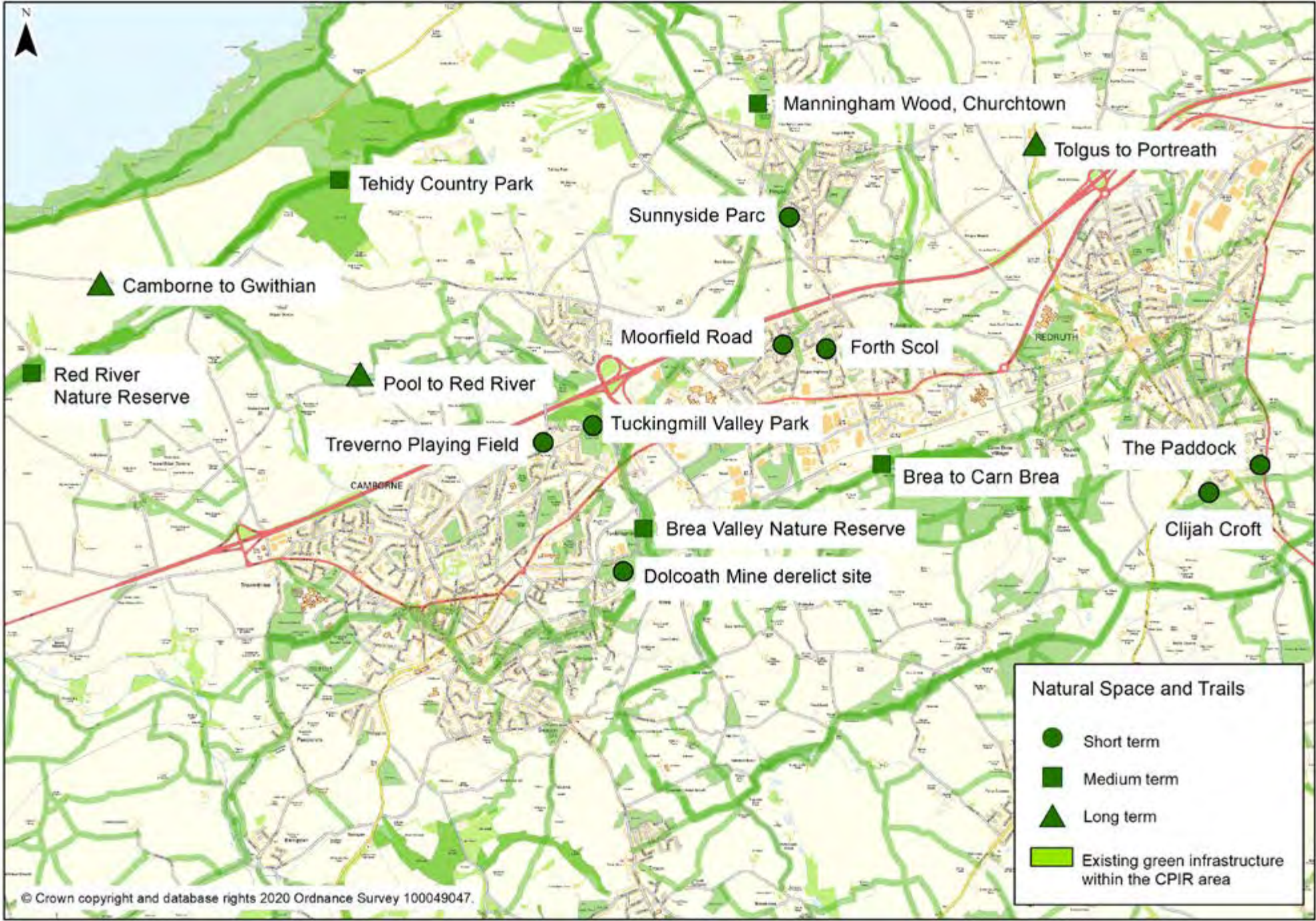
## Priorities

### Short term projects

- Treverno Playing field MS4N
- Tuckingmill Valley Park
- Dolcoath Mine Derelict Site
- Moorfield Road and Forth Scol (tree planting)
- Land at Sunnyside Park (Illogan)
- The Paddock
- Clijah Croft – tree planting

### Medium term projects

- Red River Nature Reserve
- Brea Valley Nature Reserve
- Pool to Carn Brea Hill route and new woodland
- Tehidy Country Park
- Manningham Wood to Churchtown Trail





# Other priorities

## Trees, planting and biodiversity

There is scope to increase trees and biodiversity in parks, gardens and other public spaces, including cemeteries and churchyards through rewilding and planting that attracts pollinators and other wildlife. This strategy supports the rewilding of public spaces where there is local support and there is no significant change in the costs of maintenance.

## Increasing Biodiversity

The Green Infrastructure for Growth (GI4G) project improved several public spaces across the CPIR area by planting wildflower meadows, wetlands and other wildlife friendly planting schemes. The project has been really well received by local residents and has had a positive impact on local pollinators and other wildlife. Continuing the success of this project by creating more wildlife-friendly areas of planting in other public green spaces and alongside roads and footpaths is supported by this strategy.



