

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

Consultation document - February 2021







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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.

July 2020

Aerial photograph of Camborne, Pool, Illogan and Redruth

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## Vision

“ To support and invest in green infrastructure projects that will benefit residents across the Camborne Pool Illogan 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, help to reduce our carbon footprint and improve our quality of life which will support our commitment to becoming carbon neutral by 2030.

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 all of 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 green spaces and inter-connecting links designed, developed and managed to meet the environmental, social and economic needs of the surrounding area.

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. including areas for exercise, relaxation and play, wildlife areas, flood alleviation, food and fuel production and sustainable, active transport links all play an important role in achieving this. Improving air quality and creating tree canopies to provide shade and cooling effects, is increasingly important as our climate changes. A tree canopy is the top portion of the tree composed of branches and leaves or needles. All trees have canopies and trees cast shade.

Improving and protecting these assets is a key priority for planning. Our connection to nature has been further demonstrated and deepened during the Covid-19 pandemic and easily accessible woodland and trees are important within the broader framework in Cornwall.



## Principles

Through a series of discussions, meetings and workshops, a number of key principles began to emerge. 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. Encourage residents to leave their car at home by making it easier to travel on foot or by bike. Try to develop routes providing links to both natural and formal green spaces and to leisure facilities (Carn Brea Leisure centre and running track, Clijah Croft etc.) and heritage sites. Understand the reasons why people use their cars and what would encourage them to do something else.

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

### 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. Where new development is to take place, it's important to understand the value of the GI that already exists; new rules on Net Gain mean that all major planning applications must now improve biodiversity on developed sites. It is important to ensure that that we preserve what is most valued (where practical and feasible) and effectively mitigate for any loss. Mature trees with large canopy should be retained wherever possible. In addition, Cornwall Council is developing planning policies in response to Climate Change. It is expected that minimum requirements will be set out in policies and supporting documents.

### Incorporate the historical

Take the opportunity to identify local historical features and try to incorporate them into walking or cycling routes using appropriate signage.

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, adding interest to an existing route may encourage those that might not simply take the opportunity for a walk on its own. It may make sense to consider a digital approach to information, possibly via an app.



Tehidy Park, East Lodge entrance

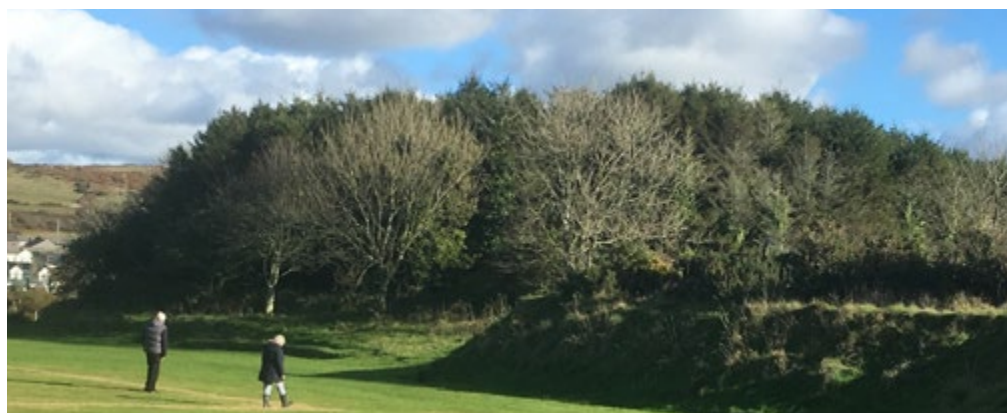


Mining buildings, Great Flat Lode





Clear sign posting



Wooded area beside the training ground at Clijah Croft, Redruth



Looking across the lake in Tehidy Country Park, Camborne

### 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 we already have by improving connections and by enhancing what is already there. Understanding what is already in the area is really important, there may be opportunities to make existing Public Rights of Way and other routes better and connect them rather than starting from scratch, opportunities to use routes through existing GI and open space should be used to form connections wherever 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, key destinations etc. A key aim will be to incorporate the public realm into any chosen route.

Use disused rail and tramway lines wherever possible and upgrade footpaths to cycle paths and where feasible to bridleways.

Improving signage of active travel routes (physical and digital) will be a key part of improving local knowledge and use of these routes.

### 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.

“ Choose routes that link places that people want to go to ”

### CPIR Green Infrastructure Strategy

All new green space should have a function – if that function is simply aesthetic, 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 the 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.

### Legacy - Tour of Britain 2021

The Grand Depart will now happen in September 2021 from Cornwall for the first time. Developing safe and connected cycle routes through the CPIR area would be 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 existing spaces first before creating new ones.



Landscaped garden area, Heartlands



Tree lined Robinson Street, Pool





## 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, should be encouraged. Signage should be improved across the area to raise awareness of all routes and to encourage increased usage.

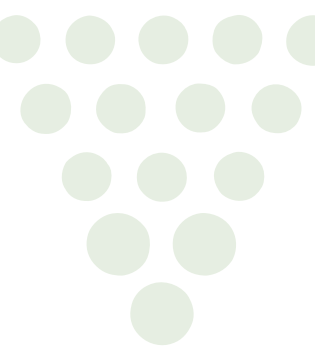
**2 Active travel routes to coast and countryside** - expanding the quality and extent of the active travel network connecting the Urban Areas to the coast at Portreath and Gwithian and improving access to Carn Brea. Reaching these destinations without using a car should be an attractive travel option. 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. Urban tree planing should help to achieve improved air quality, particularly in locations where air quality is noticeably

poor. 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 10 minute / 1km 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.





## 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.

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.

Wherever possible, foot and cycle paths should provide green corridors to assist urban wildlife in moving around and through the urban area.

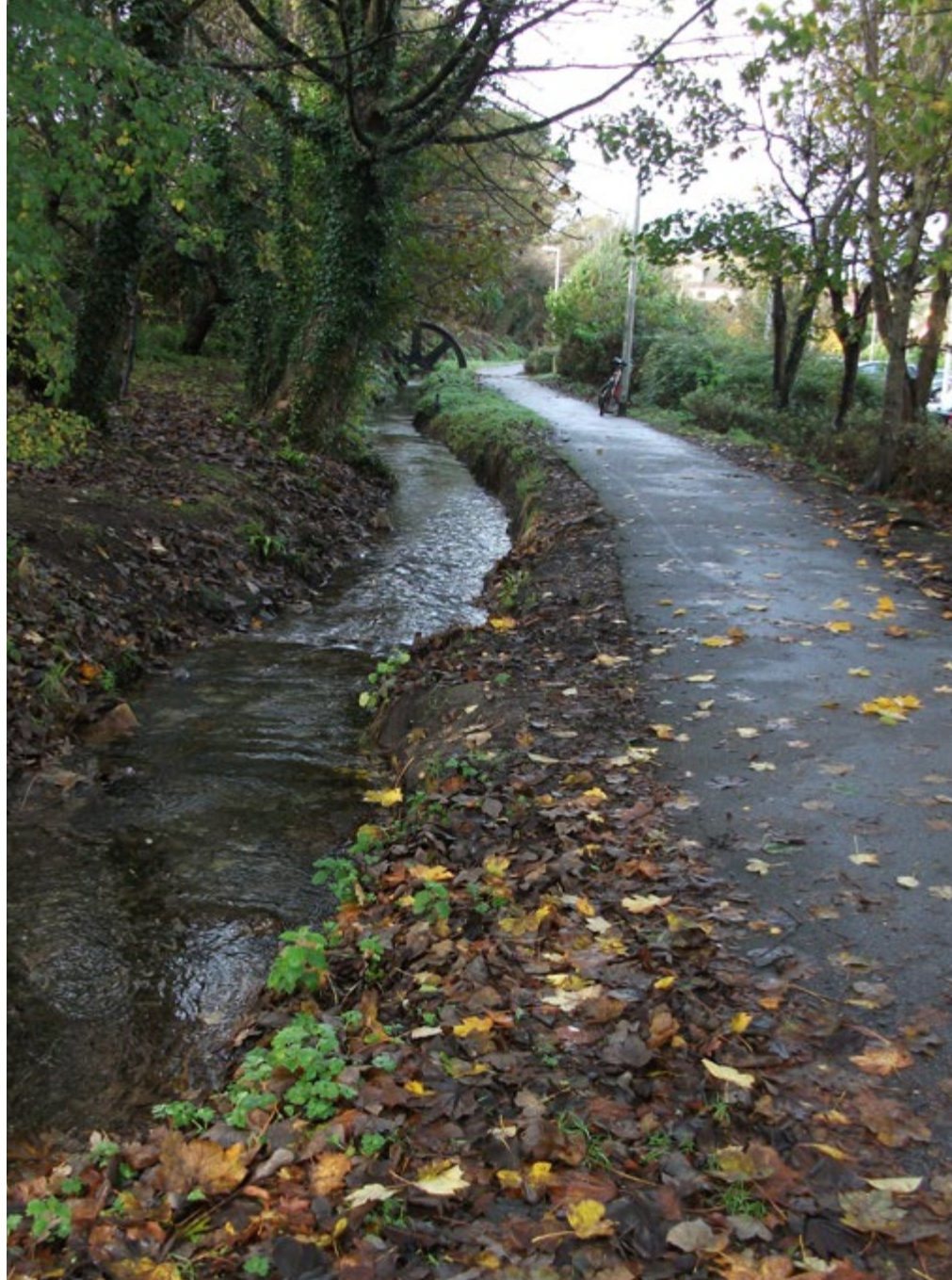
“there is a wealth of high quality evidence to show that investing in infrastructure to support walking can increase physical activity levels and improve mobility among children, adults and older adults”<sup>1</sup>

