## Contents

1. **Introduction**  
   1.1. The Document  
   1.2. Background to the area  
   1.3. Understanding CPIR  

2. **Vision, Strategic Aims, Objectives & Targets**  

3. **The Spatial Strategy**  
   3.1. Overarching Strategy & Concepts  
   3.2. Economic Strategy  
   3.3. Retail Strategy  
   3.4. Housing Strategy  

4. **Infrastructure**  
   4.2. Education  
   4.3. Utilities  
   4.4. Healthcare  
   4.5. Community Buildings  
   4.6. Transportation Strategy  
   4.7. Green Infrastructure Strategy  

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Introduction</td>
<td>4</td>
</tr>
<tr>
<td>1.1. The Document</td>
<td>4</td>
</tr>
<tr>
<td>1.2. Background to the area</td>
<td>5</td>
</tr>
<tr>
<td>1.3. Understanding CPIR</td>
<td>6</td>
</tr>
<tr>
<td>2. Vision, Strategic Aims, Objectives &amp; Targets</td>
<td>8</td>
</tr>
<tr>
<td>3. The Spatial Strategy</td>
<td>12</td>
</tr>
<tr>
<td>3.1. Overarching Strategy &amp; Concepts</td>
<td>12</td>
</tr>
<tr>
<td>3.2. Economic Strategy</td>
<td>16</td>
</tr>
<tr>
<td>3.3. Retail Strategy</td>
<td>20</td>
</tr>
<tr>
<td>3.4. Housing Strategy</td>
<td>26</td>
</tr>
<tr>
<td>4. Infrastructure</td>
<td>30</td>
</tr>
<tr>
<td>4.2. Education</td>
<td>30</td>
</tr>
<tr>
<td>4.3. Utilities</td>
<td>31</td>
</tr>
<tr>
<td>4.4. Healthcare</td>
<td>31</td>
</tr>
<tr>
<td>4.5. Community Buildings</td>
<td>32</td>
</tr>
<tr>
<td>4.6. Transportation Strategy</td>
<td>33</td>
</tr>
<tr>
<td>4.7. Green Infrastructure Strategy</td>
<td>36</td>
</tr>
</tbody>
</table>
1. Introduction

1.1. The Document

1.1.1 The Camborne-Pool-Illogan-Redruth (CPIR) Framework is a document that sets out the vision for the future sustainable growth and regeneration of the urban area and immediate hinterland of CPIR (see figure 1.1). The CPIR Framework is one of a series of ‘Frameworks’ that have been produced by Cornwall Council; these documents form a key evidence base for the Cornwall Allocation Development Plan Document (DPD), which will sit alongside the Local Plan, the Council’s main planning document for Cornwall. The DPD will then be used in the determination of planning applications by Cornwall Council.

1.1.2 The development of the CPIR Framework has included a significant amount of engagement; ranging from stakeholder workshops, consultation with Cornwall Council members and the Town and Parish Councils; as well as public consultations.

1.1.3 The CPIR Framework articulates the overarching strategy for the area, incorporating issues relating to Economic growth, Transportation, Green Infrastructure, Education etc. The intention is for the Framework to be a holistic strategy, which brings together all of the main aspirations, particularly spatial aspirations, for Cornwall Council and the local community.

Figure 1: Main area covered by the CPIR Framework
1.2. Background to the area

1.2.1 Camborne, Pool, Illogan & Redruth (CPIR) is located within West Cornwall, approximately 2km from the north coast; 13km from Falmouth/Penryn on the south coast and 16km from Truro. CPIR is located on the A30, Cornwall’s main trunk road and benefits from two main line railway stations within the heart of the conurbation.

1.2.2 Whilst Camborne, Pool, Illogan & Redruth have distinct and separate identities amongst their residents, Camborne Pool and Redruth form a continuous corridor of urban development, which collectively represents Cornwall’s largest conurbation, with a population of 47,5001.

1.2.3 Given their close proximity, the four areas have strong relationships with each other. Furthermore, as well as the strong internal relationship, CPIR also have strong relationships with other towns within Cornwall, none more so than Truro, Hayle and Falmouth/Penryn, where there are significant daily commuting patterns in both directions.

1.2.4 CPIR was renowned the world over as the centre of copper and particularly tin mining in the 18th and 19th centuries, resulting in it becoming one of the wealthiest areas in the world, which can be seen through some of the area’s architecture. The steady decline of the area’s mining industry had profound effects on the area’s economy, but the industry has left a lasting legacy which can be witnessed through its architecture, culture and landscape.

1.2.5 Now seen as a regeneration priority, both locally and nationally, significant work and investment has and continues to be directed to the CPIR area. CPIR now has a relatively diverse industrial base, with 1,2002 businesses employing 18,8003 people. As a result CPIR generally has an unemployment rate below national levels. However, there are two main economic challenges for CPIR, which are tackling worklessness and low wage levels.

1.2.6 When assessing the issues of worklessness, ill health is very prevalent. In total there are 4,060 people in CPIR that are receiving health related benefits (7.7% of the working age population) compared with 6.1% nationally4.

1.2.7 The other main economic challenge is to complement the current economic base with higher quality job opportunities. In recent years CPIR has been able to provide jobs for the vast majority of residents seeking employment; however a substantial proportion of this work has been in lower skilled occupations and is subsequently lower paid. Currently wage levels in CPIR, at £427, are only 84% of the national average (£528)5.

---

1 2010 Mid-Year Population Estimates, ONS
2 UK Business Count Data 2015
3 Business Register and Employment Survey, 2010
4 August 2016 Working Age Client Groups - main benefit claimants (ESA and incapacity benefits)
5 Annual Survey of Hours and Earnings – resident analysis, 2015: Full time gross weekly pay
1.2.8 These economic challenges, together with the national trend for rising house prices, have resulted in a significant requirement for affordable housing. As at February 2017 there were 1962 families registered on the Council’s HomeChoice Register, who have a local connection to the CPIR area.

1.2.9 Looking forward, it is estimated that with the targeted growth in housing, CPIR’s population will grow to approx 58,000, an increase of 20%. Whilst growth is expected to be seen in all age ranges, this will be more limited in the 0-14 age group, with larger increases in the working age population; with the most significant increases anticipated in the over 65s.

1.2.10 Furthermore, due to social trends and people living longer it is resulting in a continued reduction in average household size; in particular the aging population is making a significant contribution to the number of single person households. In 2001, the average household in CPIR contained 2.3 persons; by 2030 this is expected to fall to approx. 2.2 persons. This means that in the region of 900 homes will be needed in CPIR to maintain the population at its current level.

1.2.11 The current economic base, relatively good transport links and regeneration activity have all contributed to CPIR being highlighted, along with Truro, as having the greatest opportunities for economic growth of any area in Cornwall.

1.3. Understanding CPIR

1.3.1 In preparing a strategy for an area’s future it is important to develop this in the knowledge of how it currently operates. Firstly, CPIR is made up of many different neighbourhoods and it is important to recognise and support them in developing a strategy for the future. With regard to movement, there are now three primary vehicular routes running through CPIR, which are the A30, A3047 and the recently opened East-West Link road; with the latter two taking a significant volume of the localised traffic.

