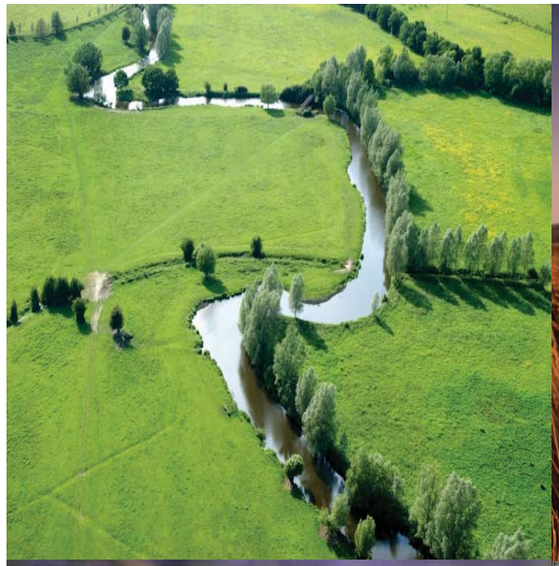
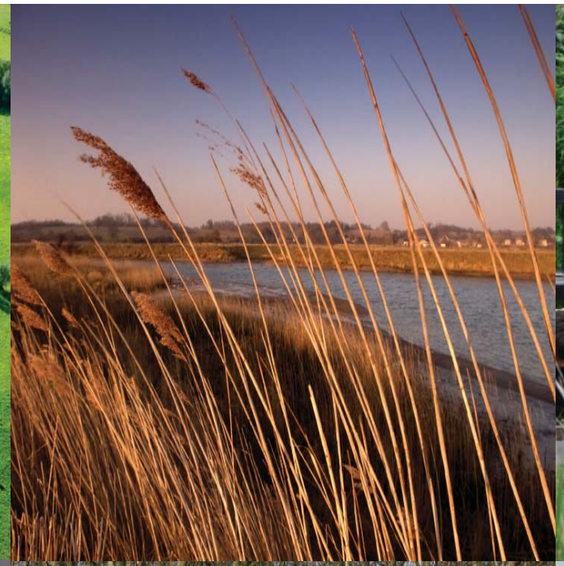
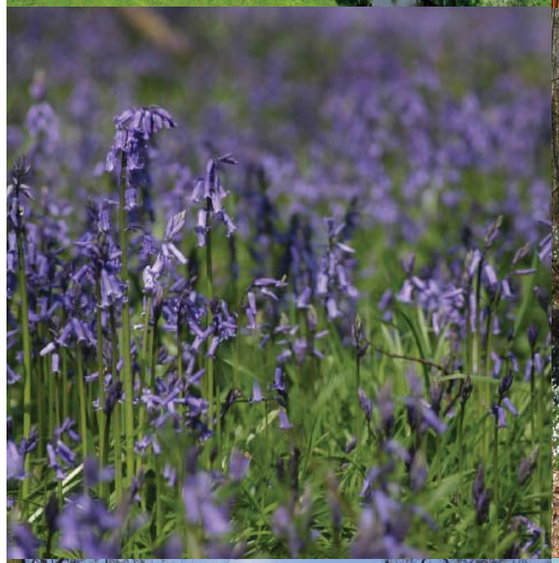
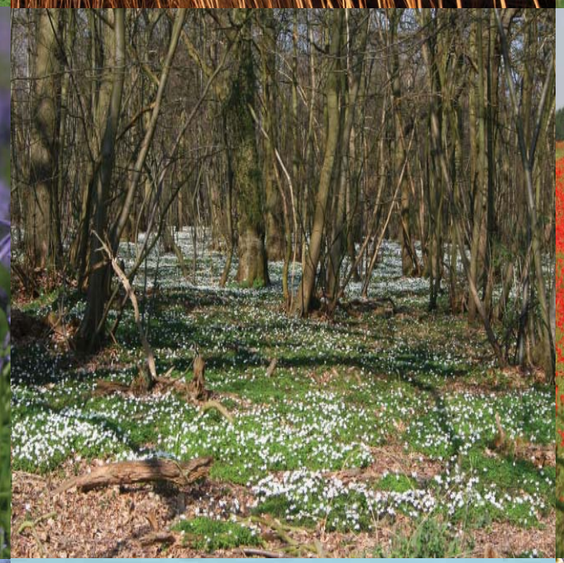
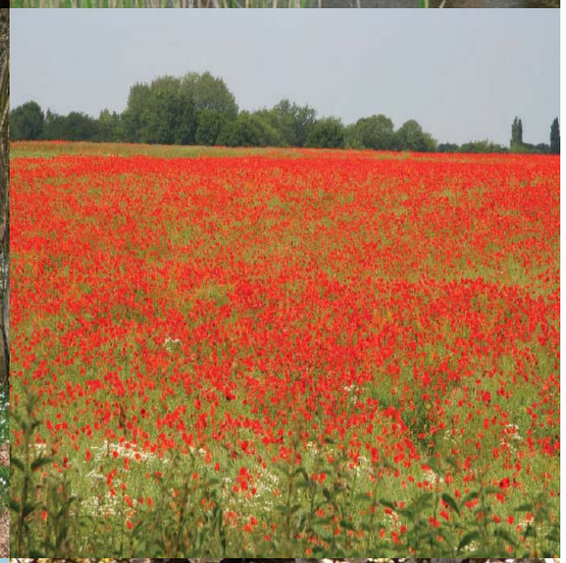
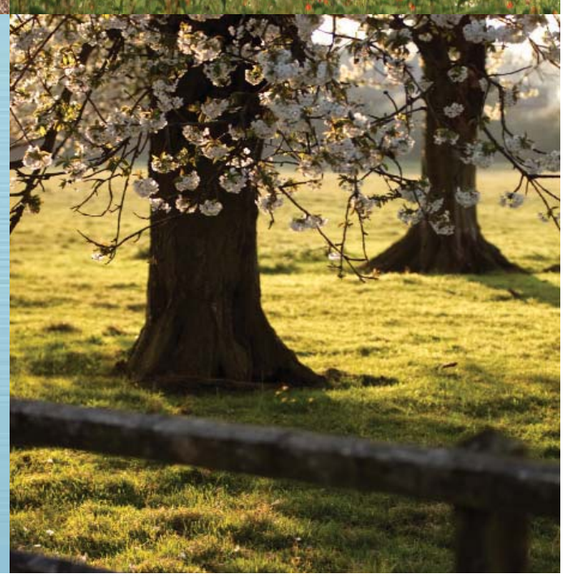
HAVEN GATEWAY

A Green Infrastructure Strategy for the Haven Gateway

April 2008

thelandscapepartnership

Quality control

Green Infrastructure Strategy

for

Haven Gateway Sub-region

Checked by Project Manager:	Approved by:
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Name:	Name:
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Executive summary

What is green infrastructure?

The Haven Gateway sub-region has been set challenging growth targets in the East of England Plan and has, for this reason, recently been afforded New Growth Point status by the Government.

The Haven Gateway Partnership is confident it can deliver this growth in accordance with the objectives of the Government's Sustainable Communities Plan. However, a key component of achieving sustainability will be the sub-region's ability to deliver a multi-functional greenspace network or 'green infrastructure'. Production of a Green Infrastructure Strategy was a condition of New Growth Point status for the Haven Gateway.

Green infrastructure is a connected system of protected sites, nature reserves, greenspaces and greenway linkages. By providing for multi-functional uses, e.g. wildlife, recreation, and cultural experience, green infrastructure contributes to quality of life whilst also delivering landscape, historic and ecological benefits. Green infrastructure will be particularly important in settlements and surrounding areas proposed for regionally or sub-regionally significant development.

Our vision

To establish a framework for the delivery of high quality green infrastructure over the next 20 years, complementing and supporting planned housing and development growth.
To contribute to quality of life through ensuring that everyone living and working in the Haven Gateway has access to a high quality natural and historic environment.

The success of these aims can only be secured by sustained support by all communities of interest in Haven Gateway namely all the partner local authorities, developers, residents, businesses, central and regional government and government agencies, and the voluntary sector.

Principles

The principles have been developed by the Steering Group and will guide planning, design and maintenance of the green infrastructure network. The overarching principles are to:

- integrate green infrastructure provision and management into development proposals
- champion the role that green infrastructure assets play in delivering a high quality of life
- promote an integrated approach to green infrastructure provision and management that provides recreational opportunities for people whilst maintaining and enhancing the exceptional natural and historic environment within the Haven Gateway
- create green infrastructure that reflects the ethos and character of the Haven Gateway
- increase everyone's understanding of, and ability to take action for, green infrastructure

These principles are elaborated under the themes of access, biodiversity, historic environment and landscape.

The Haven Gateway Green Infrastructure Steering Group

The Haven Gateway Green Infrastructure Strategy is supported by a Steering Group of partners comprising local authorities, government agencies, the local wildlife trusts, and Suffolk Coast and Heaths Area of Outstanding Natural Beauty Unit. Suffolk County Council has acted as the lead authority for this project on behalf of the Haven Gateway Partnership. The Steering Group is accountable to the Planning Officers Group of the Haven Gateway Partnership.

The green infrastructure resource

The strategy identifies the resources that define or give character to the existing green infrastructure. In doing so it also provides the building blocks for identifying the opportunities for enhancement. The following resources were identified and mapped using a geographical information system.

River patterns, estuaries, reservoirs and topography including flood risk
- Landscape character
- Designated wildlife sites and landscapes and Biodiversity Action Plan habitats
- Agricultural land classification
- Historic landscapes
- Designated historic features
- Promoted access routes
- Key built-up areas and growth potential
- Existing accessible natural greenspace

Accessible natural greenspace

Accessible natural greenspace (ANG) provides opportunities for informal recreation in a natural setting, therefore giving people the opportunity to experience wildlife close to where they live. This is important for quality of life, healthy living and sense of place. Natural England believes that the provision of natural areas should be part of a balanced policy of greenspace provision.
The strategy appraises and identifies standards for delivering enhancements to the existing ANG network. The criteria for defining ANG were developed in liaison with the Steering Group. The existing ANG provision was appraised to identify deficiencies in provision based on four accessible natural greenspace standards (as developed by English Nature [now Natural England] in 2003, adapted by the Town and Country Planning Association and agreed by the Steering Group).

- 2ha+ of ANG within 300m of home – the Neighbourhood Level
- 20ha+ of ANG within 1.2km of home – the District Level
- 60ha+ of ANG within 3.2km of home – the Sub-regional Level
- 500ha+ of ANG within 10km of home – the Regional Level

The deficiencies were appraised to see where they corresponded to areas of population density and anticipated economic and spatial growth.

Opportunities

Consultation was carried out with the Stakeholder Group to identify and analyse the resource data and to determine indicative project opportunities. The Opportunities Map identifies seven types of opportunity for accessible and non-accessible green infrastructure:

- potential green corridor projects with access
- potential green corridor projects without access
- potential river corridor projects
- potential access projects
- potential site projects
- potential green bridges – these include so-called 'living' bridges and non-vehicular bridges that provide links e.g. over water for access projects
- potential area-based initiatives

The Opportunities Map identifies opportunities and indicative vision projects across the Haven Gateway area. A series of map inserts highlight the project opportunities in the main growth nodes at Ipswich, Colchester, Felixstowe/Harwich and Clacton. The schedule of projects identifies the current lead organisation, the indicative cost of the project, and its priority as judged against criteria related to the over-arching principles and the benefits of green infrastructure to the sub-region.

The Concept Map identifies key existing assets such as ANG, rivers, promoted walks and cycleways, and key strategic opportunities:
- key areas for ANG creation at the Regional, Sub-regional and District Levels
- key potential access routes

Steps to delivery and further actions

The strategy represents the first step in delivering a high quality green infrastructure in the Haven Gateway. Success in delivery will depend on how the strategy is taken forward over the next few years. This includes promoting the strategy to key stakeholders and the community by a variety of methods; developing 'best practice' examples of green infrastructure to raise standards and expectations, and developing a governance model and a funding strategy. It also involves ensuring links, including Public Rights of Way (PRoW), to ANG are in place or developed in line with the Rights of Way Improvement Plan (ROWIP) and using the planning system to embed the green infrastructure principles in Local Development Frameworks and promoting and enforcing key tools for delivery.

Holbrook Creek, Suffolk County Council

1.0 Introduction

1.1 Background to growth

The Haven Gateway Green Infrastructure Strategy has been prepared for the Haven Gateway Partnership, with Suffolk County Council as the commissioning authority for the work. The Haven Gateway Partnership was established in 2001 and brings together the ports of Felixstowe, Harwich, Ipswich, Mistley and their surrounding hinterlands including the regional centres of Colchester and Ipswich **(see figure 1).** The Partnership is an association of public and private sector organisations that are working together to secure the future economic prosperity of the sub-region. The Haven Gateway Partnership is formally recognised as a sub-regional economic partnership by the East of England Development Agency. For more information on the Haven Gateway Partnership see www.haven-gateway.org

The Haven Gateway is one of four planning sub-regions identified in the emerging East of England Plan. In 2006 it was awarded New Growth Point status by the Government in recognition of its ambitious housing targets as set out in the emerging East of England Plan. The Haven Gateway sub-region is one of the fastest growing areas in the eastern region with a population projected to increase from 611,300 in 2001 to 684,500 in 2021.

The Haven Gateway has four main economic drivers: the urban areas of Ipswich and Colchester, and the ports of Felixstowe and Harwich, where major expansion is proposed. Haven Gateway covers an area of about 1,200sq km of north-east Essex and south-east Suffolk. It has a unique and exceptional natural and historic environment, which is expected to come under pressure from planned growth. Some significant areas of the sub-region, especially along the coast, are protected under various wildlife and/or landscape designations. There are two Areas of Outstanding Natural Beauty within the area, and a number of internationally important wildlife sites such as the Stour and Orwell Estuaries, Colne Estuary, Hamford Water and Suffolk Sandlings.

The planned growth in the Haven Gateway could impact on both the quality of life of the existing and proposed future communities, and the natural and cultural assets of the area. The production of a Green Infrastructure Strategy is therefore a condition of New Growth Point status and is seen as an important document ensuring that a balance is struck between new development and meeting community needs.

1.2 What is green infrastructure?

The East of England Plan defines green infrastructure as,

"Green infrastructure refers to networks of protected sites, natures reserves, green spaces, waterways and green linkages. By providing for multi-functional uses, i.e. landscape, wildlife, recreational and cultural experience, it contributes to liveability, whilst delivering biodiversity and other benefits including, potentially, flood relief. Whilst Policy ENV1 applies region wide, and to all scales of development, green infrastructure will be particularly important in settlements and surrounding areas proposed for regionally significant development, notably the key centres for development and change."

This definition of green infrastructure has been developed within the Haven Gateway, to also include the historic environment as a key element.

Woodlark, Forestry Commission, Giles Brockman

1.3 Policy context

Green infrastructure is recognised as integral to the development of sustainable communities due to its importance for quality of life. This is clearly set out in national policy and documents such as **Sustainable Communities: Building for the Future** (Communities and Local Government, 2004 (CLG)), **Planning Policy Statement 1: Delivering Sustainable Development** (CLG), **Planning Policy Statement 9: Biodiversity and Geological Conservation** (CLG, 2004), **Planning Policy Guidance 17: Open Space, Sport and Recreation** (CLG 2002), and also in regional policy within the **East of England Plan , The Revision to the Regional Spatial Strategy for the East of England (Government Office for the East of England, May 2008).**
and within local development documents that are emerging as part of **Local Development Frameworks**. The importance of green infrastructure for quality of life has been highlighted through research into a range of issues, such as health, by organisations such as the Royal Society for the Protection Birds and Commission on Architecture and the Built Environment. Further details on relevant policies and national guidance can be found at **appendix 1.**

1.4 Strategy brief

The main purpose of this strategy is to:

- assess the interplay of the five main components of green infrastructure: physical resources and natural systems, ecological assets, landscape character, historical and cultural assets, and access networks and recreational facilities
- establish a holistic and coordinated spatial framework for the delivery of high quality multi-functional green infrastructure over the next 20-25 years, complementing and supporting planned housing and employment growth
- inform the preparation of Local Development Frameworks as envisaged in Policy ENV1 of the East of England Plan
- provide an evidence base for future funding

This strategy will form part of a framework for growth along with other studies (water cycle, culture, tourism, etc.). Together, these will form part of an evidence base to inform the strategic planning process for housing and economic growth planned for the Haven Gateway area to 2021.

Aldeburgh, Natural England, Chris Gibson

1.5 Governance

The Haven Gateway Green Infrastructure Strategy is supported by a Steering Group led by Suffolk County Council, and is composed of:

- Babergh District Council (Peter Berry)
- Colchester Borough Council (Beverley McClean)
- Environment Agency (Andrew Hunter)
- Essex County Council (Martin Wakelin, Adrian Gascoyne and Nigel Brown)
- Essex Wildlife Trust (Claire Cadman, Gemma Slaven)
- Forestry Commission (Giles Brockman)
- Ipswich Borough Council (James Baker, Sarah Barker)
- Mid Suffolk District Council (Stephen Andrews)
- Natural England (Graham King, Chris Gibson)
- Royal Society for the Protection of Birds (Chris Tyas)
- Suffolk Coast and Heaths Unit (Bill Parker)
- Suffolk Coastal District Council (Steve Brown, John Davies)
- Suffolk County Council (Sarah Jennings (Chair), Peter Holborn, Edward Martin)
- Suffolk Wildlife Trust (Simone Bullion)
- Tendring District Council (Sandra Scott)

The Steering Group is accountable to the Planning Officers Group of the Haven Gateway Partnership reporting through two planning officers. The Planning Officers Group is responsible for ensuring that the Haven Gateway Board is kept informed of progress with the green infrastructure work, and that each of the related studies supporting the overall framework for growth informs each other at key stages through their development.

2.0 Vision and principles

2.1 Aims and objectives

The overall objective of the Haven Gateway Green Infrastructure Strategy is:

to establish a framework for the delivery of high quality green infrastructure over the next 20 years, complementing and supporting planned housing and development growth.

The aim is to contribute to quality of life by:

ensuring that everyone living and working in the Haven Gateway has access to a high quality natural and historic environment.

This is a vision that aims to champion the role that green infrastructure plays in delivering sustainable communities, in attracting investment, delivering life-long learning and bringing a sense of well-being to all who live, work and visit the area. The vision is to create green infrastructure that strengthens the character and sense of place of the Haven Gateway, maintains and enhances the exceptional natural and historic environment (especially the beauty of its heaths and estuaries), integrates open and accessible green space within new developments, integrates development into existing neighbourhoods and landscapes, embraces sustainability, enhances recreational opportunities for people, and increases community understanding and engagement with their greenspace.

2.2 Principles for green infrastructure in the Haven Gateway

Role of principles

The principles were developed by the Steering Group and are intended to guide the planning, design and management of green infrastructure in the Haven Gateway. They should be incorporated within policies in Local Development Frameworks, supplementary planning documents, master plans, project briefs, and other guidance at the strategic or local level e.g. developer guidelines.

Overarching principles

Green infrastructure planning, design and maintenance in the Haven Gateway should:

- **integrate green infrastructure provision and management into development proposals**
- **champion the role that green infrastructure assets play in delivering a high quality of life**
- **promote an integrated approach to green infrastructure provision and management that provides recreational opportunities for people whilst maintaining and enhancing the exceptional natural and historic environment within the Haven Gateway**
- **create green infrastructure that reflects the ethos and character of the Haven Gateway**
- **increase everyone's understanding of, and ability to take action for, green infrastructure**
- **ensure that sustainability issues are considered e.g. in construction, location, access, management and use**
- **protect and enhance the distinctive landscape character of the sub-region as defined in landscape character assessments**
- **contribute to both the Suffolk Coast and Heaths and the Dedham Vale Areas of Outstanding Natural Beauty management plans**

Albany Gardens, Barrett Homes

Access principles

Green infrastructure planning, design and maintenance in the Haven Gateway should:

- create new, or extend existing, accessible natural green space in order to address shortfalls in provision, and when opportunities arise, at both strategic and local levels
- create new, or extend existing, accessible natural green space in order to reduce recreational pressure on sensitive wildlife or historic sites
- ensure that accessible natural green spaces are protected, managed and promoted appropriately for people, wildlife and historic interest
- create and enhance, manage and promote strategic routes for non-motorised users, especially:
    - within and between main settlements
    - from main settlements to, and between, accessible natural green spaces and the coast
    - with regard to PRoW, in line with ROWIP
    - to provide circular routes of varying lengths and demands to meet the needs of different users, including walkers, cyclists and equestrians of varying abilities
    - to provide multifunctional green corridors
    - to provide improved access to rivers and estuaries, where appropriate
    - to maximise opportunities to use existing public transport links and encourage the creation and promotion of new links, e.g. community bus links

Biodiversity principles

- Green infrastructure planning, design and maintenance in the Haven Gateway should:
- enhance, manage and protect existing key habitats and species (statutory and non-statutory designated sites and Biodiversity Action Plan habitats and species) as key components of the green infrastructure network
- reduce fragmentation of wildlife habitats by creating ecological corridors and networks
- contribute to Essex and Suffolk Biodiversity Action Plan habitats and species targets
- reduce disturbance to ecologically sensitive sites through improved management of access, and the creation of alternative accessible natural green spaces
- be informed by ecological surveys and Biodiversity Action Plan priorities to guide the design and implementation of green infrastructure improvements and development schemes
- create new areas of habitat as part of new development

Historic environment principles

Green infrastructure planning, design and maintenance in the Haven Gateway should:

- enhance, restore, manage and protect the historic environment as a key component of the green infrastructure network
- be based on a sound understanding of the historic environment of the Haven Gateway (e.g. historic landscape characterisation work)
- promote the recognition of the historic environment as an integral part of green infrastructure

Landscape principles

Green infrastructure planning, design and maintenance in the Haven Gateway should:

- protect and enhance the distinctive landscape character of the sub-region as defined in landscape character assessments
- contribute to both the Suffolk Coast and Heaths and the Dedham Vale Areas of Outstanding Natural Beauty management plans

Dedham Vale, Flatford to Dedham, Natural England, Chris Gibson

Cattawade Marshes, Natural England, Chris Gibson

Dunwich Heath, Natural England, Chris Gibson

3.0 Approach to the study

3.1 Baseline data

The following data was collated in order to provide a baseline for the review and analysis of existing green infrastructure assets within the Haven Gateway area, and to identify opportunities for future enhancement (as discussed further in Section 4).

Information considered in the baseline study included:

- policies and relevant strategies. The documents reviewed are listed at **appendix 3**
- environmental resources, e.g. physical attributes and resources such as river patterns and flood zones; geology, soils and agriculture; landscape character and designations; wildlife designations and biodiversity habitats; and historic landscape character
- existing ANG sites (see below)
- strategic access routes and networks
- key built up areas and directions of existing and future growth
- population data from 2001 Census
- feedback from consultation exercises, workshops, etc.

Environmental data was mapped digitally using a geographical information system. By using a geographical information system, the various sets of spatial data relevant to the sub-region were easily captured, stored, shared, managed, analysed and displayed.

The data sets used within the geographical information system model are listed at **appendix 4.**

3.2 Policy context

The policy context provides a review of existing and emerging government policy relevant to green infrastructure in the Haven Gateway at the national, regional, sub-regional and local levels. At the national level, green infrastructure policy and guidance documents prepared by government agencies and non-governmental organisations were assessed, in addition to central government planning policy statements. The policy topics considered encompass the environmental, social and economic benefits of green infrastructure, the creation and enhancement of the green infrastructure network and the management and maintenance of green infrastructure. The review of existing and emerging policy provides guidance on the implications of the current planning context for the Green Infrastructure Strategy.

3.3 Environmental resources

The baseline data relating to the environmental resources within the Haven Gateway was reviewed and analysed. The following paragraphs contain a summary of the findings, together with notes on key issues that might affect current or future green infrastructure resources.

Topography, river patterns and flood zones

The Haven Gateway embraces five estuaries: the Alde and Ore, the Deben, Orwell, Stour and the Colne. A large part of this estuarine landscape, east of the A12, is low-lying, the coast itself consisting of crumbling cliffs, shingle beaches and coastal lagoons, as well as the mud-flats and creeks of the salt-marsh fringed estuaries themselves. Low-lying, level landscapes are particularly sensitive to intrusion by large-scale development e.g. at the fringes of urban areas, from port development and other infrastructure. Access is constrained by the river and estuary patterns. Further inland, the landscape varies between forest, heath and agricultural land incised by the valleys of the Colne, Gipping, Deben and Alde, for instance.

Many low-lying parts of the Haven Gateway have been identified as being at risk from flooding from the sea or rivers, by the Environment Agency **(see figure 2).** This risk will increase with climate change. There is already an economic debate about which undeveloped areas can be protected and which may have to be allowed to become inundated over time. This debate also extends beyond economics to the conservation of the dynamic coastal landscape of estuary, mudflat and salt marsh, which can often conflict with the provision of hard defences.

The UK Climate Impacts Programme is predicting changes to UK weather patterns and levels of precipitation over the coming decades. The Inter-governmental Panel on Climate Change has predicted that the East of England may experience hotter, drier summers, milder, wetter winters, more extreme climate events and increased risk of flooding. Despite being classified as semi-arid, current predictions suggest that the eastern region is likely to experience both water shortages during drier summers and increased risk of flooding during the winter months due to climate change.

The Haven Gateway Partnership has commissioned Royal Haskoning consultants to undertake a water cycle study of the sub–region. This water cycle study is needed to ensure that water supply, water quality, sewerage and flood risk management issues can be addressed in a sustainable way to accommodate the planned growth up to 2021 and beyond.