<sup>1</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



## CPIR Green Infrastructure Strategy

### 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.



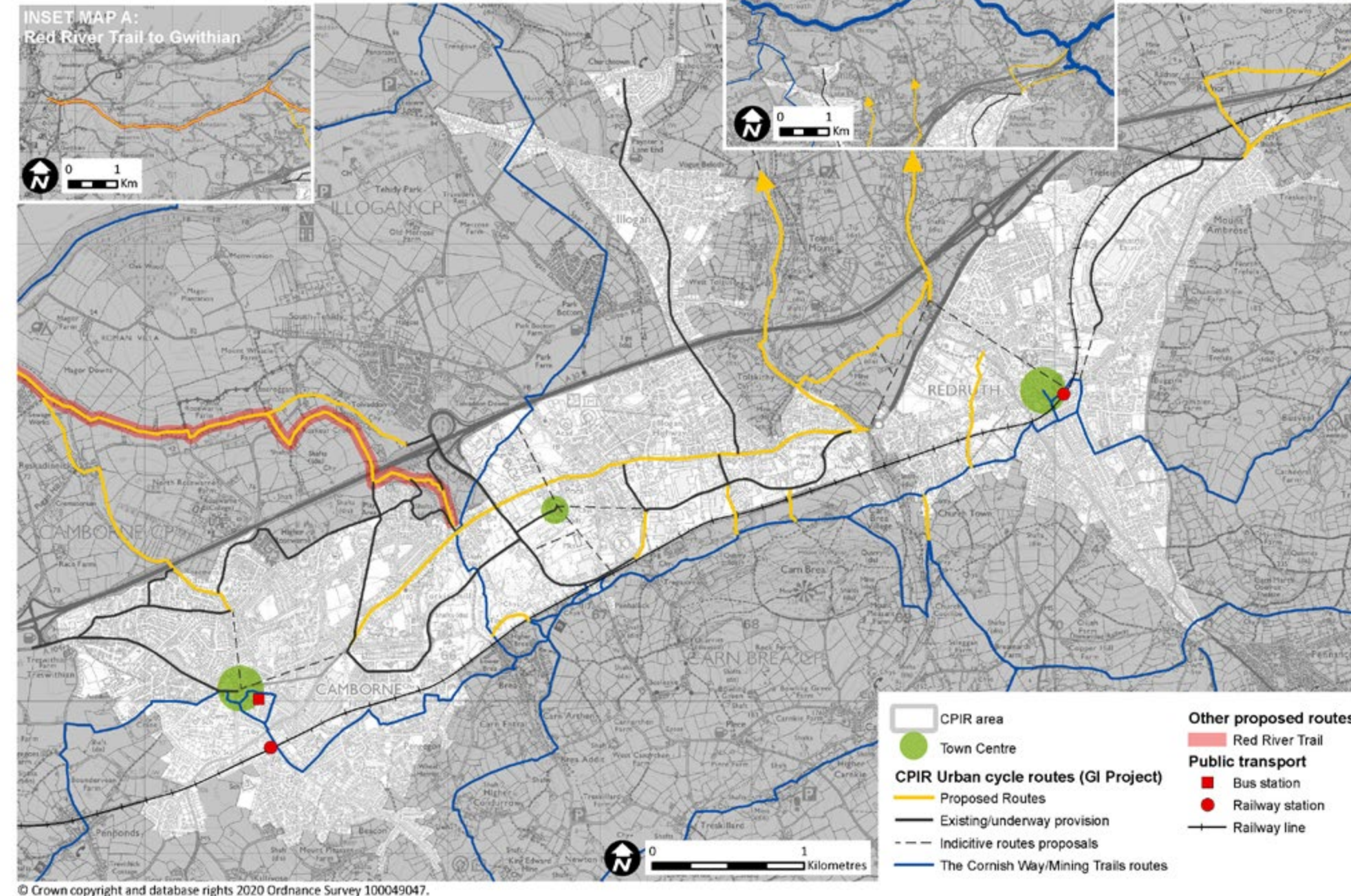
Exploring the garden, Heartlands, Pool



Footbridge over stream, Tehidy Woods, Camborne



## CPIR Urban cycle routes (GI Project)



## CPIR Green Infrastructure Strategy

### 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**

Both groups identified this 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 using signage.

Similarly, the route from Camborne to Gwithian via Red River should be a focus for this project. 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. 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 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.