## The Forest for Cornwall

The Forest for Cornwall project seeks to increase significantly the number of trees in the county, planting 8,000ha of new trees by 2030; there are many areas within CPIR that would benefit from more tree planting. In doing so, would offer real opportunities for the delivery of public benefits through the planting of trees in our streets, amenity and public spaces. Two areas that may be particularly appropriate for large scale planting are on land adjoining Tehidy Woods and between the coast and the north of the urban area, as indicated on the map in Appendix 4. These areas have been subject to a site survey and work is underway to prepare a long term (25 year) management plan which will initially see some tree felling followed by significant replanting.

The Forest for Cornwall team have produced parish maps for every Cornish parish to estimate existing canopy cover (appendix 5) and we will work with the team to identify suitable sites for planting for urban and rural trees and to explore funding opportunities with them.

## Green infrastructure in new developments

Where new development is constructed in the CPIR area, it will normally be preferred that where there is access to existing green space that will meet the needs of the new development, that the developer / development contributes to the enhancement of that nearby existing green space in preference to on-site provision (policy 13 of the Local Plan). However, any biodiversity net gain should be achieved on-site in accordance with policy G” of the Climate Emergency DPD. As well as contributing to enhancing local spaces, any new development should seek to create safe walking and cycling routes to nearby open space wherever practicable, and ensure that there is a conveniently located access point from the development to minimise safe travel times.

Where there is no appropriate nearby green space (or where no enhancement is required) and it is more appropriate to deliver open space on site, that space must have a specific function, it should contain appropriate planting and plant or protect existing trees. In larger developments, it may be more appropriate to have a linear green space to encourage walking through the site and increase permeability. Where the

function of the green space is simply aesthetic, then it should also provide biodiversity and habitat (not just grass).

There must be robust plans for long term management and maintenance for all GI delivered as part of new development in line with policy 25 in the Cornwall Local Plan and Policy G2 in the Climate Emergency DPD.

## Small incidental spaces

As in most areas, there are a large number of small incidental spaces scattered throughout the urban area that have no clear function. Whilst many of these will offer aesthetic appeal, there are a large number which could offer an opportunity to enhance the space and offer a greater benefit to their community and to nature through improved biodiversity and habitat provision. As part of this project, the group would like to catalogue and understand these spaces and identify whether any actions could be taken to improve their appeal This could be in the form of tree or wildflower planting, better landscaping or other uses. In determining future uses, thought will need to be given to ongoing maintenance obligations and land ownership.

**ACTION POINT:** Identify all incidental spaces and determine whether alternative uses would provide community benefits.





