4. The Landscape Framework

**Landscape Framework Plans**

This section contains the following framework plans:

1. The Spatial Vision
2. Access and Movement Network
3. Biodiversity Network
4. Landscape and Visual Framework Plan

The landscape framework has been developed from an analysis and interpretation of the baseline data. In summary, it is comprised of:

- **A conceptual spatial vision** based on the conservation of the historic bowl and the provision of a landscape structure to allow the creation of a well designed high quality City district along the Hightertown – Threemilestone Ridge. This takes the emphasis of major development away from open sites on the edge of Truro’s bowl, which are so inherent to the City’s setting and identity.

- An **access and movement framework** which provides access to the landscape setting surrounding the city and sustainable linkages between the key parts of the urban area. There are a number of fundamental elements of the access and movement network. The Tinney and Kenwyn valleys offer the opportunity to create pedestrian and cycle linkages between the likely growth areas and the city centre and waterfront. Currently there is no physical linkage between these two assets which lie to the north and south of the Hightertown-Threemilestone ridge. The access and movement framework provides a means to create a connection between the north and south sides of the ridge. The access and movement framework also highlights the importance of the A390 corridor and a high quality public transport route to linking Threemilestone, Hightertown and Truro.

- The **biodiversity network links and connects** the key ecological assets. The valley floors are the key structures linking areas of greatest biodiversity value. The framework shows how designated sites and fragments can be connected providing a structure which gives the natural environment the opportunity to adapt to the challenges of climate change whilst at the same time providing the residents of Truro the chance to experience nature at close hand.

- The landscape and visual framework assigns a role to each of the areas of landscape within the immediate setting of Truro and Threemilestone. It sets out how each can be protected or managed to contribute to the setting of the city. The framework also defines the visual setting of the city and delineates the extent of the ‘bowl’ which should generally be kept free of development.

**The Spatial Vision for Truro’s Landscape**

The spatial vision proposes a structure to preserve and enhance the setting of the historic city. It provides an exceptional and sustainable environment in which to build a new complementary part of the City on the Hightertown ridge.

The relationship between the landscape to the west of the historic city and the historic core is however less positive. Here, less compact development has spilled out along the Hightertown-Threemilestone ridge. The urban area lacks distinct edges and good connectivity with the countryside in which it sits. It has evolved in a piecemeal way and as a result the urban area lacks any strong sense of identity and the countryside feels under threat of encroachment.

The spatial vision draws together a small number of the most important elements that influence the form of the city today together with those that will influence it in the future. It seeks to draw out a high level vision for how the urban area should sit within the landscape of which it is a part. The emphasis is on maintaining the positive relationship between urban form and landscape, as with the Truro ‘bowl’, and the promotion of a better defined urban area where the urban landscape relationship is weak such as along the ridge to the west.

**Methodology**

There is a substantial body of research and consensus about the elements that are most important in defining the identity of a city or other settlement. Foremost amongst these is ‘Image of the City’ by Kevin Lynch (1960). Lynch’s thinking has been adopted to identify those elements most important in building a clearly defined structure for the city and its surrounding settlements. The table below shows how this can be achieved.

<table>
<thead>
<tr>
<th>Urban structure</th>
<th>Description</th>
<th>Landscape structure</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Paths</strong></td>
<td>The channels along which the observer moves (streets, walkways, transit lines, canals, railroads) and for many people these are the predominant elements in their image</td>
<td>Roads, lanes, footpaths, desire lines, key views</td>
</tr>
<tr>
<td><strong>Edges</strong></td>
<td>The linear elements not used or considered as paths by the observer - they are the boundaries between two phases, linear breaks in continuity; lateral references rather than coordinate axes; edge elements are for many people important organising features, and hold together generalised areas</td>
<td>Edges formed by topography, ridges, rivers, hedges, viewsheds or horizons, watersheds, edges formed by existing settlement</td>
</tr>
<tr>
<td><strong>Districts</strong></td>
<td>The medium-to-large sections of the city, which the observer mentally enters ‘inside of’ and which are recognisable as having some common, identifiable character</td>
<td>Landscape character areas and types</td>
</tr>
<tr>
<td><strong>Nodes</strong></td>
<td>The points, or strategic spots, in a city into which an observer can enter, and which are the intensive focal points from which he is travelling - or concentrations, which gain their importance from being the condensation of some use of physical character</td>
<td>Places with a strong landscape sense of place because of the confluence of paths, edges, landmarks</td>
</tr>
<tr>
<td><strong>Landmarks</strong></td>
<td>Another type of external point reference – these are usually a simply defined physical object</td>
<td>Key features in the landscape – distinctive hills, groups of trees, individual trees, buildings, etc.</td>
</tr>
</tbody>
</table>

**Approach**

Many of the most beautiful and economically successful settlements are strongly related to the landscape within which they have evolved. Without the seven rocky hills that punctuate its vibrant fabric, Athens would not be the same place; Oxford would be quite different without the tranquil meadows along the Thames and Cherwell Rivers that create the stunning contrast between urban and rural to be found in the city centre.