Key issues include: Flood risk, economics of flood defence renewal, conservation and re-creation of salt marsh and other key elements of coastal landscapes. The loss of some landscape character types to rising sea level particularly coastal levels and freshwater grazing marshes. Threats to coastal and estuarine access, conservation of the coast and estuaries, sensitivity of low-lying areas to visual intrusion from development, and water management issues arising from increased levels of flooding and drought as a result of climate change.

Dovercourt, Natural England, Chris Gibson

Wivenhoe, Barratt Homes

The Naze, Walton, Natural England, Chris Gibson

Students at Hanningfield Reserve

Geology, soils and agriculture

The geology of Essex is dominated by three distinct types of deposit; London Clay; boulder clay, sands and gravels mostly of very ancient origin; and coastal muds and silts laid down over the past few thousand years.

A broadly flat, but undulating plateau covered by till dominates the northern part of Essex. The eastern edge of the plateau is marked by a shallow wooded ridge, which sweeps round in a curve to Tiptree. The ridge grades northwards to beyond Colchester into heathlands developed on sands and gravels, which in turn give way to the London Clay which underlies most of the coastal region. More recent muds, silts and sands cover the London Clay and give rise to mudflats and salt marsh all along the Essex coast.

The geology of Suffolk is relatively simple. Extensive spreads of till, or boulder clay, deposited over the last million years, cover the gently undulating plateau that forms much of the county. The till plateau is bordered on its eastern edge by marine sands and gravels. These deposits support a mosaic of heathland and conifer plantation and pass eastwards into a largely undeveloped coast comprising a mosaic of estuaries, salt marsh, eroding cliffs and steep shingle banks. In the far southeast of the county, rocks of Tertiary age occur, but they only outcrop in a relatively few places along the shores of the larger estuaries.

This underlying geology affects both the local soils and the quality of the land for agriculture **(see figure 3).**

Large areas of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty are Agricultural Land Classification Grade 4 or poorer because of the free-draining, acidic nature of the soils. However these soils are now capable of producing high value vegetable crops through the application of modern irrigation and husbandry. Tracts of Grade 3 land correspond to some of the drained estuary and coastal marshes; this better quality and more diverse land is found north of Felixstowe, south of Ipswich and on the Tendring peninsula with large pockets of Grade 1 and 2 land east of Colchester.

Key issues include: Water abstraction for agriculture resulting in diminished fresh water flow from rivers in spring and summer and thus increased saline concentrations in estuaries; increased development resulting in increased water demand, which could reduce groundwater supplies for agricultural irrigation and impact on the natural environment; wind blow on light soils causing erosion; intensive cropping and run-off from arable land and areas used for outdoor pigs; loss of grazing by traditional livestock in areas such as heaths and marshland resulting in invasion of inappropriate species or reduced species diversity, and thus changes to the landscape and ecological character.

Landscape character

At a regional level, the landscape character of the Haven Gateway falls into five character areas as defined under the Countryside Agency/English Nature/English Heritage 'Character Map of England'. These are shown at **figure 4.** The five regional character areas are:

The Greater Thames Estuary: this extends around the coast from the Thames up to, but not including, the Stour Estuary. It is a low-lying landscape characterised by extensive open spaces dominated by the sky, often with a strong sense of remoteness. Its distinctive features include the mudflats and salt marshes populated by large and varied bird populations, traditional unimproved wet pasture or open grazing pastures patterned by creeks, ditches and dykes; and the distinctive sea walls.

Suffolk Coast and Heaths: this area has a distinctive topography and land cover forming free draining and easily worked acidic sands and gravels. Much of the area is a largely unspoilt mosaic of estuaries, salt marsh, grazing marsh, reed bed, river valleys, arable, heath and woodland with a strong coastal influence.

Northern Thames Basin: this character area forms the higher land behind the coastal lands of the Greater Thames Estuary character area. This is a predominantly plateau landscape divided by a series of broad river valleys and extensive areas of broadleaved woodlands. Many of the plateau areas are used for arable agriculture, often with large fields where the hedgerows have been removed. The distinctive character of the river valleys can be compromised by reservoirs, gravel pits, artificial wetlands, river realignment or canalisation of watercourses.

South Norfolk and High Suffolk Claylands: this is a large area of chalky boulder clay plateau with a slightly undulating topography, generally flat but more varied along valley sides. There is a strong contrast between the small-scale wooded valleys which fringe the Suffolk Coast and Heaths area, and the open, arable plateau. There is a mix of remnant medieval ancient countryside, early co-axial field patterns and large modern fields devoid of hedges and trees. The area is almost entirely arable, except for pasture in river valleys, remnant parkland, commons and greens.

South Suffolk and North Essex Clayland: the area is a broadly flat, chalky boulder clay plateau dissected by undulating river valley topography. It is predominantly arable with irregular field patterns and a wooded appearance. There is some pasture in the valley floors. The area has a cultural association with Constable and the popular Dedham Vale.

Within this regional context, landscape character assessments have been carried out at the county level in both Suffolk and Essex, for Colchester and Tendring and for the Essex coast. The characteristics of the local landscape types are outlined at **appendix 5.**

Key issues include: Maintaining and strengthening local distinctiveness that is under pressure from standardised housing, retail and commercial development, and infrastructure such as roads. Suburbanisation of the countryside through the subdivision of fields and erection of buildings for use as pony paddocks and extended gardens. Careful siting of development is needed and appropriate mitigation, such as screening using subtle landform and appropriate planting, especially at the urban fringe.

Scout Jamboree, Essex Wildlife Trust

Stour Wood Anemones, RSPB, Rick Vonk

Designated wildlife sites and Biodiversity Action Plan habitats

There are a number of different conservation designations providing legal protection to the most ecological rich terrestrial and coastal and estuarine areas within the Haven Gateway. These identify, within a specified area, the important species and/or habitats, and set out the condition in which they should be maintained. The Haven Gateway area contains some of the most important habitats in the UK, notably for over-wintering birds. Designated sites are shown at **figure 5**. All international sites are also Sites of Special Scientific Interest.

Special Areas of Conservation: Special Areas of Conservation are sites that have been given special protection under the European Union's Habitats Directive. They provide increased protection for rare, endangered or threatened flora and fauna, other than birds. However, many of these sites are also recognised as Ramsar sites, designated for their internationally important wetlands including their fowl populations. Special Areas of Conservation within the Haven Gateway include the Alde/Ore and Butley estuary, Orfordness - Shingle Street (designated for its coastal lagoons, and stony banks); part of the Minsmere to Walberswick heaths and marshes Special Areas of Conservation (designated for the mixed sand and shingle strandline, of which it is the best example of this type, and for its lowland European dry heaths) and the Mid Essex Estuaries, including part of the Colne Estuary.

Special Protection Areas: Special Protection Areas are designated under the European Union's Directive on the Conservation of Wild Birds. Special Protection Areas in the Haven Gateway, include the Alde/Ore Estuary (including Orfordness and Havergate Island), the Stour and Orwell Estuary, Minsmere to Walberswick, Sandlings, the Deben estuary, Hamford Water, Abberton Reservoir and the Colne Estuary.

Sites of Special Scientific Interest: Sites of Special Scientific Interest are the UK's finest wildlife and geological sites and support our most characteristic, rare and endangered species, habitats and geological features. There are numerous Sites of Special Scientific Interest in the Haven Gateway some of which also have international protection - large wetlands, gorse and heather-clad heathlands and shingle beaches many of which are also international sites. Sites of Special Scientific Interest in the area include Abberton Reservoir, the Orwell Estuary, the Stour Estuary the Colne Estuary, Hamford Water, the Harwich Foreshore, and the Roman River.

National Nature Reserves: National Nature Reserves are usually chosen because they represent the best example of a particular wildlife habitat and, as the name suggests, are consequently of national importance. Most National Nature Reserves are accessible to the public. Those in the Haven Gateway include the Colne Estuary, Orfordness, Hamford Water, and Havergate Island National Nature Reserves.

Local Sites (County Wildlife Sites in Suffolk) and Local Nature Reserves were also mapped and these are also included in the designated sites mapped at **figure 5.**

Biodiversity Action Plan: The Biodiversity Action Plans for Suffolk and Essex detail the set priorities for nationally and locally important habitats and wildlife. Each plan includes actions and targets that are monitored and progress reported on a 3-5 year cycle. The Plans identify species that are disturbance sensitive and which present a serious possible conflict between biodiversity and recreational need. Priority Biodiversity Action Plan habitats within the Haven Gateway have been mapped and are shown at **figure 5**. These include coastal habitats such as salt marsh, grazing marsh, mudflats and saline lagoons as well as ancient woodland and lowland heathland.

Key issues: Many species are sensitive to disturbance; certain recreational activities, such as dog walking may cause particular harm to fauna and require access to be managed through redirection of routes or reinforcing of the existing ones. The provision of ANG within or close to new development will have a particularly important role to play in redirecting some activities away from sensitive habitats. Other pressures include development pressure and fragmentation of habitats and migration routes due to roads and railways.

Dovercourt beach huts, Natural England, Chris Gibson

Landscape designations

There are two Areas of Outstanding Natural Beauty (AONB) in the Haven Gateway Area: Suffolk Coast and Heaths and the Dedham Vale. These are shown at **figure 5.** The primary purpose of the designation is to conserve and enhance the natural beauty of the landscape, with two secondary aims: meeting the need for quiet enjoyment of the countryside and having regard for the interests of those who live and work there.

The Suffolk Coast and Heaths Area of Outstanding Natural Beauty extends from the northern side of the Stour Estuary to the eastern fringe of Ipswich and as far north as Kessingland, beyond the Haven Gateway boundary. It covers approximately 389sq km, mainly between the A12 and the sea.

The Area of Outstanding Natural Beauty consists of a mosaic of different habitats; farmland, heathland (the Sandlings), ancient woodland, commercial forestry, reed beds, estuaries and grazing marsh. Part of its distinctive character is the numerous small traditional towns, such as Aldeburgh, and the villages with their colour-washed houses. The economy is based on agriculture and tourism.

Dedham Vale Area of Outstanding Natural Beauty covers 90sq km of the eastern end of the Stour Valley. It protects an area of exceptional lowland river valley. The Area of Outstanding Natural Beauty boundary generally coincides with the part of the Stour Valley associated with the landscape paintings of John Constable. It includes the valley itself and the tributary valleys that feed into it. The northern and southern limits correspond with the skyline edge of the low arable plateau.

Key issues include: Changing agricultural practice, winter storage reservoirs impacting on landscape character, 'horsi-culture', infrastructure development and inappropriate development, including housing. It is vital that great care is given to siting, scale and detail design of new development to reflect local character and maintain the distinctiveness of the Areas of Outstanding Natural Beauty. Major infrastructure development associated with the ports is a threat to sensitive coastal landscapes of the Suffolk Coast and Heaths AONB. An issue within the Suffolk Coast and Heaths AONB is increased visitor numbers causing increased vehicular traffic. More use of public transport, cycleways and pedestrian access is needed.

River Deben saltmarsh, Natural England, Chris Gibson

Flatford Mill, Natural England, Chris Gibson

Historic landscape

The remains of the historic landscape can be identified over much of the Haven Gateway area.

Within Essex, 28 of the county's historic landscape areas occur wholly or partly in the Haven Gateway. These are shown at **figure 6.** The historic landscape includes the Iron Age tribal capital of Camulodonum, and the historic town of Colchester. East of Colchester are large areas of later enclosure of former heathland. To the north, the Stour River valley and Dedham Vale are characterised by extensive meadow pastures with largely pre-C18th irregular fields, probably of medieval origin.

The Colne Valley has extensive meadow pasture and pre-C18th irregular fields, with the adjoining Roman River Valley extensive areas of ancient woodland and meadow pasture. South of Colchester, much of the area was formerly a huge area of common rough pasture and wood-pasture, with parts of Tiptree Heath not finally enclosed until the C19th. The southern edge of Colchester District comprises salt marsh, and grazing marsh with boundaries formed by drainage ditches. Mersea Island forms a gently domed ridge rising from the marshes.

On the Tendring peninsula, the settlement pattern was very dispersed. The core of the district comprises a plateau dissected by streams, often forming quite steep sided valleys. There are numerous greens and a mix of pre-C18th irregular fields, probably of medieval origin and later enclosure. Post-1950's boundary loss is generally moderate. To the west is a mix of pre-C18th irregular fields and later enclosure of common fields with meadow pasture in stream valleys. There are extensive areas of mineral extraction to the south.

The C20th trend for seaside-based holidays is evident around Point Clear. Coastal urban areas comprise the port and town of Harwich and the resort towns of Clacton, Frinton and Walton. The remainder of the coastline is made up of present and former grazing marsh and saltmarsh. Hamford Water, in particular, represents a complex historic landscape.

In Suffolk 17 historic landscape types have been identified within the Haven Gateway. These are shown at **figure 7.** The historic landscape includes extensive areas of pre-C18th enclosure (land that was enclosed for agriculture before 1700). These ancient enclosures include areas of former medieval deer park or former marsh and fenland. These types dominate the western part of the Haven Gateway region in Suffolk. C18th and later enclosure tend to have rectilinear hedgerow boundaries. These associate with landscapes further to the east of the Haven Gateway area. Where both these earlier types of landscape have been damaged due to C20th post-war agricultural practice, generally through hedge removal, more open landscapes have been created.

Relevant designated historic sites and features are mapped at **figure 8.**
Key issues include: Maintaining the integrated management of the historic and natural environment including hedges, woods and grazing marshes which are important nature conservation and cultural features; conservation of extensive cropmarks complexes through environmental stewardship or incorporation into new ANG such as Gosbecks Archaeological Park; recognition and enhancement of the contribution of the historic environment to local character and sense of place.

3.4 Accessible Natural Greenspace (ANG)

The concept of Accessible Natural Greenspace (ANG) was developed by English Nature (now Natural England) in 2003 in their publication **'Accessible Natural Greenspace Standards in towns and cities'.** The concept was adapted by the Town and Country Planning Association in their publication **'Biodiversity by Design'** as one of the ways of delivering green infrastructure to communities.

ANG plays a vital role in improving quality of life by providing access to informal recreation in a natural setting, thereby promoting healthy living and a sense of place. ANG also enables people to experience wildlife close to their homes and have everyday contact with nature; provides an educational resource; helps to ensure that urban areas function ecologically and that greenspace and wildlife is protected; and plays an important role in reducing pressure on more sensitive wildlife sites by providing an alternative attraction. Natural England believes that the provision of natural areas should be part of a balanced policy of greenspace provision.

Given its importance, it is thus essential that ANG provision in the Haven Gateway area is robustly addressed in the framework for future delivery of high quality green infrastructure over the next 20 years, to complement and support the planned housing and other development growth.

Part of the brief for the Haven Gateway Green Infrastructure Strategy was to assess ANG provision in the Haven Gateway area, and consider future needs in light of planned growth. Such information can then be used, together with the other baseline analysis, to suggest opportunities to enhance ANG provision and to address any existing or future deficiencies.

A number of definitions exist to describe what ANG actually is. For the purposes of the current strategy, the Steering Group agreed that the following test should be applied to areas of open space within the sub-region. To be considered as ANG, sites must comply with each of the following parameters:

- be 2ha or greater in size. Anything under 2ha in size is not included, as these sites will not have a significant impact at the strategic scale. However, consideration will be given to strategic corridors created by the amalgamation of a number of sites each of less than 2ha in size
- have a public right of access that is not subject to admittance, membership or subscription fees, and a security that such access will remain in perpetuity
- have an access network that allows public infiltration across a substantial part of the site
- be positively managed for public access (as appropriate to the site)

The potential ANG sites must also comply with one or both of the following:

- have a natural or semi-natural land covering, e.g. a woodland or meadow
- be a park or other green space, with a significant part thereof managed for wildlife

The identification of potential ANG, and application of the test, was undertaken by Suffolk County Council in discussion with county, district and borough countryside officers and the Essex and Suffolk Wildlife Trusts. The selection of sites was verified by the Steering Group. The agreed ANG sites are shown at **figures 9 and 10.**

A number of different types of ANG have been identified including: country parks; urban parks and gardens with areas managed for wildlife; nature reserves; forests and woodlands; beaches; commons, village greens and millennium greens; and open access land (under the Countryside and Rights of Way Act 2000), e.g. heaths.

3.5 Access: strategic links and promoted routes

The Haven Gateway is criss-crossed with a network of Public Rights of Way (PRoW) and cycle routes **(see figure 11).** These include sections of the Essex Way, the Stour Valley Path, the Suffolk Coastal Path and coastal cycle routes, sections of the National Cycle Network as well as local Sustrans' routes. Some coastal trails are at risk of erosion from the sea and may need to be realigned. More routes are also needed to connect existing and proposed development with existing and potential greenspace.

The Haven Gateway is linked northeast and southwest by both the A12 and the mainline railway from London to Ipswich and Lowestoft with branches serving Chappel/Sudbury, Wivenhoe-Clacton-Walton, Harwich, and Felixstowe. These branch lines are vital in enhancing the connectivity of the walking/cycling routes and the sustainability of the overall transport system. Most are promoted for their tourism value as well as providing vital commuting services for residents.

The Government has recently set out a vision of the right to walk along the length of the English coast within a wildlife and landscape corridor that offers enjoyment, understanding of the natural environment and a high quality experience, and which is managed sustainably in the context of a changing coastline. If brought forward through legislation, this vision will impact on approaches for access provision in coastal areas.

Key issues: Indented coastline and estuaries are a barrier to movement without connecting ferry services; flood risk and its effect on maintenance of river bank walks may require new PRoW routes to be found inland in some areas; connectivity between built-up areas and greenspace needs to be improved; conflict between recreation and nature conservation (especially along estuaries), for instance through the introduction of coastal access.

Red Rose Chain production of Midsummer Night's Dream

3.6 Key built-up areas and direction of strategic growth

The Strategic Growth Options have been identified by the Haven Gateway Partnership and form part of its adopted Framework for Growth – a non-statutory sub-regional strategy. The East of England Plan indicates that development should continue to be concentrated in the larger towns of Ipswich, Colchester, Felixstowe, Harwich and Clacton. The most significant housing growth will be provided for at the key centres of development and change (Colchester and Ipswich) **(see figure 12).**

3.7 Assessment of ANG provision

Access to a range of sizes and types of ANG is recognised as being important in order to satisfy people's various recreational needs and aspirations. ANG can be located at varying distances from where people live, but to achieve a good quality of life, people should have easy access to small neighbourhood sites that they might walk to for daily activities such as dog walking or play, with larger scale sites available (such as country parks) for longer walks, picnics, etc. It is accepted that people would be prepared to travel longer distances to use the larger, better-equipped facilities.

ANG Standards

In order to analyse ANG provision in terms of size and function, assess the population it serves, and identify areas of ANG deficiency, a set of standards was promoted by Natural England (as published in the document 'A Space for Nature', 1996), and in turn developed by the Town and Country Planning Association ('Biodiversity by Design: A Guide for Sustainable Communities', 2004) and others (e.g. the Woodland Trust). These standards promote the size of ANG that should be available to people within a given distance of their home.
For the purposes of analysing ANG within the Haven Gateway, the following set of standards (based on those promoted by the Town and Country Planning Association) has been used.

People should have access to:

- 2ha+ of ANG within 300m of home – this has been termed the Neighbourhood Level
- 20ha+ of ANG within 1.2km of home – the District Level
- 60ha+ of ANG within 3.2km of home – the Sub-regional Level
- 500ha+ of ANG within 10km of home – the Regional Level

ANG deficiency

In order to identify which areas of the Haven Gateway are deficient in ANG at each of the above four levels (Neighbourhood to Regional), appropriately sized catchment areas were mapped around each of the agreed ANG sites. Thus, a

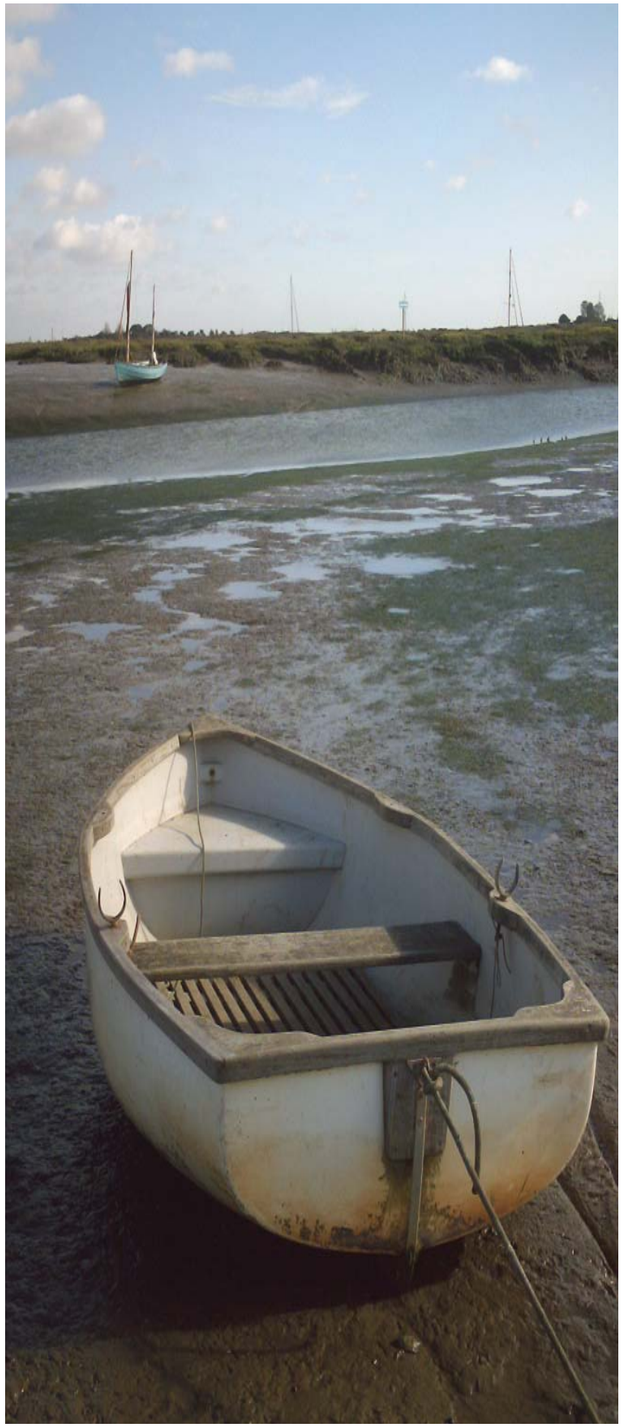
- catchment of 300m was mapped around all sites of 2ha+ **(see figure 13)**
- catchment of 1.2 km was mapped around all sites of 20ha+ **(see figure 14)**
- catchment of 3.2 km was mapped around all sites of 60ha+ **(see figure 15)**
- catchment of 10km was mapped around all sites of 500ha+ **(see figure 16)**

The resultant maps clearly show which populations are within the catchment of an individual ANG site. For each level, those people who live outside of a catchment could thus be considered to be deficient in terms of access to that scale of ANG. For example, all those outside the shaded catchments at figure 15 are deficient in access to Regional Level ANG sites (sites of 500ha or more).

ANG in relation to population

ANG provision was also assessed in relation to population. Population densities (obtained from the 2001 Census) for each ward within the Haven Gateway were mapped. The above catchments were then overlaid in order to identify wards, which were both lacking ANG and had a high population density. The results of this analysis showed how some of the major areas of population with the highest densities, such as parts of Colchester, Clacton and Ipswich, are also those with the greatest deficiencies in terms of ANG.

Since populations within the Haven Gateway area could also take advantage of ANG beyond the sub-region boundary, the study area for assessing ANG provision for the Haven Gateway Green Infrastructure Strategy included identifiable ANG within a zone 10km beyond the boundary.



Rowing boat, Essex Wildlife Trust

3.8 Stakeholder consultation

Consultation took place throughout the development of the strategy and consisted of a series of workshops to discuss the opportunities and constraints and identify a vision for green infrastructure within the Haven Gateway.
The workshops included a:

- planning workshop (for the Haven Gateway Planning Officers Group)
- green infrastructure workshop (for green infrastructure specialists)
- stakeholder workshop (to ensure that all stakeholders had the opportunity to view the emerging strategy and input into the process)

Full details of the stakeholder consultation are included at **appendix 6.**

3.9 Development of the Principles

On completion of the analysis of the baseline data, a set of principles were developed to guide future green infrastructure provision (including location, form, resources and linkages) in terms of:

- access (principles to promote, enhance and create greenways, corridors and linkages, including Public Rights of Way (PRoW), with a view to developing and delivering multi-purpose sites) for different users including walkers, cyclists and equestrians
- biodiversity (principles to protect, enhance, create, mitigate and monitor biodiversity resources) switch to keep consistent with previous info on principles.
- landscape (principles to safeguard protected landscapes and landscape character types, promote landscape distinctiveness and explore landscape capacity)
- historic environment (principles to understand, protect, manage and enhance historic resources)

These principles will guide the provision and management of a spectrum of greenspace, from ANG (managed primarily for people) to greenspace managed primarily for wildlife, as well as other green infrastructure resources. The promotion/enhancement of existing green infrastructure and the creation of new/alternative ANG and other green infrastructure will offset the direct and indirect effects of new development in the sub-region.