## Appendices

## Appendix 1

### Summary parish maps of green space and public rights of way

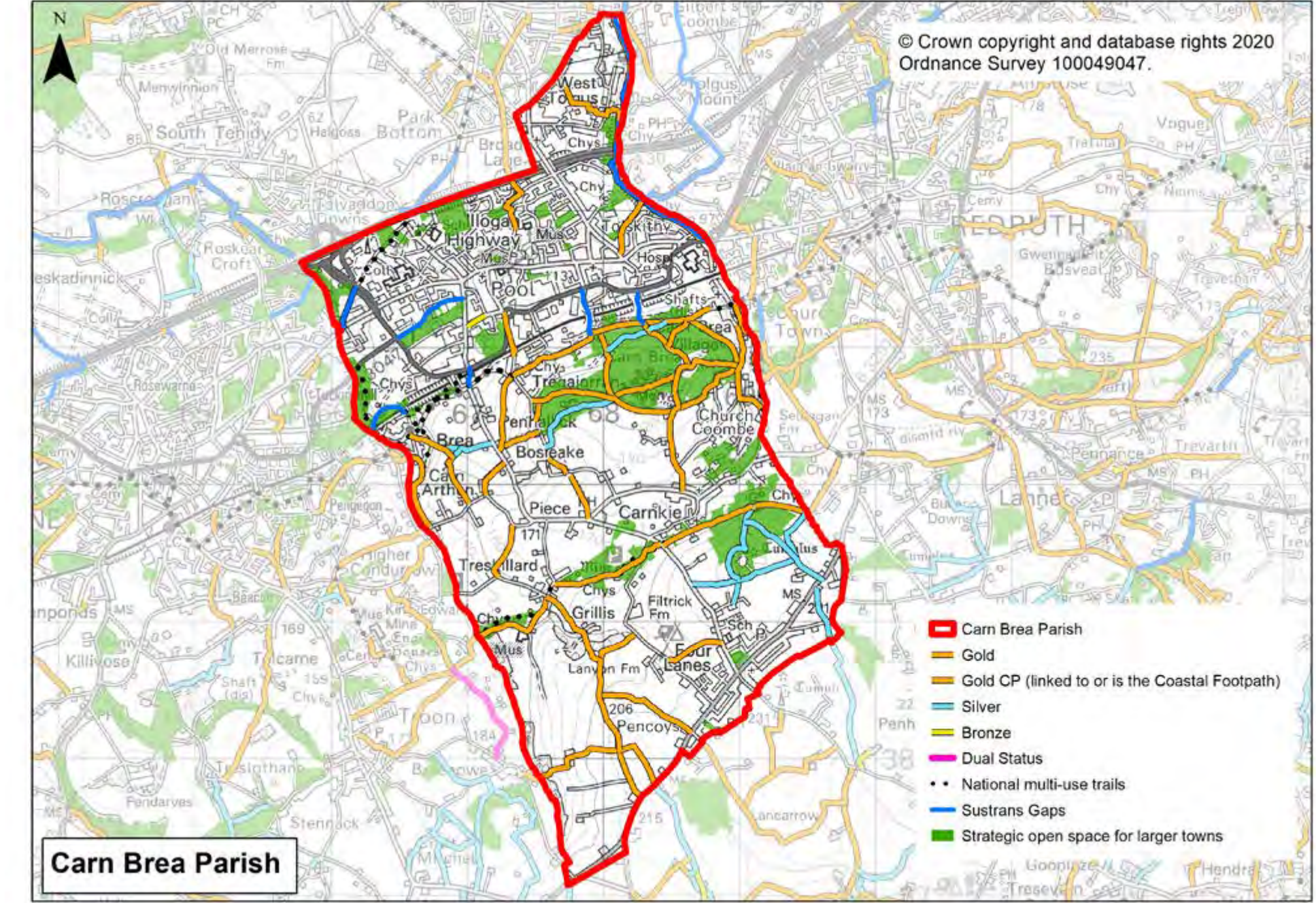
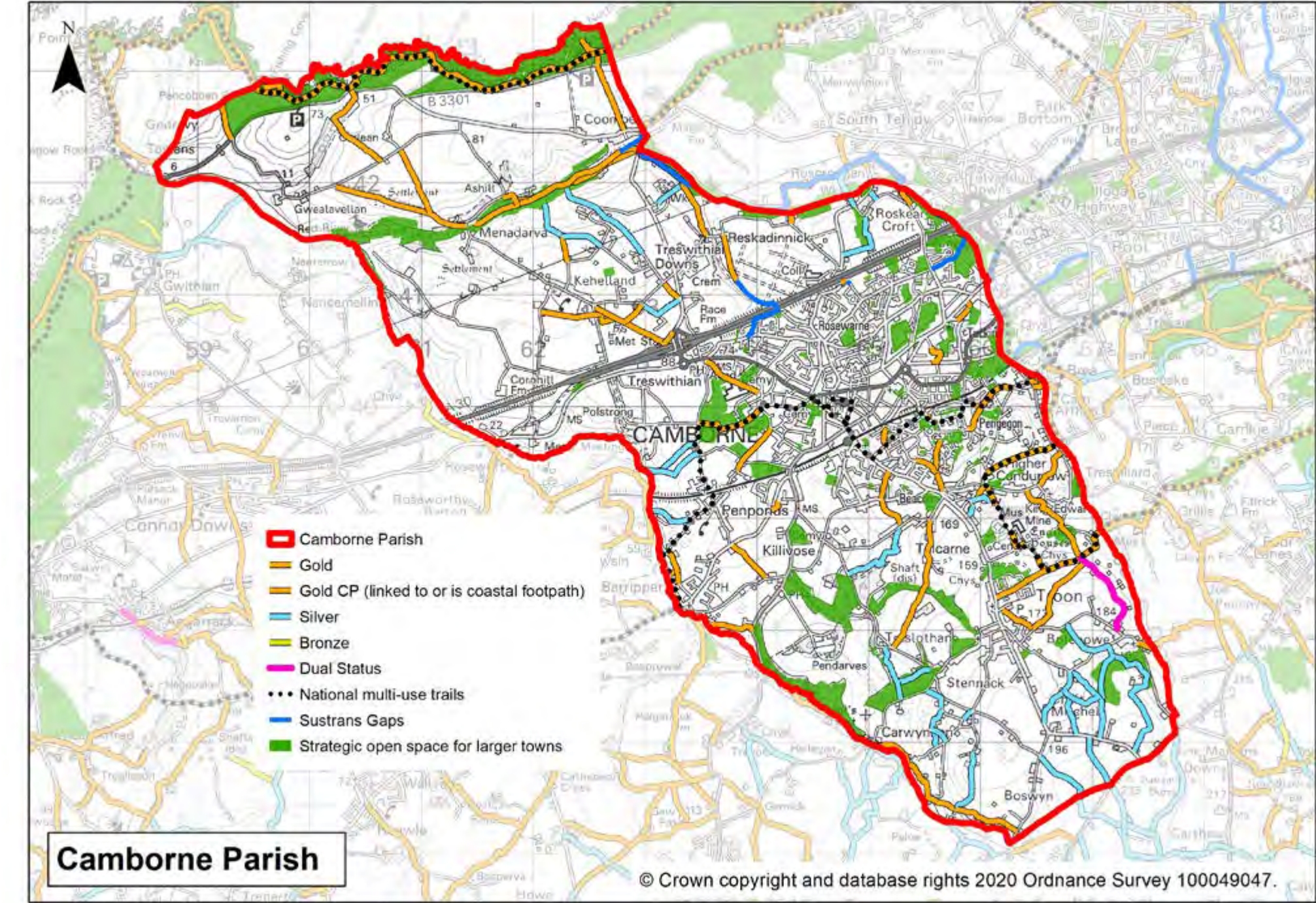
The following four maps shows the existing green infrastructure within each parish; Camborne, Illogan Carn Brea and Redruth. They also show the Public Rights of Way that criss cross the area. These pedestrian/ cycle and horse riding routes are categorised as Gold, Silver and Bronze.