Historic Truro is fortunate in that it has a very strong relationship between its urban area and its setting. The ridges that surround it create the impression of a compact city setting within a relatively well defined ‘bowl’. The focal point of the Cathedral is in the middle of the bowl merely serves to further emphasise this relationship. To the east the Truro River provides a strong linkage with the city’s maritime setting whilst intimate valley of small fields and woods provide a link with the countryside to the west. The landscape already helps to define Truro as a place and contributes to its identity and provide quality of life to its residents.
The Spatial Vision

The Spatial Vision conceives of Truro developing as a city of two parts sitting connected by exemplary public transport, pedestrian and cycle linkages, with the whole sitting within a beautiful landscape setting. The key driving forces of the vision are: to protect the valued and established relationship between historic Truro and the 'bowl' within which it sits; create a landscape framework that allows for growth along the Highertown-Threemilestone ridge whilst creating a positive urban-landscape relationship; and strongly linking the two parts of the city using the strong connections that already exist. This spatial vision complements the urban strategy which seeks to consolidate growth around the established employment areas of along the ridgeline. The key elements of the vision are shown by the diagrams on pages 32 and 33 and are summarised below.

Key elements of the Spatial Vision are, therefore:

- The protection of the ridgelines and the 'bowl' that define the edges surrounding the historic city;
- New edges for growth along the Highertown-Threemilestone corridor, defined by the Tinney and Kenwyn river valleys. These define the ultimate limits for the growth of Truro in this area and their predominantly rural character should be protected;
- A new linkage between the Tinney and Kenwyn valleys to create a strong landscape and sustainable movement connection between areas to the north and south of the A390;
- The concentration of development along the Highertown-Threemilestone ridge (in urban terms this concentrates development around public transport routes and existing employment areas) to build an outward looking 'hilltown' on the plateau slopes;
- The emphasis of strong public transport, pedestrian and cycle 'paths' along the main A390 corridor and along the Tinney and Kenwyn valleys to provide a dominant structure to the area and link the main centres;
- Nodes of particular importance at arrival points and key transition points within the city;
- Differentiations of character to reflect the different landscape character areas surrounding the city.

The Implications of the Vision

The spatial vision emphasises that growth in the Highertown-Threemilestone corridor has the potential to help define a stronger image and identity for Truro whilst allowing for the protection and enhancement of its most valued landscape assets. It infers relatively limited growth in and around the 'bowl' and a concentration of development on the areas that lie between the Highertown-Threemilestone ridge top and the valleys that create strong edges to the south and north. One of the distinguishing features of development in the two areas is that in the bowl it is generally inward looking, whilst on the ridge it is outward looking. The vision places an emphasis on the need for strong linkages between the historic city of Truro and the 'new' city on the ridge so that the two parts of Truro are seamlessly connected.

The vision does not imply that development within the main growth corridor should descend to the floors of the valleys that define the edges of the urban area. Three tests should generally be applied to determine the acceptability of development in this location. Firstly, is it predominantly located on the shallower plateau slopes before they descend into the valleys? Secondly, will it have an outward aspect with views over the surrounding landscape? Thirdly, will the valleys that define the edges of growth retain their rural and undeveloped character?
Structural edges provided by the edge of the bowl and the edge of the plateau. Structural paths provided by the river and its tributaries to link key nodes. The creation of a green edge between the bowl and the plateaus and between these and the waterfront. The hill town slopes are to be seen as a palimpsest of the past, with the spine and the bowl slopes providing the core for the formation of the landscape framework and the basic urban design and transport concepts to perpetuate legibility and local identity.
The Biodiversity Framework allows for the protection, management and linkage of ecological assets. It seeks to ensure the protection and management of known resources but also, by connecting them, secures the physical linkages that are essential to enable the adaptation of the natural environment in the face of threats from climate change. The Biodiversity Framework also ensures that the residents of Truro and Threemilestone are able to come into contact with and experience nature within close proximity to their homes.

The Biodiversity Framework can be integrated with complementary strategies being prepared as part of the preparation of the Truro and Threemilestone Action Plan. Key amongst these is the Sustainable Urban Drainage Systems strategy (SUDS) which seeks to ensure that development causes no adverse flooding impacts or reduction in water quality. The linkage between biodiversity and hydrology is always important, particularly around Truro, and opportunities will need to be sought to optimise the potential ecological benefits of SUDS.

The highest level connections in the biodiversity network are provided by the Calenick, Kenwyn, Allen and Truro River Valleys. Apart from in urban Truro, a mosaic of habitats is associated with these rivers. The valleys contain the majority of woodland vegetation and are also linked to areas of heathland, particularly those on the Calenick Ridge. The river valleys also represent the wetland habitats, including the mudflats and ria habitats for which part of the Truro river is designated a SAC, as well as areas of marsh and reed vegetation. The river valleys, particularly when considered in the context of the tributaries of the Calenick, Kenwyn and Allen, provide a strong framework as the basis for future improvements in the connectivity of habitats. The Glowesth and Treliske streams on the south and north of the Hightown ridge may be the appropriate location for orchards, a nationally declining habitat.