The principles are detailed at **Section 2.**

3.10 Visioning

The results of the analysis, consultation feedback, discussions with stakeholders and the development of the set of principles were then collated and appraised in order to propose opportunities for the promotion, enhancement or creation of existing and new ANG and other green infrastructure, having due regard to:

- opportunities to reduce existing and prevent future ANG deprivation
- opportunities to create green links or enhance corridors, including Public Rights of Way (PRoW), between existing or future green infrastructure resources
- opportunities to secure sites with ANG potential and other green infrastructure, or the linkages and corridors between them
- opportunities to provide alternative resources to relieve pressure on sensitive wildlife and historic sites.
- opportunities to create green infrastructure resources primarily for nature to offset indirect effects of new development
- opportunities to create new strategic links, including PRoW, particularly to and between the principal areas of population, key green infrastructure and the countryside
- opportunities to promote historical resources and landscape distinctiveness and strengthen weak landscape character

The various opportunities proposed are detailed in the schedule at **Section 4.**

Flock of Knot, Natural England, Chris Gibson

Coppice, RSPB, Rick Vonk

3.11 Strategy

A Green Infrastructure Concept Map was developed to provide a framework for future green infrastructure provision in the Haven Gateway **(see figure 17)**. The Concept Map included:

- key existing ANG
- strategic promoted walks and cycle routes
- key potential access corridors
- areas where searches for opportunities to create new ANG should be focussed, in order to address current and predicted deficiencies

The opportunities identified during the visioning exercise were mapped and referenced on the Opportunities Map **(see figure 18).** This map identifies opportunities and indicative vision projects across the Haven Gateway area at the current time. This list of projects will need to be amended over time as new opportunities arise and projects are completed. A series of map inserts highlight the project opportunities in the main growth nodes at Ipswich, Colchester, Felixstowe/Harwich and Clacton **(see figures 19-22).** The schedule of projects identifies the current lead organisation, the indicative cost of the project, and its priority as judged against criteria related to the over-arching principles and the benefits of green infrastructure to the sub-region.

The Opportunities Map identifies seven types of opportunity for accessible and non-accessible green infrastructure:

- potential green corridor projects with access
- potential green corridor projects without access
- potential river corridor projects
- potential access projects
- potential site projects
- potential green bridges – these include actual green bridges and bridges that provide links over water for access projects
- potential area-based initiatives

The Opportunities Map was accompanied by a Schedule of Opportunities **(figure 23).** Here, each potential project was tabulated together with the following information:

- project type (e.g. ANG, river enhancement project)
- project title
- potential partners (with the lead partner identified, when known)
- approximate cost of the project
- project status, i.e. whether the project is active, imminent or aspirational
- notes regarding project attributes, i.e. whether it reduces ANG deficiency, improves strategic access links, and whether it is located within a growth node
- ability to contribute to the delivery of the Green Infrastructure Concept Plan
- notes relating to the project, e.g. brief description, possible funding sources

A number of the key projects identified on the opportunities map are discussed in more depth in the next section.

Brightlingsea Creek, Natural England, Chris Gibson

4.0 The Green Infrastructure Plan

4.1 Introduction

The results of the visioning exercise are presented on the Opportunities Map and associated insets **(see figure 18-22)** and detailed on the accompanying Schedule of Opportunities **(see figure 23)**. All project numbers referred to in the text below relate to **figures 18-23.** The following paragraphs provide an overview to as to how existing and future green infrastructure provision and opportunities within the Haven Gateway relate to:

- significant areas of ANG, i.e. Regional Level ANG of 500ha+
- key potential access corridors
- green infrastructure in the principal settlements and growth nodes

4.2 Regional Level ANG

The analysis demonstrates that there are currently only two Regional Level ANG (500ha+) sites within the Haven Gateway; a complex of sites to the south-east of Colchester that includes the Essex Wildlife Trust nature reserve at Abbots Hall, and the Forestry Commission woods at Rendlesham and Tunstall, north-east of Woodbridge.

The visioning process has identified a number of potential projects that could address, provide new, or enhance existing, Regional Level ANG, and thus play a role in alleviating some of the identified deficiencies with the Haven Gateway. Such projects are considered below.

Abbots Hall
Abbots Hall farm is a 283ha coastal farm lying adjacent to the northern shore of the Blackwater Estuary in Essex. It has been bought by the Essex Wildlife Trust who took it over in Spring 2000. It is being managed as a viable farm but with emphasis on improving the conditions for wildlife. Part of this work includes a 'managed realignment' over 84ha of former farmland where breaches in the sea wall took place in November 2002. The site currently has limited capacity to accommodate large numbers of visitors due to the sensitivity of the wildlife habitats. Essex Wildlife Trust has far sighted initiatives aimed at encouraging more visitors to Abbots Hall (Project 163) while safeguarding the fragile balance with nature conservation objectives. As the Abbots Hall site will never be able to accommodate the same number of visitors as Tunstall and Rendlesham forests, it is necessary to view the Abbots Hall facilities as part of a wider complex or network of sites. This would or could include Abberton Reservoir, possibly Ardleigh Reservoir and new initiatives possibly based around Fordham's Community Woods to the northwest of Colchester and Martins Farm Parish Park near St Osyth in Tendring.

Rendlesham and Tunstall Forests
Rendlesham and Tunstall forests are capable of accommodating significant numbers of visitors if additional facilities are provided. A new Visitor Centre at Tangham (Project 14) with associated car parking would be required as would additional trails and activity areas (e.g. Project 11 – completion of a corridor linking Snape and Melton via the woods). Another advantage of these woodlands is their location adjacent to but inland from such sensitive coastal locations as Orford, Shingle Street and the Deben Estuary. By intercepting visitors and traffic accessing the coast via the A12, it would be possible to create a hub at Tangham whereby visitors could leave their cars and visit the more sensitive coastal sites by more sustainable, less intrusive means of public transport. The Forestry Commission has recently prepared a Recreation Strategy for the Rendlesham, Tunstall and Dunwich forests; this anticipates increasing numbers of visitors and recognises the forests' role within the context of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty as a recreation hub. Therefore, it would seem expedient to give priority to extending the potential of the visitor facilities, particularly in Rendlesham and Tunstall. A further, far-reaching initiative is proposed to 're-wild' the Sandling conifer plantations and the adjacent areas thus increasing the biodiversity interest of the forests (Project 13) by improving links to the surrounding heathland and farmland.

Alton Water
As the ANG analysis shows, there is a deficiency of Regional Level (500ha +) ANG within the catchments of much of Ipswich, Colchester and Clacton. This is a particular problem because it is within these areas where much of the growth in housing is envisaged. Therefore, in addition to the initiatives mentioned above it will also be necessary to create another major ANG resource to serve Ipswich and Colchester. One area with considerable potential for enlargement is the Alton Water Reservoir, which is currently managed as a multi purpose facility providing water supplies, wildlife conservation, aquatic sports and passive recreation. If additional land could be acquired, particularly on the north and north-west sides of the reservoir, substantial benefit would accrue to the existing and future populations of both Ipswich and Colchester.

Fishing, Essex Wildlife Trust

4.3 Key potential access corridors

Throughout the development of the Haven Gateway Green Infrastructure Strategy, the identification of strategic routes has been considered to be of prime importance in order to provide links out of and between areas of population, and to and between areas of ANG.

Key potential access corridors were identified by Suffolk and Essex County Councils' Access Officers, and these are illustrated on the Concept Map **(see figure 17)**. Wherever possible, such corridors should be multifunctional, providing access for wildlife, pedestrians and cyclists.

The concept was developed during the visioning exercise, and potential projects were identified that might help deliver the aims and objectives. For some of these projects, negotiations will be required to secure particular sections of access. The projects that would aid the delivery of key potential corridors are noted in the Schedule of Opportunities **(see figure 23).**

Key green corridors in the vicinity of Colchester, Ipswich, Felixstowe, Clacton, and Harwich and Dovercourt are considered in more detail below in the section regarding principle settlements and growth nodes.

Pond dipping, Essex Wildlife Trust

4.4 Green infrastructure in the principal settlements and growth nodes

Colchester

Although the town is well served in terms of Sub-regional Level ANG (60ha+ within 3.2km of home), at the District Level (ANG of 20ha+ within 1.2km of home), deficiencies are recorded at the western outskirts (Stanway and Lexden). The greater part of the town is outside of any Regional Level (ANG of 500ha+ within 10km of home) catchment (see comments in section 4.2); the southern part of the town (Stanway, Garrison area, and Rowhedge) being within the catchment of the Abbots Hall complex.

Colchester benefits from Highwoods Country Park, which penetrates from the northern boundary of the town virtually into its centre. This provides a very significant feature, particularly when viewed in association with the flood plain of the River Colne, which is wide and well managed at the upstream end of the town (e.g. the Lexden area), and Castle Park adjacent to the town centre.

Enhancements and extensions to the Colne Valley access routes have been proposed through the town centre, to link up with a potential new cycle access to Rowhedge and a new non-vehicular bridge across the River Colne (Project 160). Links could be developed to an extended Cymbeline Meadow (Project 155), and at Hythe Lagoons (Project 128) a potential new area of ANG close to the Roman River Valley.

On the northern bank of the Colne, the Wivenhoe trail currently provides a further access route out of the town, along the Colne, as far as Brightlingsea, where a ferry provides a link to Mersea Island.

The Garrison provides a further significant area of open space in Colchester, with excellent new cycling and pedestrian paths. This green corridor enhancement (with cycle access) (Project 159) through the Garrison links the town centre with Friday Woods and the Roman River Valley to the south of the town although opportunities exist to enhance these existing networks even further. A number of new initiatives are proposed, including the provision of a green corridor, incorporating pedestrian and cycle provision, linking Copford in the west with Fingringhoe in the east (Project 150). From Wivenhoe further cycle links are available linking into national cycle trail Route 1. Further links would be possible to the proposed Westlands Country Park at Stanway (Project 152), and an extended Gosbecks Archaeological Park (Project 158).

A green corridor is proposed to link the Roman River Valley with Abberton Reservoir (Project 161), and then onto Abbots Hall Farm (Project 163), thus providing recreational access from Colchester to a significant area of ANG.

During the development of new proposals, consideration should be given to providing new/enhanced links to the green areas in the vicinity of the university campus, and housing areas on the western, southern and south-eastern margins of the town, at Stanway and adjacent to the Garrison.

Further research is needed to investigate the potential to create a green corridor around the town's northern edge (Project 134). This could offset some of the impacts of the A12, and promote a new, green urban edge for Colchester. It would provide a link between a new open space at Little Braiswick (Project 136), and proposed access enhancements for Ardleigh Reservoir (Project 132). From Ardleigh Reservoir, a green corridor (Project 131) could provide links to Dedham Vale, and on to Alton Water (Project 75).

A further green corridor (Project 154) could provide pedestrian and cycle access from the town's station, via West Bergholt to Ford Street and an extended Fordham Hall Community Woodland (Project 141).

Clacton
Although Clacton benefits from its extensive beach and seafront, there is relatively little other natural green space. The Pickers Ditch corridor (Project 113) offers the potential to create a greenway around the eastern and northern fringes of the town, which could possibly be extended to link with Jaywick. Further green links could be made westwards (e.g. Project 118) to Martins Farm Parish Park and Brightlingsea.

There is a need to provide additional ANG and it is anticipated that this might be achieved in association with new development, e.g. a new country park to the north of the town (Project 114).

Harwich and Dovercourt
Despite the presence of a beach and a river frontage that affords fine views across the estuary, Harwich and Dovercourt currently have little or no ANG over 2ha in size, and thus register District and Regional Level ANG deficiency. Further, strategic links into other parts of the Tendring peninsula are poor.

Completion of the cycle route between Mistley and Harwich (Project 100) and a new link to Copperas Wood along the line of the dismantled railway (Project 103) would improve recreational access into and out of the towns. There is the potential to create a significant area of new ANG via St Michael's Country Park at Parkeston (Project 102), and other new ANG via the restoration of Beacon Hill (Project 105). It will be important that such initiatives are supported by appropriate green corridors and access routes to link with residential areas.

Christchurch Park, The Landscape Partnership, Stuart Pryke

Ipswich
Like Colchester, being located for historical reasons at the lowest bridging point of a river estuary, Ipswich has the benefit of a river corridor running through it. Although the Gipping/Orwell flood plain is more urbanised than the Colne within Colchester, an access route, the Gipping Path, runs along its length, linking with the various settlements within the Gipping Valley beyond the town boundary (Sproughton, Bramford, Claydon, etc.). Ipswich is well blessed in terms of parks within the centre of the town, with Christchurch, Holywells, Chantry, Alexandra Parks, for instance, providing easily accessible and popular resources. Similarly, Orwell Country Park provides a sizeable area of greenspace and semi-natural habitat on the eastern bank of the Orwell. To the east are important heathland habitats such as Purdis and Rushmere Heaths.
However, the outer perimeters of the town are less well served, particularly to the north and east. Here, ANG deficiencies at the Regional, Sub-regional and District Levels are recorded.

The creation of a green corridor around the north of the town (Project 59), together with a new green bridge (Project 60) to overcome the potential barrier afforded by the A14 (T) at Whitehouse could significantly enhance access provision, intercept with the various existing and proposed pedestrian and cycle routes that radiate out from the town centre and link existing ANG. There is the potential to address the ANG deficiency in the northwestern parts of the town via new country parks in the vicinity of White House (Project 61) and Henley Rise (Project 62). Such a green corridor could provide an enhanced urban edge for the town and safeguard the green separation of Ipswich and surrounding villages (Claydon, Westerfield, Tuddenham, etc.).

Further to the east there are a number of opportunities to improve recreational access into/out of the town, linking with Kesgrave/Grange Farm, Martlesham, and out to Woodbridge, for instance, (e.g. Projects 49 and 53). Such initiatives include exploration of opportunities to provide access along the Mill River Valley (linking Purdis Heath with the River Deben) (Project 38), heathland enhancement schemes (e.g. Projects 51 and 57), and the creation of a number of potential new ANG sites including the establishment of the country park on the restored Foxhall Landfill Site (Project 48) and Walk Farm Open Space (Project 36) immediately to the east of Adastral Park.
Improvements to the waterfront corridor (Project 68) would provide a green access corridor linking the Gipping Valley and the town centre with an extended Orwell Country Park (Project 69).

To the southwest, extensions to the Belstead Brook Park (Projects 78 and 79) and the creation of a western green corridor/new country park/ extension to Chantry Park in the vicinity of Hadleigh Road (Project 67) would provide a necklace of ANG within the urban fringe. These facilities could link with other initiatives, including a new country park at Wherstead (Project 77) and potential open space at Grove Hill, Belstead (Project 86), together with a network of green corridors out to the south (e.g. Projects 76 and 81), which would provide enhanced links to the improved Alton Water (Project 75, which has the potential to provide a significant area of ANG), and on to the Shotley peninsula and Dedham Vale.

Ipswich's new urban edge could continue round from Chantry Park to an open space/nature reserve on the former sugar beet factory 'Island' site at Hadleigh Road (Project 64), and so back to the new country park at White House (Project 61).

Felixstowe
Like Clacton, Felixstowe benefits from its seafront, but has very little ANG inland, and thus records ANG deprivation at the District and Regional Levels. It is hoped that a new green bridge (Project 43) over the A14(T) at Trimley would complete the creation of a strategic access route linking the Orwell and Deben Estuaries. Other potential initiatives include a green corridor around the northern edge of the town (Project 40), creating a new urban edge and improved access, and the extension of Trimley Marshes (Project 42) with associated access improvements.

5.0 Steps to delivery and future actions

5.1 Introduction

The Haven Gateway Green Infrastructure Strategy sets the framework for delivery of a network of high quality green space to 2021. In order to make that strategy happen on the ground, this section sets out some recommendations from the consultant for 'making it happen' based on success achieved elsewhere.

5.2 Governance

In order to sustain the momentum generated by the partners in coordinating the development of the Green Infrastructure Strategy to date, it is important that a governance structure is maintained in some way, to oversee delivery of the Strategy. Some options are identified below:

Role of Steering Group

One way this could be taken forward is through maintenance of the existing Steering Group, whose role would now change to ensure:

- overseeing of the overall delivery of the strategy
- the setting of targets and outputs for the strategy e.g. hectares of land improved, kilometres of footpaths created or improved etc. and the monitoring of impacts of the priority projects e.g. the benefits in social, environmental and economic terms. These could be linked to Local Area Agreement indicators
- coordination of project development and bidding to the Department of Communites and Local Government
- funding is sought for dedicated staff to oversee delivery of the Haven Gateway Green Infrastructure Strategy
- coordination of promotion and community engagement
- engagement is sought from the private sector
- buy-in at Haven Gateway Partnership Board level and with local authority members
- a broader network/forum is developed to disseminate best practice and gather feedback among stakeholder groups and engage the community in project development, skills development and promotion

Area Steering Groups

Existing green infrastructure networks in Thames Gateway- the Greengrids - have evolved various models of governance based on capacity and need and Haven Gateway may like to consider something similar. The **Thames Gateway East London Greengrid** has six Area Steering Groups chaired by one of the partner members and with the support of a design champion funded by the Regional Development Agency, which champions delivery on an area basis. These groups develop and deliver the Greengrid vision, objectives and projects in their local areas, through developing Local Area Frameworks to a more detailed level based on the strategic objectives and principles for the overall plan.

This format could be used to develop and expand upon the concept planning and strategic opportunities work of the Haven Gateway Green Infrastructure Strategy, in particular to:

- coordinate stakeholders and their approaches, consolidate resources, coordinate efforts and facilitate cross partners working
- extend and refine the baseline resource analysis in the Haven Gateway Green Infrastructure Strategy to ensure it is comprehensive and current for local plan and project need
- identify project clusters and strategic transformational projects amongst the local projects, and appraise these against the principles
- form bidding strategies to deliver the key project clusters and strategic projects
- ensure synergy with the Local Development Frameworks and open space strategies

More information can be found at www.london.gov.uk/mayor/auu/green-grid.jsp

In Haven Gateway the same structure could be applied, for instance, through three area delivery groups, covering Ipswich, Felixstowe/Harwich and Colchester with Clacton reporting back to an overall Project Board or Steering Group.

Dedicated staffing

A key role for the existing Steering Group, is to seek funding for one or more dedicated staff members to oversee delivery of the Haven Gateway Green Infrastructure Strategy. In addition, both Colchester and Ipswich, as the key growth nodes, would benefit from more detailed local green infrastructure strategies and delivery programmes, spearheaded by dedicated project officers. The work of these green infrastructure staff would need to give added value to the emerging Planning Policy Guidance 17 strategy work at a borough or district level.

Orwell Creek, Shotley, Suffolk County Council

Shingle Street

Poppies, Natural England, Chris Gibson

Sunset at Mistley Walls, RSPB, Rick Vonk

5.3 Funding

Funding for the creation and maintenance of greenspace remains a big issue. Appendix 7 lists some existing sources of funding that can be accessed to help create new greenspace and also identifies guidance that suggests alternative models and mechanisms that can support ongoing greenspace management.

5.4 Project delivery

The strategy sets the framework for delivery to 2021 but needs to be monitored and reviewed on an ongoing basis, including against the development of the Local Development Frameworks.

In addition, the Schedule of Opportunities **(figure 23)** should be incorporated into a more detailed phased action plan, to be updated every two years, that incorporates a strategy for governance, funding, promotion and further community and stakeholder engagement.

Project clusters

Some of the vision projects are of a scale that makes them strategic or transformational projects in their own right. Notable amongst these would be the enhancement of existing regional-scale sites with the greatest potential to accommodate large numbers of people such as the forest at Rendlesham and to secure new/extended sites close to Colchester and Ipswich, such as Abberton or Alton Reservoirs (Project 75). Others may best be able to contribute to strategic deficiencies through grouping as project clusters, based on themes such as **landscape character** (e.g. coastal, riverside, heath, woodland), **principle** (e.g. access, quality of life, community, greening development, biodiversity) or **location** (Colchester, Ipswich, Clacton/Walton and Harwich/Felixstowe). Such 'clusters' or 'project programmes' may be able to lever in significant external funding, e.g. from the Department of Communities and Local Government or European funding, in a way more modest individual projects cannot hope to do.

Monitoring and evaluation

Establish a clear monitoring framework for projects against an agreed set of criteria to compare them against external benchmark and their stated targets. Indicators should be measurable, relevant to both the Haven Gateway Green Infrastructure Strategy principles and the particular project and local context, e.g. relate to Local Area Agreement targets and Community Strategies. Annual Monitoring Reports – which are used by all local authorities in the Haven Gateway as part of the monitoring of their Local Development Framework's – could be used to embed green infrastructure provision into the planning process.

Delivery through the planning system

The development of the Haven Gateway Green Infrastructure Strategy sets the framework for delivery of greenspace across the Haven Gateway sub-region. This is just a starting point for delivery, however, and the task now is to get the vision and principles to be adopted into local policy within the emerging local development frameworks and more detailed local green infrastructure framework plans adopted as supplementary planning documents. The aim should be to:

- incorporate Haven Gateway Green Infrastructure Strategy principles into Local Development Framework policy, including development control policies, site allocations, open space strategies, area action plans and site master plans
- produce green infrastructure guidance for Haven Gateway
- investigate the value of a template for creation of guidance at a local level that can be adopted as a supplementary planning document
- ensure local Planning Policy Guidance 17 studies complement and support the Haven Gateway Green Infrastructure Strategy

It is important that the potential to enhance existing ANG and create new green spaces and links is carefully considered within each local development framework in relation to the siting of new housing developments. It is recognised that it is very difficult and costly to assemble and acquire land for open space. There are likely to be many competing calls on Section 106 or roof tariff funds but ANG at 500ha, 60ha and 20ha is much needed within the Haven Gateway Growth Point. It should be part of the sustainability appraisal to determine whether potential new developments will safeguard and enhance existing green infrastructure or, conversely, have a negative impact. It is to be hoped that such appraisals would ensure that new development is able to create further opportunities thereby fulfilling the principles and vision set out at the beginning of this report.

Gipping River, Suffolk Wildlife Trust

Avocets, Essex Wildlife Trust

5.5 Other tools for delivery

Developer checklists

Detailed guidance could be provided under each of the key principles, stating which party is responsible, which stage of the planning process is relevant and a list of actions to take to follow the principle. Essex Biodiversity Partnership has developed a checklist tool as part of their guidelines for planners and developers; 'Integrating biodiversity into development' which shows how this methodology could be applied. View at www.essexbiodiversity.org.uk .

Concept statements

A 'concept statement' is a simple, clear expression of the kind of place that new development should create. It is a brief explanation of how development on that site should contribute to the local authority's vision. Concept statements explain how the policies and objectives - including greenspace - of the local plan or local development document should apply to each specific site, in order to deliver the best possible economic, social and environmental benefits. Concept statements can be used on greenfield and brownfield sites and in town centre, suburban and rural locations, to identify green infrastructure elements, access routes and wildlife links both within and between key sites. Concept statements are promoted by Natural England. View at www.naturalengland.org.uk.

Design and access statements

Design and access statements are a recent (mandatory) addition to the planning process and aim to allow the applicant to demonstrate that proposals are based on a thorough design process and a sustainable approach to access. A key part of the statement is an explanation of how local context, including landscape character, biodiversity and heritage, has influenced the final design. The purpose of design and access statements is to verify that applicants have considered the surrounding area and how the proposed development has been sensitively informed by what already exists. These statements provide an opportunity for local authority planners to ensure key green infrastructure assets, on and adjoining a site, are protected and enhanced through the development control process.

Village and town design statements

Village and town design statements set out clear and simple guidance for the design of development, based on the character of the locality, including landscape settings, greenspace, heritage and biodiversity. The documents are produced by the local community and can encourage community support for proposals. Design statements seek to influence the operation of the planning system, so that there is a better chance that new development is in harmony with its setting and makes a positive contribution to the immediate environment, including relevant green infrastructure assets such as woodland, hedgerows, grasslands or wetland habitats. View www.naturalengland.org.uk

Cultural assets: conservation management plans

It is recommended that conservation management plans be prepared for developments with an impact on cultural assets. English Heritage considers that conservation management plans should pull together research on what assets exist to develop an understanding of what is important and how features should be preserved and enhanced, including their settings where relevant. Plans can then be prepared for maintenance and/or restoration and proposals for change can be formulated. View www.english-heritage.org.uk.

Bluebells, Natural England, Chris Gibson

5.6 Engagement

Further stakeholder engagement

The process of developing the Haven Gateway Green Infrastructure Strategy has built a consensus for action among green space professionals. This consensus now needs to be promoted among a broader stakeholder group that includes forward planners, development control teams, transport and housing professionals, culture and arts sectors, health professionals, business and investors and developers. Links need to be developed with the Local Strategic Partnerships, appropriate indicators embedded in the Local Area Agreements as well as other local government strategies. Existing local government networks can be used for this purpose or those built up through the Haven Gateway Partnership. The following need to engage further in this way:

- Government, government agencies, the regional development agency and regional assembly, local authorities, Primary Care Trust, developers, house builders, landowners and land managers, utility companies, ports authorities
- voluntary sector: wildlife trusts, Royal Society for the Protection of Birds, Groundwork, British Trust for Conservation Volunteers

Community engagement

Along with an effective promotional programme, a key step in delivery is building community support for green infrastructure through available networks. This can include presentations to local government citizen's panels, parish or town councils, community forums or residents' associations, school councils, or youth panels and forums. In addition promotional displays can be organised for library or supermarket foyers, green fairs or existing greenspace events and public interest and feedback gained through games, competitions or targeted questionnaires.

Green infrastructure champion

The success of the Haven Gateway Green Infrastructure Strategy delivery over time will in part depend upon support at the highest level. Support could best be focussed through engagement of a green infrastructure 'champion' that crosses over communities of interest. A likely figure could come from the Haven Gateway Board or be a local 'celebrity' if appropriate. The 'Green Corridor' partnership programme in west London for example has the support of Chris Packham, conservationist and media personality, to champion their cause.