- Gold - Priority paths that form part of the promoted national or regional trails or provide connections to them. Paths that are accessible to those with limited mobility or sensory impairment and bridleways and byways used by equestrians and cyclists.
- Silver - Priority paths are those that have potential to provide new promoted routes, provide access to attractive landscape features, provide access to CROW Access Land or connect to public transport nodes.
- Bronze - priority paths are those that are dead ends, run parallel to others that clearly have higher priority, would require excessive investment compared with the value of the route or those that are under legal or definitive map review or possibly subject to diversion or extinguishment orders that negate the investment.

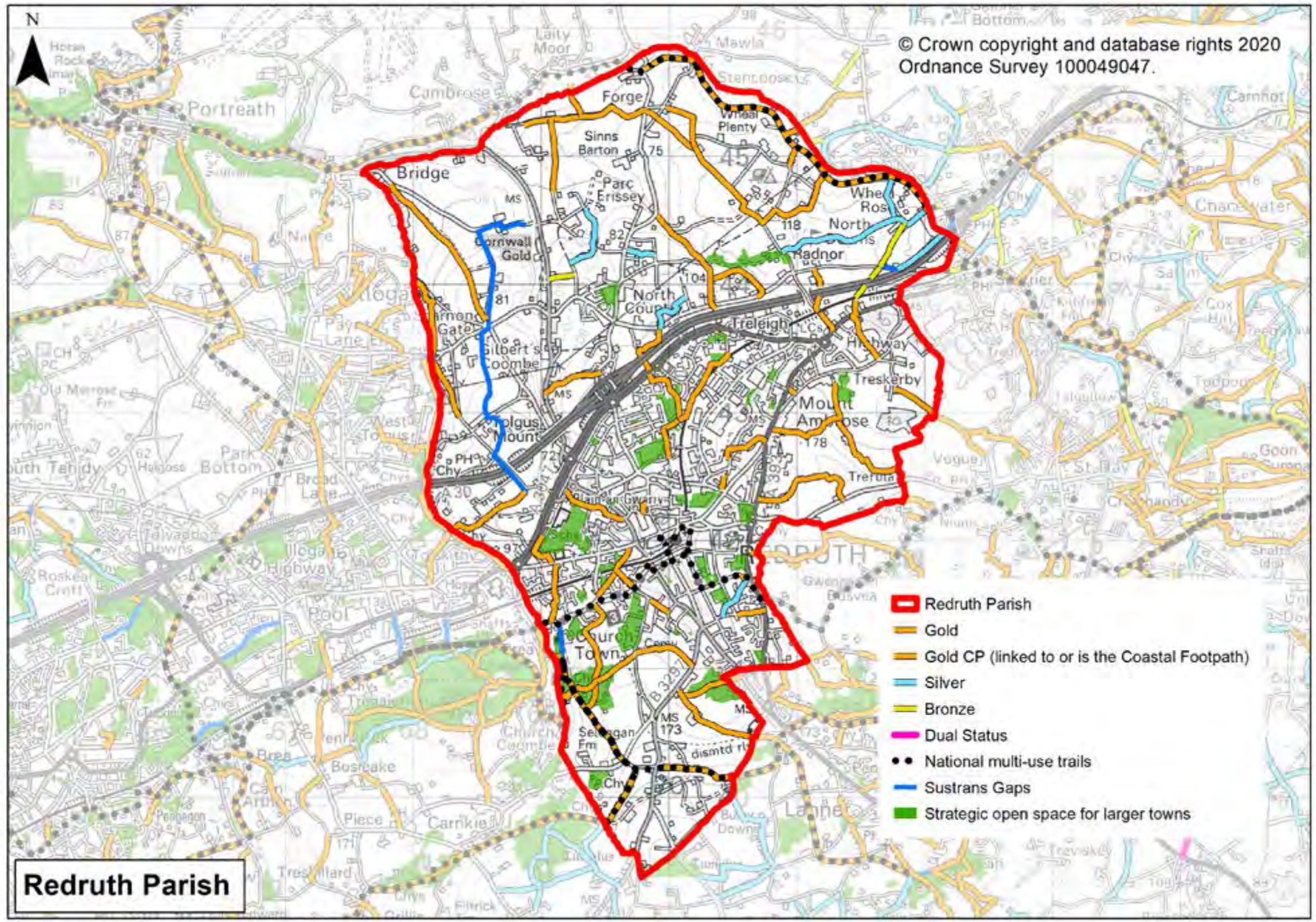
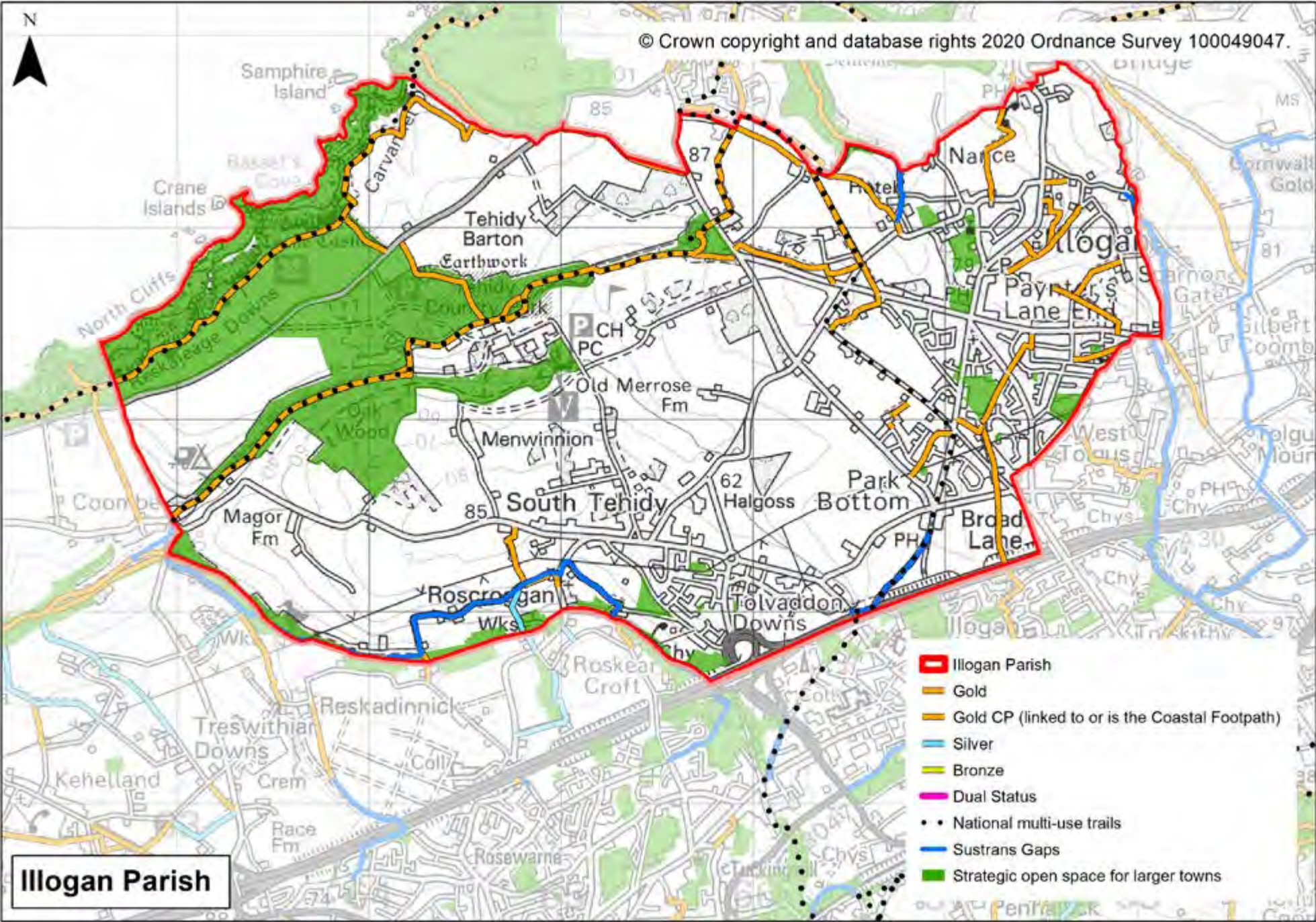
There are also Dual status paths, those that are also highways maintained at the public expense by the Highways division.