Further analysis of the biodiversity network is being commissioned as part of the green infrastructure strategy for Truro. A habitat mapping exercise will supplement the information presented here in the biodiversity network plan to verify the recommendations made above.

Further iteration is required with the SUDS strategy, which has identified areas of high priority for biodiversity and SUDS. Three such areas are shown on the biodiversity network plan and the implications of these for planning biodiversity aspects of green infrastructure need to be understood.
Biodiversity Network

- Upper Truro River
  - Nansavallon Wood
  - Treworder Woods
  - Halbullock Moor
  - Bussage Meadows

- Lower Truro River
  - Tresillian River
  - Bishop's Wood
  - Treworder Woods

- West of Penwithers Junction
  - Gloweth Stream
  - Treliske Stream

Key sites for biodiversity and SUDS (from SUDS Strategy)

- Landmark Groups of Trees
- Principal Woodland Blocks
- Special Areas of Conservation (labels in italics)
- County Wildlife Sites
- Rivers and streams
- Flood Zone 3 (Environment Agency)
- Habitat mapped from OS data
- Coniferous trees
- Non-coniferous trees
- Scrub
- Heath
- Marsh and reeds
- Rough grassland
- Orchards

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Sustainable accessibility is an important layer in the landscape framework. A liveable and sustainable settlement requires good connectivity with its landscape via public transport, bicycle and foot. The Access and Movement Network Plan shows the key linkages and connections that allow for sustainable accessibility between the city and its setting. Some of these are existing linkages, making use of the existing network of green lanes, cycle routes and rights of way.

Some of the links shown on the Access and Movement Plan are propositions, indicated schematically, and should be explored further in the green infrastructure strategy. All of the links and connections should be high quality environments that are convenient, attractive and pleasant to use.

The principal components of the Access and Movement Network are:

- A strong public transport spine running from east to west through the City, linking park and ride facilities in the east and west and the main destinations, for example the Treliske County Hospital and education centres in Gloweth with the railway station and the City centre.
- High quality valley connections along the Calenick, Kenwyn, Allen and Truro River Valleys. Strategic pedestrian and cycle corridors along the Calenick and Kenwyn River valleys link new and existing development on the Highertown Ridge with the City centre. These are already mainly formed of existing green lanes and public rights of way (and many well used by locals) although some new sections would be required.
- A new north south connection linking the Tinney and Kenwyn Rivers across the Highertown ridge. There are currently no connections between the two valleys and consequently there is no opportunity to move between the landscape resources on either side of the A390. A new linkage would not only provide a means to link landscape resources but would also create the potential to create a high quality circular pedestrian and cyclist route around the city.
- Subsidiary north/south corridor links from the Highertown public transport spine to the principal valley connections in the Kenwyn and Calenick Valleys. These corridors would be delivered through new development on either side of the Highertown Ridge and would also contain other green infrastructure components, such as SUDS schemes, sports and play provision.
- Improved accessibility over the Truro River, potentially with a new foot and cycle bridge at Boscowan Park.
- A general level of permeability between the urban area and the surrounding countryside and the network of green lanes and public rights of way, as well as destinations such as the river valleys, the landscape of the AONB and the Truro River.

The Access and Movement Network Plan illustrates the main connections and links at the scale of the landscape framework.
Access and Movement Network

Legend

- **P**: Potential Park and Ride Sites
- ***Indicative Park and Ride Route***
- **Railways**
- **Public Rights of Way**
- **National Cycle Route**
- **Green Lanes**
- **A & B Roads**

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Landscape and Visual Framework Plan

Approach

The Landscape Framework integrates natural and cultural landscape resources into an overall landscape strategy for Truro and Threemilestone. It adds detail to the spatial vision and describes the future landscape, visual, cultural, biodiversity, and access function of strategic areas of landscape in and around the city. The Landscape Framework can be used to direct the growth of the city and also inform subsequent more detailed masterplanning and design processes. The framework opposite describes the visual setting of Truro; identifies defined areas of landscape and describes their potential role in contributing to the landscape of Truro and Threemilestone; and identifies key gateways to the city.

The Framework has been identified by mapping the most important aspects of the visual, ecological and cultural attributes of the landscape that surround the City and linking them to show how the spatial vision can be delivered.

The aspiration is to ensure that, as the city grows, its residents continue to enjoy easy access to the surrounding rural landscapes and, like many of the best small cities, its identity continues to reflect a close interrelationship between city, topography and countryside.

The main elements of the Landscape Framework are described below.