1.3.2 With the exception of Wilson Way / Barncoose, the area’s industrial estates are located adjacent to the A30 and they are predominately to the east of the conurbation. Secondary schools are distributed evenly throughout the conurbation; as are the primary schools, with the exceptions of the central pool area where there are none within easy walking distance. There is a relatively good distribution of health facilities within Pool, Illogan and Redruth, but residents on the eastern edge of Camborne are not within easy walking distance of a facility, due to all of Camborne’s GP surgeries clustered in and close to the town centre.

1.3.3 The two town centres represent their community’s main retail and service centres; although in recent years Pool has witnessed ad-hoc development of large retail warehouse units, which each provide an individual draw for residents across the conurbation. The Pool area is also the location for other strategic facilities for the conurbation, such as Cornwall College and Carn Brea Leisure Centre.

1.3.4 There are two main blue/green corridors that run north to south through the conurbation, the first from Tuckingmill Valley Park down into the Tuckingmill Valley area, which creates a natural break between Camborne and Pool. The heart of the second blue/green corridor is at Tolskithey Valley, which extends north into Illogan and south towards Carn Brea Hill, this corridor also currently acts as a natural break between Pool and Redruth.

1.3.5 Finally, the CPIR area sits within an environment that includes Carn Brea Hill to the south and Tehidy Country Park to the north – both representing important strategic green assets for CPIR and its hinterland. Figures 2 and 3 highlight many of the features described above.

6 Cornwall Employment Land Review 2011
Figure 2: Outline structure for Camborne, Pool, Illogan & Redruth

Figure 3: Neighbourhoods within Camborne, Pool, Illogan & Redruth
2. Vision, Strategic Aims, Objectives & Targets

2.1. When defining the vision for Camborne Pool Illogan & Redruth (CPIR), the starting point is to recognise the overall vision for Cornwall, which is stated in the Sustainable Community Strategy, ‘Future Cornwall’:

Cornwall in 2030 will be an industry leader in environmental technologies (land and marine) and at the centre of a global network of businesses. It will combine internationally recognised research with skills in environmental technologies across the workforce.

2.1.2 In supporting these aspirations, CPIR’s vision is:

For Camborne Pool Illogan & Redruth to come together to re-establish itself as Cornwall’s economic powerhouse

2.1.3 For CPIR to achieve this vision there are various strategic objectives set out in the Cornwall Local Plan: Strategic Policies (LP:SP) document:

**Objective 1** – Employment: Enable higher quality employment opportunities by sustaining and enhancing the area’s role as one of Cornwall’s primary employment hubs.

**Objective 2** – Housing: Deliver housing growth that will help facilitate the area’s economic aspirations, whilst also delivering much needed affordable housing for local residents.

**Objective 3** – Retail: Enhance the community network area’s retail offer, providing different but complementary roles for Camborne, Pool and Redruth, strengthening comparison shopping in particular.

**Objective 4** – Education: Consolidate and enhance the community network area’s education opportunities, including Cornwall College.

**Objective 5** – Regeneration: Reduce deprivation and support regeneration and growth through allocation of land for services, provision of infrastructure (including open space and enhanced sports and leisure facilities) and through high quality design.

**Objective 6** – Transportation Infrastructure: Deliver the highway and sustainable transport infrastructure needed to support the delivery of the area’s regeneration – including the east-west link road and improved access into Redruth town centre.

**Objective 7** – Contaminated Land: Continue remediation of the area’s contaminated land, in doing so regenerating underused or derelict sites for housing, leisure and employment uses.

**Objective 8** – Environment: For CPIR to be renowned as a destination for cultural and heritage related tourism; in doing so acting as the hub for experiencing the World Heritage Site. Maintain the separate identities of Camborne, Pool, Illogan and Redruth, whilst utilising their collective strength.
2.1.4 To complement these strategic objectives, there are a series of localised aims.

### 2.1.5 Camborne’s Aims

1. To provide a high quality and vibrant retail centre for Camborne’s local residents and immediate hinterland; with a focused on quality independents and small multiples

2. To deliver the regeneration of the bus station site to enhance Camborne’s retail offer

3. To develop high quality arrival points from the A30, railway station and bus station

4. To offer new employment opportunities for local residents by dispersing new office & light industrial space throughout Camborne’s main developments

5. To deliver the regeneration and reuse of the historic North Lights building for employment use, as part of a wider development that helps to reinvigorate the community of Tuckingmill

6. To deliver improved facilities and services for the community, such as allotments; and education facilities to meet the needs of the expanding population

### 2.1.6 Pool’s Aims:

7. To complete the regeneration of Pool’s derelict or underutilised brownfield sites, such as Dudnance Lane and Trevenson Road

8. To re-establish Pool as a destination and neighbourhood in its own right

9. To create a commercial hub with a focus on office development

10. To maintain and enhance the role and facilities of Cornwall College for the benefit of all of CPIR and beyond

11. To develop a sense of arrival off the A30 with new, high quality development

12. To deliver a reinvigorated leisure centre that is fit to provide for the growing population of CPIR and its hinterland

13. To use Heartlands as Cornwall’s premier World Heritage Site attraction and the gateway to CPIR’s heritage assets
2.1.7 Illogan’s Aims:

14. To retain the separate and rural characters of the various communities within the Parish, in doing so maintaining key green corridors.

15. To improve the community facilities within the parish, particularly Tolvaddon and Park Bottom, in relation to healthcare, open space, parking, etc.

16. To develop more frequent, reliable and better routed bus services, as well as develop other sustainable transport options for local residents.

17. To develop good quality, safe routes within the Parish and to the key services and facilities within Pool.

18. For the existing and expanded community of Tolvaddon to become an exemplar in low carbon living.

19. To deliver the expansion of Tolvaddon Energy Park; in doing so creating better paid employment for the Parish and the wider CPIR area.

2.1.8 Redruth’s Aims:

20. To re-establish a vibrant town centre for the local community and villages on its immediate hinterland – providing a location for independent retailers to flourish.

21. To improve the vehicular and pedestrian access to the town centre.

22. Maintain and enhance Redruth’s role as one of Cornwall’s primary locations for industrial employment.

23. To deliver the regeneration of the Redruth Brewery site, into a high quality gateway into the town centre.

24. To deliver a tourism offer focused on the town’s heritage assets and the WHS, building on Redruth’s role as the “Heart of Cornish Mining”.

25. To develop a creative industries sector, with Krowji acting as the catalyst.

2.1.9 Targets

The Cornwall Local Plan: Strategic Policies document has set the following targets for CPIR:

- To develop 5,200 dwellings between 2010 and 2030

- To deliver around 80,833sqm of B1a office accommodation and 41,417sqm of new industrial space

---

7 This target relates to the Communities of Camborne, Pool, Redruth, as well as Park Bottom and Tolvaddon within the Illogan Parish. The Local Plan has also set a target of delivering a further 1,000 dwellings within the wider Camborne-Redruth Community Network Area; while this falls outside the area covered by the CPIR Framework, it is recognised later in the document when considering CPIR’s role as a service centre for its wider hinterland.
Introduction and Vision

Camborne town centre

Heartlands

Tolvaddon

Redruth town centre
3. The Spatial Strategy

3.1. Overarching Strategy & Concepts

3.1.1 A fundamental principle of the strategy is to break down historic administrative boundaries and create an integrated spatial strategy that makes the most of CPIR’s collective assets, in doing so maximising the opportunity to continue the regeneration of CPIR. The strategy seeks to replace unsustainable past competition between the towns, with a strategy that promotes a coordinated response for the whole of CPIR; with each community supporting a collective effort, whilst still delivering a distinct set of objectives within their own area.