Cattawade Marshes, Dedham Vale AONB

Cattawade barrage, RSPB, Rick Vonk

5.7 Promotion

A key part of the success of the Green Infrastructure Strategy will be in promoting the concept and principles to a wide audience to build support for the vision, develop community capacity and generate project and funding partnerships across a broad community of interest and place. Key partners in delivery need to be engaged early on in order to ensure buy-in from communities, commerce and Government. This includes not only partners of influence, such as the Department of Communities and Local Government and the East of England Development Agency, who can provide potential funding and champion the programme politically, but delivery partners such as developers, key environmental organisations and community groups.

Branding

The Thames Gateway South Essex Greengrid Partnership recruited a brand consultant in 2004 to develop an identity for the South Essex Greengrid as the strategy for the area was being developed. The brand was developed with all the key stakeholders and was based on the key values and strengths identified around the Greengrid programme. The output was a distinctive logo that could be used to identify partners, projects and promotional activity under the Greengrid umbrella, an evaluation of the programme name and a distinctive strapline that summed up the role of the programme, 'Connecting Green Spaces South Essex'. The brand was designed to have currency both with key stakeholders and the community and to work with the Thames Gateway South Essex Partnership's own brand. The commission cost c. £15,000.
The brand can be viewed at www.greengrid.co.uk.

Web pages

Both the Thames Gateway South Essex Greengrid and the Peterborough Greengrid have used their branding to develop distinctive web sites that are accessible to both stakeholders and community alike. The South Essex Greengrid web site hosts an interactive map of the sub-region that identifies key natural environments, history and archaeology and days out, as well as detailing current projects, latest news and ways for the community, business and developers to get involved. View at www.greengrid.co.uk . The Peterborough Green Grid, Natural Networks, is developing its web site at the moment. It too details latest news and competitions and provides a link to the strategy. View at www.naturalnet.org.uk .

The option exists to host distinct web pages on a key partner's website. Thus the Haven Gateway Partnership could opt to be the host for their green infrastructure pages. Currently, Thurrock Council, for example, is doing this for its own local Greengrid programme, which links to the South Essex Greengrid. View at www.thurrock.gov.uk/countryside/greengrid.

Events

In order to build support for the green infrastructure programme with the community and local businesses, that could help provide sponsorship for the programme, as well as promoting the emerging network to visitors, participatory events such as walks, talks, fun-days and greenspace management days should be encouraged by the key stakeholder partners. The events programmes can be managed locally by partners but brought together under the Haven Gateway Green Infrastructure Strategy brand and promoted through joint web pages, newsletters etc. This approach has worked successfully in the Community Forest programme such as at Marston Vale Community Forest which lists key events at their own and partners' sites on their website www.marstonvale.org/events.

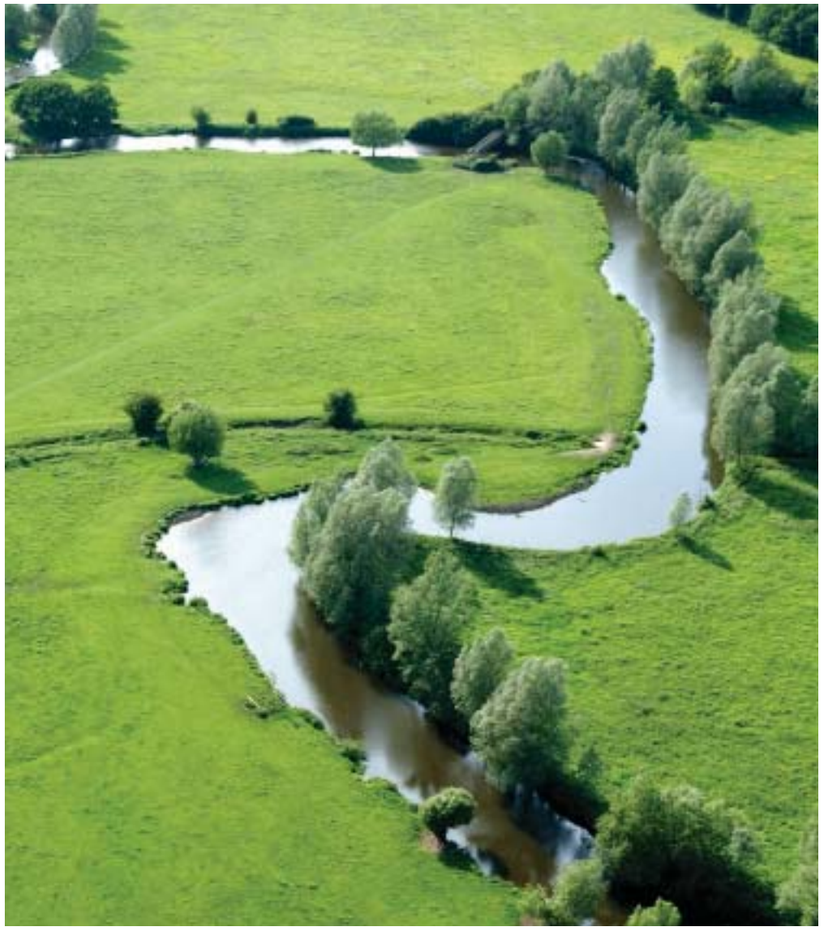
Newsletters

Both printed and increasingly electronic magazines are good ways of engaging support and disseminating information. Again these are used successfully by the Community Forests in the UK where multiple partners are working together to enhance greenspace and access routes. View at www.marstonvale.org/commentree.

Best practice examples

Extensive 'best practice' on green space and green infrastructure creation is developing nationally. The Steering Group can draw on this existing expertise to promote 'best practice' across the sub-region and develop, in time, its own library of sub-regional examples. Some existing 'best practice' examples can be found at www.cabe.org.uk/casestudies.aspx which details good quality urban open space in particular or at www.landrestorationtrust.org.uk.

Tree Dressing, Dedham Vale AONB



Flatford, Dedham Vale AONB

thelandscapepartnership

HAVEN GATEWAY

Leiston

Aldeburgh

Woodbridge

Ipswich

Hadleigh

Felixstowe

Manningtree

Harwich

Colchester

Frinton and Walton

Tiptree

Clacton

Mersea

Key

Existing

- Urban areas
- Key existing ANG
- Strategic promoted walks
- Strategic promoted cycle routes
- Rivers

Potential

- Key potential Access corridors

Areas where searches for opportunities to create new ANG should be focussed, in order to address current and predicted deficiencies.

- Regional level (500ha+)
- Sub-regional level (60ha+)
- District level (20ha+)

07 208 Figure 17

Haven Gateway GIS Concept Map

April 2008 NTRS

thelandscapepartnership

Key

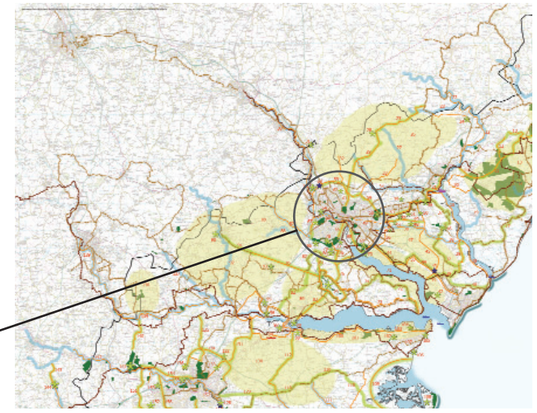
- The two shades indicate ANG above and below other map layers
- Indicates extent of thin linear ANG that is difficult to see along the coast
- Promoted strategic walks
- Promoted strategic cycle routes
- Existing ferry link
- 135 Project numbers (refer to schedule)
- Potential river corridor enhancement projects
- Potential green corridor projects without access
- Potential green corridor projects with access
- Other potential access routes
- Potential site based Green Infrastructure projects
- Potential green bridges
- Potential area wide projects/ initiatives
- Potential ferry link
- Potential shuttle bus projects

07 208 Figure 18

Haven Gateway GIS Opportunities Map

April 2008 NTRS

thelandscapepartnership



Key

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- Potential green corridor projects with access
- Other potential access routes
- Potential site based Green Infrastructure projects
- Potential green bridges
- Potential area wide projects/ initiatives
- Potential ferry link
- Potential shuttle bus projects

07 208

Haven Gateway Opportunities
Figure 22- Ipswich Inset

April 2008 Scale N/A

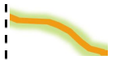
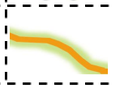
thelandscapepartnership

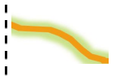
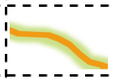
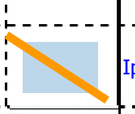
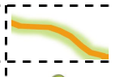
Figure 23 - Haven Gateway Green Infrastructure Strategy - Schedule of Opportunities

To be read in conjunction with Opportunities Map

Reference Number	Key to graphics on opportunities map	Title	Potential partners where known (lead in bold)	Cost of project	Reduces ANG deficiency?	Improves strategic access links?	Benefit to delivery of GI Concept	Notes
1		Saxmundham to Westleton Green Corridor	SCC AO	££		*	Contributes to creation of key potential green corridor Links existing and proposed ANG	Green corridor linking Saxmundham to Westleton, via Theberton Woods. Where possible to relate to existing public RoW. Negotiation required to create new sections of access
2		Sizewell Belts to Aldringham Green Corridor	SWT/SCHU	£		*	Reinforces strategic promoted walk Connects existing ANG	Enhancement of Promoted Strategic Walk to link habitats along existing RoW
3		North Warren to River Alde Green Corridor	SCHU	£		*	Reinforces strategic promoted walk Connects existing ANG	Green corridor to link habitats. No additional access proposed
4		Snape to Slaughdon Green Corridor	SCC/EA/SCHU	££		*	Reinforces and extends route of strategic promoted walk Links existing and proposed access Develop cycle access	Access upgrade and extension, to include: - upgrade of Sailor's Path (Strategic Promoted Walk) - negotiation to create new link - upgrade of existing RoW along seawall, around Aldeburgh Marshes Possible 50% funding from WIRED Interreg bid
5		Slaughden to Iken Ferry	Sustrans/ SCHP/SCHU	£32,000		*	Links existing and proposed access	Proposal developed by SCHU. Potential for funding from MSF Corp Regen Fund (SCC), SCARFE Trust A&O Assn, Locality budget, EA, SCHU, CONNECT and SDF Fund plus private funding Supported by Sustrans - to be accessible by cycle
6		Alde - Ore Coast Grazing Marsh Habitat Compensation	SWT/NE	££			Area-wide opportunity to enhance existing GI	
7		Lower River Alde Corridor Enhancement	EA/SCHU	£			River corridor enhancement	
8		Saxmundham - ANG deficiency		£££	*		Opportunity to address District and/or Sub-regional Level ANG deficiency	Opportunity required to address ANG deficiency for Saxmundham at the District (20ha+) Level and Sub-regional (60ha +) Level
9		River Fromus Corridor Enhancement	EA	£			River corridor enhancement	No additional access proposed
10		Upper River Alde Corridor Enhancement	EA	£			River corridor enhancement	Sensitivity needed to reflect potential for flood risk / adverse disturbance No additional access proposed
11		Melton to Snape Green Corridor	SCC/SCDC /FC/SCHU	£££		*	Contributes to creation of key potential green corridor Links existing and proposed ANG	Green corridor to link Melton (Wilford Bridge) to Snape, via Bromeswell Heath, Rendlesham Forest, Bentwaters, and Tunstall Forest. Where possible, to utilise existing RoW. To include cycle access
12		Rendlesham Village Links	SCC/SCDC /FC/SCHU	£		*	Contributes to creation of key potential green corridor Links existing and proposed ANG	Links (with cycle provision) between Rendlesham village, and Melton to Snape Green Corridor
13		Sandling Forest Re-wilding Project	SWT/FC	£££		*	Area-wide opportunity to enhance existing GI	To include links with Tangham Forest Centre Improvements project
14		Tangham Forest Centre Improvements	FC/SCHU	£££		*	Enhancement to existing ANG	Improvements to visitor facilities at existing Forest Centre. Potential for joint working between FC and SCHU
15		Butley River Corridor Enhancement	EA/SCHU	£			River corridor enhancement	Sensitivity needed to reflect potential for flood risk / adverse disturbance No additional access proposed
16		Tang River Corridor Enhancement	EA/SCHU	£			River corridor enhancement	Sensitivity needed to reflect potential for flood risk / adverse disturbance No additional access proposed
17		Ramsholt/Shottisham/Alderton/Hollesley Heath Green Corridor	SCHU	£		*	Enhances strategic promoted cycle route Links existing GI	Upgrade of Promoted Strategic Cycle Route to create green corridor linking River Deben with Hollesley Heath and Rendlesham Forest
18		Lower River Deben Corridor Enhancement	SCC/EA/SCHU	££			River corridor enhancement	Improvements to existing riverside access, and feasibility study to assess potential for restoring missing sections of public RoW on west bank

Reference Number	Key to graphics on opportunities map	Title	Potential partners where known (lead in bold)	Cost of project	Reduces ANG deficiency?	Improves strategic access links?	Benefit to delivery of GI Concept	Notes
19		Shottisham Creek Corridor Enhancement	EA/SCHU	£			River corridor enhancement	Biodiversity link between Sutton Heath and River Deben
20		Sutton Hoo Circular Walk	SCHU	££			Links existing ANG	Upgrade of existing RoW around Sutton Hoo and negotiation to create new link from access facilities at Sutton Heath (SCDC), to create a circular walk. To include a feasibility study to assess the potential for a ferry link to Woodbridge Tide Mill Quay
21		Woodbridge to Martlesham Green Corridor	EA	£££	*	*	Contributes to creation of key potential green corridor Links existing and proposed ANG	Green corridor to incorporate Fynn Valley Walk and other existing RoW around Kyson Point. Opportunity to address ANG deficiency in south Woodbridge at the District (20ha+) Level and Sub-regional (60ha +) Level. Corridor will form Part of an important green link between Ipswich and the Sandlings. Sensitivity needed to reflect potential for flood risk / adverse disturbance.
22		Upper River Deben Corridor Enhancement	SCC/EA	££			River corridor enhancement Links existing access	Upgrade of existing riverside access provision and negotiation to create missing links
23		Potsford Brook Corridor Enhancement	EA	£			River corridor enhancement	No additional access proposed
24		Wickham Market - ANG deficiency		£££	*		Opportunity to address Sub-regional Level ANG deficiency	Opportunity required to address ANG deficiency for Wickham Market at the District (20ha+) Level and Sub-regional (60ha +) Level
25		Otley to Wickham Market Green Corridor		££			Links existing access and proposed ANG	Upgrade of existing RoWs and establishments of missing links to create a green corridor linking Otley to Wickham Market via Clopton, Charsfield and Potsford Brook
26		Fabric of Historic Countryside	SCC	££		*	Area-wide opportunity to conserve and enhance existing GI	Area wide initiative to conserve and enhance the historic fabric of the countryside to the north of Ipswich. To include provision of opportunities for improved linear access
27		River Gull Corridor Enhancement	EA	£			River corridor enhancement	
28		Otley College - ANG potential	SCC	£££	*		Opportunity to create significant area of ANG	Possible links to Otley Diversification Partnership initiatives, e.g. 2012 Olympics
29		Ipswich to Otley Green Corridor	SCC	££		*	Links existing ANG, access and proposed ANG	Upgrade and promotion of existing RoW (incorporating the Fonnereau Way out of Ipswich) to create green corridor from Christchurch Park to Otley, via Westerfield, Witnesham and Swilland. To include spur to Fynn Valley Walk
30		Gipping Valley Corridor Restoration and Cycle Provision	SCC/MSDC/ Sustrans/EA	£££		*	Key potential green corridor and river corridor enhancement	Project to explore opportunities to restore the landscape of the Gipping Valley and enhance cycle access. To include delivery of strategic cycle route, linking development sites, and a number of new bridges including the difficult crossing of the Norwich Line Sluice. Project will link Sproughton, Bramford and potentially Claydon. Supported by Sustrans.
31		Shrubland Park	SCC	£££	*		Opportunity to create significant area of new ANG	Creation of new ANG
32		North Ipswich to Henley Access Improvements for cycling	SCC CyO			*	Contributes to creation of key potential green corridor Links existing access and proposed ANG	
33		Northeast Ipswich to Grundisburgh Access Improvements for cycling	SCC CyO			*	Contributes to creation of key potential green corridor Links existing access and proposed ANG	
34		River Fynn Corridor Enhancement	EA	££		*	River corridor enhancement	
35		Sinks Valley SSSI	SCC/GWP/EA	£££	*		Opportunity to address District Level ANG deficiency	Opportunities for access and habitat links to other Greenways projects. Possible partnership with Kesgrave High School
36		Walk Farm Open Space	GWP/Martles ham PC	£££	*		Opportunity to address Sub-regional and/or District Level ANG deficiency	Purchase of site to facilitate greater access opportunities and restore heathland and acid grassland
37		Martlesham to Felixstowe Green Corridor	SCC/SCDC	££	*		Contributes to creation of key potential green corridor	Enhancement of Strategic Cycle Way and other RoW to create green corridor linking Martlesham and Fakenham, via Waldringfield, Newbourne and Kirton, and thus to other green corridors into Felixstowe, etc. Corridor to link green lanes and pockets of habitat (heath, acid grassland, woodland copses), including the

Reference Number	Key to graphics on opportunities map	Title	Potential partners where known (lead in bold)	Cost of project	Reduces ANG deficiency?	Improves strategic access links?	Benefit to delivery of GI Concept	Notes
38		Miller River Corridor Enhancement	SCC/EA	££			River corridor enhancement	Negotiate new access down Mill River Valley from Purdis Farm to Kirton Creek
39		River Orwell to Mill River Green Corridor	SCHU	££		*	Contribute to creation of key potential green corridor	Enhancement of existing RoWs and Promoted Strategic Routes, (together with negotiation to provide missing links) to create green corridor linking River Orwell and Mill River, via Trimley and Fakenham
40		North Felixstowe Fringe Green Corridor	SCDC	££	*	*	Contribute to creation of key potential green corridor	Improvements to urban fringe and enhancement to Strategic Cycle Route and other RoW to create green corridor around north Felixstowe, with links to the Grove and Eastward Ho. To include study of feasibility of opportunities of creating new ANG
41		Felixstowe - ANG deficiency		£££	*		Opportunity to address District level ANG deficiency	Opportunity required to address ANG deficiency for Felixstowe at the Regional (500ha+) Level and (for western Felixstowe) at the District (20ha +) Level
42		Trimley Marshes Extension	SWT/SCHU/ EA	£££	*		Opportunity to create new ANG	Extension of marshes to include access improvements
43		A14(T) Trimley Green Bridge	SCC AO	£££		*	Contributes to creation of key potential green corridor Links existing access and overcomes barrier of A14(T)	Development of existing proposal to create a green bridge over the A14(T) at Trimley, thus contributing to practicability of proposed Felixstowe/Trimley to Martlesham cycle and pedestrian link
44		Ipswich to Trimley Green Corridor	SCHU	££		*	Contribute to creation of key potential green corridor	Enhancement of Suffolk Coast and Heaths Path to create green corridor from east Ipswich (Orwell Country Park) to Trimley, via Nacton and Levington. Very important access route, relieves pressure on immediate River Orwell edge
45		Martlesham to Trimley Pedestrian and Cycle Link	SCC AO/SCDC/G WP/SWT	££			Contributes to creation of key potential green corridor Links existing access and proposed ANG	Creation of new route linking Martlesham and Trimley
46		Newbourne Springs Habitat Restoration	SWT	£	*		Opportunity to enhance existing GI	
47		Martlesham to Trimley Heathland and Dry Grassland Creation and Management Project	SWT	££			Area-wide opportunity to extend and enhance existing GI	Area initiative Possible afteruse for mineral sites
48		Foxhall Country Park	GWP	£££	*		Opportunity to address Sub-regional Level ANG deficiency	Current landfill to be restored to country park as part of agreed after use proposals
49		Foxhall Road Green Corridor	SCC	££	*	*	Contributes to creation of key potential green corridor Links existing and proposed ANG	Improvements to highway environs to create green corridor out of Ipswich, linking Martlesham Heath and various biodiversity sites and existing and proposed ANG (including the proposed Foxhall Country Park and Foxhall/Brock Hill Wood)
50		Ipswich Eastern Fringe GIS Project	SCDC/GWP/ SCC AO	£££	*	*	Opportunity to create significant area of ANG and link with existing GI and proposed ANG	Opportunity to identify potential areas of ANG within the Eastern Fringe, and developing community-based initiatives (building on the community interest/concerns about Fenton Wood, Kesgrave). GWP & SCC could take on co-ordinating/supporting roles Where possible, proposals to incorporate links to Ipswich to Martlesham and Foxhall Road Green Corridors, and to other existing and proposed ANG in the vicinity
51		Purdis Heath and Martlesham Heath SSSI	SWT/GWP	£££	*		Opportunity to address District Level ANG deficiency	Opportunity to improve management for ANG and to provide outward links to Mill River Valley, Sinks Pit, etc. Acquisition of SSSI sites would improve current status and allow better management access
52		Long Stropps Open Space	GWP	£££	*		Opportunity to address District Level ANG deficiency	Strategic space identified by GWP, SCDC, etc. Links important heathland sites
53		Ipswich to Kesgrave/Martlesham Green Corridor	SCDC/GWP/ SCHU/SCC AO	£££		*	Contributes to creation of key potential green corridor Links existing and proposed ANG	Green corridor to incorporate Promoted Strategic Walks and provide foot and cycle links between Rushmere Heath, Grange Farm and Martlesham Heath, and potential future ANG at Longstropps and Walk Farm
54		Foxhall/Brock Hill Wood	GWP	£££	*	*	Opportunity to address District Level ANG deficiency	Acquisition required to facilitate access from Ipswich to proposed Foxhall Country Park, also includes heathland and woodland
55		Trimley Cycle Routes and Green Corridor	Sustrans	£££		*	Opportunity to create key potential green corridor	Completion of cycle routes through the Trimleys to create green corridor

Reference Number	Key to graphics on opportunities map	Title	Potential partners where known (lead in bold)	Cost of project	Reduces ANG deficiency?	Improves strategic access links?	Benefit to delivery of GI Concept	Notes
56		Ipswich Northern Fringe Green Corridor		£££	*	*	Opportunity to create key potential green corridor	Creation of new urban fringe and outer green corridor for Ipswich, linking the Gipping Valley and the Orwell Country Park. Upgrade and enhancement of existing RoWs, and negotiation for provision of missing links to create green corridor and new urban edge for Ipswich via Rushmere Common, Brookhill Wood, Warren Heath, and Ravenswood. To include links to existing ANG and proposed ANG, and exploration for inclusion of other new ANG opportunities.
57		Purdis Heath and Martlesham Heath SSSI	SWT/GWP	£££	*		Opportunity to address District Level ANG deficiency	Opportunity to improve management for ANG and to provide outward links to Mill River Valley, Sinks Pit, etc. Acquisition of SSSI sites would improve current status and allow better management access
58		Rushmere Common - Access and Management Improvements	SCC/Sustrans/Rushmere Commoners/ GWP	££	*	*	Opportunity to address Sub-regional and District Level ANG deficiency and contribute to key potential green corridor	Project to provide improved heathland management and improved cycle access through Rushmere Heath. Some LTP funding available
59		Ipswich Northern Fringe Green Corridor		£££	*	*	Opportunity to create key potential green corridor	Creation of new urban fringe and outer green corridor for Ipswich, linking the Gipping Valley and the Orwell Country Park. Upgrade and enhancement of existing RoWs, and negotiation for provision of missing links to create green corridor and new urban edge for Ipswich via the proposed green bridge at Whitehouse,Whitton, Henley Rise, Humber Doucey Lane area, To include links to existing ANG and proposed ANG (e.g. North Ipswich Country Park), and exploration for inclusion of other new ANG opportunities
60		A14(T) Whitehouse Green Bridge	SCC AO	£££		*	Opportunity to contribute to key potential green corridor by bridging the A14(T) barrier	Provision of green bridge to provide foot and cycle access across the A14(T) at Whitehouse, and link adjacent habitats
61		Whitehouse County Park	IBC/GWP	£££	*	*	Opportunity to address Sub-regional and District Level ANG deficiency and contribute to key potential green corridor	IBC owned farmland around the West Meadows Travellers' Site, providing access links to the Gipping River path for residents in the north west corner of Ipswich
62		North Ipswich Country Park	IBC/GWP	£££	*	*	Opportunity to address Sub-regional and District Level ANG deficiency and contribute to key potential green corridor	Opportunity to create significant area of ANG and thus address current deficiency New country park to double as green wedge to safeguard strategic gap between Ipswich and Westerfield. To include links with/to Fonnereau Way and the Fynn Valley. Possibility of delivery via proposed new housing development
63		Fonnereau Way Green Corridor		£		*	Links existing and proposed access, ANG and other GI	Upgrade and promotion of existing RoW to create green corridor linking Christchurch Park and Witnesham, via Westerfield, and thus strategic route northwards out of Ipswich to the Fynn Valley
64		Former sugar beet factory site, proposed nature reserve and ANG	BDC and GWP	£££	*	*	Opportunity to create new ANG and contribute to key potential green corridor	Island' site likely to be retained as nature reserve as undevelopable. Desire to also retain substantial area of green space on the main site for public access, informal country park facility and access corridor along river bank. BDC Local Plan Alteration No.2, June 2006
65		Ipswich River Corridor, River for All	GWP/River Action Group	£££		*	River corridor enhancement, links existing and proposed ANG and other GI	Ipswich Waterfront to countryside at Sproughton Completion of riverside cycleway including ramp over flood barrier, access links, new bridges linking communities, warden post and other facilities and pocket parks
66		Belstead Linear Park/Hadleigh Road Green Corridor	SCC CyO	£££	*	*	Opportunity to contribute to key potential green corridor	To include cycle access
67		West Ipswich/Hadleigh Road Country Park	GWP	£££	*	*	Opportunity to create new ANG and contribute to key potential green corridor	Extension to Chantry Park, in area known as Chantry Vale. Related housing development likely in next plan period
68		Waterfront to Orwell Country Park Green Corridor	IBC/GWP	£££		*	Opportunity to create key potential green corridor	New green corridor to link Ipswich Waterfront with Orwell Country Park, via Landseer Park and Holywells Park. To include cycle access
69		Bridge wood, Braziers wood ANG Extension	IBC/GWP	£££	*	*	Opportunity to extend existing ANG and create significant area of new ANG, and contribute to key potential green corridor	Extension of ANG provision at Bridge Wood and Braziers Wood, to include Pond Hall Farm