1. The Visual Setting of Truro and the Bowl

The ‘bowl’ is consistently confirmed as a key part of the setting of Truro by the community, stakeholders and landscape professionals. The framework defines the extent of the bowl. Particularly prominent areas of countryside within the Truro bowl are separately highlighted. The spatial vision proposes that the established relationship between the historic city and its landscape setting is retained and protected and development is focused along the Hightowntown-Threemilestone ridge where there are opportunities to create a stronger urban identity and well defined edges to the urban area. It is proposed therefore that around the historic city development is generally limited between the existing urban edge and the edge of the visual setting. This protected landscape will need to be managed to perform a clearly defined role that is of fundamental importance to the image and identity of the city:

- It needs to retain its well managed agricultural rural character so that the clear distinction between urban and rural is retained and intrinsic landscape qualities are retained;
- Areas just outside of the visual setting need to be similarly protected and managed so that the strong sense of arrival to the historic city on passing the lip of the bowl is not diminished;
- It needs to remain essentially free from development and consequently the visual impact of any development within the visual setting will need careful consideration. Views and glimpses to the surrounding hills and ridges should be retained;
- It needs to be seen as the logical edge of the historic city of Truro; development extending outside of the existing visual setting of historic Truro would enter into an entirely new visual envelope and start to have a visual impact on nearby protected landscapes, such as the AONB;
- Accessibility to the countryside within the bowl for appropriate recreation should be encouraged.

The ‘bowl’ is a landscape that might easily be lost through small scale incremental developments. The cumulative impact of any proposed or future development proposals will need to be considered.

2. The multi-functional rural-urban edge

The spatial vision defines clear edges to growth along the Hightowntown-Threemilestone ridge. These edges are primarily set by the Tinney and Kenwyn valleys. Between the valley floors and new development on the plateau slopes, as described in the Spatial Vision, there will be strips of agricultural land that may not have a viable agricultural function as the settlement expands. In addition there are other areas adjacent to the urban area with special landscape and cultural values that might form an important part of the setting of the city and the quality of life it offers the residents of Truro in the future. The multi-functional rural-urban edge’ designation highlights the potential for these areas to provide a multifunctional landscape resource for the city. This multi-functional rural-urban edge may include opportunities for improved access, growing food, education, renewable energy resources, sustainable urban drainage, recreation and other uses compatible with a high quality landscape edge to the city. The key concept is the positive planning of the landscape with other development to avoid negative ‘fringe’ uses and problems which stem from divisive planning and design.

The multi-functional edge is not an absolute boundary and requires sensitive design at a finer scale. Some essential rules for locating development between the existing urban area and the valley floors that define the limits to development are described in the Spatial Vision previously. These are expanded on, where appropriate within the descriptions of the various different areas of multifunctional rural-urban fringe below. The multifunctional rural-urban edge falls into two distinct categories – those areas associated with the main river corridors and their tributaries and other areas lying between the defined urban edge and the agricultural land that surrounds the city.

2A. The River Corridors

The river corridors are key elements of the framework. They constrain the northerly and southerly extents of growth within the Hightowntown-Threemilestone corridor and help to structure the urban area. The key corridors and their role as part of the setting of Truro and Threemilestone are described below.

2A.1 Kenwyn: this valley has biodiversity, landscape and accessibility functions. It defines the northern extent of the emerging Hightowntown to Threemilestone urban area. Development should not impinge on the valley floor, physically or visually, or spread to the northern bank of the river. In the future the valley should become a key part of the landscape and urban structure of Truro and Threemilestone. It will contain pedestrian and cycle links between the new masterplanned part of the city along the Hightowntown-Threemilestone ridge; the historic city and nearby recreational resources. It will also contain much of the landscape and biodiversity resource of the area.

The Kenwyn valley has been taken to include a part of the Tinleike Stream which runs southwest towards the development area close to Tinleike Hospital.

This tributary valley provides the potential for pedestrian and cycle linkage onto the Hightowntown plateau and can be linked to the Gloweeth Stream and the A390 via the ‘Hightowntown Pass’, which is described below.

The area between the floor of the Kenwyn valley and its tributaries and the existing urban area is likely to be a location for growth. The precise location and nature of growth in this area needs to be determined through further detailed masterplanning. In carrying out this masterplanning a number of key criteria need to be considered in order to define the appropriate extent of development areas:

- Development should be located on the shallower upper plateau slopes and avoid the steep slopes that drop into the valley floor;
- Development should be located so as to avoid ‘urbanising’ the valley floor and its encloping slopes. Transit through the valleys should remain essentially a rural experience;
- Development should be located so that it has an outward aspect with views over the surrounding slopes and ridges. It should not be located within enclosed parts of the valley;
- The location and orientation of development should pay special attention to the treatment of the urban edge and its relationship with the valley. It should also be designed to create a positive visual composition with views from the ridges to the north with the incorporation of a substantial landscape element to visually break up urban form. This is particularly important because the aspect of the plateau slopes on which growth is likely to occur will ensure that housing is highly visible. An inappropriate density or urban form will cause a negative visual impact on the rural areas to the north of the Kenwyn Valley;

2A.2 Tinney Valley and Calenick Creek: this area is described below.