3.1.2 The successful regeneration of CPIR will require a holistic approach, but future built development will play a critical role; from delivering higher design standards to new / enhanced services and facilities; and from improved employment opportunities to a reinvigorated town centre offer.

3.1.3 With Pool sitting at the heart of the CPIR conurbation, together with it significant amount of underused and derelict brownfield land, it represents both a regeneration priority and an opportunity to create a natural strategic hub for CPIR. As a result, Pool should deliver employment space and strategic services and facilities that the whole of the CPIR area would seek to benefit from. In addition, in delivering these strategic resources for the whole of CPIR, a further aim is to ensure Pool is recognised as a community and destination in its own right.

3.1.4 Gravitating out from this central location, the use of other underused or derelict brownfield resources are being prioritised for development, such as permitted developments at Boilerworks, Dolcoath, Tuckingmill and Avers.

3.1.5 In delivering CPIR’s housing target, priority should be given to the area’s previously developed land, where appropriate. As a result, alongside the Tolgus Urban Extension, it is expected that the remainder of the housing target can be delivered on sites within the existing urban area.

3.1.6 CPIR is recognised as a key economic hub for Cornwall, which will continue with its promotion as a location for both office and industrial employment. Supporting the growth of an office sector will continue to expand upon the success of the Pool Innovation Centre, which should include the delivery of ‘grow-on’ space. In addition, there are opportunities...
relating to the growth of the digital economy within CPIR, particularly supporting businesses that rely upon ultra-fast broadband connectivity.

3.1.7 CPIR is also recognised as a location to develop Cornwall’s cultural industries and advanced manufacturing. CPIR has been renowned historically for its industrial advances and CPIR, in particular Pool and Redruth, has significant levels of industrial employment. This offers the opportunity expand upon this economic base into industrial employment within higher skilled / paid sectors.

3.1.8 Future development of industrial employment should be directed primarily to CPIR’s existing industrial estates; while opportunities to deliver office development should be prioritised to the town centres, but where this is not possible, Pool represents CPIR’s primary opportunity to create a hub for high quality office accommodation.

3.1.9 CPIR’s retail offer does not reflect that of Cornwall’s largest conurbation, as a result a significant proportion of local residents’ comparison retail expenditure is lost to other areas. In moving forward the aim is to maintain Camborne and Redruth Town Centres as their communities’ primary retail and service centres.

3.1.10 Fundamental to the delivery of the strategy will be the enhancement of CPIR’s infrastructure, including improved healthcare and academic facilities; plus the delivery of Transportation and Green Infrastructure strategies.
3.2. Economic Strategy

3.2.1 CPIR’s ambition is to become one of Cornwall’s most important economic centres, delivering more, higher quality employment opportunities for its local residents. These aspirations are supported by the Cornwall Employment Land Review\(^8\) which indicates that the CPIR-Truro Travel to Work Area represents Cornwall’s greatest opportunity to deliver economic growth.

3.2.2 CPIR’s employment opportunities have traditionally focused on industrial, retail and service industries – predominately in the lower paying sectors. While recognising the continued importance of these industries in providing important employment opportunities, there is an aspiration to broaden CPIR’s economic base; in doing so tapping into under represented sectors such as the creative industries, digital economy, advanced manufacturing and elements of the tourism industry.

3.2.3 Truro currently represents Cornwall’s only location for significant office development. However, there is an opportunity for CPIR to develop this sector, with its good transport links; access to serviced sites; and a good supply of labour. Furthermore, CPIR can offer business relocating from outside of Cornwall Superfast Broadband, in doing so overcoming many disadvantages of CPIR’s peripheral location compared with other regional, national and international markets. The development of the Pool Innovation Centre for emerging high growth, office based, businesses has demonstrated the demand that exists for space. Furthermore, with the Innovation Centre’s tenants only being able to occupy space for up to three years, it is recognised that other good quality office space is needed to ensure they remain within the area. In seeking to achieve this, the delivery of ‘Grow-on space’ is required. Research has indicated that businesses wish to remain within the immediate vicinity of their existing premises, so the development of grow-on space within Pool should be developed.

3.2.4 Furthermore, a niche that has developed within the Pool Innovation Centre relate to businesses operating within the digital economy. An opportunity exists to retain and build upon this cluster by developing workspace with ultra-fast broadband connectivity, in doing so attracting companies whose operations rely upon the speed of connectivity.

3.2.5 CPIR has a relatively significant manufacturing base, so there is an aspiration to build upon this with the promotion of advanced manufacturing, in doing so supporting the aspiration for a higher skilled / better paid workforce.

3.2.6 The creative industries, particularly relating to aspects such as arts & crafts, is an industry cluster that can also be developed. Redruth now has ‘Krowji’, a centre offering studios, workspaces, offices, meeting rooms and other facilities for many creative businesses and individuals; this centre can be used as a catalyst to further enhance this sector. The growth of this sector could also provide opportunities to develop complementary opportunities to strengthen the Redruth’s town centre offer.

---

\(^{8}\) Cornwall Employment Land Review 2010
3.2.7 Due to CPIR’s inland location it has never represented one of Cornwall’s natural tourism destinations. However, there are opportunities to attract existing tourists to CPIR as a wet whether destination, with attractions such as Heartlands, the leisure centre, Kressen Kernow (Cornwall Archive Centre), etc; in doing so capturing an element of their spend within the locality. Furthermore, an opportunity exists to also deliver a niche tourism offer relating to mining heritage, providing a gateway to Cornwall’s World Heritage Site. Heartlands already acts as the initial focal point, from which visitors can go on to explore CPIR’s other historic assets and town centres, including Kresen Kernow. This exploration will be supported through the continued upgrade of CPIR’s cycle and pedestrian network, which can link other natural assets in and around CPIR, such as Tehidy Woods. Furthermore, this will also provide a supporting role to the reinvigoration of Camborne and Redruth town centres, which is discussed in more detail in the following section.

3.2.8 In supporting the delivery of these economic aspirations, a good supply of employment land / space is critical. The Cornwall Local Plan has targeted the delivery of 81,000sqm of office space and 43,000sqm of industrial space between 2010 and 2030. In seeking to deliver these targets, a range of sites have been identified throughout CPIR.

3.2.9 **Industrial / Manufacturing** – the existing industrial estates, together with their expansion in certain instances, should represent the focus for industrial development. With the existing industrial estates only offering limited further expansion potential, Tolvaddon Industrial Estate (CPIR-E1) represents the next generation of industrial sites, particularly for larger footprint buildings.