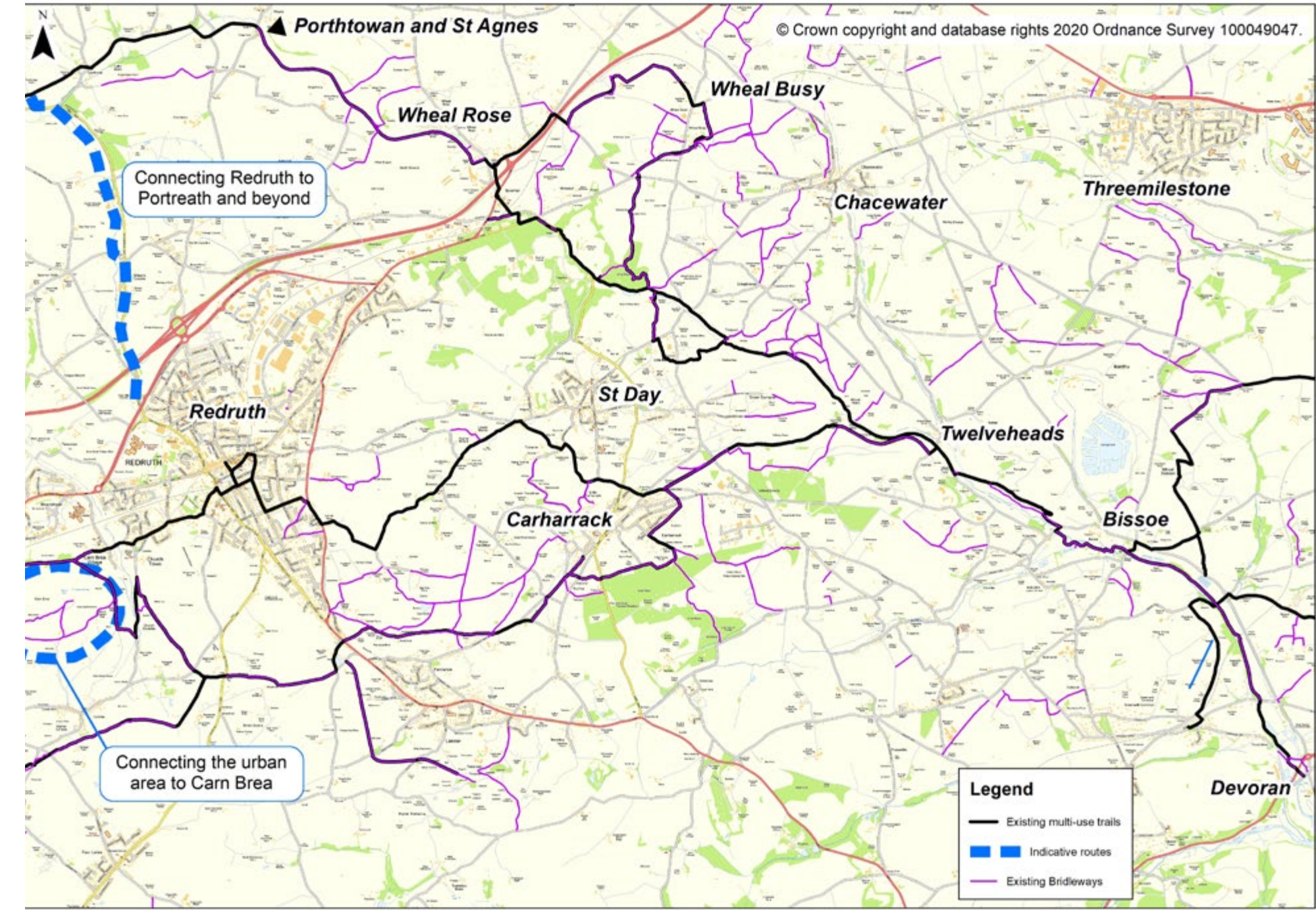
Links from Four Lanes to the wider urban area are very poor, with no pavement or footpath; as public transport is also poor (once every 2 hours), travel by car is the only real option for many.

- **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 allotments and 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 trees and other planting in town centres and along streets and roads. ”



The Spinney, Camborne



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.

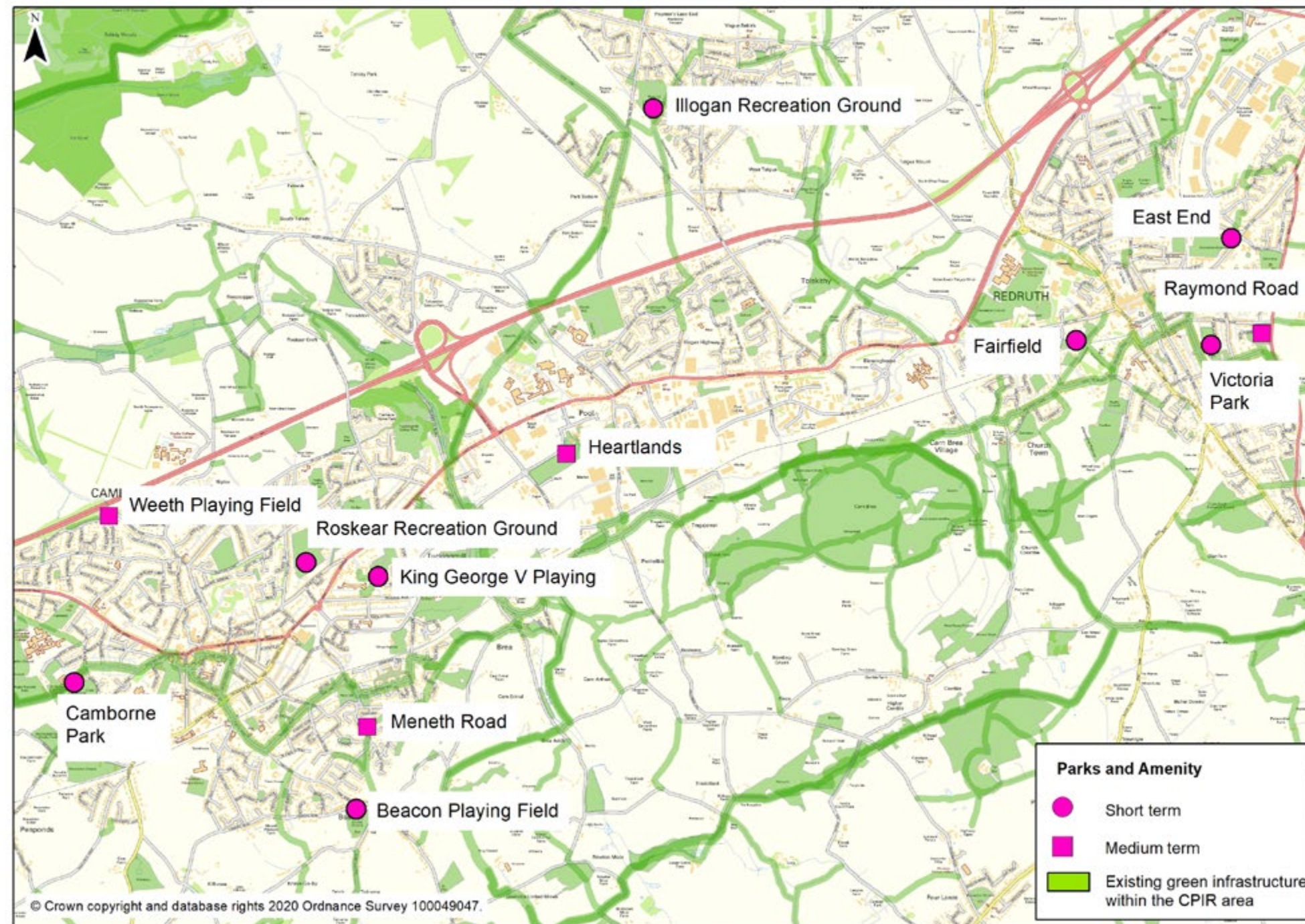
### Short term projects

- 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
- 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