2A.3 Allen: this valley links right into the heart of the City and offers potential access to the countryside to the north. The Landscape Framework does not propose any significant change in this area beyond the development of its potential to provide access to the countryside to the north of Truro. It will contain walking and cycling routes and so provide a
1. Visual Setting of Truro & the Bowl
   - Visual Setting (inner)
   - Visual Setting (outer)
   - Truro Bowl Landscape

2. Multi-functional rural-urban edge
   - 2A.1 Kenwyn
   - 2A.2 Tinney Valley and Calennick Creek
   - 2A.3 Allen
   - 2A.4 Urban Rivers
   - 2B.1 The Highertown Pass
   - 2B.2 Governs Fringes
   - 2B.3 Railway Fringes

3. Truro Waterfront

4. Key Movement Corridors
   - 4A Highertown Corridor
   - 4B Morlaix Avenue
   - 4C Tregolls Road

5. Existing & Proposed Linkages & Connections
   - Gateways to Provide a Strong Sense of Arrival (proposed and existing for enhancement)
   - Potential Park and Ride Sites
   - Areas of search with potential to meet future growth requirements subject to masterplanning and design considerations
Future Character Areas: Morlaix Avenue

Future Character Areas: Kenwyn-Tinney Link ('Higher Town Pass' and Multi-functional landscapes)

Future Character Areas: Kenwyn-Tinney Link ('Higher Town Pass' and Multi-functional landscapes)

Future Character Areas: Higher Town Corridor
2A.4 Urban rivers: the urban rivers are currently an undervalued and underutilised resource and have the potential to be urban multifunctional landscapes. The framework identifies the urban rivers as key structural elements of the city providing the potential for biodiversity enhancement, flood mitigation and enhanced linkages into the countryside. In the future, the urban rivers might be revealed in a variety of ways: perhaps as green streams through the built environment, or as riverside walks joining small riverside gardens.

2B Other areas of multifunctional rural-urban fringe

2B.1 The Hightown Pass
This landscape corridor links the Tinney and Kenwyn Valleys. It utilises the Gloweth Stream which cuts into the Hightown Plateau from the Tinney to provide a landscape link to the Richard Lander School. It then passes through the urban area to the east of Threemilestone and encompasses the attractive valley leading past the ancient settlement to link to the Kenwyn Valley via the Treliske Stream. This link would provide for pedestrian and cyclist linkage north-south and enable the creation of a circular non-vehicular route around Truro. The landscape corridor has a truly multifunctional role with good connectivity to the Richard Lander School, Treliske Hospital, Truro College and the employment areas of Hightown. Its access function in linking urban and environmental assets is important to the successful expansion of development along the Hightown-Threemilestone ridge.

2B.2 Governors Fringes
This area comprises a distinct ridge running north-east from Threemilestone. The end of the ridge is terminated by an ancient settlement which is also a Scheduled Ancient Monument. In the future the area is likely to remain predominantly agricultural. However it will potentially be strongly linked to growth areas and could therefore be subject to the typical pressures of the rural-urban fringe. It has been identified as part of the multifunctional rural-urban fringe of the city because it is important to the setting of development on the northern side of the Hightown-Threemilestone ridge and the potential it has to serve a recreational and educational function for the urban area.

2B.3 Railway Fringes
The railway is the dominant physical edge to the Hightown-Threemilestone ridge. Beyond the railway, to the South, is the Tinney Valley which creates a limitation on growth. Between the northern edge of the railway and urban area there are likely convenient route for all the communities to the north to approach the city. Like the Tinney and Kenwyn Valleys, the Allen could contain key sustainable drainable measures for the City.
to be fragments of agricultural land and other areas which will not have a traditional agricultural function. This area has therefore been designated to highlight the potential of these areas to deliver a multifunctional landscape resource for the city, and in particular the future residents of this area. The south facing slopes might make any such areas suitable for allotments, orchards, gardens and so on. The Railway Fringes zone is a flexible delineation and will be determined by the creation of an appropriate edge for development to the north of the railway through the masterplanning process.

3. Truro Waterfront
The Truro River is currently an underused resource and a landscape which is symptomatic of the severance of the city from its original setting as an Estuary Port town at the confluence of two rivers. In the future, the city should be reconnected to this remarkable landscape asset and the rich ecology and fine views it contains. Accessibility to the water should be improved with some of the industrial uses replaced with other forms of residential, mixed use or tourist development. The identification of the Truro Waterfront as a key part of the Landscape Framework is intended to highlight the potential to re-establish the river and its setting as one of the most important elements of the city.

The Truro Waterfront area has been delineated to include the slopes on either side of the water body. The aspiration is to see an overall improvement in the quality of the urban form along the waterfront together with protection of its landscape setting through the control of inappropriate development on the surrounding slopes.

As part of reconnecting the city to its water, the physical links along the river should be improved for public access.