Reference Number	Key to graphics on opportunities map	Title	Potential partners where known (lead in bold)	Cost of project	Reduces ANG deficiency?	Improves strategic access links?	Benefit to delivery of GI Concept	Notes
70		Orwell Country Park Visitor Centre	IBC/GWP	£££			Opportunity to enhance existing ANG	Eco-designed sustainable centre to help interpret Orwell Country Park and Orwell Estuary
71		Orwell Ecological Opportunity Project	SWT/NE /EA	££			Area-wide opportunity to enhance existing GI	
72		Chelmondiston to Shotley Gate Green Corridor	SCHU/BDC	£		*	Opportunity to enhance existing access	Enhancement of Promoted Strategic Cycle Route to create green corridor along the AONB
73		Alton Water to Shotley access improvement	SCC/BDC			*	Contributes to creation of key potential green corridor Links existing access and proposed ANG	
74		Holbrook to Pin Mill Green Corridor	SCHU/BDC/EA	£		*	Opportunity to enhance existing access	Enhancement of Promoted Strategic Cycle Route to create green corridor linking Rivers Stour and Orwell
75		Alton Water Green Corridor & Project	SCC/AWS Ltd/EA	£££	*		Opportunity to address Regional Level ANG deficiency	Opportunity to create significant area of ANG and thus address current deficiency. Creation of green orbital corridor of open space, to include extending the accessible area around the reservoir, links to Bentley woods and Holbrook Park, and initiatives to enhance habitats and reduce fragmentation
76		Alton Water to Ipswich and Freston Green Corridor	SCC/EA	££		*	Links existing and proposed ANG	Upgrade of existing RoW, and negotiation for provision of missing sections to create green corridor linking Alton Water and Ipswich via Holbrook Park, Whersted and Bourne Park, making use of existing A14(T) crossing at Wherstead, and a link to Freston
77		Wherstead Country Park	BDC/GWP	£££	*	*	Opportunity to create new ANG and contribute to key potential green corridor	Country park allocation included in BDC Local Plan Alteration No.2, June 2006 Proposed site includes important habitats (including saltmarsh and foreshore, etc.) and links well with Belstead Brook Park and with Orwell Country Park across the Orwell. Contributes to the overall concept of creating a green 'doughnut' around Ipswich. Also links well towards Alton Water
78		Belstead Brook Park Extension	GWP	£££	*	*	Opportunity to extend existing ANG and contribute to key potential green corridor	Acquisition and habitat creation/management and access improvements Acquisition of "missing links" sites within the Park, including NBAP habitats and important access routes
79		Belstead Brook Park, create improved links to Thorington Hall, Jimmy's Farm, on to Alton Water	GWP	£££	*	*	Opportunity to contribute to key potential green corridor	Access improvements at BBP and Thorington Hall end. Identification and promotion of routes to Alton Water
80		BBP/Thorington Hall volunteer and community centre	GWP	£££			Opportunity to enhance existing ANG	Conversion of historic barn for use as a centre for volunteer and community action for green space management in the area. Relates to new housing at Thorington Park, etc.
81		Belstead to Alton Water Green Corridor	SCC/EA	££		*	Opportunity to contribute to key potential green corridor	Upgrade of existing RoW, and negotiation for provision of missing sections to create green corridor with cycle access linking Belstead and Alton Water, with links to other ANG in vicinity
82		Brantham to Belstead Green Corridor	SCC/SCHU	£			Opportunity to create key potential green corridor	Creation of green corridor linking Brantham to Belstead via Bentley. To include exploration of opportunities to reduce woodland and wetland fragmentation, and links to Dodnash Woods and Bentley Vale
83		Brantham to Alton Water Green Corridor	SCC/SCHU/EA	££		*	Links existing and proposed ANG and other GI	Upgrade of existing RoW, and negotiation for provision of missing sections to create green corridor linking Alton Water and Brantham
84		Woodland and Wetland Fragmentation Reduction (near Brantham)	SCC	££			Area-wide opportunity to enhance existing GI	Area-wide initiative to explore opportunities to reduce woodland and wetland fragmentation
85		Hadleigh Railway Walk Extension	BDC SCC AO SCC CyO	£££		*	Links existing and proposed access and ANG	Extension of Hadleigh Railway Walk to Alton Water to enhance and expand scope of links and access in vicinity of Alton Water and enable biodiversity benefits
86		Grove Hill Open Space, Belstead	BDC/GWP	£££	*		Opportunity to address Sub-regional and District Level ANG deficiency	Site proposed as new LNR in Local Plan. Likely to be delivered by developer. Site adjacent to Thorrington Hall Farm heathland and woodland areas. BDC Local Plan Alteration No.2, June 2006
87		Burstall Brook Corridor Enhancement		£			River corridor enhancement	To include upgrade of existing RoW, and exploration of opportunities to negotiate provision of missing links
88		Hintlesham Brook Corridor Enhancement		£			River corridor enhancement	No additional access proposed

Reference Number	Key to graphics on opportunities map	Title	Potential partners where known (lead in bold)	Cost of project	Reduces ANG deficiency?	Improves strategic access links?	Benefit to delivery of GI Concept	Notes
89		Fabric of Historic Countryside	SCC	££		*	Area-wide opportunity to conserve and enhance existing GI	Area wide initiative to conserve and enhance the historic fabric of the countryside to the west of Ipswich. To include provision of opportunities for improved linear access
90		Hadleigh - ANG deficiency	BDC	£££	*		Opportunity to address Sub-regional and District Level ANG deficiency	Opportunity required to address ANG deficiency for Hadleigh at the Sub Regional (60ha+) Level and at the District (20ha+) Level
91		Hadleigh Railway Walk LNR Green Corridor	BDC	££		*	Links existing and proposed access, ANG and other GI	Potential link with project to extend access to Alton Water
92		River Brett Corridor Enhancement	DVSV/EA	££			River corridor enhancement	No additional access proposed
93		Capel St Mary - ANG deficiency	BDC	££	*		Sub-regional and District Level ANG deficiency	Opportunity required to address ANG deficiency for Capel St Mary at the Sub Regional (60ha+) Level and at the District (20ha+) Level
94		Dedham Vale Hopper Bus	DV AONB			*	Links existing and proposed ANG	Reinstatement of the trial hopper bus
95		East Bergholt Area - ANG deficiency	BDC	££	*		Sub-regional and District Level ANG deficiency	Opportunity required to address ANG deficiency for East Bergholt area at the Sub Regional (60ha+) Level and at the District (20ha+) Level
96		RSPB Wildlife Garden, Flatford	RSPB	£	*		Opportunity to enhance and extend existing ANG	Creation of garden to demonstrate wildlife friendly techniques
97		Lawford- ANG deficiency		£££	*		Sub-regional and District Level ANG deficiency	Opportunity required to address ANG deficiency for Lawford at the Sub Regional (60ha+) Level and at the District (20ha+) Level
98		Brantham Redevelopment of Industrial Land Including ANG	BDC	£££	*		Opportunity to address Sub-regional and District Level ANG deficiency	Opportunity to create new ANG during redevelopment of industrial land at Brantham/Cattawade. Project included in BDC Local Plan Alteration No.2, June 2006 Ties in with coastal access policies, and opportunity for visitor centre and provision of buffer for SPA
99		Manningtree - ANG deficiency	EA	£££	*		Sub-regional and District Level ANG deficiency	Opportunity required to address ANG deficiency for Manningtree at the Sub Regional (60ha+) Level and at the District (20ha+) Level Sensitivity needed to reflect both flood risk and potential for adverse disturbance
100		Manningtree to Harwich Cycle Route Enhancement	ECC AO	£££		*	Opportunity to create key potential green corridor	Creation and promotion of new cycle route linking Manningtree and Harwich SPA sensitivity issue, but opportunities to improve eco-network Issues of disturbance to be addressed in vicinity of Stour and Copperas Wood SCHU support
101		Suffolk Coast and Heaths AONB Extension	ECCSCHU	££			Opportunity to promote and protect existing sensitive GI	Initiative to extend the Suffolk Coast and Heaths AONB to the south of the River Stour
102		St Michaels Country Park	TDC	£££	*		Opportunity to create significant area of ANG	Creation of new country park
103		Copperas Wood to Harwich Access Link	TDC	££		*	Links existing and proposed ANG	Creation of a new access linking Copperas Wood to Harwich, incorporating the route of the dismantled railway
104		Parkeston Country Park	TDC	£££			Opportunity to address District level ANG deficiency	Creation of new country park
105		Beacon Hill Restoration	TDC	££	*		Opportunity to address District Level ANG deficiency	
106		Little Oakley Coastal Realignment	EWT + Hutchison Ports	£££	*		Opportunity to enhance existing GI	Initiative to compensate for new port development at Bathside Bay, Harwich
107		Little Oakley to Harwich Sustrans	Sustrans	££		*	Links existing access	Project to complete proposed route
108		The Naze Open Space, Walton	TDC/EWT/NPS	£££	*		Opportunity to address District level ANG deficiency	Project to improve open space and enhance visitor facilities
109		Hamford Water Biodiversity Buffer	**EWT**	££	*	*	Opportunity to create key potential green corridor	Biodiversity buffer to relieve access pressure on Hamford Water, etc. Project to provide alternative access along the 5m contour line

Reference Number	Key to graphics on opportunities map	Title	Potential partners where known (lead in bold)	Cost of project	Reduces ANG deficiency?	Improves strategic access links?	Benefit to delivery of GI Concept	Notes
110		Elmstead Market to Walton-on-the-Naze Green Corridor		££	*	*	Links access	Uprgrade of Promoted Strategic Cycle Route, with potential extension to Walton, to create green corridor linking Elmstead Market, Little Bentley, Beaumont, Kirby-le-Soken and Walton/Frinton
111		Holland Brook Corridor Enhancement	Sustrans	££			River corridor enhancement	Enhancement of the Holland Brook corridor. To include exploration to feasibility of introducing access (including cycle access) to the corridor, thereby linking Little Bentley and Clacton, via Tendring and Weeley
112		Hare Green to Lawford Green Corridor		££		*	Links existing GI and access	Uprgrade of existing RoW to create green corridor linking Hare Green and Lawford, via Great Bromley and Little Bromley
113		Pickers Ditch/Clacton Orbital Green Corridor	TDC	£££	*	*	Opportunity to create key potential green corridor	Project to upgrade existing RoW and negotiate provision of missing links to create an orbital route around Clacton and a new, improved urban fringe. Opportunities to create new ANG and links to existing and potential ANG to be explored
114		North Clacton Country Park	TDC	£££	*		Opportunity to create new ANG	New country park at entrance to Clacton, linking with potential orbital green corridor and Pickers Ditch
115		Weeley Woodland Complex	EWT/TDC	££		*	Area-wide opportunity to promote existing GI	Project to connect existing woodlands for benefit of wildlife and people
116		St Osyth - ANG deficiency		£££	*		Opportunity to address District Level ANG deficiency	Opportunity required to address ANG deficiency for St Oysth at the District (20ha+) Level
117		St Martin's Country Park	ECC/EWT	£££	*		Opportunity to create significant area of new ANG and address District Level ANG deficiency	Potential opportunity to create District Level (500ha +) ANG through extension of existing country park, and for promoting and enhancing connections to other sites of biodiversity value in the vicinity
118		Clacton to Point Clear Green Corridor	Sustrans	££		*	Links existing and proposed ANG	Upgrade of existing RoW to create green corridor linking Clacton/Jaywick and Point Clear via St Osyth. Consideration to be given to inclusion of proposed new Sustrans route (Jaywick to Point Clear) in the project
119		Bentley Brook Corridor Enhancement		££			River corridor enhancement	Negotiation of access along the Bentley Brook corridor, to link St Martins Country Park and Brightlingsea to Hare Green
120		North Brightlingsea Corridor Enhancement		£		*	Links existing and proposed ANG	Enhancement of river corridor, and promotion of access links to St Martin's Country Park
121		Brightlingsea Salt Marshes	EWT/EBP	££	*		Opportunity to enhance and extend existing GI	Opportunities for creation and enhancement of BAP Habitats - salt marsh
122		Brightlingsea - ANG deficiency		£££	*		Opportunity to address District Level ANG deficiency	Opportunity required to address ANG deficiency for Brightlingsea at the District (20ha+) Level
123		Arlesford Creek/Tenpenny Brook Corridor Enhancement		££			River corridor enhancement	Enhancement of river corridor and upgrade of existing RoW with negotiation to extend in order to create riverside link between proposed Brightlingsea/Alresford bridge and Alresford
124		Brightlingsea /Alresford Bridge	Sustrans	£££		*	Opportunity to contribute to key potential green corridor and link existing and proposed access by providing new bridge	Long term community aspiration for a lightweight bridge to provide cycle and pedestrian access across Alresford Creek. Funding currently being sort through Connect2
125		Alresford to Wivenhoe Green Corridor	Sustrans	££		*	Opportunity to contribute to key potential green corridor	Creation of green corridor, including creation of important strategic cycle route
126		Arlesford Quarry Complex	**EWT**/FCW	£££	*		Opportunity to address Sub-regional Level ANG deficiency	Opportunity for new ANG, and to improve existing ANG
127		Lower River Colne Corridor Enhancement		£			River corridor enhancement	
128		Hythe Lagoons Country Park/LNR	CBC	£££	*		Opportunity to address Sub-regional and District Level ANG deficiency	Creation of new country park and LNR
129		A133 Highways upgrade	ECC AO	£££		*	Links access	Upgrade of the A133 corridor environment
130		Fabric of Historic Countryside	ECC	££		*	Area-wide opportunity to conserve and enhance existing GI	Area wide initiative to conserve and enhance the historic fabric of the countryside to the north west of Colchester. To include provision of opportunities for improved linear access

Reference Number	Key to graphics on opportunities map	Title	Potential partners where known (lead in bold)	Cost of project	Reduces ANG deficiency?	Improves strategic access links?	Benefit to delivery of GI Concept	Notes
131		Colchester to Dedham Green Corridor	CBC	££		*	Opportunity to contribute to key potential green corridor	Upgrade of existing RoW, and negotiation for provision of missing sections to create green corridor linking Colchester and Dedham, via Ardleigh Reservoir
132		Ardleigh Reservoir	EA	£££	*		Opportunity to address District Level ANG deficiency	Improvement of access provision to create ANG
133		Bullock Wood Open Space	CBC	£££	*		Opportunity to address District Level ANG deficiency	
134		Colchester North Orbital Green Corridor	CBC	£££		*	Opportunity to create key potential green corridor	Creation of green corridor. Study to be undertaken to explore feasibility of including access to all or part of corridor
135		Colchester to Boxted Green Corridor		££		*	Opportunity to create key potential green corridor	Enhancement of existing RoW to create green corridor
136		Little Braiswick Open Space	CBC	£££	*	*	Opportunity to create new ANG and contribute to key potential green corridor	Creation of new ANG at Little Braiswick, with consideration given to access enhancements in the vicinity
137		River Box Corridor Enhancement	DVSV/EA	£			River corridor enhancement	No additional access proposed
138		Bures Habitat Restoration	SWT/SCC	££	*		Area-wide opportunity to enhance existing GI	Area-wide initiative
139		Upper River Stour Corridor Enhancement	DVSV/EA	£			River corridor enhancement	To include access improvements
140		Fordham Woods to River Stour Green Corridor	EA	££		*	Links existing GI	Enhancement of existing RoWs to create links between Fordham Woods, the River Stour and the Stour Valley Path
141		Fordham Hall Community Woodland Extension	WT	£££	*	*	Opportunity to extend existing ANG to create significant new ANG, possibly at the Regional Level	Project will need to address accessibility issues
142		Upper Colne Valley River Corridor Enhancement	CBC/EA	££		*	River corridor enhancement and opportunity to create key potential green corridor	Enhancement of river corridor and upgrade of existing RoW with negotiation to extend in order to create riverside route linking central Colchester with Earls Colne, etc.
143		Marks Hall to Bourne Brook Green Corridor		££			Links existing GI	To include upgrade of existing RoW, and negotiation for provision of missing sections
144		Marks Hall Arboretum		£££	*		Opportunity to create significant area of ANG. Outside Haven Gateway boundary, but influence could encompass HG area	
145		River Blackwater River Corridor Enhancement	EA	£££			River corridor enhancement	Upgrade of existing RoW and negotiation to provide missing sections in order to create a green corridor linking Witham to Coggleshall, via Rivenhall End and Kelvedon
146		Tiptree Heath to Rivenhall Green Corridor		££			Links existing access and ANG and other GI	Upgrade of existing RoW to create green corridor
147		Tiptree Heath Extension	**EWT**/FOTH	£££			Opportunity to extend existing ANG	Extension and restoration of heathland
148		Abbotts Hall Farm to Tiptree Green Corridor	EWT	££		*	Opportunity to create key potential green corridor	Upgrade of existing RoW and negotiation to provide missing sections in order to create a green corridor
149		Stanway to Tiptree Complex	EWT	£££	*		Area-wide opportunity to extend and enhance existing GI	Biodiversity corridor, opportunity to create new ANG
150		Roman River Valley/Orbital Green Corridor	EWT/EBP/ Sustrans	££		*	Opportunity to create key potential green corridor	Green corridor from Fingringhoe to Copford. Opportunities for creation and enhancement of BAP Habitats - species rich grassland To include cycle access, links to existing and proposed ANG and exploration for inclusion of other new ANG opportunities.

Reference Number	Key to graphics on opportunities map	Title	Potential partners where known (lead in bold)	Cost of project	Reduces ANG deficiency?	Improves strategic access links?	Benefit to delivery of GI Concept	Notes
151		Copford to River Colne (West) Green Corridor	CBC/EA	££		*	Opportunity to create key potential green corridor	Creation of new green corridor (utilising existing underpass beneath A12). To include upgrade of existing RoW and negotiation for provision of new sections
152		Westlands Country Park	CBC	£££	*		Opportunity to address Sub-regional level ANG deficiency	Creation of new country park
153		Eight Ash Green Open Space	CBC	£££	*		Opportunity to address District level ANG deficiency	Creation of new open space at Eight Ash Green
154		Colchester Station to Ford Street Green Corridor	Sustrans/ Woodlands Trust	££		*	Opportunity to create key potential green corridor	Creation of green corridor that links Colchester Station to Ford Street via West Bergholt and Fordham, and the river, woodland. Also addressing the need for important local links such as that identified by the Woodland Trust between Ford Street and the school at Fordham
155		Cymbeline Meadow Extension Project	CBC	£££		*	Links existing and proposed access, ANG and other GI	
156		Grymes Dyke Green Corridor	Sustrans	££		*	Links existing and proposed access and ANG	Creation of new cycle route
157		Colne Valley Path/Colne Estuary Link	CVCP/ Sustrans	£££		*	River corridor enhancement Links existing and proposed access	To incorporate a cycle access between Colchester and Rowhedge, to link with proposed green orbital corridor and proposed Wivenhoe/Rowhedge Bridge project
158		Gosbecks Archaeological Park Extension	CBC	£	*	*	Opportunity to extend existing ANG and contribute to key potential green corridor	
159		Colchester Garrison Green Corridor	Sustrans	££		*	Opportunity to create key potential green corridor	Creation of new cycle route
160		Rowhedge to Wivenhoe Bridge	Sustrans	£££		*	Opportunity to contribute to key potential green corridor by bridging river	Long term community aspiration for a foot/cycle bridge over the River Stour, linking Rowhedge and Wivenhoe
162		Abberton to Copt Hall Green Corridor	CBC	££		*	Opportunity to create key potential green corridor	To include negotiation of new access
163		Abbotts Hall Farm Visitor Centre	CBC/**EWT**	£££			Opportunity to enhance existing ANG	Improve visitor facilities, community events and education
164		Copt Hall to Mersea Causeway Link	EA	££			Links existing ANG and access	Upgrade of existing RoW, and negotiation for provision of missing sections, to create link between Copt Hall and West Mersea via the causeway
165		Mersea Island Circular Route		££		*	Opportunity to create new access to link ANG	Upgrade of existing RoW and negotiation for provision of missing sections to create circular inland and coastal route around Mersea Island, linking West Mersea and the country park

Key to columns in schedule

Project reference
Cross reference to Opportunities Map

Potential partners
Partners for delivering the project, with lead partner (where identifiable) in bold

Reference Number	Key to graphics on opportunities map	Title	Potential partners where known (lead in bold)	Cost of project	Reduces ANG deficiency?	Improves strategic access links?	Benefit to delivery of GI Concept	Notes
		Cost of project						
		The following project costs have been developed: £ - less than £200,000 ff - £200,000 to £500,000 fff - more than £500,000						
		Project status						
		Active, i.e. projects that are in the planning stages, but require additional resources (e.g. funding) to be completed						
		Imminent, i.e. projects that are likely to commence in the short term, e.g. within two or three years						
		Aspirational, e.g. a longer term ambition, or one that requires further research, or has significant obstacles to delivery						
		Benefit to delivery of GIS Concept						
		Notes on how the project relates to the realisation of the aims of the GIS Concept Map, e.g. how it relates to identified ANG deficiencies, creation of green corridors or addressing the needs of future growth nodes						
		Key to abbreviations						
		ANG = Accessible Natural Greenspace						
		AO = Access Officer						
		AW = Anglia Water						
		BDC = Babergh District Council						
		CIAT = Countryside In and Around Towns Initiative						
		CBC = Colchester Borough Council						
		CVCP = Colne Valley Countryside Projects						
		DVSV = Dedham Vale and Stour Valley Project						
		EA Environment Agency						
		EBP = Essex Biodiversity Projects						
		ECC = Essex County Council						
		ECC AO = Essex County Council Access Officer						
		EWT = Essex Wildlife Trust						
		FC = Forestry Commission						
		FCW = Friends of Cockaynes Wood						
		FOTH = Friends of Tiptree Heath						
		GWP = Greenways Project						
		IBC = Ipswich Borough Council						
		MSDC = Mid Suffolk District Council						
		NE = Natural England						
		NPS = Naze Protection Society						
		RoW = Right of Way						
		RSPB = Royal Society Protection of Birds						
		SCC = Suffolk County Council						
		SCC AO = Suffolk County Council Access Officer						
		SCC CyO = Suffolk County Council Cycling Officer						
		SCDC = Suffolk Coastal District Council						
		SCHU = Suffolk Coast and Heaths Unit						
		SWT = Suffolk Wildlife Trust						
		TDC = Tendring District Council						
		TLP = The Landscape Partnership						
		WT = Woodland Trust						

Key

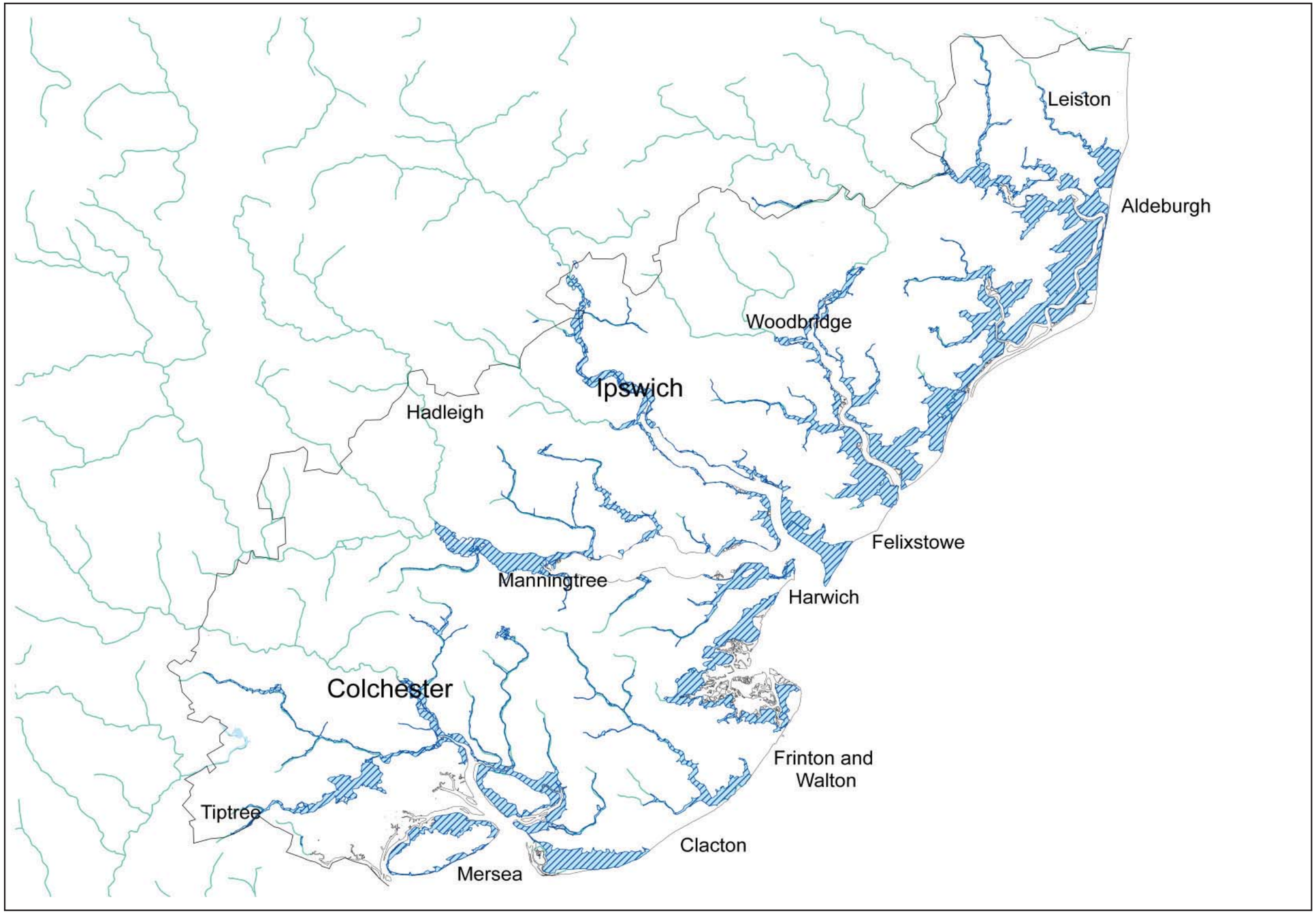
Haven Gateway green infra-structure strategy boundary