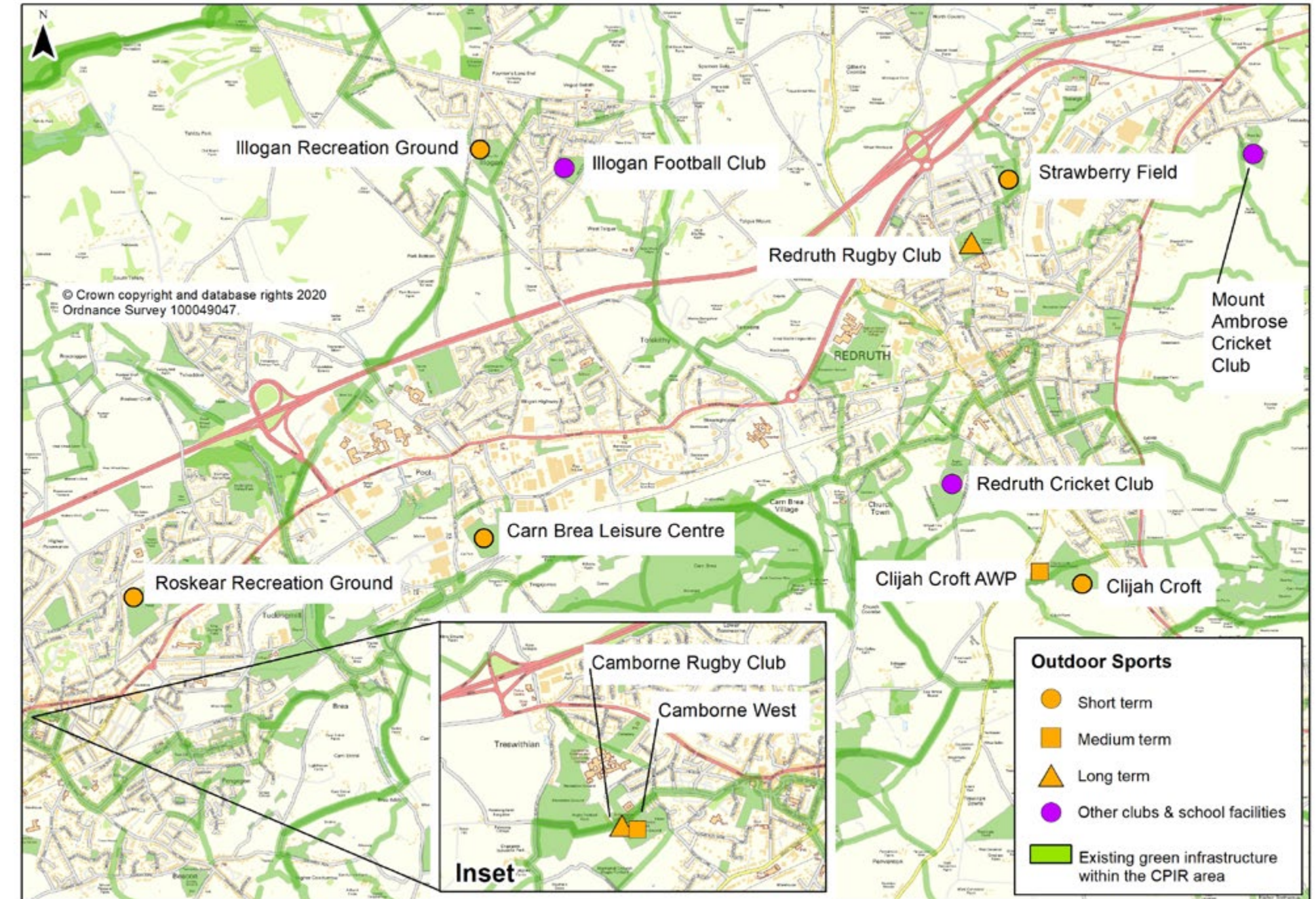
- Camborne West – pitch and facility improvement
- Clijah Croft AWP (Phase 2)

## 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 playpark 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, there is Gweal-an Top adventure playpark. This is a charitable playpark (not in council or town council control), providing adventurous play for kids from age 8 up to the age of 15. It is in Redruth and is a valued youth and community asset.

## 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.

## 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

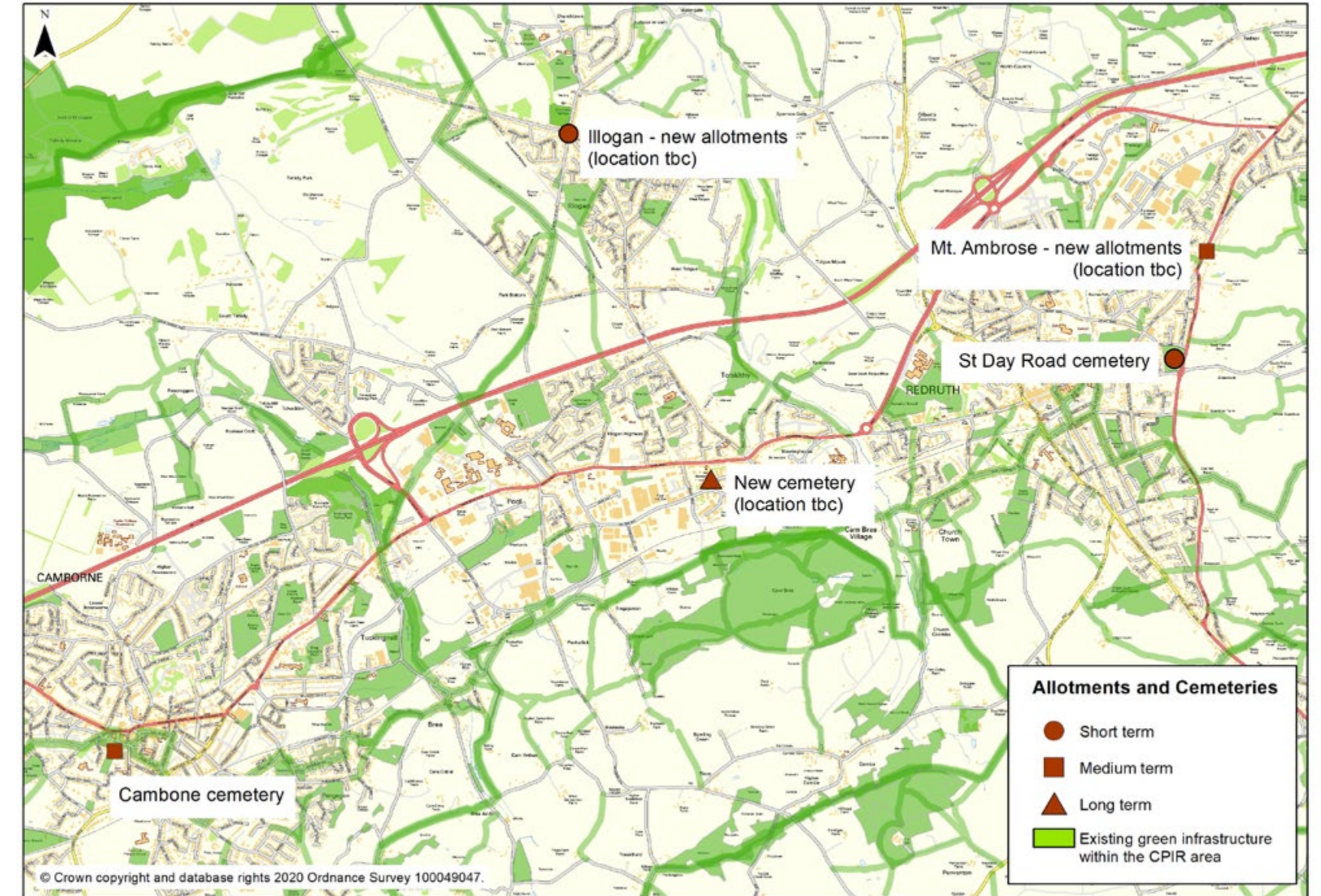
- Illogan – create new allotments
- St Day Road cemetery

### Medium term

- Camborne cemetery – Green infrastructure and improvements
- Mount Ambrose new allotments (site not yet found)