4. The Key Movement Corridors
Whilst many of the movement corridors in the City form part of the urban area, some key corridors also comprise a substantial landscape resource, which have the potential to provide structure, image and identity of the city. Key corridors identified are:

- Higher Town Corridor: This character area forms the main public transport corridor. In the future, this area should contain a stronger, more recognisable landscape structure. In tandem with urban design improvements, landscape treatment should aim to make this a bold approach to the City. Key nodes along the corridor might receive special attention, including the western-most gateway near the new park and ride site, the education hub at the Truro College and the health hub at the Treliske Hospital.
- Morlaix Avenue: The character of this sweeping approach to the City could change as urban design proposals around Garra Wharf and the surrounding area start to transform perceptions of the City and its connection to the Truro River. As a landscape approach to the City, the Avenue could receive bold landscape treatment to link it to the landscape treatment of the Highertown Corridor. This would help to emphasise the linkage between the two parts of the city and create a strong sense of arrival to the city centre and waterfront.
- Tregolls Road: Like Higher Town Corridor and Morlaix Avenue, this character area will be an important gateway to the City. The road already has a strong identity which is derived from the central landscape median and trees within adjacent properties. The landscape framework highlights the importance of maintaining and improving the quality of this approach to the city.

5. Existing and proposed linkages and connections
These linkages and connections seek to ensure that all parts of Truro and Three Milestone are accessible by high pedestrian and cycle linkages. They also seek to ensure good connectivity between Truro and Three Milestone and its landscape setting.
5. Delivery

Delivery of the landscape framework will be a complex process that will occur over an extended period. Ultimately it will be the drive and commitment of the local stakeholders and communities that will ensure the delivery of the vision.

The workshops held as a part of the Area Action Plan process have generated energy and enthusiasm which should be nurtured over the coming years.

The conditions for delivery

• Leadership: There needs to be a champion who has the drive and commitment to advance the landscape framework and Area Action Plan and to inspire and direct the various stakeholders and parties involved in this process. They must be able to market and promote the process to keep people both involved and interested. Good leadership will be essential to influence relevant national, regional and local policy to ensure that the right objectives and outcomes are achieved and to avoid the process being one that has to be reactive to policy.

• Partnership: Delivery of the vision can only be achieved by genuine partnership working. Clear objectives, milestones and responsibilities will be essential to allow multi-agency working. Private sector involvement in these partnerships and in their core management will be essential.

• Influence and control over the land: Ultimately it will be the drive and commitment of the local communities and stakeholders that will be needed to ensure that the landscape framework is delivered over time. This body could be formally constituted as a charitable or community interest company or trust with local stakeholders on the board. It could be given an entrepreneurial remit to create value from appropriate land uses and reinvest any profits back into the delivery of the vision and its management. The body could also take responsibility for the management and temporary productive use of areas identified for future development. It may be appropriate to secure funding of the trust through Carrick District Council, third parties and developer contributions.

• Entrepreneurialism: Those responsible for delivery of the vision will need to work creatively and actively to seek to make connections between development opportunities and the potential for landscape enhancement. They will need to convince developers of the added value the landscape framework will bring to their developments and marketing offer. They will need to be able to see where development values can be maximised to deliver wider social and economic benefits. In short they will need to work in an entrepreneurial way, making connections and linkages to bring about the desired change.

• Integrated management: The establishment of an agreed management system between the different parties will be essential to take this process forward. As referred to above this could be achieved through the establishment of a charitable company or Trust. Clear programmes need to be established that will sort out the links between key activities, targets, funding conditions and priorities of different areas. Issues concerning long term management and maintenance will also need to be discussed at the outset. As part of this process, it would be useful to set up a central source of information and data on the area and have a clear mechanism for information exchange.

• Inclusion: Involving and including the community and residents groups in the process of delivering the landscape framework will be essential and should aim to lead to a sense of local ‘ownership’ for the vision. This should be done through the continuation of stakeholder and community workshops to allow ongoing monitoring and feedback throughout the development process and subsequent use of the area. Stakeholders should include local authority representatives, special interest groups and regional bodies.

The actions for delivery

The above conditions for delivery suggest the following range of actions:

• Ensuring the Local Development Documents provide a strong policy rationale and mechanism to deliver the landscape framework and green infrastructure investment from development schemes (i.e. investment in landscape, access, biodiversity, productive and sustainable landscapes). This investment could come from a combination of scheme design, S106 and Community Infrastructure Levy, including SWRDA’s Regional Infrastructure Fund.

• Developing a green infrastructure strategy (a successor to this framework study) to a level that will enable it to be related to the spatial plans and significant development areas and schemes.

• Developing the mechanisms to monitor and report on landscape framework / green infrastructure delivery.

• Quantifying and costing (both capital expenditure and operational expenditure) the landscape framework / green infrastructure strategy then identifying and proportioning costs across sources of capital and revenue funding (including identifying any revenue generating potential).

• Agreeing a single delivery body for the strategy area to which S106 and CIL funds are passed by the local planning authorities, much in the way that happens with other infrastructure funds such as Primary Care Trusts (PCT), Local Education Authorities (LEA), and Passenger Transport Executives (PTE) in metropolitan areas.