3.2.10 **Office** – In line with national policy, office development will be supported within the town centres; however it is recognised that the scale of office space required would not be met just within these locations. As a result, Pool has been prioritised as a hub for future office development, due to the availability of land, the regeneration opportunities and its central location for the conurbation. Whilst Pool represents the priority in the short to medium term, if demand exists to deliver further space beyond the capacity of these sites, a further site has been earmarked at Treswithian that will offer opportunities for further office development in the medium to long term – however its allocation will only be brought forward in a future review of the Town Framework / Allocations DPD, if demand exists, to ensure sites with a higher regeneration priority are brought forward first. In addition, the development of office space in other significant, predominately residential, developments are encouraged to again help deliver vibrancy through a mix of uses; whilst offering an alternative to businesses not wishing to locate within traditional industrial estates.

3.2.11 In line with the principle of providing complementary roles for each of the communities, the strategy and sites set out above provide a natural focus of industrial employment for the east of the conurbation (i.e. Redruth and the east of Pool) and a greater focus on office development for the west (i.e. the west of Pool and Camborne).

3.2.12 The sites identified that will support the delivery of the future economic growth of CPIR are set out below, whilst Figures 4 and 5 set out their locations:
Camborne Town Centre – In line with national planning policy development within or on the edge of the town centres would be supported in principle.

Dolcoath – Provision of approximately 2,300sqm of office space, as part of a wider housing development (planning permission granted & construction started on the residential element).

Tuckingmill – Delivery of approx. 1,000sqm of office and/or light industrial space; in doing so restoring the currently derelict ‘North Lights Building’, which is situated on East Hill. (Permission granted)

Trevenson Road North – To deliver 1,500sqm of office space, as part of a wider mixed use scheme (permitted developed: W2/PA10/00156/O

CPIR-UE1 – Delivery of 3,000sqm of office space, as part of a residential focused mixed use site

CPIR-E6: Dudnance Lane – Permission has been granted to enable the amalgamation of most mining facilities to the south of the site, which will allow for the reopening of South Crofty Mine; furthermore its development will free up approximately 8ha of land for additional commercial development. This should include approx. 6,000sqm of office space.

CPIR-E7: Station Road – To create an office hub at the centre of Pool, that can deliver up to 15,000sqm of space over the course of the Plan period. The site will benefit from having Heartlands as its backdrop, plus the development should deliver a quality built form fronting on to the park.

(Trevenson Gateway, Dudnance Lane and Station Road would all represent good locations for the development of ‘Grow-on space’ for the existing tenants of the Pool Innovation Centre)

CPIR-E1: Tolvaddon Energy Park – Extension to existing employment area, which will deliver 11,000sqm of office space & 17,000sqm of industrial space (this excludes the permitted and constructed scheme within the site - PA13/07236).

CPIR-E2: Barncoose / Wilson Way Industrial Estate – A Strategic Employment site that is protected for appropriate employment uses (B1, B2, B8), in line with Policy 5 of the Local Plan: Strategic Policies document

CPIR-E3: Treleigh Industrial Estate – A Strategic Employment site that is protected for appropriate employment uses (B1, B2, B8), in line with Policy 5 of the Local Plan: Strategic Policies document

CPIR-E4: Cardrew Industrial Estate – A Strategic Employment site that is protected for appropriate employment uses (B1, B2, B8), in line with Policy 5 of the Local Plan: Strategic Policies document
Figure 5: Outline Distribution of Office & Industrial Development
3.3. Retail Strategy

3.3.1 A good quality retail offer can provide many advantages beyond just offering residents’ daily essentials. Vibrant, welcoming retail centres can provide a leisure offer; a focal point for the community; an important employment base; as well as helping to stimulate other regeneration activity.

3.3.2 Camborne and Redruth Town Centres provide a valuable, but currently relatively limited retail offer. The quality of the local provision, together with the growth of retail within the surrounding areas, namely Hayle Retail Park and in particular Truro, has resulted in a low proportion of residents’ spending on ‘comparison’ (non-food) shopping being retained within CPIR. In contrast most food shopping expenditure is retained within the area, although this is still dominated by the edge of town and out of town supermarkets.

Future Convenience (food) Shopping

3.3.3 Studies into shopping patterns and future demand for retail floorspace, suggest that CPIR are well served by convenience (food) retailing. Indeed, even with the proposed increase in population, it is suggested that there will only be the need for approximately 650sqm of net additional convenience sales floorspace⁹ near the end of the Plan period.

Future Comparison (non-food) Shopping

3.3.4 The same studies also indicate that approximately 3,400sqm of net additional comparison retail floorspace should be created by 2030, to provide for the additional demand (assuming the same low proportion of residents spending being retained in the area). However, a previous study¹⁰ also suggests that if a good quality retail offer could be provided within CPIR, this could help to retain more retail spending within the area, which could subsequently increase the amount of ‘non-food’ retail floorspace.

3.3.5 The aim is to deliver complementary roles for Camborne, Pool and Redruth; with Camborne and Redruth town centres continuing to represent the conurbations primary retail centres; with Pool complementing these centres by consolidating its role as the conurbation’s location for larger footprint retail, which cannot be accommodated within the two town centres.

---

⁹ Cornwall Retail Study Update 2015
¹⁰ Cornwall Retail Study 2010
Camborne Town Centre Strategy

3.3.6 The aim for Camborne is to improve its retail offer, to become a quality centre for its local residents; focusing on smaller national retailers and high quality independent traders.

3.3.7 Commercial Street and the western half of Trelowarren Street represent Camborne’s primary retail area (see Figure 6); while there are various other streets that provide a secondary retail offer.

3.3.8 Over the past 5-10 years a significant amount of money has been invested in the town centre in the form of public realm works and its Townscape Heritage Initiative. This investment continues with the recent development of a Business Improvement District.

3.3.9 The main focus in the short to medium term for the Camborne BID includes:

- Improved promotion of the town: This includes the town guide; Welcome maps at arrival points; plus web and social media presence

- Continue to support the strengthening of the events calendar: Activity includes Trevithick Day; Christmas late night shopping & celebrations; Music Festival; and regular Produce Markets

- Create an improved environment to shop within the towns

3.3.10 The reuse of vacant or underused properties within the town centre, or on its edge, for retail purposes is encouraged. Proposals for change of use from retail premises within the town centre would only be welcomed if it does not diminish the vitality of the town and in doing so ensure the predominance of A1 retail uses is retained. Furthermore, the use of disused or underutilised premises above shops for retail, employment or residential uses is encouraged.

3.3.11 Finally, the Bus Depot site represents Camborne’s best opportunity to expand its retail offer in the medium to long term, due to its size and close proximity to the primary shopping area. As a result, any redevelopment proposals for the site should focus delivery of retail floorspace on the ground floor, but with the opportunity to deliver alternative uses on upper storeys. However, any redevelopment of the site must retain the bus station facilities on site.
Pool Retail Strategy

3.3.12 Over many years Pool has developed organically as CPIR’s centre for larger footprint retail stores. However, this unplanned approach has resulted in an uncoordinated, often poor quality mix of retail units, which do not fit well within the community.

3.3.13 The primary aim is to ensure surrounding development proposals provide the appropriate linkages to the existing retail areas, so that they are better embedded within the community, with improved pedestrian connectivity.