### 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.

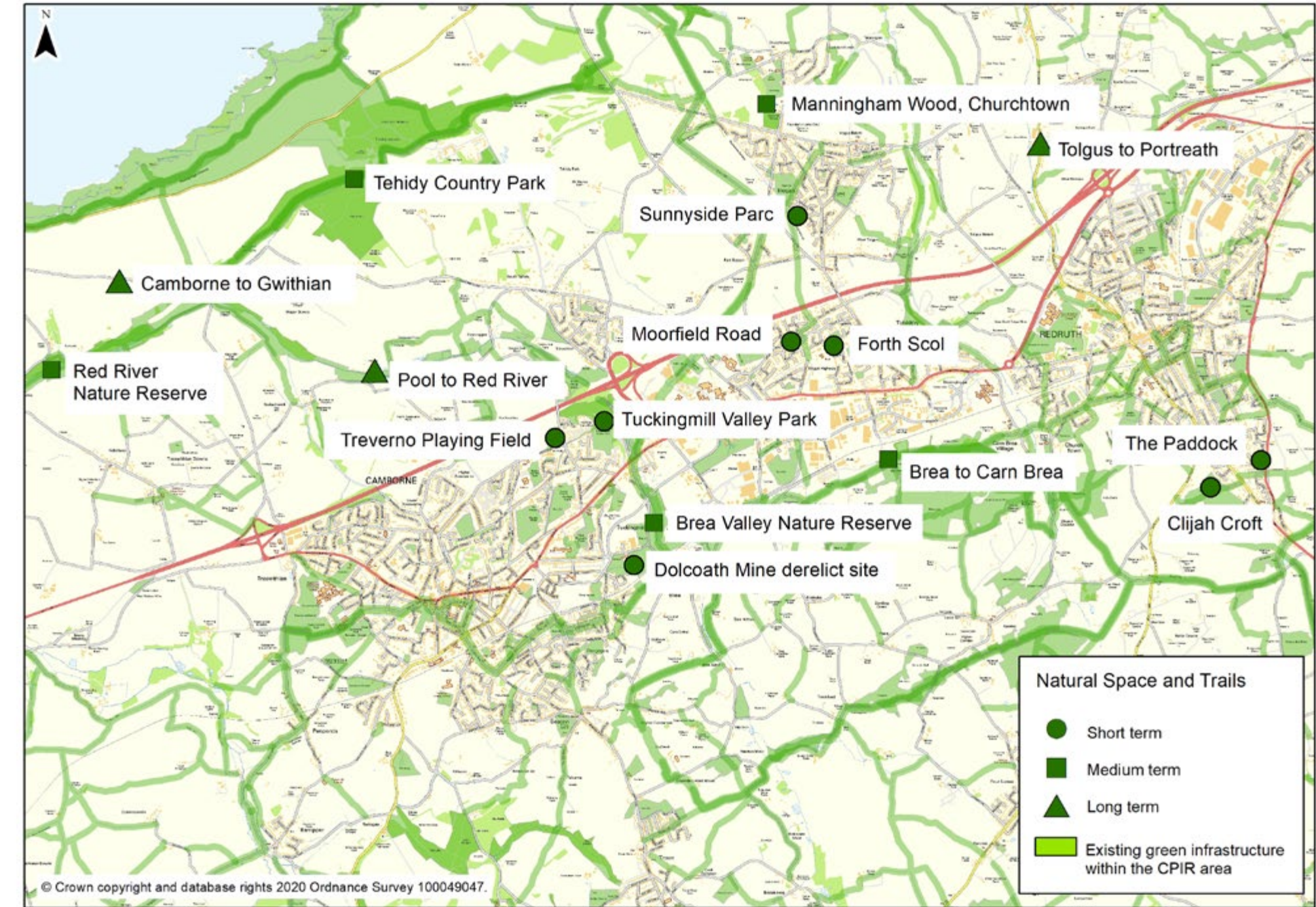
## Priorities

### 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.

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 the developer / development contributes to the enhancement of nearby existing green space and parks in preference to on-site provision. As well as contributing to enhancing local spaces, the new development should create safe walking and cycling routes to that 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).

## 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 offer an opportunity to enhance the space and offer a greater benefit to their community. 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

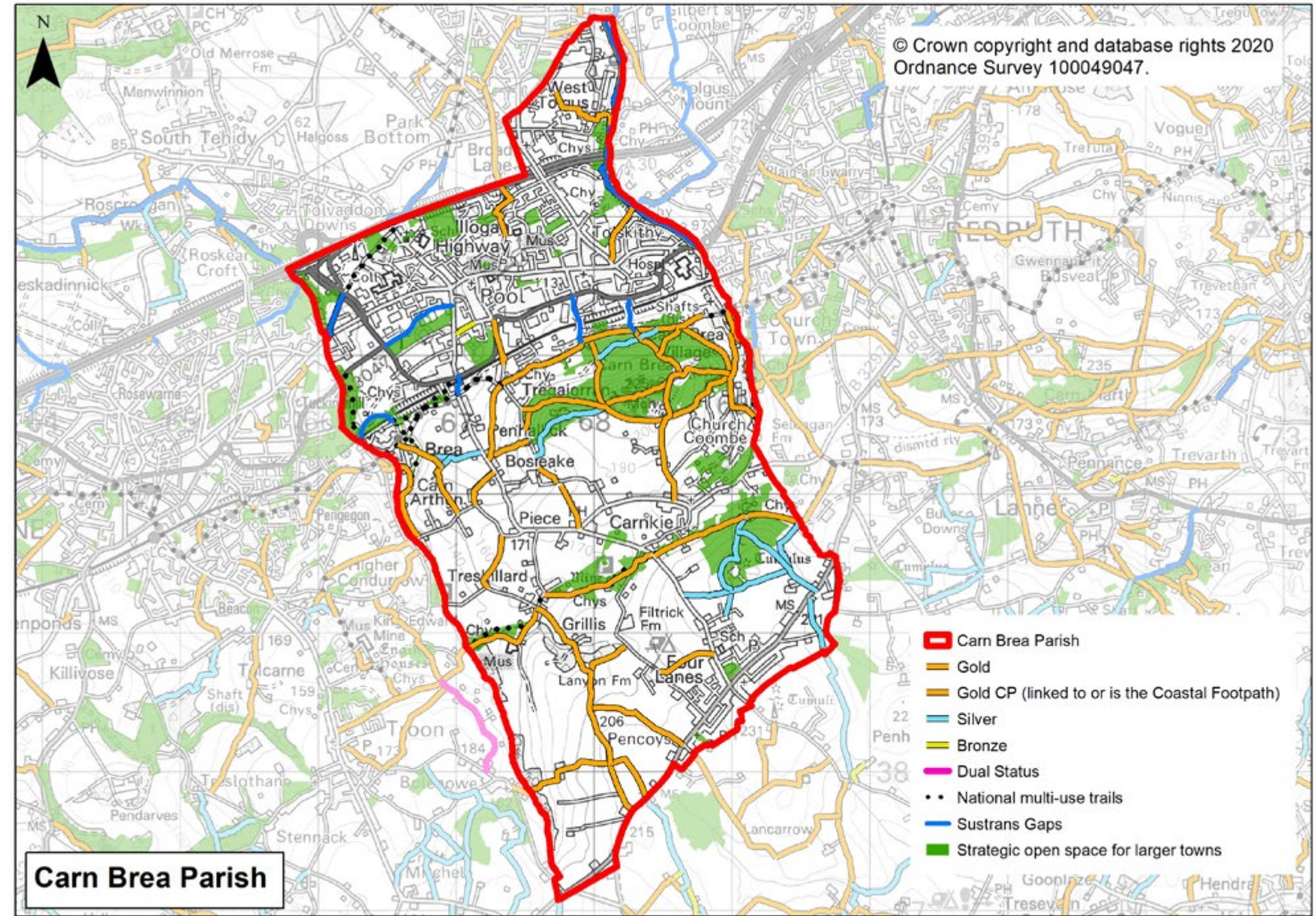
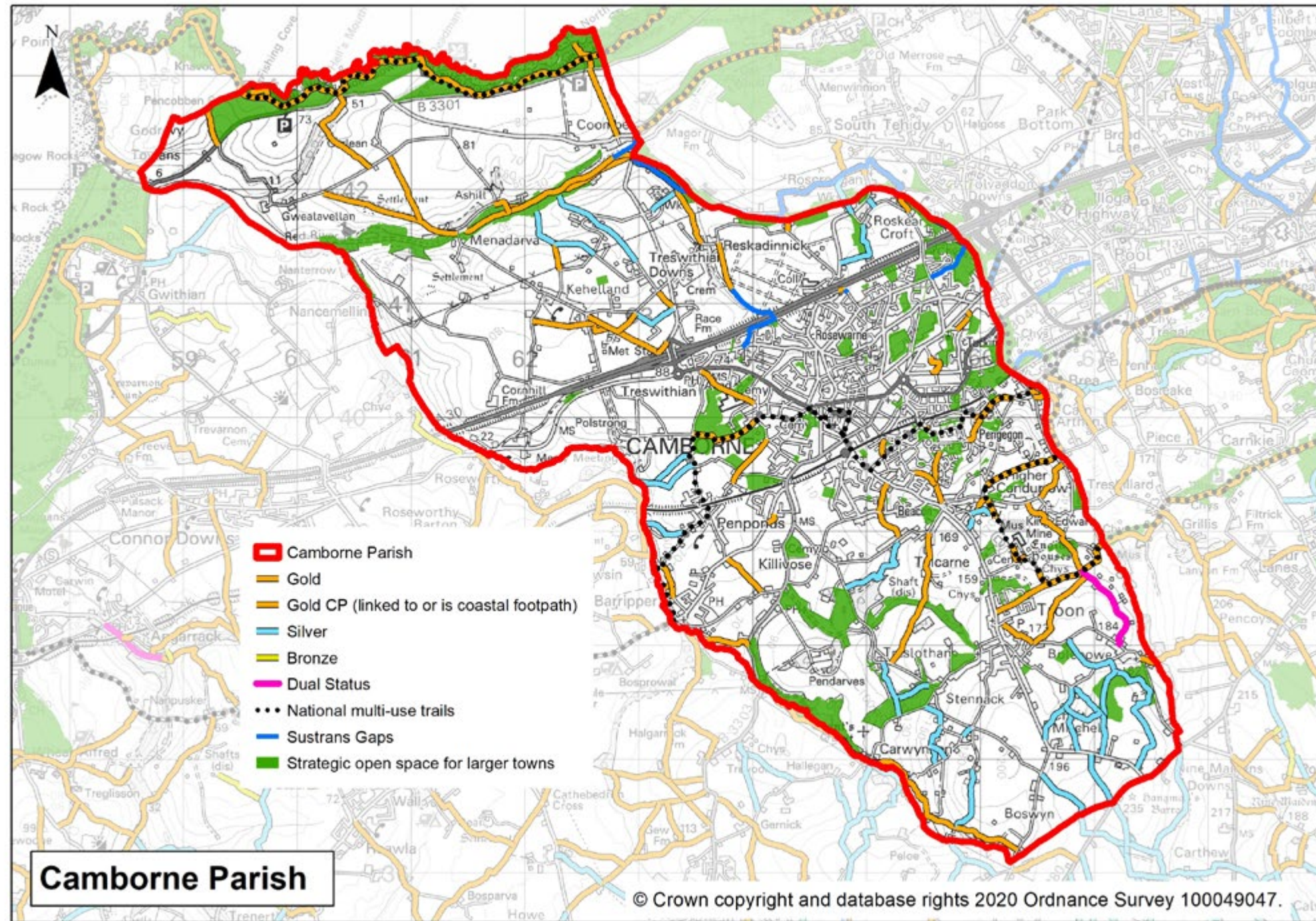
The following four maps shows the existing green infrastructure within each parish; Camborne, Illogan Carn Brea and Redruth. They also show the Public Rights of Way that criss cross the area. These pedestrian/ cycle and horse riding routes are categorised as Gold, Silver and Bronze.