Where 'gaps' in the network have been identified, these are shown as 'Sustrans Gaps' on the maps.











## Appendix 2

### Existing and Planned Projects

- 1

Camborne Park – play area & kickabout space improvements. Recommend improved visibility from Crane Road.
- 2

Pengegon (Camborne) Multi-use-Games Area - Renovate floodlighting control system
- 3

Park Road Playing Field/ Roskear Rec (Camborne) – improved sports fields and community-led improvements
- 4

King George V Playing Field (Camborne) – access and play improvements
- 5

Treverno Playing Field (Camborne) – safety, access and GI improvements
- 6

Tuckingmill Valley Park (Camborne) – access, play & skate improvements
- 7

Red River Nature reserve (Camborne) – access and landscape improvements
- 8

Dolcoath Mine Derelict Site (Camborne) – tree/wood planting
- 9

Brea Playing Field (Camborne) – play and landscape improvements
- 10

Beacon Playing Field (Camborne) – play and landscape improvements
- 11

Grenville Gardens (Camborne) – safety, sport, tree/wood planting and landscape improvements
- 12

Park Bottom Playing Field (Illogan) – play & landscape improvements
- 13

Illogan Recreation Ground – Sports and general improvements
- 14

Land at Sunnyside Parc (Illogan) – tree planting
- 15

Churchtown (Illogan) – children’s play area needed
- 16

Illogan – site needed for new strategic allotments
- 17

East Pool Park (Carn Brea) – play improvements & GI
- 18

Moorfield Road and Forth Scol (Carn Brea) – tree planting
- 19

The Fairfield (Redruth) – play & landscape improvements
- 20

Wheal Harmony (Redruth) - play improvements
- 21

East End Playing Field (Redruth) – new skate park, access, landscape and play improvements
- 22

Treskerby Playing Field, Mt Ambrose (Redruth) - play improvements & GI
- 23

Roseland Gardens (Redruth) - play improvements
- 24

Raymond Road Playing Field (Redruth) – tree planting
- 25

Victoria Park (Redruth) – access & community-led improvements
- 26

The Paddock (Redruth) – tree/wood planting
- 27

Clijah Croft Playing Field (Redruth) – safety, sport, tree/wood planting and landscape improvements
- Camborne Park**

- Improving play facilities for children.
- Beacon Park**

- approved and funded project to improve facilities; works underway.

## Appendix 3

### Relevant Existing Strategies

- 1

The Cornwall Local Plan
- 2

Connecting Cornwall 2030
- 3

Green Infrastructure for Growth
- 4

Environmental Growth Strategy
- 5

Pollinator Action Plan
- 6

Cycling Strategy
- 7

Health and WellBeing Strategy
- 8

Emerging design quality framework
- 9

50/50 Strategy (emerging)
- 10

Urban Tree Strategy / Canopy Action Plan
- 11

The Cornwall IoS Physical Activity Strategy
- 12

The Canopy Action Plan
- 13

The Climate Change Emergency
- 14

The Forest for Cornwall





# Appendix 4

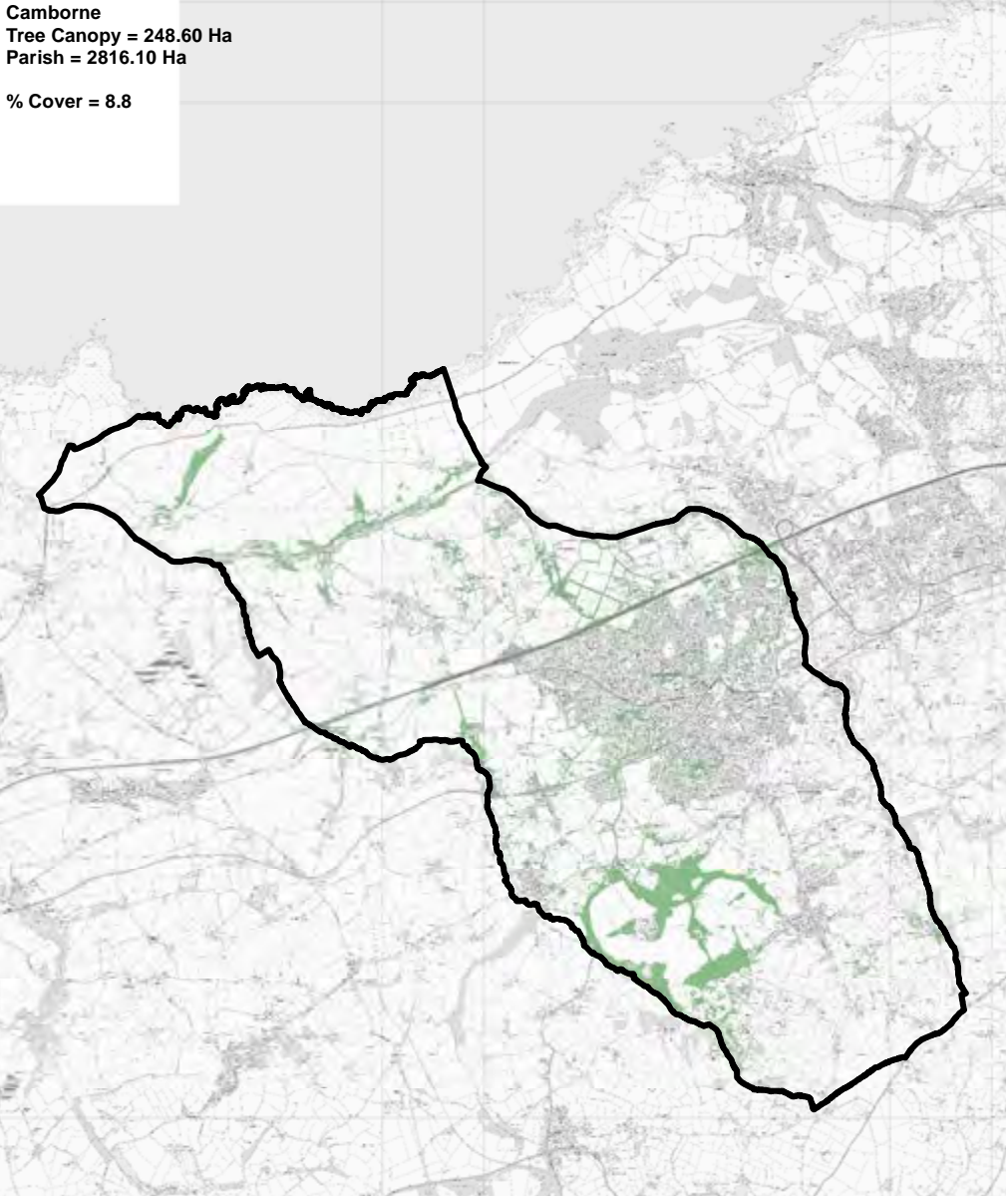
## Map of potential areas of significant tree growth as part of the Forest for Cornwall Project

The broad areas shown on this map reflect the opportunity areas highlighted by [Lagas](#). Their online mapping tool is available for more information.