3.3.14 If retail development proposals come forward within Pool, they should only be on the basis that they cannot be accommodated within the town centre or on edge of centre sites, in line with national policy; plus they do not have a detrimental impact on the vitality of the existing town centres. Furthermore, any retail proposals within Pool should only be in the form of larger footprint stores that cannot be developed within the town centres (e.g. 1000sqm GEA or above). In delivering any such space, it would be expected that this comes forward as part of a wider masterplan; which demonstrates how individual proposals can come forward as part of a longer term integrated scheme – in doing so creating a high quality environment, which integrates well within its surroundings.
Redruth Town Centre Strategy

3.3.15 The vision for the town is to be a high quality market town, with a focus on independent retailing; in doing so maximising its creative and heritage assets as a driver to bring more people into the town.

3.3.16 Fore Street should remain as the town’s primary retail focus, with Alma Place and Green Lane also offering complementary retail areas.

3.3.17 Over the past 5-10 years the public sector has invested in the fabric of the town, in the form of public realm works and the Heritage Economic Regeneration Scheme (HERS), which focused on the improvement of town centre building frontages and bringing underutilised upper storeys back into use. However, whilst Redruth boasts some of the best architecture of any town in Cornwall, the retail offer is currently relatively modest for the size of the town.

3.3.18 In seeking to improve the retail offer, various interventions are proposed, including:

- The reuse of derelict and under used sites
- Increased promotion of the town
- Town Management
- Improved access and movement around the town
- Increasing the retail floorspace within the town

3.3.19 When seeking to deliver new retail space, Redruth benefits from having an over provision of car parks, so one could be redeveloped to improve the retail offer. Fair Meadow has been identified as the best opportunity to provide future retail / mixed use scheme, due to it being within the town centre; has good links on the south and west of the site to the town’s primary shopping area; and development of the site could provide a positive contribution to the improvement of the arrival point from the railway station.

3.3.20 The Redruth Brewery site also offers an opportunity to deliver additional retail floorspace within the town centre; plus it is located on what is planned to be the primary access point into the core retail area.

3.3.21 Improving the legibility to and around the town centre will also support the aspiration to improve its vitality. Currently there are various routes into the town centre, which makes way-finding difficult, plus most of the car parks are not easily found. A project is being implemented that will deliver an improved A3047/ Tolgus Vean junction; once complete this will then represent the main access to the town centre for people coming from the A30, Camborne and Pool. Prioritisation of this route into the town will in turn make it easier to implement a signage strategy for town centre’s services and facilities.
3.3.22 As well as providing additional retail floorspace, the aspiration is for Redruth to make greater use of its cultural and heritage assets, which primarily relates to its mining history. A catalyst for this will be the delivery of Kressen Kernow and Krowji.

3.3.23 Kressen Kernow (the Cornwall Records Office) will bring Cornwall’s records and archives into one location, and it will act as the centre piece for the regeneration of the Redruth Brewery site. Kressen Kernow will help to bring many more people into the town and use the centre as a destination from which they can explore more of Redruth’s, and CPIR’s, heritage assets.

3.3.24 Redruth also has a burgeoning creative industries sector, with the development of Krowji on the outskirts of the town centre. Krowji is an arts based centre offering studios, workspaces, offices, meeting rooms and other facilities for many creative businesses and individuals. The presence of Krowji also offers the opportunity to develop a niche retail offer relating to the sale of their art work.

3.3.25 More information relating to the vision and opportunities for Redruth can be seen in the ‘Redruth Action Plan’ and the Redruth Neighbourhood Development Plan, which was in development at the time of writing.
3.4. Housing Strategy

3.4.1 The delivery of good quality housing that meets future demand forms a key strand of the overall strategy for CPIR. Historically housing growth in CPIR has been stimulated by the area’s economic prosperity and whilst there are other pressure that are driving the need to plan for housing growth in the future (discussed below), the Council still wishes to ensure economic growth and housing growth come forward in a complementary manner.

Housing Targets

3.4.2 CPIR is targeted with delivering 5200 dwellings between 2010 and 2030. This target was set based upon a number of factors, including: the scale of affordable housing need that is known to exist from families that have a local connection with the CPIR area; the estimated continued demand for affordable housing over the plan period; to support the area’s economic ambitions; the scale of derelict or underused brownfield sites within its urban area compared to other towns in Cornwall; which in turn will assist in delivering the area’s regeneration agenda.

3.4.3 The housing growth can be split into two categories, the first is growth that can be accommodated within the existing urban area; and the second is growth which will have to take place on greenfield sites, on the edge of the urban area, which are referred to as 'Urban Extensions'. To aide regeneration efforts, priority should be given to previously developed land.

3.4.4 At the time of writing, the following table sets out the current position in terms of delivery against the target, plus what is anticipated in the future.

<table>
<thead>
<tr>
<th>Cornwall Local Plan Target</th>
<th>5,200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completions (from Apr-10 to Mar-16)</td>
<td>1,412</td>
</tr>
<tr>
<td>Net extant planning permissions (at Apr-16)</td>
<td>2,862</td>
</tr>
<tr>
<td>Windfall allowance (final 10 years of plan period)</td>
<td>594</td>
</tr>
<tr>
<td>Net Additional Urban Capacity</td>
<td>273</td>
</tr>
<tr>
<td>Residual Target</td>
<td>59</td>
</tr>
</tbody>
</table>

Table 1: Housing Delivery

3.4.5 The table indicates that there are completions and net extant planning permissions for 4,274 dwellings, plus it is estimated that the urban area has the capacity to deliver at least 867 additional dwellings within the plan period on various small sites. As a result, the vast majority of the conurbation’s future growth can be accommodated within the existing urban area; with only a modest urban extension required to deliver the Local Plan targets.

Affordable Housing

3.4.6 Low wage levels and relatively high housing prices result in many people struggling to get a foothold onto the housing ladder. Currently there are approximately 1,900 families on the Council’s HomeChoice Register11 that have a local connection to CPIR. As a result, any new housing scheme, including mixed use schemes, delivering a net increase of 10 units or more must contribute towards meeting affordable housing needs. (Please refer to the Local Plan: Strategic Policies and Affordable Housing SPD documents for more information on the affordable housing policies)

11 These are individuals or families that either can’t get on to the housing ladder because they can’t afford to pay the market value for a house; or they are in inappropriate accommodation (e.g. too small for the size of their family) due to them not being able to pay market values for the type of housing that their circumstances would normally dictate.
Locations of housing development

3.4.7 It is recognised that the delivery of housing in the urban area, particularly on the larger brownfield sites can act as an important tool in the area’s regeneration efforts. When searching for housing sites, the Council has adopted the approach of firstly identifying appropriate sites within the existing urban area, (i.e. determining the capacity of the urban area), before searching for greenfield Urban Extension sites. This seeks to reduce the need to develop on greenfield land, due to the importance of this land as an agricultural resource and its amenity and landscape value.

Urban Sites

3.4.8 The assessment of ‘appropriate’ sites has indicated that CPIR’s urban area has the ability to deliver almost the entire housing target; this includes permitted sites, estimated windfall development; and urban sites identified through the Strategic Housing Land Availability Assessment. Moreover many of the larger urban sites already have planning permission, such as Boilerworks, Dolcoath, Trevenson Road and Tuckingmill.