Haven Gateway Green Infrastructure Strategy

Figure 01
Location of Haven Gateway

April 2008 scale NTRS

thelandscapepartnership



Key

- Haven Gateway boundary
- EA Floodzone 2
- EA Floodzone 3
- Rivers

Haven Gateway Green
Infrastructure Strategy

Figure 02
Rivers and EA flood zones

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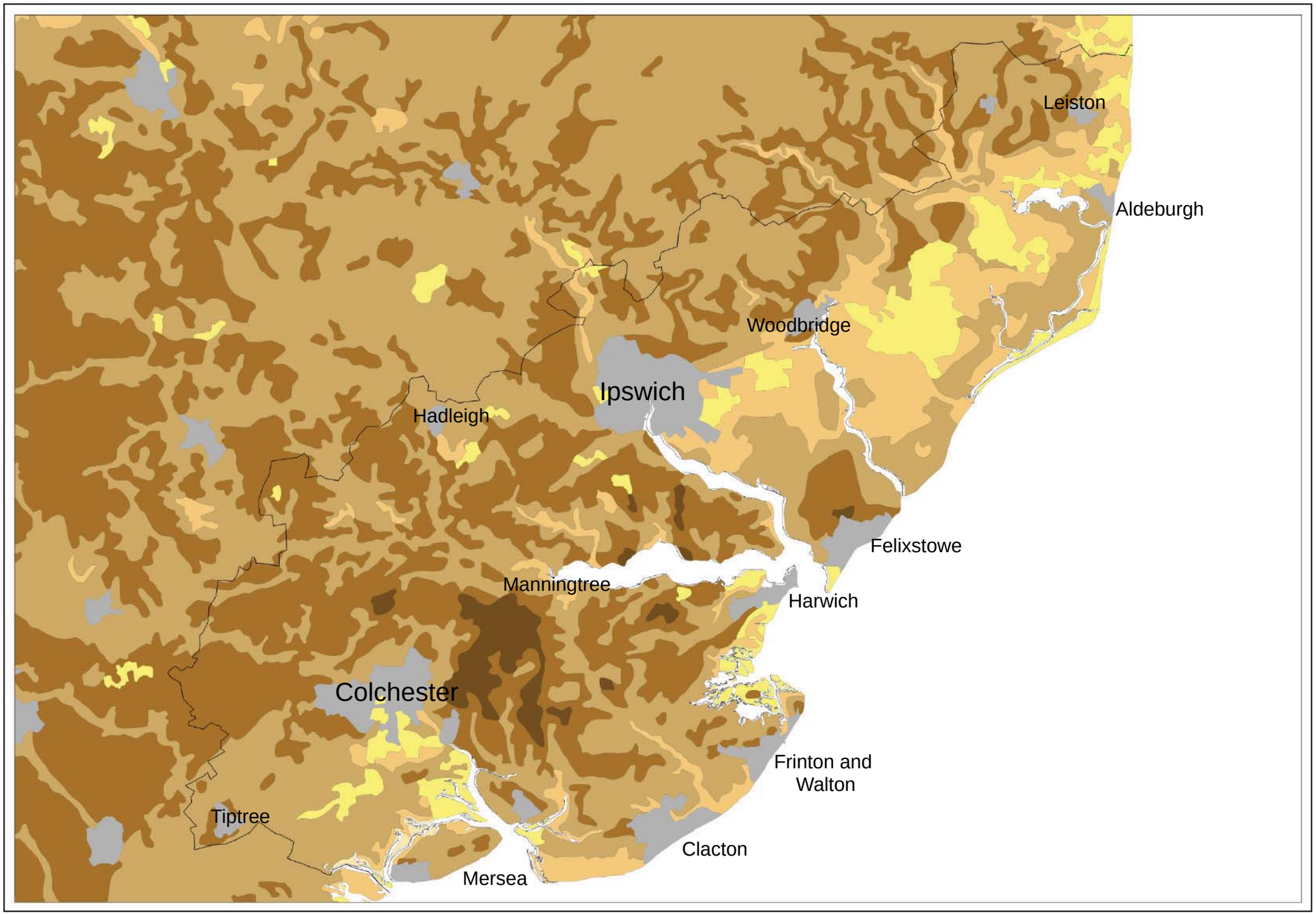

Key

- Haven Gateway boundary
- Grade 1 (excellent)
- Grade 2 (very good)
- Grade 3 (good - moderate)
- Grade 4 (moderate)
- Grade 5 (very poor)
- Urban

Haven Gateway Green
Infrastructure Strategy

Figure 03
Agricultural Land Classification

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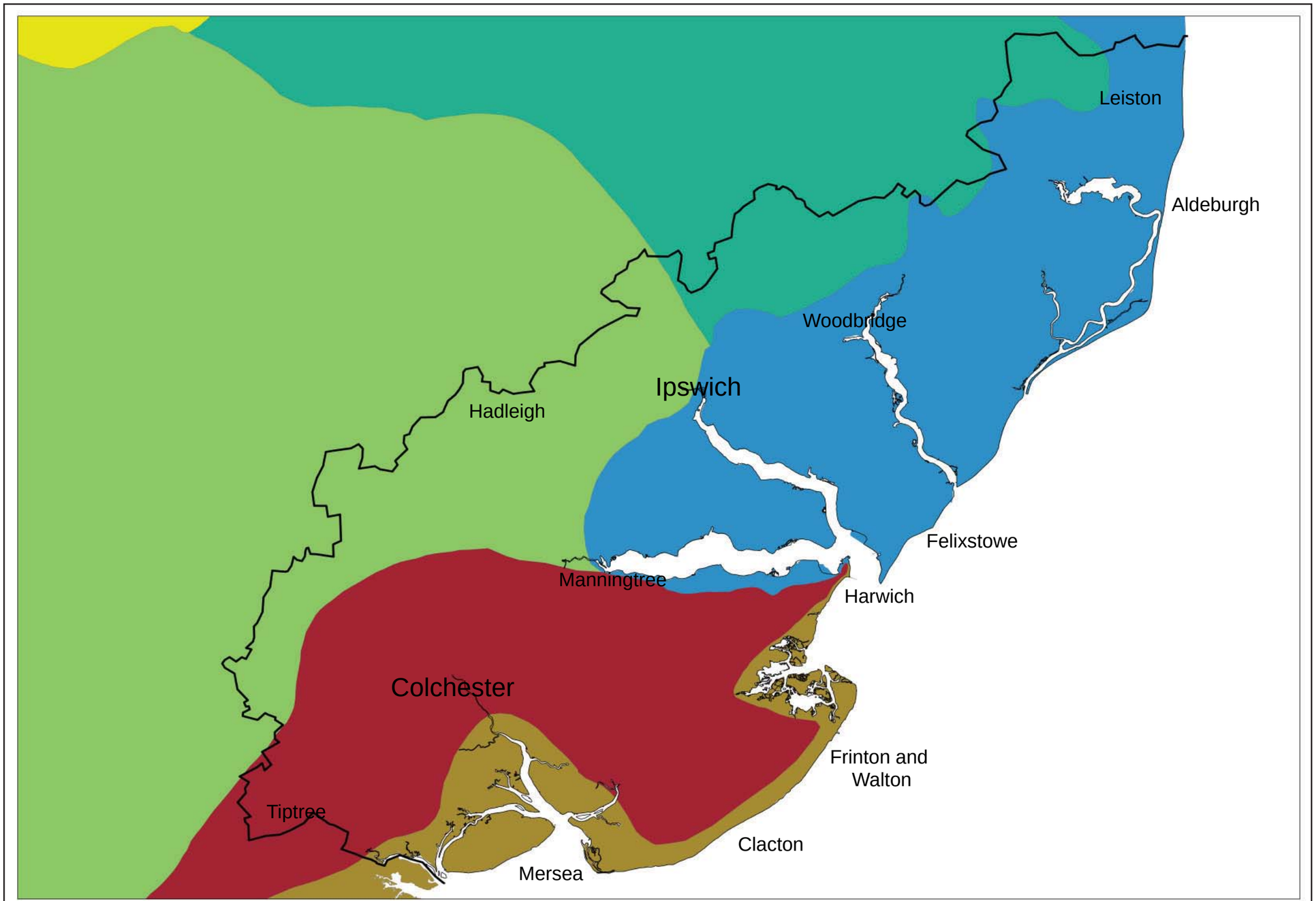

Key

- Haven Gateway boundary
- South Norfolk and High Suffolk claylands
- Suffolk Coasts and Heaths
- South Suffolk and North Essex clayland
- Northern Thames basin
- Greater Thames estuary
- Breckland

Haven Gateway Green Infrastructure Strategy

Figure 04
Countryside character

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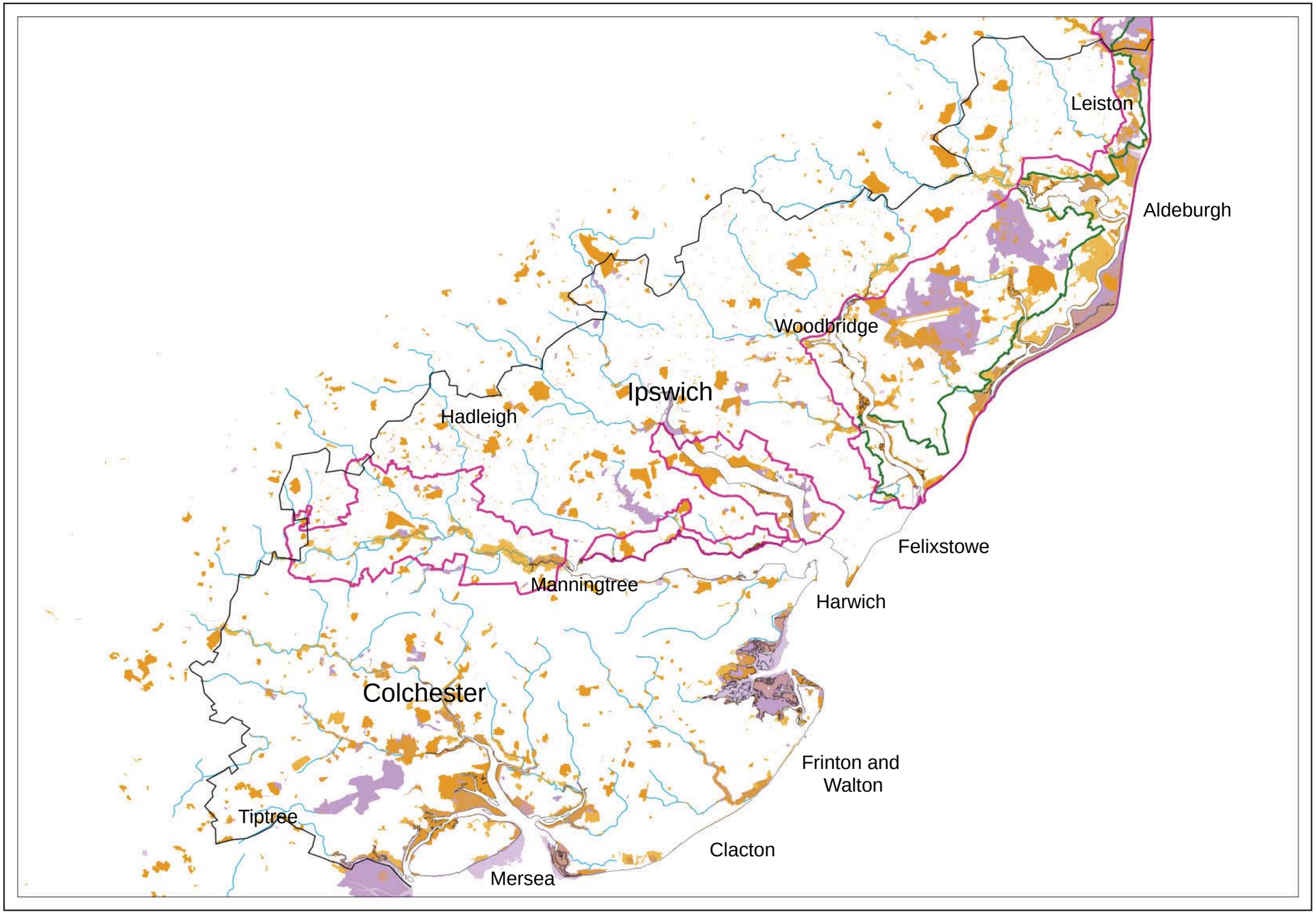

Key

- Haven Gateway boundary
- Suffolk heritage coast
- BAP habitats
- Designated biodiversity sites
- Suffolk Coast and Heaths and Dedham Vale AsONB
- Rivers

Haven Gateway Green
Infrastructure Strategy

Figure 05
BAP habitats, designated biodiversity sites and landscape designations

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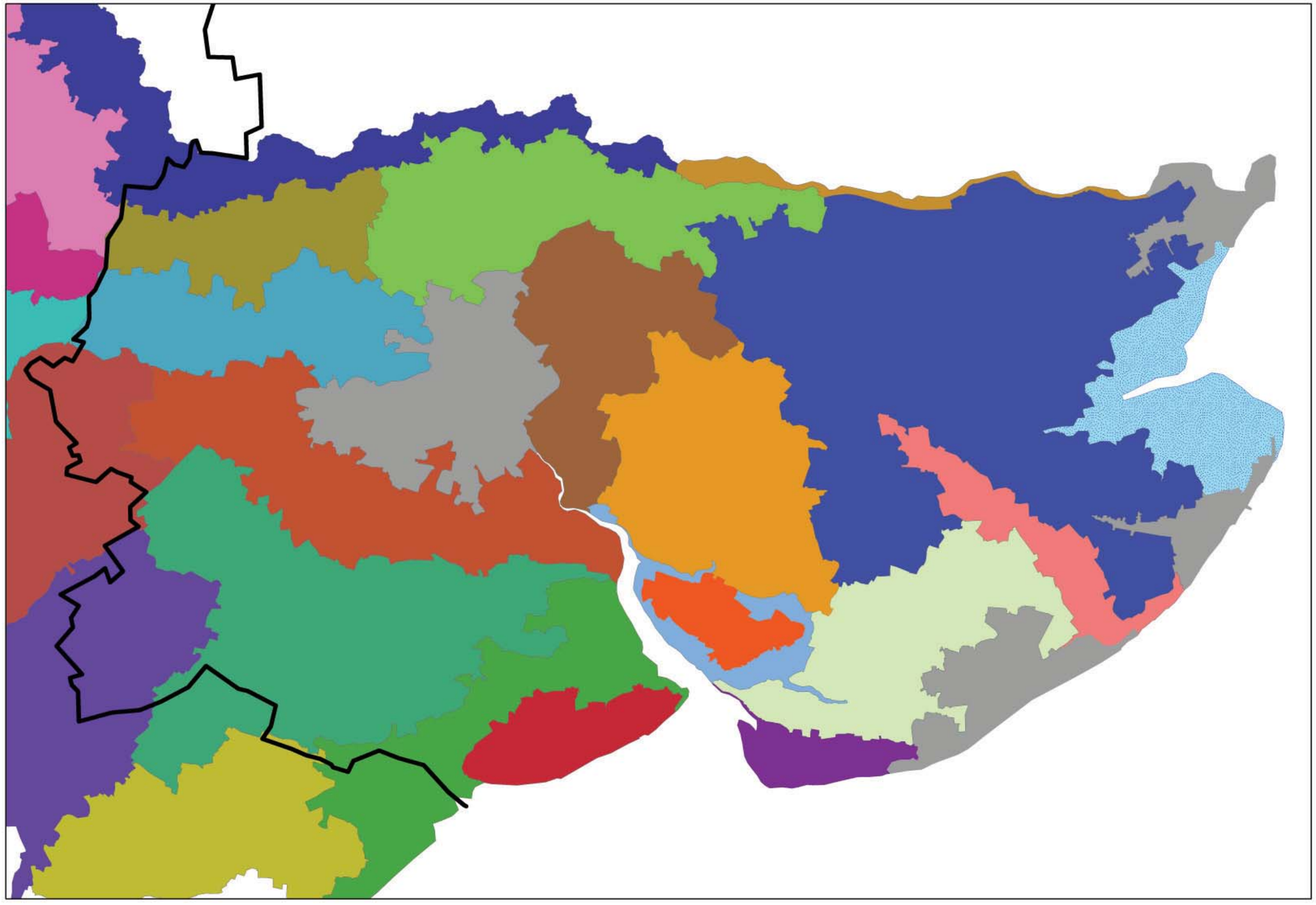

Key

- Abberton area
- Alresford area
- Ardleigh Heaths area
- Brightlingsea peninsula
- Broxted Heath area
- Clacton urban area
- Coggeshall area
- Colchester urban area
- Colne Point
- Colne-Stour watershed
- Eastern Colne marshes
- Frinton and Walton urban areas
- Gosfield area
- Hamford Water
- Harwich urban area
- Holland Brook valley
- Lower Colne valley
- Lower Stour valley
- Marshes along the Stour estuary
- Marshes betweent the Blackwater and Colne estuaries
- Mersea Island
- Pebmarsh area
- Ridge to the north of the Blackwater estuary
- St Osyth area
- Tendring plateau
- The Roman River valley
- Tiptree Heath
- Upper Colne valley

Haven Gateway Green Infrastructure Strategy

Figure 06
Essex historic landscape character

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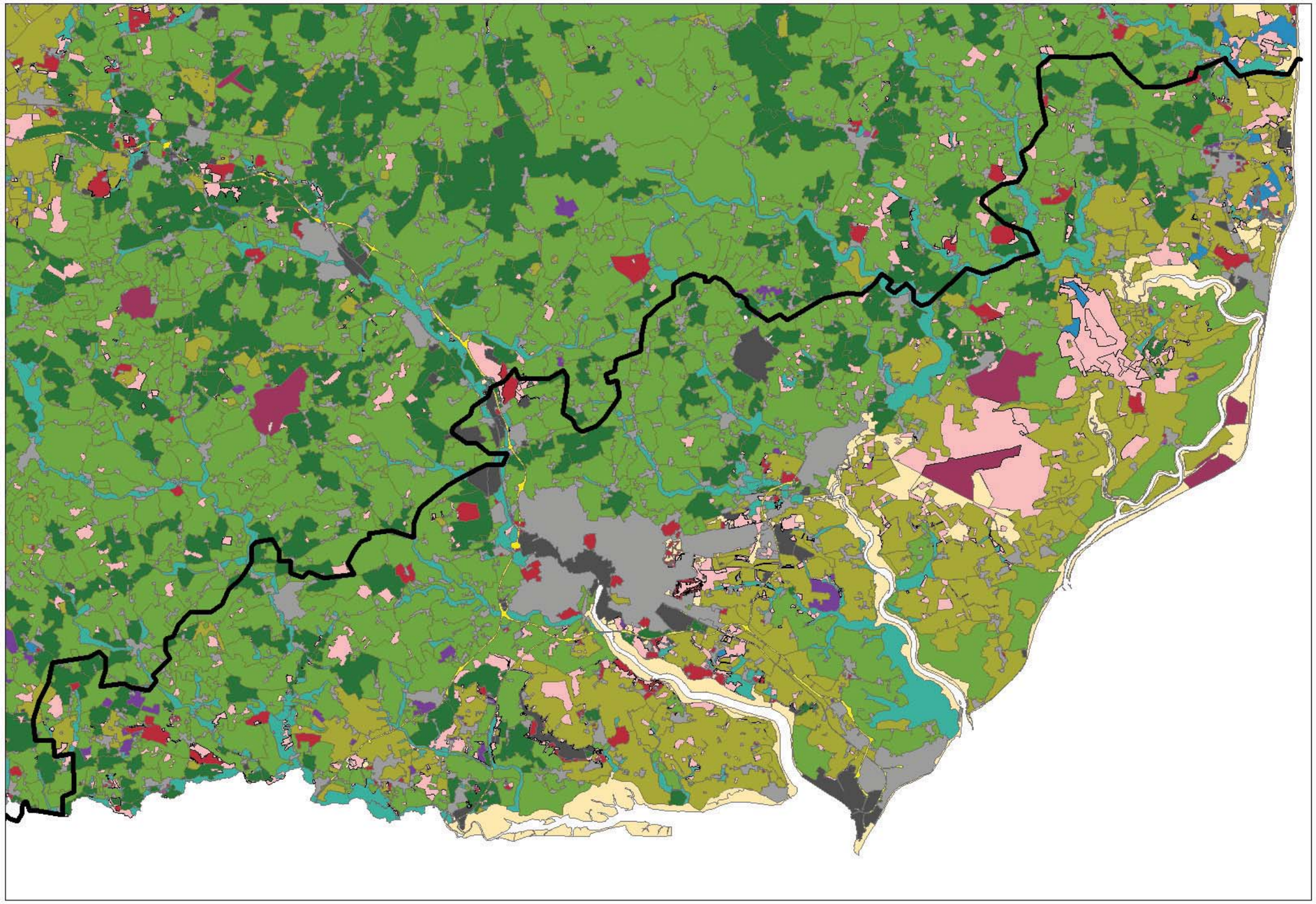
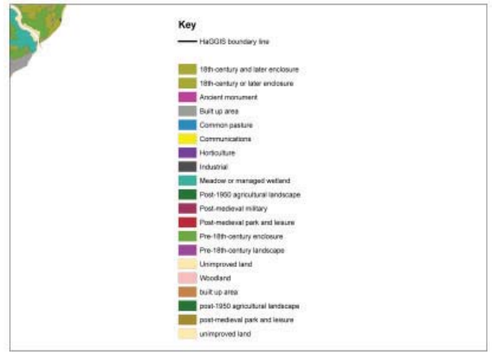


Key

Haven Gateway boundary



Haven Gateway Green Infrastructure Strategy

Figure 07
Suffolk historic landscape character

April 2008 scale NTRS

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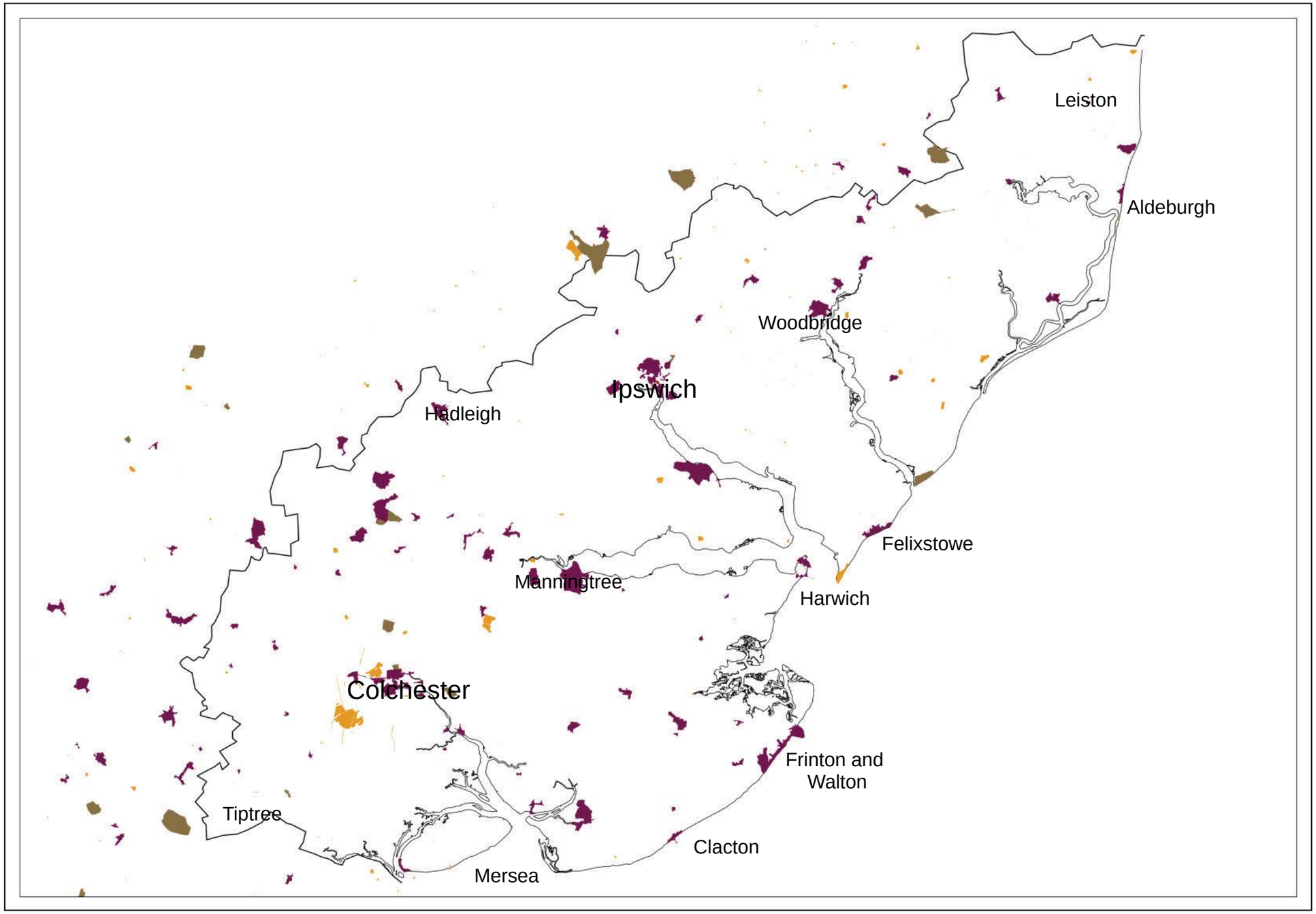