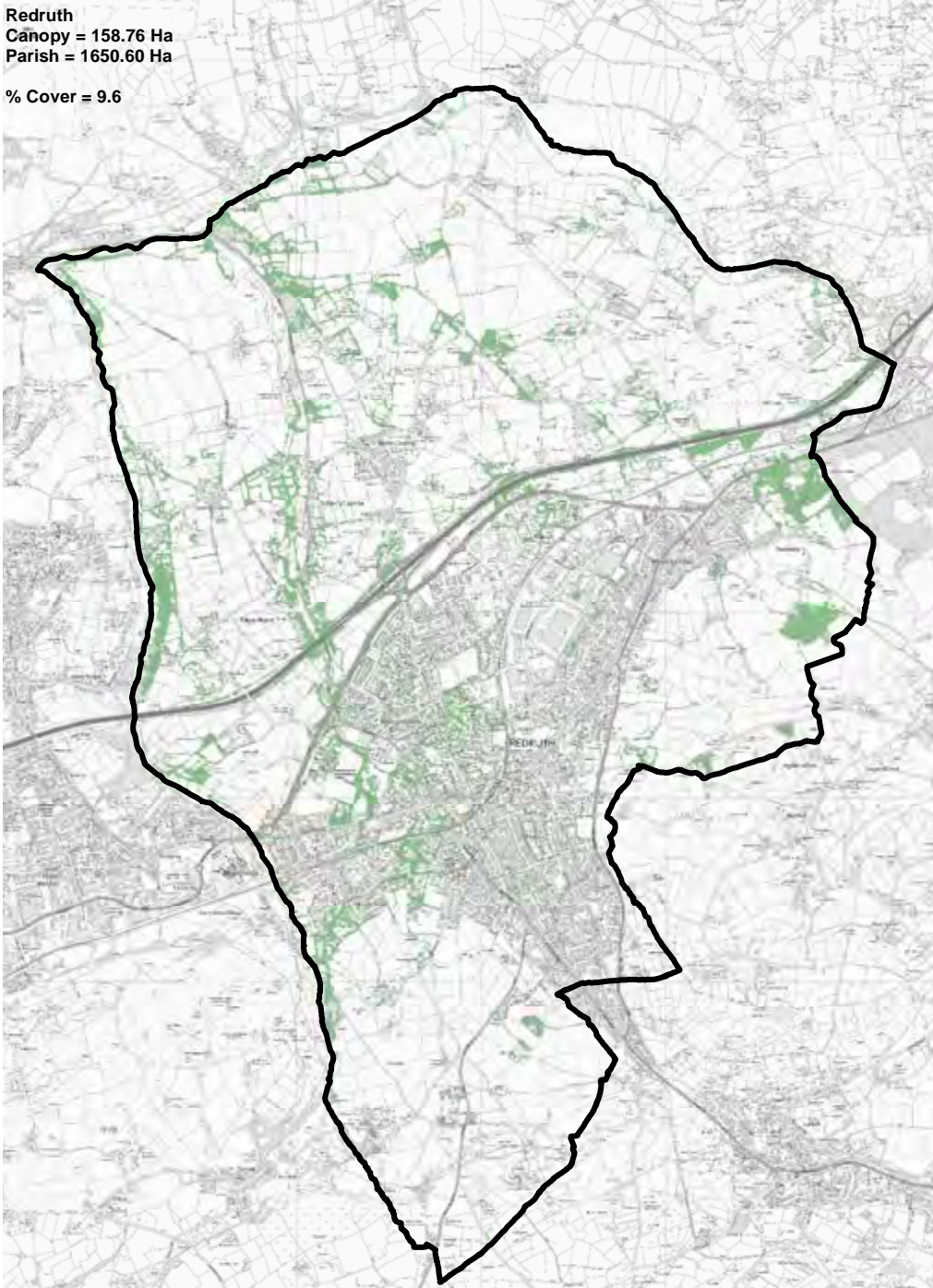
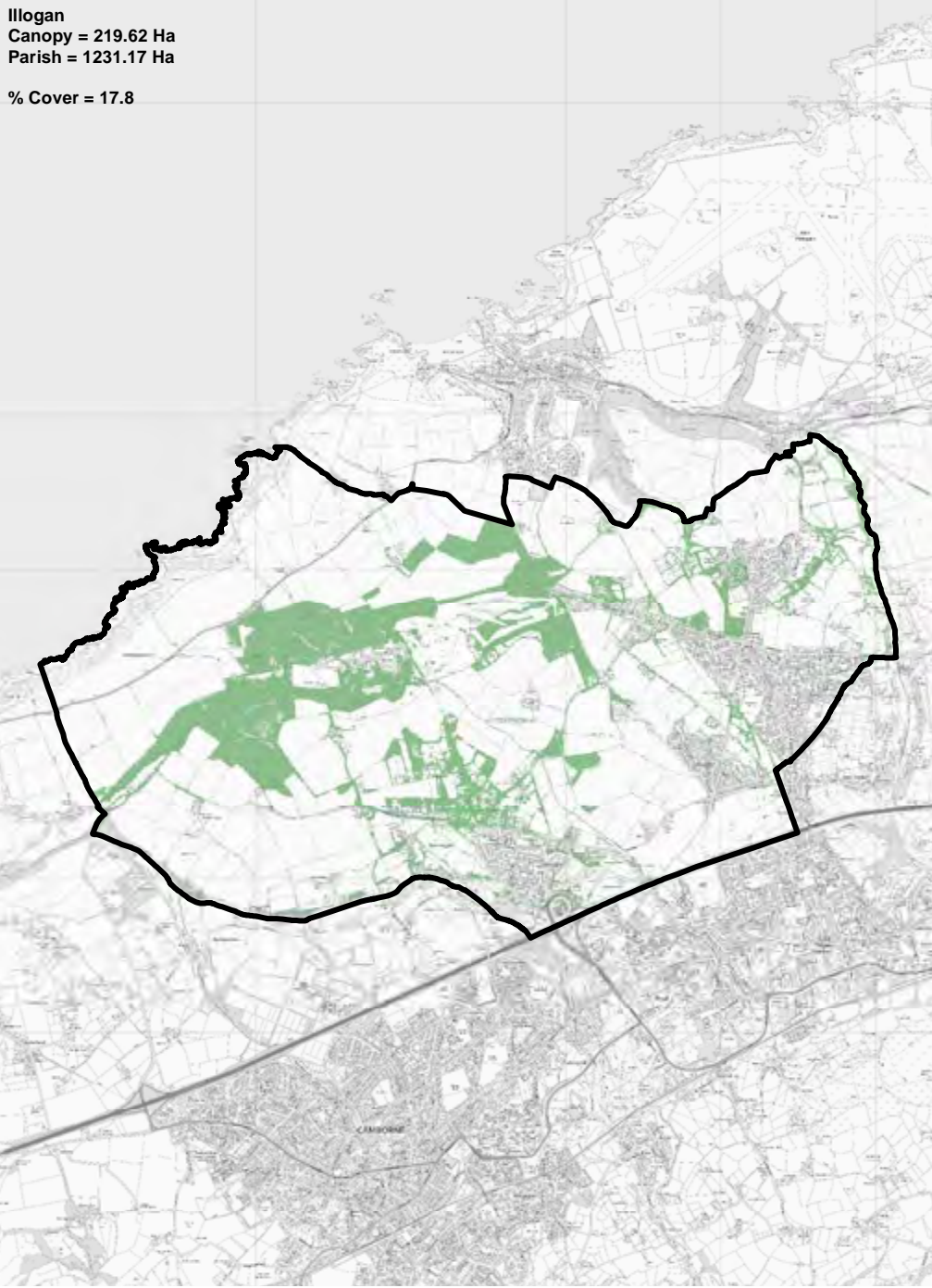