Urban Extensions

3.4.9 An urban extension has been identified on the western edge of Redruth, to create a new neighbourhood to the town (see Figure 8). The Tolgus Urban Extension can deliver approximately 650 dwellings, together with 5,000sqm of employment space. The urban extension has been masterplanned and a first phase (for 370 dwellings and 2,000sqm of office space) has been permitted (which is accounted for within the permitted development sites set out in Table 1). This extant permission covers approximately 60% of a wider masterplanned site. To support the delivery of the wider masterplan, the remainder of the site is allocated (CPIR-UE1) for approximately 280 dwellings and 3000sqm of B1 employment space.
Figure 8: Capacity to deliver housing growth Camborne
Tolgus Urban Extension - Phase 2 (CPIR-UE1)

3.4.10 The Tolgus Urban Extension – phase 2 should deliver approximately 280 dwellings at an average net density of approximately 35 dwellings per hectare. The site should also deliver approximately 3,000sqm of office and/or light industrial space (i.e. space that is more conducive to a residential setting).\(^\text{12}\)

3.4.11 Fundamental to the development of the overall masterplan site is its integration with the rest of Redruth. This will require improvements to the adjacent section of the A3047 to improve pedestrian permeability between the site and the existing settlement (these improvements were being implemented at the time of writing).

3.4.12 It would also be expected that the Tolgus site (in its entirety) would contain services and facilities appropriate for a residential area (e.g. a convenience store, community hall etc). Green infrastructure represents an important component of the site, both in terms of on site provision and how the site relates to the space beyond its boundary (e.g. Tolskithy Valley). The site should come forward respecting the setting and character for Sara’s Foundry, which is part of the World Heritage site; plus it is expected that the site would deliver approximately 67sqm of open space per dwelling on site, in line with the CPIR Green Infrastructure Strategy. Finally, it will be expected that the development will provide off-site contributes towards the necessary upgrade of education facilities within CPIR.

3.4.13 To secure a planning permission for this Phase 2 site, it will need to be demonstrated how it appropriately integrates with the rest of the masterplanned site (PA12/09717), creating a single neighbourhood with good pedestrian and vehicular permeability.

---

\(^{12}\) At the time of writing (March-14) there was an extant planning permission within CPIR-UE1, which will deliver 370 dwellings and 2000sqm B1 employment space of the overall targets for the site.
4. Infrastructure

4.1 When planning for the long-term growth and regeneration of Camborne, Pool, Illogan & Redruth (CPIR), it is vital that new development is supported by the appropriate infrastructure. The capacity, quality and accessibility of services and facilities are all vital factors in ensuring people can enjoy living, working and visiting the area.

4.2 Whilst the number of homes in CPIR will rise by approximately 25% by 2030, the population is estimated to increase by a slightly lower rate (19%, 9,300 people), as a result of falling household size, creating a population of approximately 57,600 by 2030. This still represents a significant increase that will put pressure on the area’s infrastructure, unless measures are taken to improve capacity. In addition, anticipated changes in demographics indicate that the growth in population will be more limited in the younger age groups, but significant increases in the older age groups.

4.3 The level of growth, together with the nature of the age groups that it will affect, have all been taken into consideration in the impact of CPIR’s growth on its infrastructure. Furthermore, the Council has worked closely with service providers to identify the impact that growth would have on the area and setting it within the context of Cornwall’s wider growth aspirations.

4.4 The results of the work with the infrastructure providers are summarised in the remainder of this section. In addition, further information can be accessed in the Infrastructure Delivery Plan, which is available on Cornwall Council’s website.

4.1. Education

4.1.1 Primary – There are currently 15 primary schools within the CPIR area, which have the capacity to cater for 4,100 pupils and are anticipated to be collectively coming close to capacity by 2017, with some schools going over capacity. When factoring in the proposed housing growth, it is estimated that by 2030 there will be a deficit of approximately 640 places. To provide the necessary additional capacity, land for an additional school has been allocated within Tuckingmill (CPIR-ED1); which will provide capacity for the east of Camborne, as well as parts of Pool. In addition, expansions are proposed for Rosemellin School, Pennoweth School and Treloweth School, which collectively will cater for the planned housing growth to 2030.

4.1.2 Secondary – There are three secondary schools within CPIR; one in each of Camborne, Pool and Redruth. Collectively these schools have the capacity to accommodate approximately 3,900 students and they are predicted to accommodate 3,400 students by 2017. This spare capacity is at Pool and Redruth Schools, whilst Camborne School is operating at capacity. As a result of the proposed housing growth within the Community Network Area over the Plan period, it is anticipated that it will generate demand for 900 places, leaving a deficit of approximately 400 places. Camborne School has been prioritised for expansion to cater for this deficit of places, which reflect the position that they are already at capacity, plus a significant proportion of the premitted and anticipated housing growth is directed to the western half of the conurbation.
4.2. Utilities

4.2.1 Water – South West Water confirmed that there were no strategic issues with regard to supplying the proposed growth, although localised reinforcement work might be required, which would be payable by the developer.

4.2.2 Drainage – Cornwall Council has developed a Surface Water Management Plan, which requires developers to maintain fluvial water on surface and return it to the watercourse in a controlled manner. This will help ensure development does not exacerbate flooding issues, whilst in some instances reducing the risk of flooding downstream. The delivery of these systems will also help create capacity in the foul system. South West Water has indicated that additional capacity will need to be created in the medium term at their treatment plant at Kieve Mill, but this can be accommodated within the confines of their existing facility. Cornwall Council will continue to work with South West Water to ensure the improvements are implemented at the appropriate time.

4.2.3 Electricity – 4 electricity sub-stations are currently located within CPIR, but a further sub-station is likely to be required to cater for the projected growth. The location and timing will be dependent upon the phasing of the various development options, but the Council and Western Power will continue to work together to ensure its timely delivery.

4.3. Healthcare

4.3.1 8 GP surgeries are located within CPIR providing for almost 57,000 residents. CPIR also has a community hospital, which provides in-patient beds managed by consultants, catering for rehabilitation and stroke. The community hospital also provides a Minor Injuries Unit with X-ray facilities.

4.3.2 The majority of the surgeries are considered to be undersized when compared to the Premises Size Guidance\(^\text{13}\). When factoring in the proposed growth for the towns it is estimated that there will be a need for approximately 1800sqm of new healthcare space, of which 900sqm is generated by the proposed growth. Furthermore, the housing growth will generate the need for approximately 5-6 additional FTE GPs.

\(^{13}\) Premises Size Guidance prepared by NHS England
4.3.3 The Health and Care system is looking at new ways of delivering care, with a shared ambition to achieve integration of provision across health, social care and the voluntary/community sector. This goal seeks to support people to live well within the community and to reduce the need for A&E attendance and hospital admissions. A transformation programme is in place, with the objective to support the “bottom up” development of local care communities. While this transformation approach seeks to reduce pressure within the system, the solution is dependent on effective care provision delivered within the community. It is expected that Primary Care will sit at the heart of this new way of working. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall.

4.3.4 CPIR sits within the North Kerrier Locality, which includes proportionally high levels of deprived communities, limiting long term illness and ageing population. The Locality’s main focus has been on unplanned care provision and the role the Community Hospital can play as a hub for local healthcare provision. A pilot has been developed for an improved nurse led Minor Injury Service and a GP led Urgent Care Centre at the Community Hospital. The pilot has been used to increase primary care capacity and reduce the demand on the A&E unit in Truro. The future priority is to further develop the Community Hospital into a ‘hub’ where a range of community services are co-located. It is intended that this will include the retention of an ‘urgent care centre’ that provides minor injury, minor illness, extended GP service and an ambulatory care unit for frail patients.