- 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.

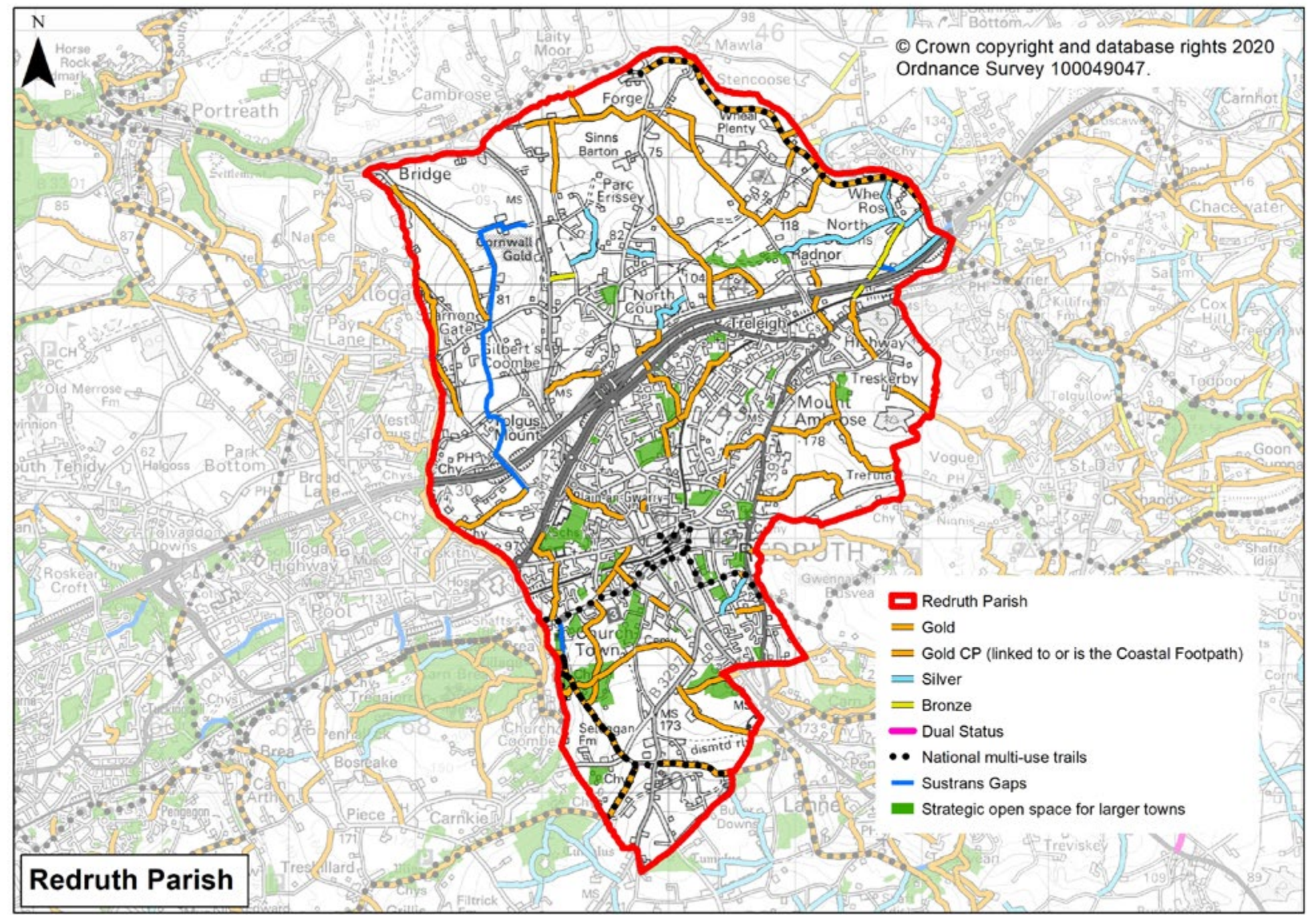
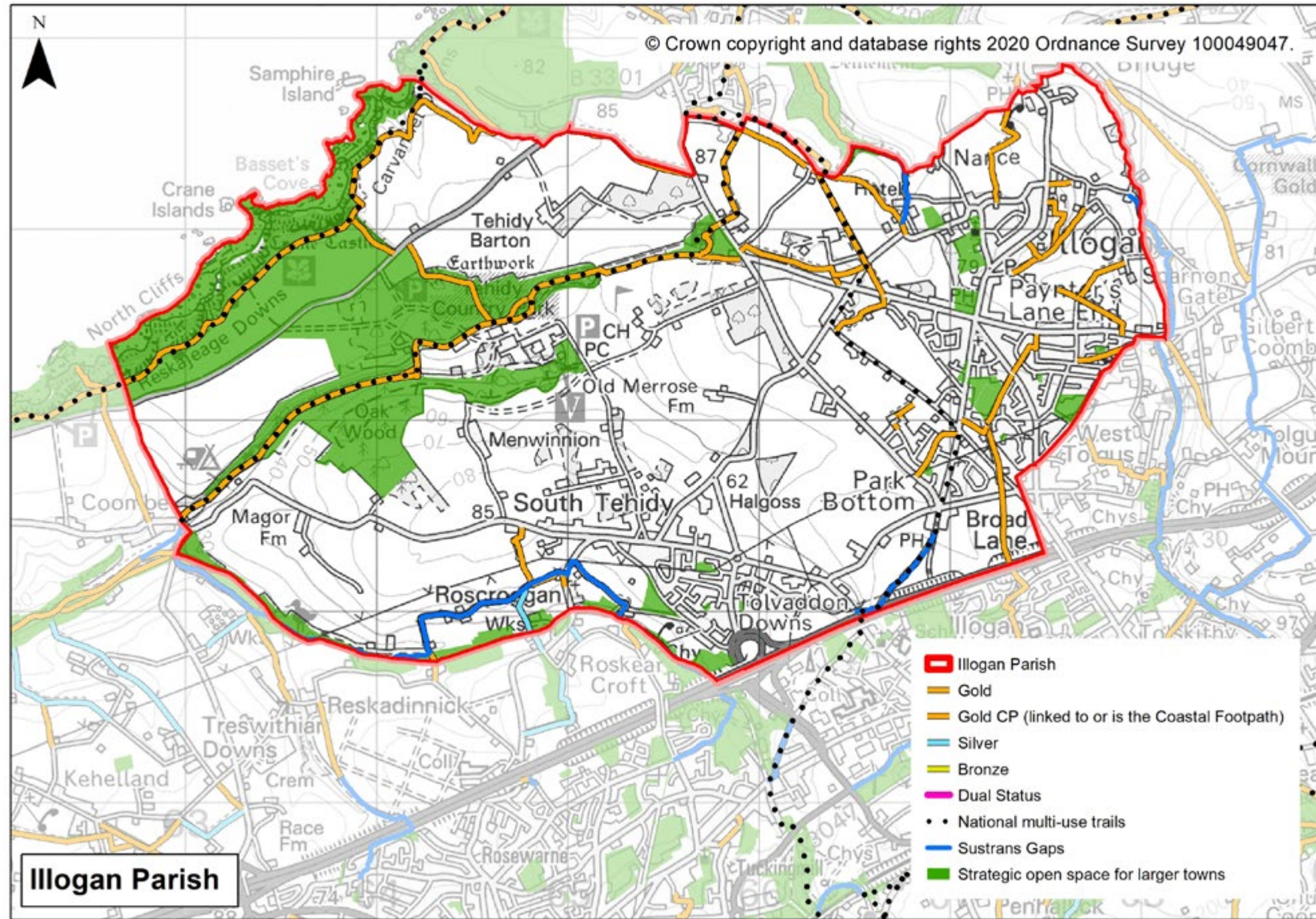
There are also Dual status paths, those that are also highways maintained at the public expense by the Highways division.