• Enabling this body to leverage its private investments to obtain public funding from a variety of agencies and to secure finance to fund landscape framework / green infrastructure improvements where necessary in advance of future private and public revenues.

• Allowing the body flexibility to prioritise green infrastructure implementation to maximise its impact within the strategy area and to determine the most effective means of governing and managing the long term use and maintenance of its investments.

• Ensuring the body is accountable to those providing its funds for its performance in delivering quality green infrastructure on time and to budget.

• Encouraging the body to realise opportunities to create additional social value in its green infrastructure investments through engaging local communities in its design and implementation and in creating new local businesses to implement and manage green infrastructure to capture the long term economic value of green infrastructure within the community.

• Encouraging and enabling the owners and managers of existing landscape / green infrastructure assets to align their management and improvement plans with this landscape framework and the green infrastructure study.

Further detail on delivery will follow from the forthcoming Green Infrastructure Study.
Report of workshop held on 8/10/07

Vision: Part 1

**Purpose:** to develop clarity about how the landscape setting of Truro should perform as a resource and setting for the city. The session will cover the key environmental, economic and social functions of the landscape, particularly those identified by Natural England’s Countryside In and Around Towns Initiative. Agreed objectives will cover the traditional aesthetic issues, i.e. a great setting for Truro, but might also include new objectives such as provision for biomass, opportunities for food production, sustainable urban drainage, health and education and so on.

The following questions were considered by three groups, the responses are summarised below:

**How should the landscape setting of Truro provide benefits to the community?**
- Access for people as well as animals into and through the landscape
- Infrastructure so people can walk (health and education)
- Value of rural gardens / urban gardens – impact of density and development sites
- Value for health / social aspect of growing own food – allocate spaces (allotments) or per dwelling (gardens?)
- Look at what is existing for biodiversity and geodiversity and what people currently value and use it for: work with those assets and look at providing new areas of biodiversity
- Current access to countryside from City Centre is quite easy …… but from Highertown this is not the case as few legal routes exist and non-legal access has been pushed through
- What sort of access? Small informal areas? Linking paths? What is needed on the fringe but also what is Highertown linked to City Centre not on a road and not just leisure access but for work / school, etc.
- Essential that new road is not a barrier
- New development to be as dense and sustainable as possible with access to facilities in and around them
- What do communities currently feel about where they live – what are the current gaps in their facilities – need to find out what contributions strategy does to address these gaps?
- Can new developments grow “Neighbourhoods” and retain (or achieve) identity and be sustainable and able to function without access to the City centre
- Development to show people how to get out of urban setting to existing natural environment waterways / rural, etc.
- Gateway to City is an issue – what do people want? Should it start at hospital or keep outer neighbourhoods / development separate and have the gateway closer in with green gap in between?

**How can the landscape contribute to the economy and competitiveness of Truro?**
- Reconnect Truro to water to support economic function – historically river was economic rationale, not using it to full potential
- Local food production
- Ecological aspects as assets, attracting employment
- Coppice for energy
- Governance of landscape and its functions. Managed as MUSCO
- Economic aspects of the landscape – maintains and supports longer term
- Management and maintenance of the landscape, economic use of landscape (Milton Keynes Park Trust)

**How should the landscape setting of Truro contribute to the quality of the natural and cultural environment of the City?**
- Historic lessons – reflect on existing examples of built development which is well integrated with contours (relationship of terraces and villas to the bowl)
- Retain views to green countryside from within Truro
- Truro has grown along one radial route which concentrates the pressure. Easier routes on higher ground
- Big buildings – the Cathedral and viaduct are key in defining the bowl. Buildings provide link to quality and a sense of civic hierarchy. New County Hall is well integrated; the hospital is not an attractive building but is a landmark
- Timney Valley – importance of character of valley as frontage to development
- Quality and form of development should celebrate landscape. Textures are important in treatment of edges
- Fingers of countryside reaching into the city are important. Recognising what landscape there is already rather than creating a designed landscape

**Drawing it all together – A vision for the landscape setting of Truro**

A representative from each group gave feedback and an idea of the key environmental, economic and social functions of the landscape emerged. Objectives for a sustainable multifunctional landscape, visually exciting, environmentally vibrant, functionally productive and socially useful and accessible began to take shape – reported in 3.1.

Vision: Part 2

**Purpose:** To start to develop the key elements of the landscape framework for the City. It will involve showing how the existing landscape resource, groups of trees, hedges, watercourses and so on can be brought together with development to ensure that the City continues to have a great setting.