Key

- Haven Gateway boundary
- Conservation areas
- Regional parks and gardens
- Scheduled ancient monument

Haven Gateway Green
Infrastructure Strategy

Figure 08
Conservation areas, scheduled ancient monuments and registered parks and gardens

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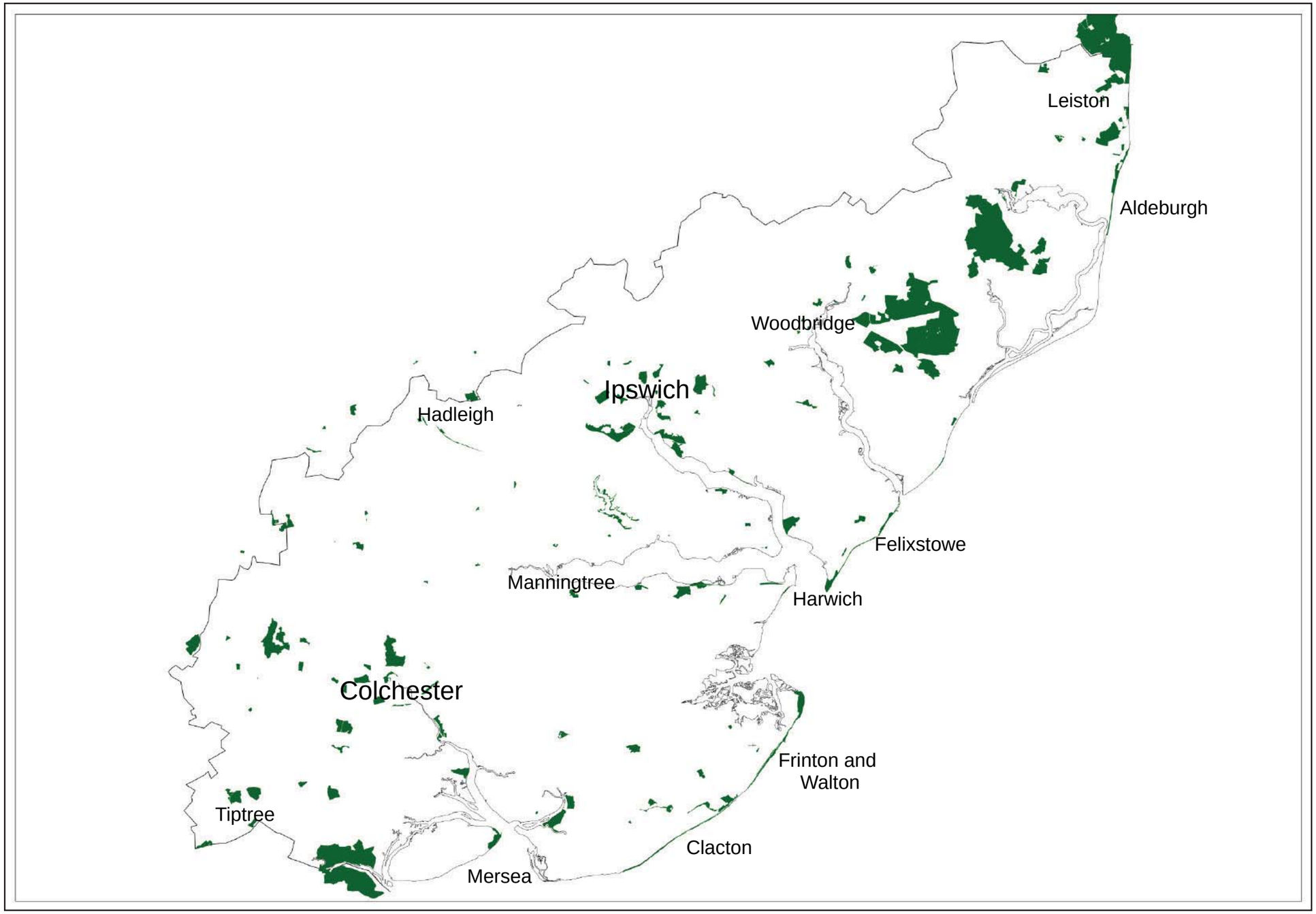

Key

Haven Gateway boundary

Existing ANG

Haven Gateway Green
Infrastructure Strategy

Figure 09
Exisitng Accessible Natural
Greenspace

April 2008

scale NTRS

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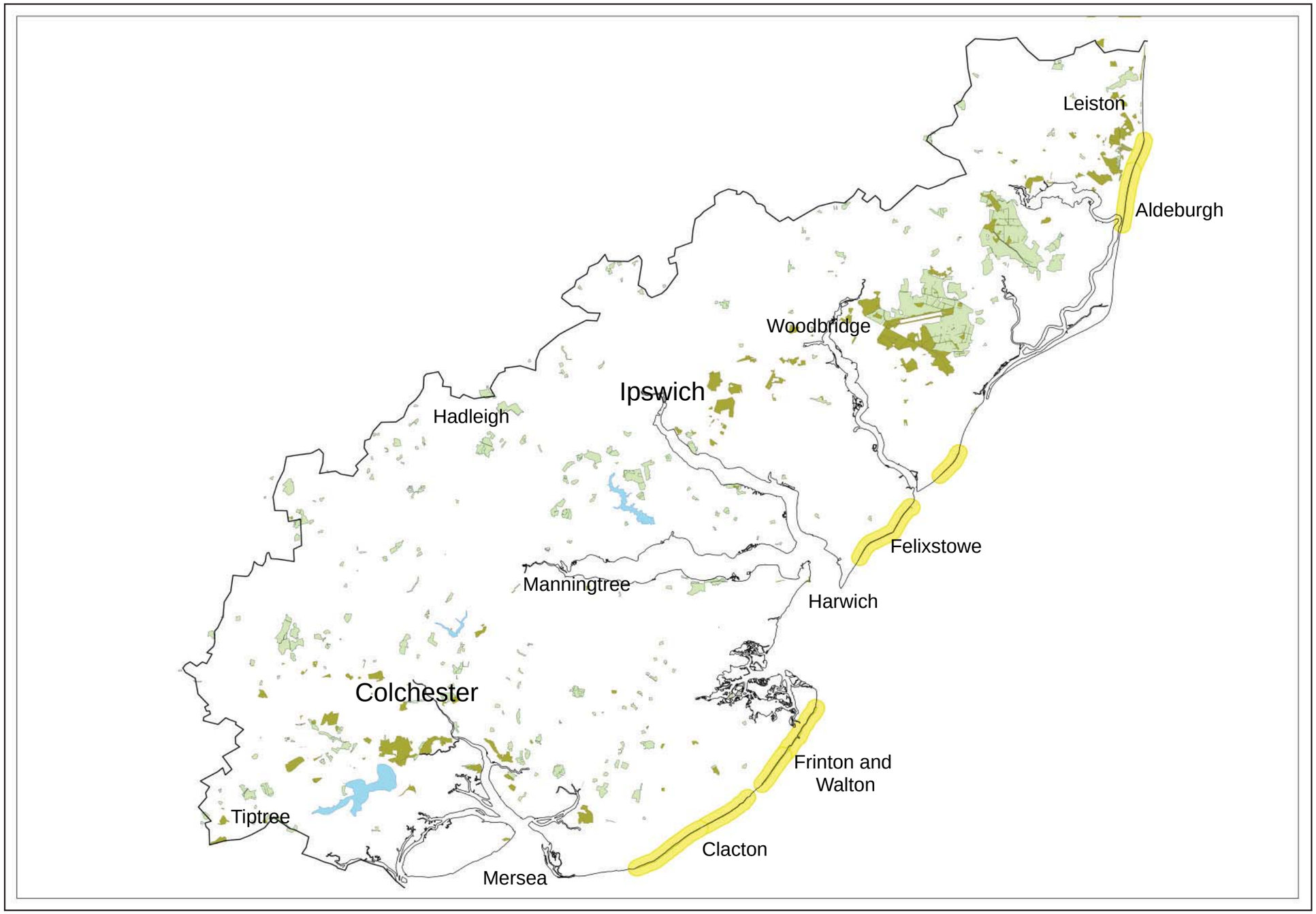

Key

- Haven Gateway boundary
- Locations of beaches included as ANG
- Acid grassland and heaths
- Woodland and forests
- Reservoirs

Haven Gateway Green Infrastructure Strategy

Figure 10
Key resources contributing to ANG

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Key

- Haven Gateway boundary
- Existing ANG
- 'A' roads
- Promoted strategic walks
- Promoted strategic cycle paths

Haven Gateway Green Infrastructure Strategy

Figure 11
Access: Strategic links and promoted routes

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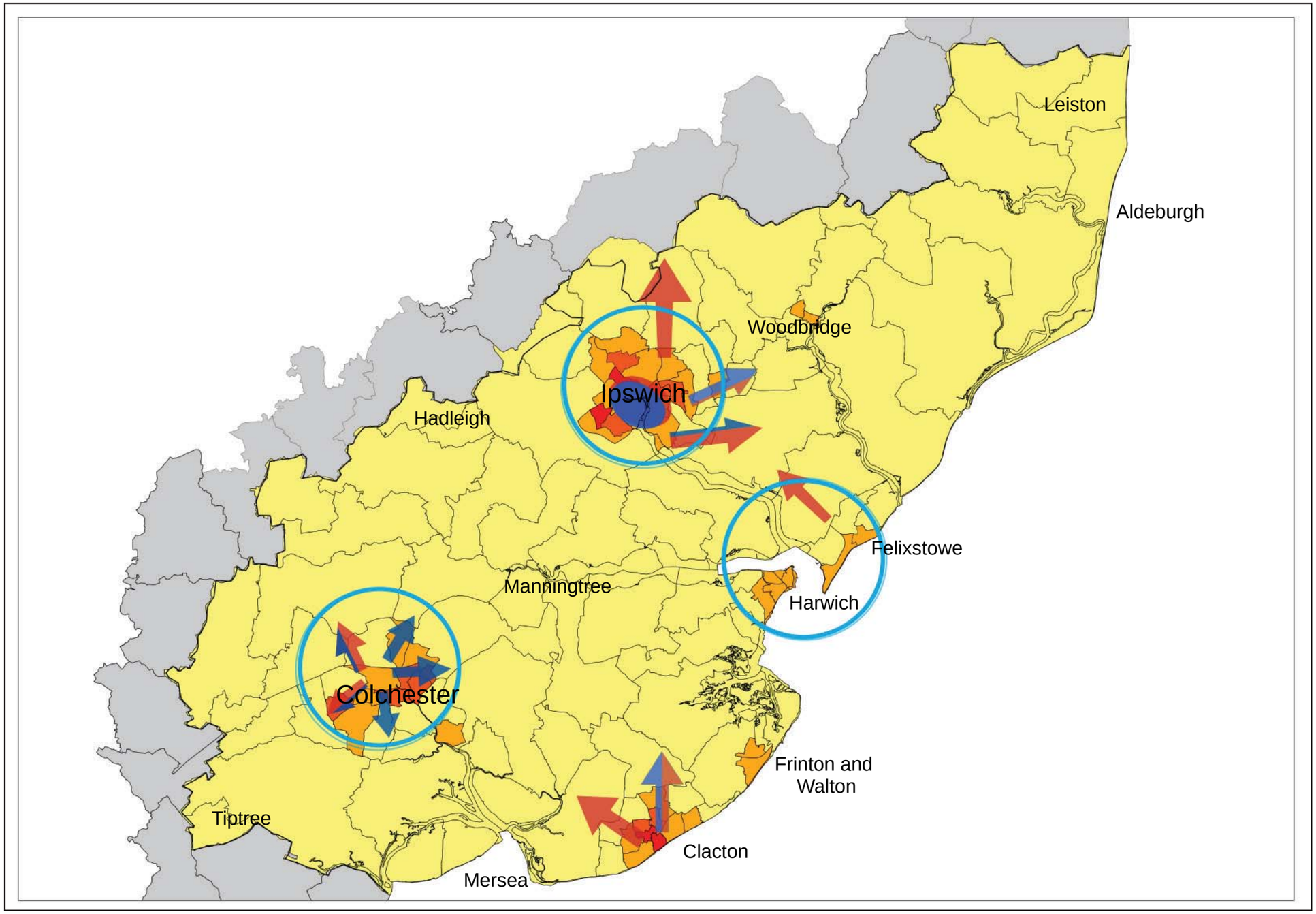

Key

Haven Gateway boundary

Wards (density of people per hectare)

- Lower quartile (least dense)
- Lower middle quartile
- Upper middle quartile
- Upper quartile (most dense)
- Wards outside of study area

Arrows etc.

- Existing pipeline of growth
- Potential growth direction
- Growth nodes

Haven Gateway Green Infrastructure Strategy

Figure 12
Population density and directions of strategic growth

April 2008 scale NTRS

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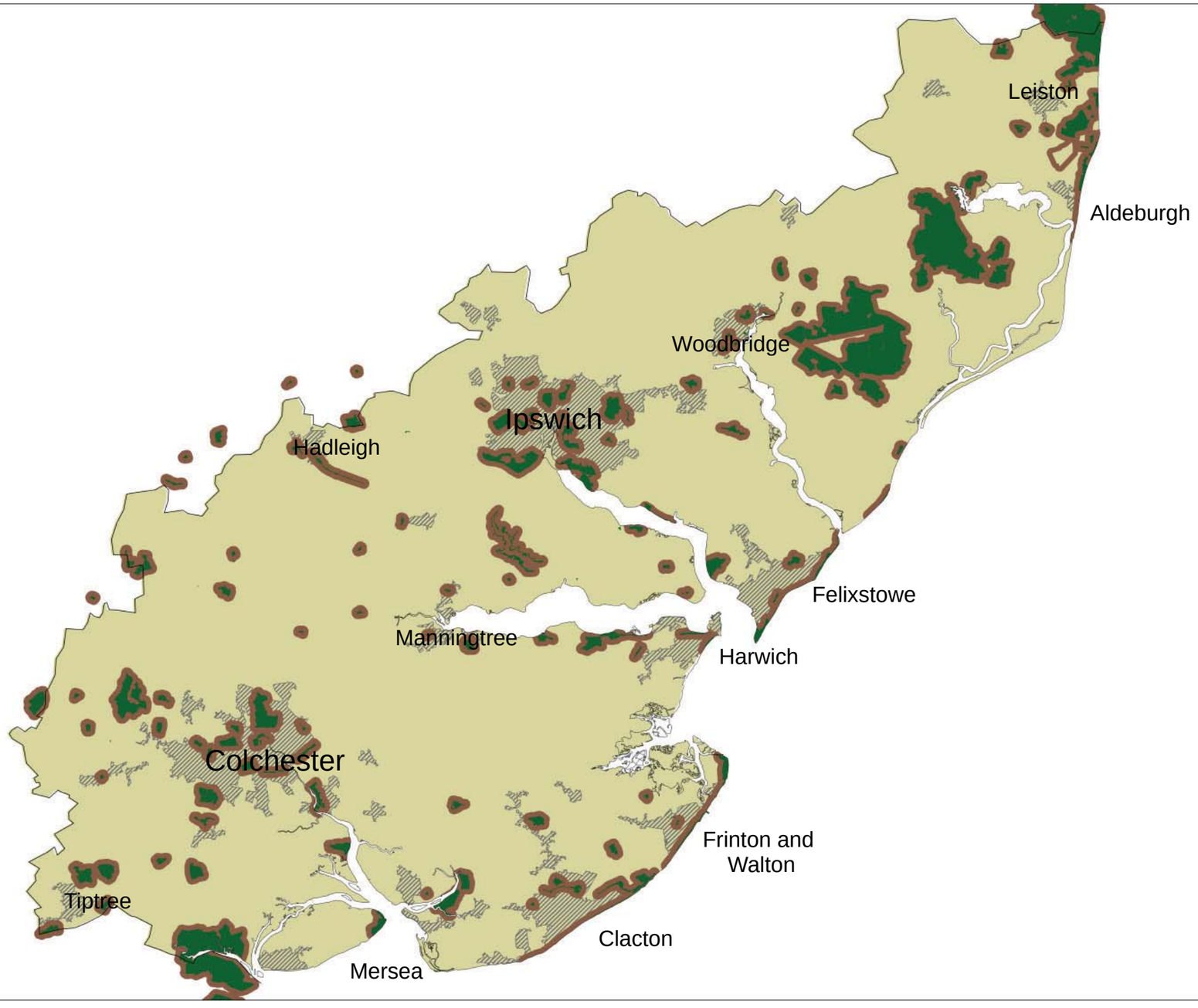

Key

- Haven Gateway boundary
- Area of neighbourhood level ANG deficiency
- Existing ANG
- Neighbourhood catchment
- Main urban areas

Haven Gateway Green Infrastructure Strategy

Figure 13
Existing ANG neighbourhood level

April 2008 scale NTRS

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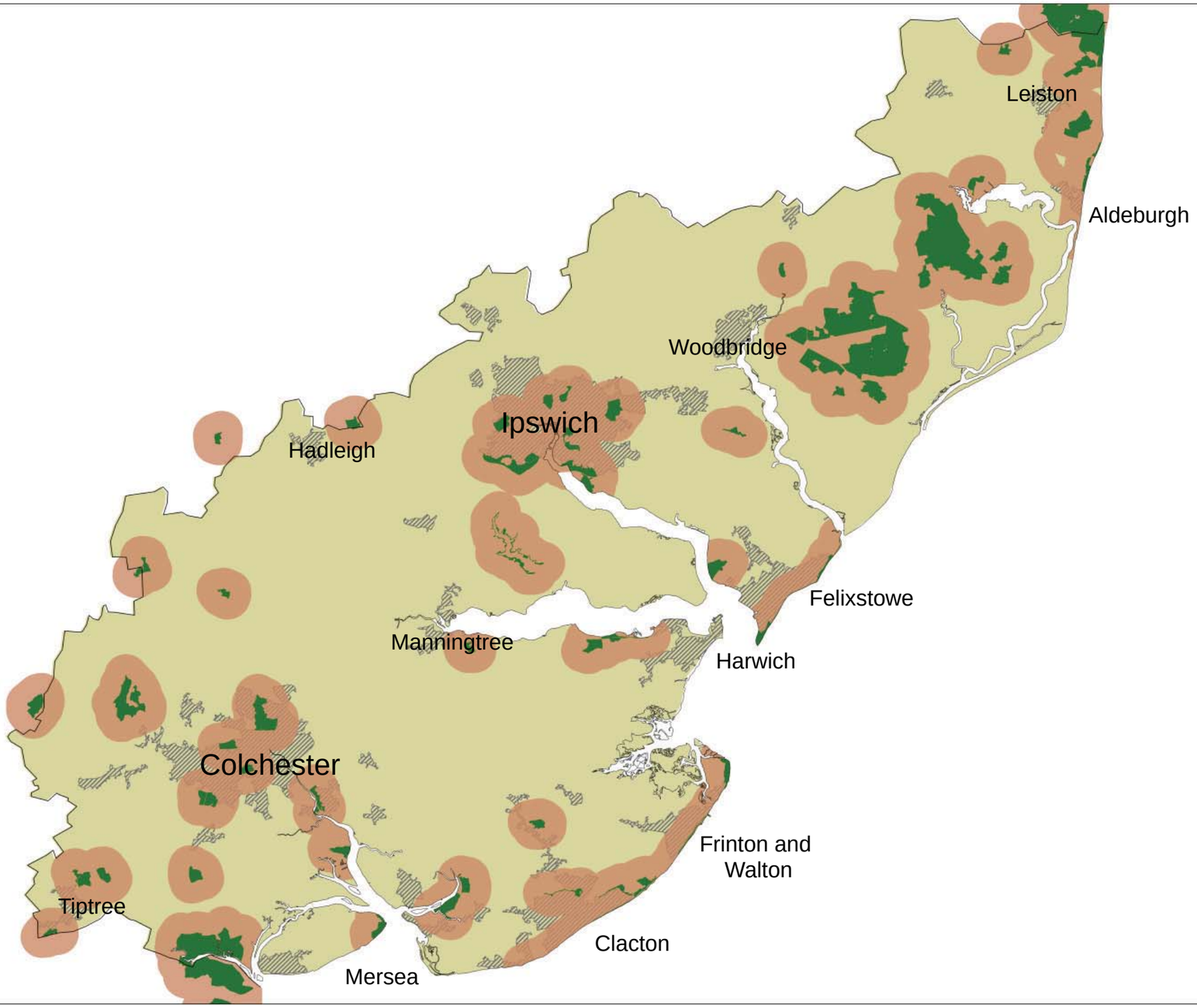

Key

- Haven Gateway boundary
- Existing ANG
- District level catchment
- Main urban areas
- Area of district level ANG deficiency

Haven Gateway Green Infrastructure Strategy

Figure 14
Existing ANG district level

April 2008 scale NTRS

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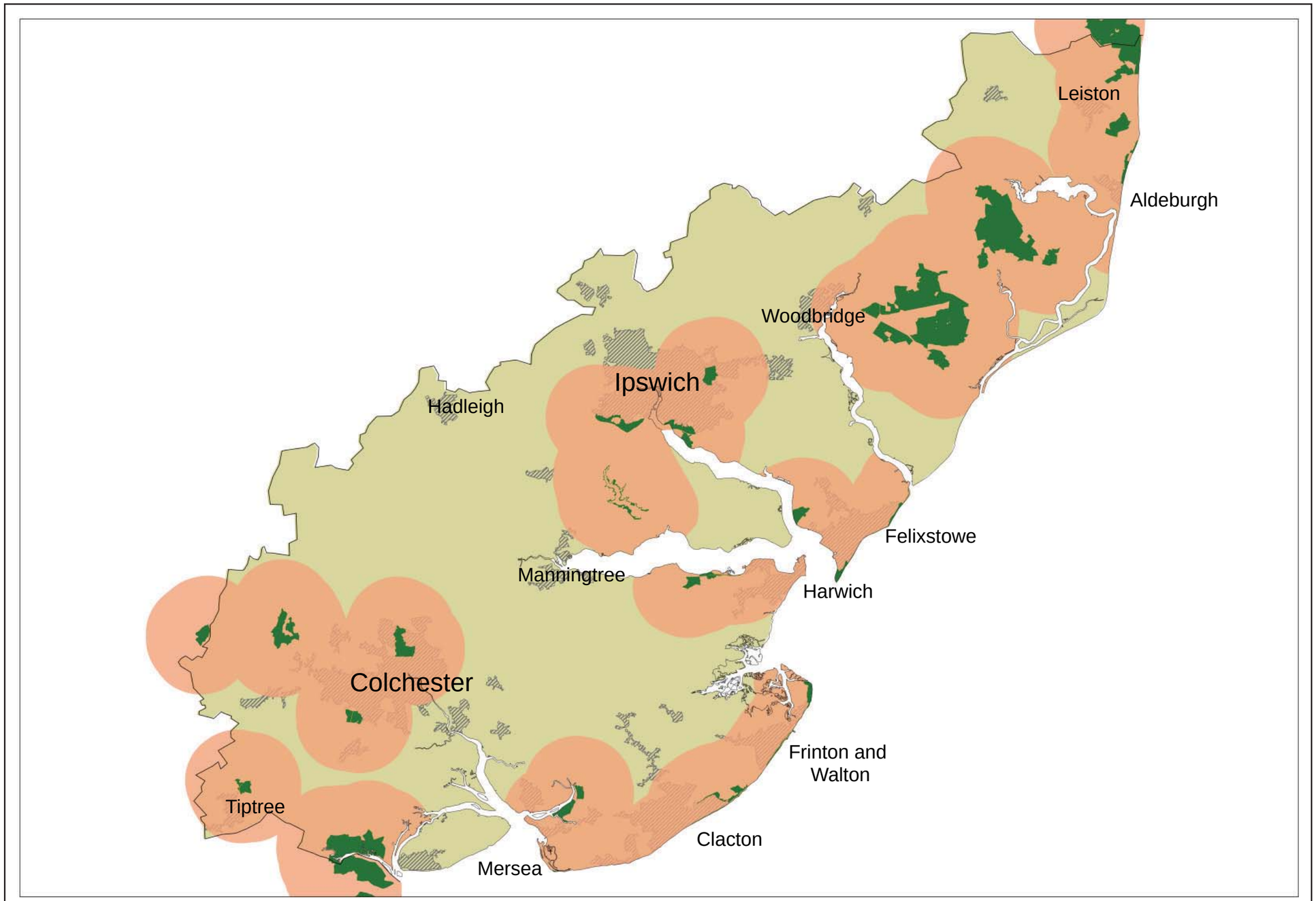