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

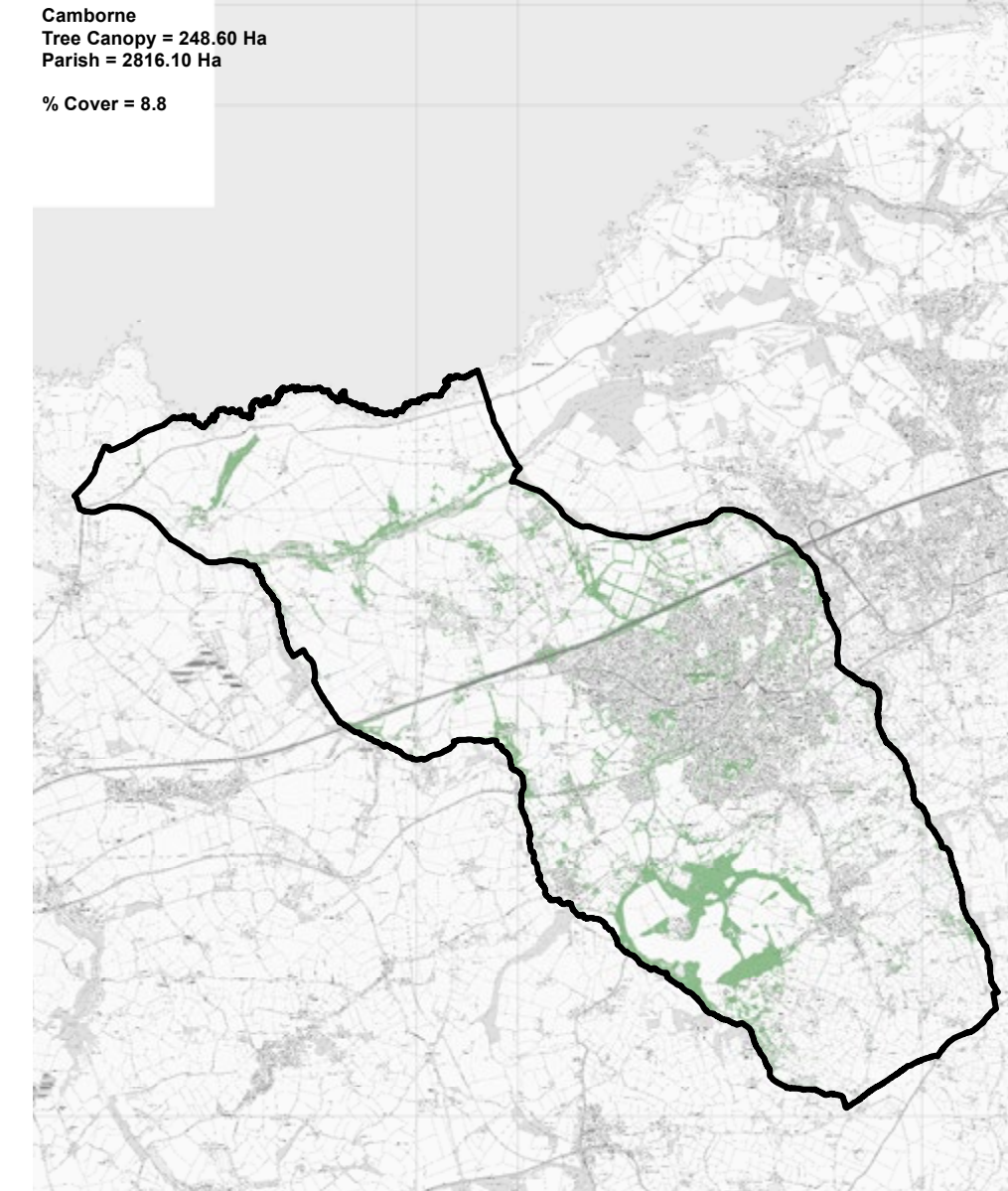
### Map of potential areas of significant tree growth as part of the Forest for Cornwall Project