4.3.5 As well as delivering measures to limit the need for acute and GP access, it is anticipated that the scale of growth will require either the expansion of one or more of the existing surgeries, or the delivery of a new practice or outreach facility. The Station Road site in Pool (CPIR-E7) has been identified as a central location that could deliver a new health facility.

4.4. Community Buildings

4.4.1 Community halls/resource centres provide important facilities for communities; offering bases from which various outreach services can be delivered, as well as offering a resource to help bring communities together. There are 10 community centres/halls within CPIR. With there being some instances where the sustainability and quality of some of these facilities is of concern, priority should be given to supporting the maintenance and improvement of these existing community buildings rather than create new.
4.5. Transportation Strategy

4.5.1 CPIR’s Transport Strategy sits within the context of Cornwall Council’s overarching transport strategy, Connecting Cornwall. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision which supports economic prosperity and a move towards more sustainable travel, with less reliance on the private car: the intention being to encourage vibrant, accessible and safe town environments providing strong links between communities, both in Cornwall and beyond.

4.5.2 A programme of new transport infrastructure has been delivered to relieve the constrained road network and has enabled housing and employment growth in the area. Due to concerns about traffic queuing back onto the A30 trunk road, a project was implemented in 2010 that increased the capacity of East Hill junction, which prioritises the North-South traffic flow. Following this a new East-West link road was developed, connecting Camborne and Redruth. This road provides access to new development areas and will remove commercial and through traffic from the existing A3047, reducing community severance and improving the environment for residents adjoining the road.

4.5.3 Another project that is being prepared for implementation is the Tolgus Gateway improvements scheme which has been successfully awarded Growth Deal funding; this scheme will unlock the potential of the Tolgus Urban Extension, including the allocated site (CPIR-UE1). The project will provide greater permeability between the site and the rest of Redruth. Furthermore, the project will prioritise this route as the primarily link into the town, which in turn will support the aspiration for greater legibility for visitors in attracting them to the town centre and its car parks. Overall the Tolgus Gateway project will help to create a much better entrance for Redruth.

4.5.4 The Tolgus Gateway improvements form part of a wider package of measures that make up the Redruth Strategic Employment Growth package (RSEGP). The package includes: the Tolgus Gateway improvements; improved walking and cycling links; and improvements to the Barncoose junction (re prioritising traffic onto the East West link). The package looks to facilitate economic growth and provide sustainable transport improvements along the A3047. The transport projects also supports a number of key regeneration sites in Redruth including the Cornwall Archive Centre, Kresen Kernow.

4.5.5 The focus of the CPIR transport strategy to 2030 is to build on what has already been delivered in the area and to take forward a sustainable transport vision which is focussed primarily on delivering accessibility to jobs and supporting further economic growth in the area.

4.5.6 Delivery of phase 1 of the East West Link Road now enables public transport and environmental improvements to take place along the A3047, giving greater priority to the road as a bus corridor, as well as improving the environment for walkers and cyclists.

4.5.7 The improvement of CPIR’s cycle network will contribute to the sustainable regeneration of the area by reducing the dependency on private cars as the primary mode of transport between the towns. The network will consist of convenient and direct walking and cycling routes which link the main residential areas with industrial estates, town centre and other destination points, such as schools and Cornwall College. This network will support local residents to access employment without the need for a car.
4.5.8 CPIR has a declared air quality management area, with traffic being the main contributor to this issue. Transport improvements are required in order to reduce the impact that traffic has on the air quality, so by promoting measures to increase the use of buses, cycling and walking, as opposed to using the car, it will help to reduce the impact of emissions and congestion on the air quality.

4.5.9 Through the delivery of infrastructure improvements, coupled with measures aimed to encourage and increase the use of sustainable modes of transport, this will help to manage demand on the highway network and facilitate the future growth of CPR. Table 2 summarises the projects that make up the CPIR Transportation Strategy.

<table>
<thead>
<tr>
<th>CPIR Transport Strategy Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highway improvements</strong></td>
</tr>
<tr>
<td>a) Phase 1 East West link road (complete)</td>
</tr>
<tr>
<td>Phase 2 East West link road (not required to deliver the current Local Plan targets)</td>
</tr>
<tr>
<td>b) RSEGP (including Tolgus Gateway)</td>
</tr>
<tr>
<td><strong>Junction improvements</strong></td>
</tr>
<tr>
<td>c) Barncoose junction improvement to redirect traffic and re-categorise the A3047 through Wilson Way (Part of RSEGP)</td>
</tr>
<tr>
<td><strong>Bus improvements</strong></td>
</tr>
<tr>
<td>d) A3047 bus priority measures</td>
</tr>
<tr>
<td>e) PriorityThe One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, infrastructure, information, ticketing and branding that will significantly improving the offering to both existing passengers and non-users to improve the appeal of public transport, driving up patronage on bus and rail, making the network more financially viable. The improvements to bus and rail integration will be implemented to tie in with the delivery of a new rail timetable which provides 2 trains per hour on the mainline in Cornwall in December 2018.</td>
</tr>
<tr>
<td><strong>Walking &amp; cycling improvements</strong></td>
</tr>
<tr>
<td>CPR cycle network</td>
</tr>
<tr>
<td>Cycling and pedestrian elements delivered as part of the RSEGP</td>
</tr>
<tr>
<td><strong>Publicity &amp; promotion</strong></td>
</tr>
<tr>
<td>Personalised travel planning</td>
</tr>
</tbody>
</table>

Table 2: CPIR Transport Strategy Measures

4.5.10 The table above sets out the strategic transport proposals; however it should be noted that individual developments might have other site specific transport requirements that it might have to deliver, which would be identified through the planning application process.

4.5.11 In addition to the transport strategy proposals, there is also a community aspiration to open a rail halt within Pool, linking with the wider sustainable transport aspirations for CPIR and Cornwall as a whole. The timing of such a project would need to ensure that they was a critical mass of people seeking to access the Pool area, whilst not putting at risk the stations in Camborne and Redruth.

4.5.12 Finally, as well as creating an improved transportation network within CPIR, the rural nature of Cornwall means that links to the wider network of towns is also very important, particularly areas such as Truro, Falmouth, Helston, Hayle etc. Improvements to the A30 will help to improve connectivity to CPIR, which will enhance its economic ambitions. Furthermore, improved links to surrounding towns, particularly public transport links, will help to support the wider sustainability of Cornwall and the inter-relationship that CPIR has with these areas, for employment, retail, services etc.
Camborne, Pool, Illogan, Redruth Town Framework: Transport Strategy 2030

**Connecting Cornwall objectives**
- Tackling climate change
- Supporting economic prosperity
- Respecting and enhancing the environment
- Encouraging healthy active lifestyles
- Supporting equality of opportunity

**A3047 Sustainable Transport Corridor**
- Upgrade of walking, cycling and public transport infrastructure to encourage sustainable travel and an improved public environment.