**Working in three groups, the key elements of the landscape framework as per the methodology described by LDA Design were identified:**

**Sustainable accessibility – how do people move around the landscape, including away and towards the town?**
- Design with accessibility in mind to discourage people from using cars
- Farmed landscape is not accessible. Open up landscape to make farmland accessible rather than creating urban parks
- Green fingers coming into town
- Reduce need for car travel to recreational areas
- Quiet lanes used for walking and shortcuts
- Horse riding popular
- With climate change access / corridors to the countryside from built areas will become increasingly important
- Dedicated walking and cycle routes – along ridge Character areas – which are the locally distinctive areas of landscape

**River valleys – strong concept needed for Timney Valley**
- Link to Falmouth by river. Truro River has more attractive character away from city. What lies alongside the river is important
- Maintain integrity of Three Milestone
- Mining area to south of Hightertown

**Primary linear elements – what are the main linear or edge features which structure the landscape?**
- Fingers of countryside into development important for integrating new development and maintaining permeability
- Linear elements as impermeable boundaries – road through Hightertown separates north and south

**Resource efficiency – how can the landscape contribute to the wise use of resources, production, renewable energy and recycling?**
- Orientation of buildings important
- Microclimate aspects of siting development
- Local recreation
- Tinney Valley – importance of character of valley as frontage development
- Qualiy and form of development should celebrate landscape. Textures are important in treatment of edges
- Fingers of countryside reaching into the city are important. Recognising what landscape there is already rather than creating a designed landscape

**Landmarks – what are the main distinctive features in the landscape?**
- Iconic buildings: Truro College and Sport Centre are these disasters? Cutting out natural daylight, failure of sustainability, no social function for the communities beyond reduced leisure use costs living there and lack of space around Truro College to meet any community needs
- Cathedral and Hospital enabled orientation
- Given Truro College wants to grow, how can they be better and better integrate – “proper campus”
- How can such a new “community” integrate with existing community at Glokeath?
- Types of building / importance - Iconic buildings that people might not use but know: Cathedral / County Hall and Social landmarks for communities: Pubs
- Do we want new development of Hospital to be a landmark iconic building or can it be dealt with differently if socially this is not important? Isn’t it more important that landscape around it “helps” its patients: green space
- Issue of developers working in isolation on Hospital, School, etc., rather than holistically with understanding of landscape
- Garras Wharf and Boscawen Park
  - Poor accessibility to Boscawen Park – can future provide better access – need to allow for
  - Highest level of designation for Estuary therefore impact of increased use versus retain / enhance mix of use / access

Potential non-urban landscape functions - how can the landscape act as a gym or a classroom?

Not covered in the workshop

Natural capital – what are the distinctive cultural and biodiversity layers in the landscape?

Not covered in the workshop

Nodes – which locations have a particularly strong sense of place because of the confluence of paths, edges and landmarks?

Not covered in the workshop

Appendix

Report of workshop held on 17/11/07

The following summarizes the main points coming from the day against each of the issues tackled. This is drawn from more detailed notes taken by each group.

**Summary sheet for all groups**

**From a landscape perspective what makes Truro the place it is?**
- Bowl effect
- Green/rural/wooded spaces and approaches/ gateways to the city provide existing definite “boundary”
- Rivers / waterfronts
- Historic centre / market town feel

**Do we want new development of Hospital to be a landmark iconic building or can it be dealt with differently if socially this is not important? Isn’t it more important that landscape around it “helps” its patients: green space**

**Issue of developers working in isolation on Hospital, School, etc., rather than holistically with understanding of landscape**

**Garras Wharf and Boscawen Park**
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**Potential non-urban landscape functions - how can the landscape act as a gym or a classroom?**

Not covered in the workshop

**Natural capital – what are the distinctive cultural and biodiversity layers in the landscape?**

Not covered in the workshop

**Nodes – which locations have a particularly strong sense of place because of the confluence of paths, edges and landmarks?**

Not covered in the workshop
Badly developed corridor between Hightown and City Centre
Badly developed Threemilestone area

How do we move to making Truro a sustainable community over the next 20 years?
• Good regular affordable public transport network and improved/safer cycle routes
• Walkable local services for all residential and employment areas and/or integrate services with developments
• Protect farmland / supporting growing and using local food
• Provide for gardens and allotments to meet projected need / supporting growing own food and community food growing
• Use local materials when building
• Design of all new build to incorporate energy creation and efficiency systems – code for sustainable homes needs to be exceeded
• Redesign energy generation systems for whole areas including sea/wave power generation
• Need to consider development against waterfront versus flooding issues brought by climate change
• Provide affordable options for people to live near where they work/study
• Retro-fitting of green systems in existing buildings/
• Housing
• Creation/enhancement of real community identities by providing integrated pedestrianised centres for areas

What sort of place do we want Truro and Threemilestone to be in 20 years?
• Good regular affordable public transport network and increased in halts for rail network
• Better access to river/waterfront
• Preservation and access to green spaces linked to built environment - walkable
• Interconnection of developed areas with existing areas – social and walkable
• New roads become “streets” – liveable, walkable with residential and business mix
• Reduction of traffic jams at peak times – more fluid movement
• Improved key areas: Garras Wharf, upper Pydar Street through mixed use.
• Relocation of industrial area (not river connected) away from Newham and re-use of this site
• Improved cycle routes
• More pedestrianised areas

Report of workshop held on 19/01/08

A record of this workshop is held by Carrick District Council.

Mapping and GIS data

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