# Appendix 5

## Existing tree canopy by Parish







# Appendix 6

## Route of beginning stage of the Tour of Britain 2021

Cornwall will host the Tour of Britain for the first time ever on 6 September 2021.

Riders will travel 170 kilometres through the Cornish countryside, starting at Penzance. The route will pass through St Ives, Redruth, Falmouth, Truro, Newquay, St Austell with the stage finishing in Bodmin.

Details of the most update infomation can be found on the Tour of Britain web site ([www.tourofbritain.co.uk/race/2020-tour](http://www.tourofbritain.co.uk/race/2020-tour))



Map taken from the Tour of Britain webpage



# Appendix 7

## Useful links

[Cornwall Mining Villages Trails](#) – Enjoying the old Cornish mining tramway trails. A comprehensive resource with walking, cycling and driving trails to explore the mining and other heritage of the area.

[Cornwall’s Environmental Growth Strategy](#) - Cornwall Council

[Cornwall’s Nature Recovery Plan](#) - What is a Nature Recovery Plan?

[The Climate Emergency Development Plan Document](#) - Cornwall Council

[The Cornwall Local Plan](#) - Cornwall Council

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A photograph of a forest path. In the foreground, a wooden fence made of vertical posts and horizontal rails runs across the frame. The path is dirt and covered with fallen leaves. Tall trees with green foliage line the path, and sunlight filters through the leaves.

## Contact us

For advice and guidance please call us on: 0300 1234 151

Or email us at: [localplan@cornwall.gov.uk](mailto:localplan@cornwall.gov.uk)

**If you would like this information in another format or language  
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Treyew Road, Truro, TR1 3AY

e: [equality@cornwall.gov.uk](mailto:equality@cornwall.gov.uk)

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