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





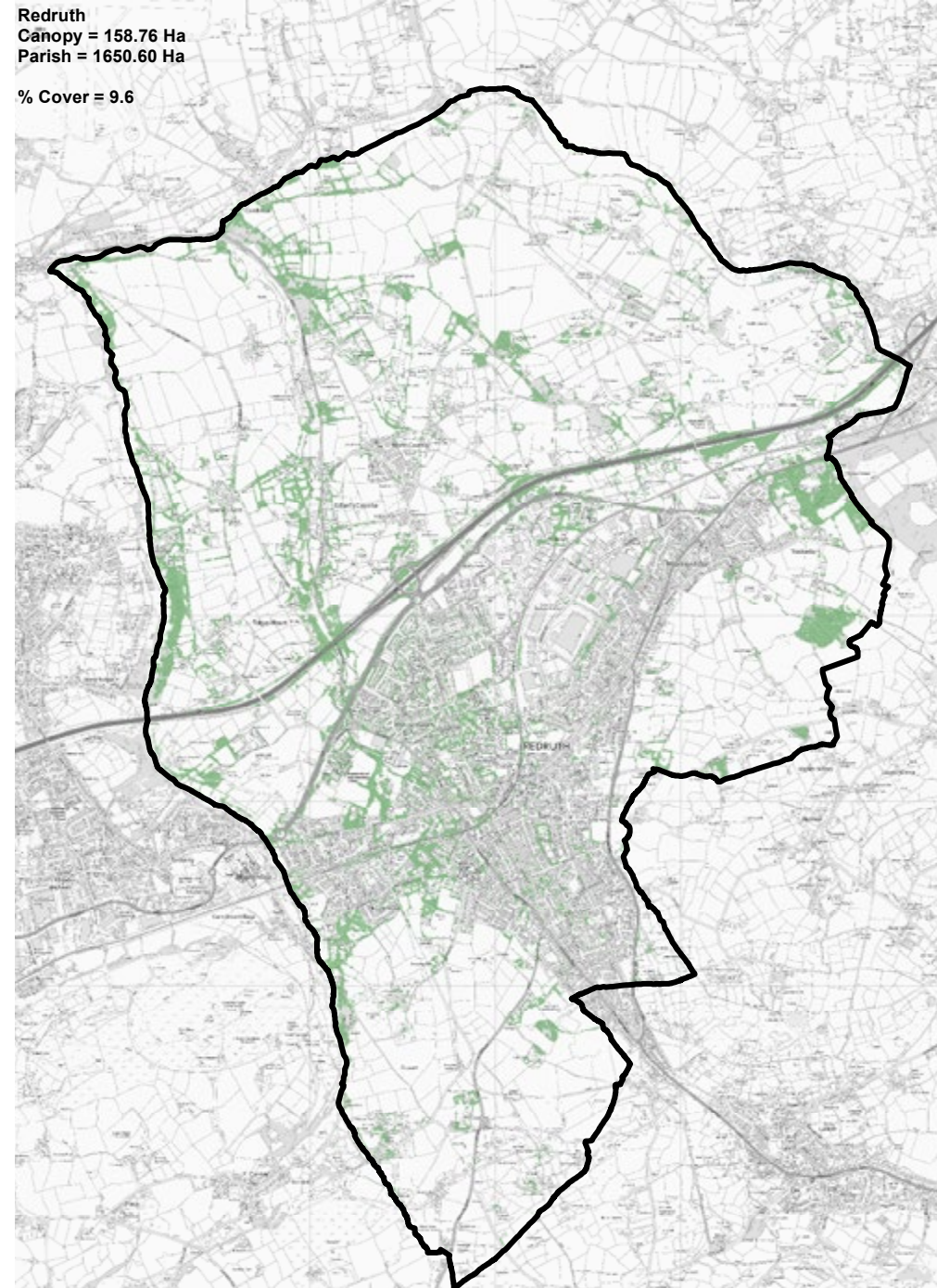
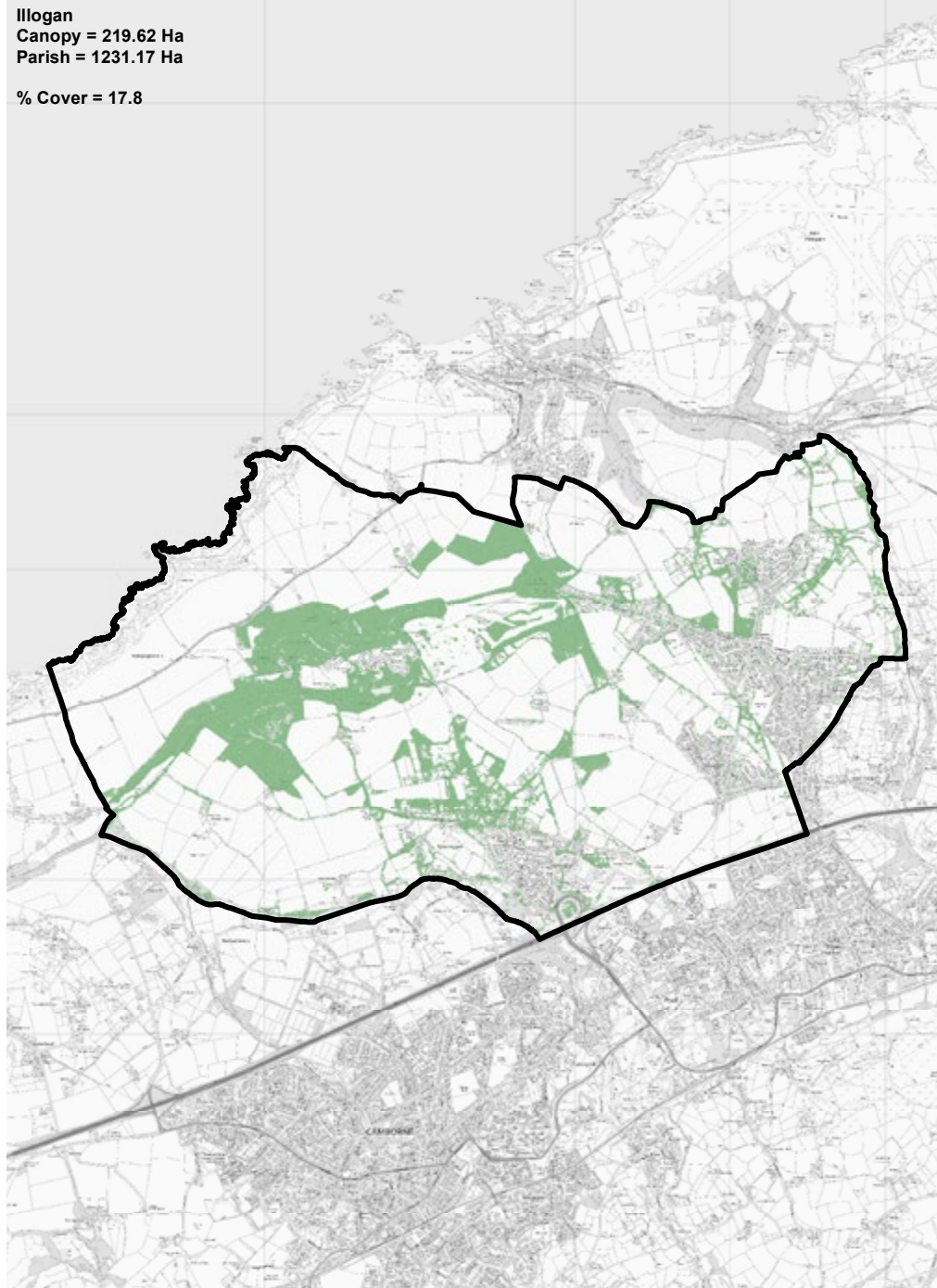
## Appendix 6

### 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 information can be found on the Tour of Britain web site ([www.tourofbrtain.co.uk/race/2020-tour](http://www.tourofbrtain.co.uk/race/2020-tour))



Map taken from the Tour of Britain webpage



A photograph of a forest path with a wooden fence in the foreground and a semi-transparent text box on the left. The path is dirt and leads into a dense forest of tall trees with green foliage. The fence is made of light-colored wood with three horizontal rails. The text box is white with a slight shadow and contains contact information.

## 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  
please contact:**

Cornwall Council, County Hall,  
Treyew Road, Truro, TR1 3AY

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

t: 0300 1234 100