**Camborne, Pool, Illogan & Redruth Transport Strategy Map**

- **East/West road link**
  - Recently completed provides access to new development areas, supporting housing and employment growth.

- **Barncoose junction improvement**
  - A town-wide cycle network that will link key services and facilitate sustainable travel throughout the CPIR area.

- **Public Transport Improvements and Enhanced Mainline Rail Services**
  - The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, vehicles, infrastructure, information, ticketing and branding that will significantly improve the offering to both existing passengers and non-users, increasing the appeal of public transport to drive up patronage on bus and rail and make the network more financially viable. The improvements to bus, rail and ferry integration will be implemented to tie in with the delivery of a new rail timetable which provides 2 trains per hour on the mainline in Cornwall in December 2018.

- **Redruth Gateway Scheme**
  - The provision of a high-quality gateway into Redruth supported by walking and cycling improvements. The scheme will unlock housing and employment land aiding regeneration and connecting key services.

- **CPR Cycle network**
  - A town-wide cycle network that will link key services and facilitate sustainable travel throughout the CPIR area.

- **Camborne, Pool, Illogan & Redruth Transport Strategy Map**

**Figure 9: Camborne, Pool, Illogan & Redruth Transport Strategy Map**
4.6. Green Infrastructure Strategy

4.6.1 CPIR’s Green Infrastructure (GI) Strategy takes a lead for the Cornwall-wide GI strategy, which seeks to provide a positive and proactive approach to the management and enhancement of the network of green assets; in doing so delivering to three main principles of quality, quantity and accessibility. Green infrastructure can cover many different aspects, but this strategy focuses on four key elements:

1. Biodiversity
2. Public open space
3. Green links
4. Flood attenuation

4.6.2 The overriding principle of the Green Infrastructure (GI) strategy is multi-functionality. Delivering multiple functions from GI assets will ensure: better usage; become more financially viable to deliver; are easier and cheaper to maintain, which in turn means they can be maintained to a higher standard. Plus it represents a better use of our valuable land assets. As a result, whilst the strategy is articulated within each of the 4 elements, their successful delivery will be through their integration.

4.6.3 In addition, the GI strategy highlights various corridors that can provide green links, offering biodiversity value and opportunities to adhere to necessary principles for surface water management; but in doing all of this, providing a mechanism to maintain the separate identifies of the various communities that make up the area – a strategic objective of the Framework. Such corridors include: Tolskithey Valley; Tuckingmill Valley. These important green buffers, which should be protected and enhanced, are highlighted on the GI Strategy map (Figure 10).

Biodiversity

4.6.4 The protection and enhancements, where possible, of biodiversity opportunities is a key principle of good green infrastructure. Assets such as Gilberts Coombe Valley, Tolskithey Valley, Red River Valley, and Tuckingmill Valley all provide important green links within or on the edge of the urban area, which need to be protected (see Figure 10). As well as biodiversity assets, these green corridors also offer a mechanism to maintain the separate identifies of the various communities that make up the area.

4.6.5 Links out into the surrounding area should be enhanced where possible. These include links to Roskear, the Red River, Tehidy, Portreath, Tolgus, Treskerby Wood, Nance Wood, Carn Brea, Penventon Wood, Newton Moor and The Rocks and Pendarves Woodland Valleys.

4.6.6 The key habitat corridors identified on Figure 10 have been designed to link these main habitat areas. The public open space and public right of way networks on the map should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside.
Public Open Space

4.6.7 CPIR has an under provision of publically accessible open space. To deal with the existing undersupply and cater appropriately for the growing population it is expected that new development supports the delivery of new open space, either as on-site provision or through off-site contributions. Furthermore, the creation of fewer, but larger better quality, open spaces performing various roles would be sought. Whilst there are various categories of open spaces, most highlighted below, the principles of multi-functionality will be expected, i.e. providing new open spaces, or upgrading existing spaces that can perform more than one role. Studies of existing provision and future growth proposals indicate:

- **Parks & Gardens**: There is a sufficient quantum of parks and gardens in CPIR for the existing population; however new residential development should provide for the additional demand created from their scheme (13sqm of space will be sought per dwelling, as well as the equivalent of a further 6sqm of space as an off-site contribution).

- **Natural & Semi-natural green spaces**: Whilst there is an over provision of such spaces, accessibility for certain elements of CPIR’s community is an issue. New development is expected to provide 5sqm of space per dwelling on site, with the equivalent of 27sqm per dwelling as an off-site contribution towards the improvement of existing spaces.

- **Formal Sports Pitches**: There is an under provision of publically accessible sports facilities within CPIR. Future development is expected to provide 44sqm of space per dwelling as an on-site contribution, if the combined area provided by the site would be 10,000sqm or more; otherwise an equivalent off-site contribution will be sought.

- **Children’s play spaces**: There is an under provision of play spaces in CPIR, whilst the average quality is moderate. Future residential development should provide 1.6sqm of space per dwelling on-site, if the combined area provided will be 500sqm or more; otherwise an equivalent off-site contribution of 1.6sqm per dwelling will be sought.

- **Teenagers’ equipped spaces**: There is currently an under provision of facilities (e.g. multi-use games areas). Future residential development should provide 0.6sqm of space per dwelling on-site, if the combined area provided will be 500sqm or more; otherwise an equivalent off-site contribution of 0.6sqm per dwelling will be sought.

- **Allotments**: There is currently an under provision. Existing underused green spaces could be investigated for their appropriateness to convert into allotments, including Agar Rd and Stamps Lane. Future residential development should provide 2.3sqm of space per dwelling on-site, if the combined area provided will be 2,500sqm or more; otherwise an equivalent off-site contribution of 2.3sqm per dwelling will be sought.

4.6.8 The Space standards set up above are summarised in Table 3.
4.6.9 For more information on the open space strategy, including design requirements, the minimum size of new open spaces sought and the cost of delivering the open space, refer to the Open Space Strategy for Larger Towns in Cornwall.

4.6.10 Finally, it would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.

**Green Links**

4.6.11 In line with the Transportation Strategy, the maintenance, upgrade and expansion of the area’s green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the area. As well as the benefits relating to reduced congestion that were highlighted previously, an improved network will provide an important recreational resource. By connecting the area’s heritage assets into the network, this will also support CPIR’s economic ambition of promoting a heritage related tourism offer. One of the main projects is the improved cycle/pedestrian facilities along the A3047, which will act as the main spine route through the Camborne Pool Redruth area, from which other on-street cycle routes will link to. Furthermore, the delivery of the Tolgus Gateway project (highlighted in the Transport section) will also deliver improved cycle and pedestrian connectivity, which will provide much improved access to Redruth School.

**Sustainable Urban Drainage**

4.6.12 Due to the mining operations that need to be protected in the CPIR area, developments need to collect fluvial water and retain it on surface and return it to the water course in a controlled manner. A surface water management plan has been prepared which details the requirements and options available.
Figure 10: Camborne, Pool, Illogan & Redruth Green Infrastructure Strategy
If you would like this information in another format please contact:

Cornwall Council
County Hall
Treyew Road
Truro TR1 3AY

Telephone: 0300 1234 100
Email: enquiries@cornwall.gov.uk
www.cornwall.gov.uk