Key

- Haven Gateway boundary
- Area of sub-regional level ANG deficiency
- Existing ANG
- Sub-regional catchment
- Main urban areas

Haven Gateway Green Infrastructure Strategy

Figure 15
Existing ANG sub-regional level

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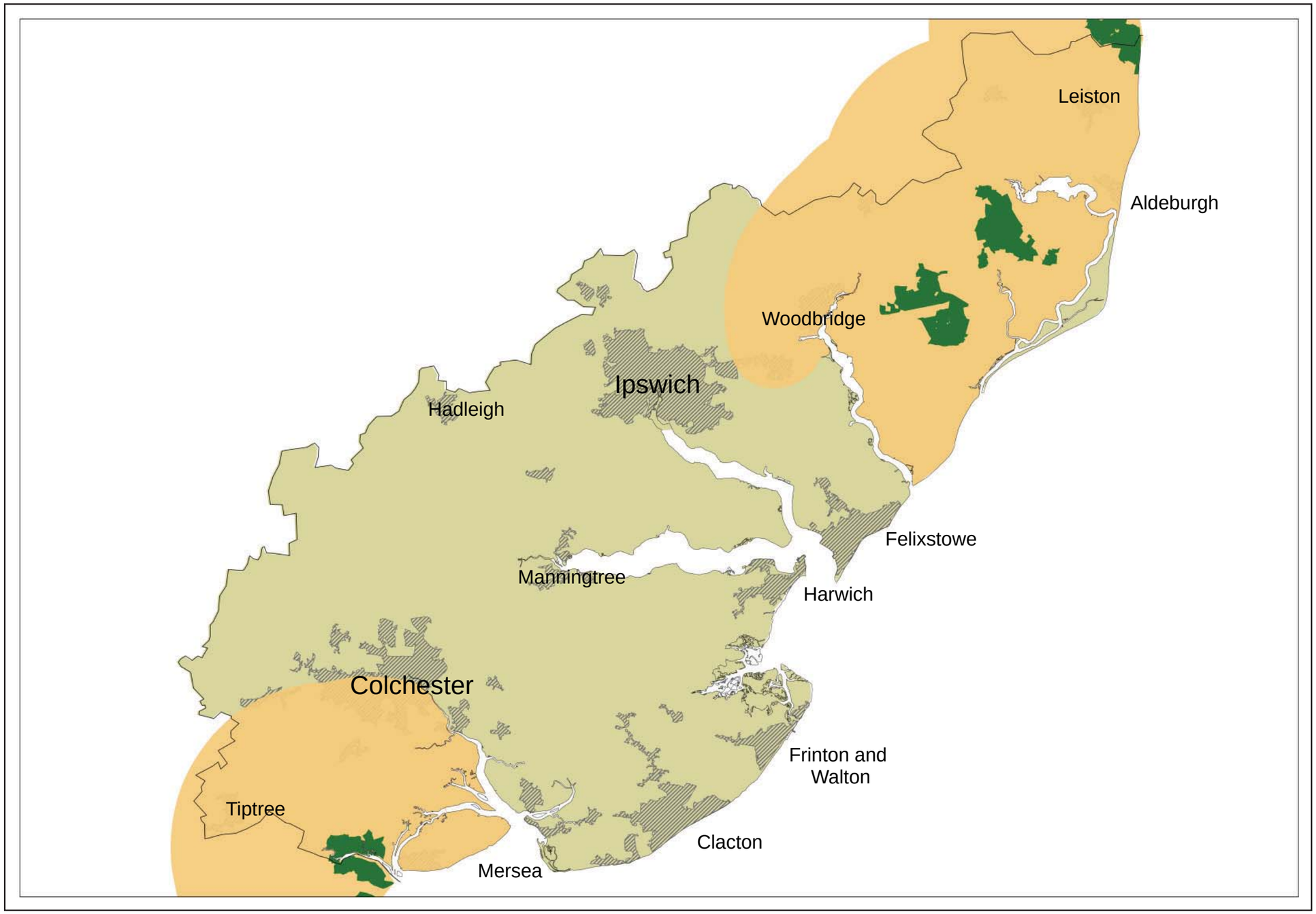

Key

- Haven Gateway boundary
- Area of regional level ANG deficiency
- Existing ANG
- Regional catchment
- Main urban areas

Haven Gateway Green Infrastructure Strategy

Figure 16
Existing ANG regional level

April 2008 scale NTRS

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Appendices

Appendix 1
Policy Context

National Policy and Guidance
1. National policy

Sustainable Communities: Building for the future, CLG 2004

The CLG plan 'Sustainable Communities: Building for the future' sets out the government's proposed locations for major growth (Growth areas). The Sustainable Communities Agenda has since been expanded to incorporate growth points, including the Haven Gateway. The objectives for Green Infrastructure in the growth areas and growth points are:

- To raise the quality and accessibility of greenbelt land by improving accessibility, biodiversity and utility value;
- To promote more and better publicly accessible green space in and around communities; and
- To protect green wedges and green corridors through the planning system.

Housing White Paper – Strong and Prosperous Communities, CLG (Feb 2007)

The reforms identified in the Housing White Paper are intended to empower citizens and communities; create stronger and visible leadership; and put in place a new framework within which local authorities and their partners can work.

The reforms are identified under five headings:

- Responsive services and empowered communities
- Effective, accountable and responsive local government
- Strong cities, strategic regions
- Local government as a strategic leader and place-shaper
- Efficiency – transforming local services
- Community cohesion

Planning Policy Guidance and Planning Policy Statements

PPG17: Open Space, Sport and Recreation, CLG, 2002

PPG17 states that provision for open space, sport and recreation is fundamental to delivering broader government objectives including urban renaissance, rural renewal, social inclusion and community cohesion, health and well being and sustainable development. The companion guide to PPG17 reiterates the role of provision for open space, providing guidance on how local authorities should assess that open space.

The Haven Gateway Green Infrastructure Strategy sets a framework at a sub-regional level within which local open space strategies should be developed or can give added value to existing studies.

PPS7: Sustainable development in rural areas, CLG, 2006

Planning Policy Statement 7 (PPS7) sets out the Government's planning policies for rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas.

PPS7 places a duty on local authorities to ensure the improvement of the quality and sustainability of local environments and neighbourhoods, continuing protection of valued landscapes, natural resources and of the open countryside for the benefit of all.

PPS9: Biodiversity and geological conservation, CLG, 2004

PPS9 is an extension of the government's biodiversity strategy 'Working with the grain of nature: A biodiversity strategy for England'. PPS9 identifies that biological and geological diversity should be sustained and enhanced as an integral part of social, environmental and economic development.

2. National Guidance

Green Spaces, Better Places, Urban Green Space Task Force, 2002

The Urban Green Space Task Force report identifies how changing social and economic circumstances have placed new demands on parks and green spaces, but that this has given rise to the opportunity to put them at the centre of the renaissance of our towns and cities. The report identifies how urban parks and green spaces contribute to urban regeneration and renewal, health, social cohesion, community development and citizenship, education and life long learning, environmental sustainability, heritage and culture.

Living Places – Cleaner, Safer Greener, CLG, 2002

This CLG report from 2002 identified that a network of safe, well-maintained and people friendly spaces encourage people to walk, get to know their neighbours and respect their surroundings, and that new thinking is therefore required in the way that the public realm is designed, managed and maintained. The four challenges identified include accounting for the wide range of owners, tenants and users, combating creeping degradation, improving the quality of public space for everyone and responding to rapidly changing circumstances.

Reconnecting people and nature: English Nature's approach, English Nature, 2002

A key aim of English Nature is to promote access to designated areas, enhancing people's understanding of biodiversity. A critical focus is on 'People and Nature', considering the principles of both social inclusion and sustainability. This is reflected in the research report 'Re-connecting people and nature: English Nature's approach'. A priority within the report is greater involvement of the community in natural areas.

Position Statement on Local Environmental Quality and Liveability; the Environment Agency, 2002

The role of the Environment Agency is to improve the environment and people's quality of life, and as such the agency supports central government's liveability agenda. The position statement iterates that environmental improvements should be combined with social and economic benefits. The document also requires urban rivers and wildlife corridors to be included as part of 'green space' initiatives.

The countryside in and around towns: A vision for connecting town and country in pursuit of sustainable development, The Countryside Agency and Groundwork, 2005

The Countryside Agency and Groundwork set out their vision for connecting town and country within this document. At the heart of this vision is the need to ensure a high quality of life for all whilst reducing our impact on the resources that we share.

The report sets out ten key functions for the countryside in and around towns to contribute to a high quality of life for all, in addition to reducing collective impacts on scarce resources. Key functions are defined as the creation of a bridge to the country and a gateway to the town, in addition to providing a health centre, a classroom and a centre for recycling and renewable energy. Other functions identified include the role of the countryside as a productive landscape, a cultural legacy, a place for sustainable living, an engine for regeneration and a nature reserve.

Biodiversity by Design: A guide for sustainable communities, Town and Country Planning Association, 2004

The Town and Country Planning Association document provides guidance on how to maximise the opportunities for biodiversity in the planning and design of sustainable communities. It offers exemplars from international projects on successful design and management of environmental infrastructure, benefiting communities, to demonstrate new approaches which have the potential for replication in the UK. The document considers core design principles which relate well to biodiversity, examines methods of analysing a site and its context, advises on how new Green Infrastructure can be created that links to existing networks, and considers detailed design and long term management.

A space for nature, Natural England (English Nature) 1996

This leaflet summarises the findings from English Nature's (Natural England) research on accessible natural greenspace, and, in particular, the role it plays in children's lives. This report outlines how:

- Everyday contact with nature is important for well being and quality of life
- Everyone should be able to enjoy this contact, in safety, without having to make any special effort or journey to do so
- Natural green spaces in towns and cities can play an important part in helping safeguard our national treasure of wildlife and geological features
- Accessible natural green spaces give everyone an excellent chance to learn about nature and to help protect it in practical ways

This summary document also sets out the standards for accessible natural greenspace developed by English Nature (Natural England).

Space for people, Woodland Trust

Space for people sets out the Woodland Trust's analysis of access to woodland in the UK, developing a framework to provide accessible woodland near to where people live. The document highlights the advantages that woodland offers, including improved health, landscape enhancement, filtration of air pollution, soil stabilisation and flood alleviation.

Start with the park: creating sustainable urban green spaces in areas of housing growth and renewal, 2005. Cabespace

Start with the park is a good practice guide for everyone involved in the processes of sustainable growth and renewal in England. It is particularly relevant to the creation and care of green spaces in housing growth areas and housing market renewal areas. It will inform and inspire strategic decision-makers working in local delivery and partnership bodies, local and regional authorities, government departments and other national agencies, private developers, housebuilders and registered social landlords and community and voluntary sector groups.

Is the grass greener? Learning from international innovations in urban green space management 2004. Cabespace.

Certain cities around the world are well known for the quality of their urban green space. There is a premise that green space management practice in these cities offers potentially important lessons for practice at home. In "Is the grass greener? Learning from international innovations in urban green space management" Cabe space examines the management of urban green space around the world and determines that not only does an investment in green space management deliver clear and consistent benefits to all the cities concerned – to their local populations, political representatives and to green space managers – but that these lessons are highly transferable to practice in England. Cabespace believes that by setting the right aspirations, resources and political commitment, it is within the grasp of every local authority in this country to be among the very best in the world.

The value of public space: how high quality parks and public spaces create economic, social and environmental value 2004. Cabespace.

Cabe identifies that there are many benefits to high quality parks and public spaces. These benefits are highlighted in 'The value of public space: how high quality parks and public spaces create economic, social and environmental value' and include;

- A high-quality public environment can have a significant impact on the economic life of urban centres big or small and is therefore an essential part of any successful regeneration strategy.
- A good public landscape also offers very clear benefits to the local economy in terms of stimulating increased house prices, since house-buyers are willing to pay to be near green space.
- Access to good-quality, well maintained, public spaces can help to improve our physical and mental health by encouraging us to walk more, to play sport, or simply to enjoy a green and natural environment.
- Good-quality public spaces – including well-designed school grounds can help to provide children with opportunities for fun, exercise and learning.
- Physical changes and better management of public space can help to allay fear of crime. Such changes can help everyone to make the most of public spaces.
- Public spaces, when properly designed, can shape the cultural identity of an area, are part of its unique character and provide a sense of place for local communities by providing meeting places and fostering social ties.
- Shared use zones have begun to demonstrate the benefits of having zones with joint use by residents and pedestrians. It provides a safer and more welcoming environment, encouraging walking and cycling.
- Vegetation in public spaces and private gardens can help to redress the imbalance known as the 'heat island effect' where temperatures in the towns and cities are higher than the surrounding countryside. It also brings many environmental benefits including cooling the air and absorption of atmospheric pollutants. Vegetation also has benefits to mental well being.

Paying for parks: eight models for funding green space, 2006. Cabespace

Cabe space identifies that there is increasing recognition of the value of well-designed, managed and resourced parks and green spaces. Yet finding funding, in particular long-term revenue funding remains a significant challenge. 'Paying for parks: eight models for funding urban green spaces' responds by setting out the main funding mechanisms for green spaces in the UK and abroad. Some could be replicated immediately, while others will take longer to implement and may require fiscal or legislative change. Paying for parks is a useful reference for parks and green space managers and regeneration professionals, as well as a call for a strategic rethink about how we resource these valuable assets.

Spaceshaper: a User's Guide, 2007. Cabespace

An understanding of the quality of the existing resource and engagement of key stakeholders helps identify opportunities for enhancement and builds community capacity. Cabespace's Spaceshaper is a practical toolkit for use by anyone – whether a local community activist or a professional – to measure the quality of public space before investing time and money in improving it. This user's guide from CABE Space explains how Spaceshaper works and outlines practical steps to plan your workshop. It shows how Spaceshaper has been used elsewhere and the lessons you can learn from others' experience.

3. Regional Policy

Regional Planning Guidance 6: Regional Planning Guidance for East Anglia to 2016

Regional Planning Guidance 6 (RPG6) provides advice on how Local Authorities should address the adoption of strategies aimed at ensuring that all development is sustainable with regard to the countryside and biodiversity. The advice set out within RPG6 echoes that of central government.

The draft East of England Plan, A Regional Spatial Strategy for the East of England, EERA, 2004

The East of England Plan will supersede RPG6 in time, and provide the regional planning guidance to 2021 and beyond. The policies relevant to Green Infrastructure within the East of England Plan are:

The key policy is ENV1: Environmental infrastructure, which is as follows:

"Environmental infrastructure will be identified, developed and implemented in the region to ensure that a healthy and enhanced environment is provided for the benefit of present and future communities and to contribute to economic objectives. This will be particularly important in the implementation of the government's 'Sustainable Communities Plan' growth areas. Local Development Documents will:

- Provide connected and substantial networks of accessible, multi functional green space, in urban, urban fringe and adjacent countryside areas to service new communities in the Sub Region by 2021
- Have a multiple hierarchy for provision of Green Infrastructure, in terms of location, function, size and levels of use, at every spatial scale and all geographic areas of the region
- Provide and safeguard Green Infrastructure based on the analysis of existing natural, historic, cultural and landscape assets, provided by characterisation assessments and the identification of new assets required to deliver Green Infrastructure
- Identify biodiversity conservation areas and biodiversity enhancement areas, to deliver large-scale habitat enhancement for the benefit of wildlife and people
- Set targets for the provision of natural green space within development areas.''

The plan sets out the following vision for the Haven Gateway:

"To deliver a high quality environment for its residents, workers and visitors, by capitalising on its location as a key gateway, realising its potential for significant sustainable growth, addressing its need for economic regeneration, creating an additional focus for growth of hi-tech, knowledge based employment and protecting and enhancing its high quality attractive historical, cultural and natural assets''

The draft Plan is underpinned by a number of core documents notably;

Our Environment, Our Future: The regional environment strategy for the East of England, EERA and EEEF, 2003

The Regional Environment Strategy provides a summary of the current state of the environment in the East of England and describes the main environmental challenges facing the region and provides a series of strategic aims for responding to these challenges. The strategy presents a number of key actions that should be implemented to meet the strategic aims.

The Green Infrastructure Strategy for the Haven Gateway Sub-Region will contribute to the following strategic aims:

SA1: Accommodate population and economic growth whilst protecting and enhancing the environment

SA4: Reduce the vulnerability of the region to climate change

SA8: Promote the environmental economy

SA10: Maintain and enhance landscape and townscape character

SA11: Enhance biodiversity

SA12: Conserve and enhance the historic environment

SA14: Increase understanding and ownership of environmental issues

A shared vision: The regional economic strategy for the East of England, EERA and EEDA, 2004

The Regional Economic Strategy sets the long term vision for sustainable economic development in the East of England. The relevant goal is to provide high quality places to live, work and visit. A key priority within this goal is to develop and enhance green spaces and infrastructure to support economic growth. The key actions identified to achieve this key priority include the following:

- The development and management of green networks of infrastructure for the region
- The investment in and enhancement of key environmental assets
- The development of a high quality and accessible urban-rural fringe

The Regional Social Strategy: A strategy to achieve a fair and inclusive society in the East of England, EERA, CLG and EEDA, 2004

The Regional Social Strategy sets out a vision, objectives and actions to achieve a fair and inclusive society for the East of England. A key objective presented is SO6: To support the development of sustainable communities. The strategy highlights the strong links between proximity to nature and social wellbeing.

Action Point 3 of the strategy is as follows:

'To directly promote the development of strategic networks of green space that benefit physical and mental well being, particularly in areas of deprivation, by providing for more contact with nature for all across the Sustainable Communities Plan growth areas'.

The Regional Economic Strategy is currently under review.

Woodland for life: The regional woodland strategy for the East of England, EERA and the Forestry Commission, 2003

The regional woodland strategy sets out a vision and a series of action plans to enable trees and woodlands to deliver high quality and sustainable benefits within the region. Key themes include:

- Quality of life
- Spatial planning
- Economic development
- Renewable energy
- Education and learning
- Natural environment

The strategy considers the advantages that trees can bring to the urban fringe and the built environment, stating that trees and woodlands in and around the built environment can contribute towards creating places where people want to live and work and help to define the cultural identity of urban areas.

The emerging Integrated Regional Landscape Strategy, Natural England, on behalf of the East of England Landscape Forum

A scoping study is currently being undertaken to establish the foundation for an integrated landscape strategy to be prepared for the Eastern Region. The landscape strategy will build on the existing regionally orientated strategies mentioned above and the wide range of landscape strategies prepared at a more local scale including landscape character assessments and national, regional and local landscape designations.

4 Sub regional policy

The Haven Gateway framework for growth, 2007

The draft framework for growth identifies the following requirements to meet the strategy objectives:

- Ensure that development contributes to an improved environment by requiring high standards of design and sustainable construction, protecting and enhancing environmental assets and providing green space and related infrastructure
- Create sustainable communities by ensuring that economic, environmental, social and cultural infrastructure needs are met in step with growth.

The framework sets out priorities for environmental infrastructure and enhancement, highlighting the significance of the area for recreation, ecology, landscape and the historic environment. I'll get someone to check this

5 Local Policy

Essex Rights of Way Improvement Plan, Essex County Council (in progress 2007)

The Countryside and Rights of Way (CROW) Act 2000 placed a duty on local authorities to produce a Rights of Way Improvement Plan (ROWIP), to set out a 10 year plan for improving the provision of access to the countryside through rights of way.

The Plan will form a part of the Local Transport Plan for Essex. The ROWIP is required to contain an assessment of the extent to which local rights of way meet the present and likely future needs of the public, the opportunities provided by local rights of way for all forms of open air recreation and enjoyment and the accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.

Suffolk Rights of Way Improvement Plan, In Step with Suffolk, 2006-11, Suffolk County Council

There are approximately 3,400 miles of public rights of way in Suffolk that from an integral part of the county's transport network. The network provides vital links to services and settlements, as well as from the towns and villages to the countryside and opportunities for healthy exercise, for both local residents and visitors alike.

In Step with Suffolk provides an assessment of the network as well as a statement of action as to how that network will be improved. This plan has been integrated into the county Local Transport Plan

Suffolk Coastal District Council Local Plan, second alteration 2006

Suffolk Coastal Local Plan recognises the natural beauty of the district with the coastal heathlands contrasting with the undulating farmland to the north and west, where the soil is heavier. It identifies how the river valleys and estuaries have a particular character and the contrast between the coastal area and the inland Suffolk landscape of rolling countryside and dispersed settlements.

About one third of the District has been recognised nationally for its landscape quality by its designation as an Area of Outstanding Natural Beauty. Other important landscapes have been designated as Special Landscape Areas. The Area is also important for nature conservation,

particularly the heathland, the mudflats and saltings of the estuaries, the status of some of which is recognised by particular designations. There are also a number of existing Conservation Areas within the Plan Area and other undesignated settlements that have special qualities or a pleasant character.

Babergh District Council Adopted Local Plan 2006

The Babergh District Council Local Plan identifies the environmental assets of the district which contains:

- Parts of two Areas of Outstanding Natural Beauty
- Extensive Special Landscape Area
- Large tracts of high quality agricultural land
- Major parts of the Suffolk River Valleys Environmentally Sensitive Area
- A wealth of important natural habitats; and
- A rich heritage of historic buildings, especially farm buildings, and archaeological features

Policy objectives include:

- To protect and where possible, enhance the countryside taking account of its natural beauty and features of archaeological or historic interest
- To make the countryside more accessible o the public where this is consistent with the need to protect agricultural land and areas of wildlife importance.

Mid Suffolk District Council Local Plan, 1998

The issue facing the District Planning Authority is to protect the character of the countryside from unsuitable development whilst allowing diversification in the rural economy.

The Countryside and Rural Economy objectives of the Local Plan are:

- to encourage the rural economy through diversification and the sensible re-use or conversion of rural buildings
- to conserve and improve the landscape taking account of its natural beauty and features of archaeological or historic interest
- to conserve the diversity of wildlife particularly by protecting and enhancing habitats
- to make the countryside more accessible to the public for informal recreation
- to protect the countryside from inappropriate forms of development
- to safeguard the use of the countryside's natural resources

Ipswich Borough Council Local Plan First Deposit Draft (2001)

The plan identifies policies governing both the built and natural environment. The objectives for the Natural Environment are designed to conserve and enhance the resource of the district. They are:

- To protect and enhance biodiversity, valuable natural habitats and sensitive wildlife sites
- To prevent the loss of open space with natural amenity value by guiding development words appropriate locations

- To facilitate strategic greenspace management, so that a consistent approach to the countryside surrounding the town is achieved

To promote sustainable development that minimises adverse impacts on the environment

Tendring District Adopted Local Plan (2007-11)

The overall aim within the Local Plan is to maintain and improve the quality of life, economic prospects and environment throughout the District for everyone who lives, works or visits, both now and in the future. The strategic objectives include:

• to make efficient use of land in urban areas, particularly brownfield land in preference to greenfield land

• stimulate social and economic regeneration in parts of Clacton, Harwich, Walton, Brightlingsea and Mistley, where there are high levels of unemployment, social deprivation and physical deprivation

to ensure new development creates high quality environments that work well and area safe and attractive for residents, businesses and visitors

• to ensure that the community, environmental and infrastructure needs generated by new development are met.

Colchester Borough Council Adopted Review Local Plan (2004)

Colchester District contains environmental assets of great quality including the heritage of Colchester Town itself and the coastal area which is a critical and therefore irreplaceable natural asset. The Local Plan sets out policies up to 2011 and is based on 11 strategic objectives which include

- To protect and enhance important natural resources;
- To protect and enhance important cultural and historic resources;
- To protect the character, environment and setting of Colchester Town Centre Conservation Area and the town generally;
- To protect and enhance important greenlinks within the town and green wedges between settlements
- To promote a balanced approach to transport infrastructure, but always giving priority to pedestrians, cycling and public transport where appropriate in environmental and road-safety terms.

Local Development Frameworks

The Local Development Framework (LDF) is a non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. An LDF is comprised of:

- Development Plan Documents (which form part of the statutory development plan)
- Supplementary Planning Documents

The local development framework will also comprise of:

- the Statement of Community Involvement
- the Local Development Scheme
- the Annual Monitoring Report
- any Local Development Orders or Simplified Planning Zones that may have been added

The Government's policy on the preparation of Local Development Documents, which will comprise the Local Development Framework, is set out in Planning Policy Statement 12 (PPS12).

The Local Planning Authorities in the Haven Gateway area are at differing stages in their production of Local Development Frameworks. Further details can found on the relevant Local Authority websites.

PPG17 Sport and Recreation

This PPG describes the role of the planning system in assessing opportunities and needs for sport and recreation provision and safeguarding open space which has recreational value. The guidance observes that it is part of the function of the planning system to ensure that through the preparation of development plans adequate land and water resources are allocated for organised sport and informal recreation.

It says that local planning authorities should take account of the community's need for recreational space, having regard to current levels of provision and deficiencies and resisting pressures for development of open space which conflict with the wider public interest. It discusses the role of all levels of plan, planning agreements, and the use of local authority land and compulsory purchase powers. It discusses provision in urban areas, the urban fringe, the Green Belts, and the countryside and particular sports including football stadia, water sports and golf.

The Local Planning Authorities in the Haven Gateway area are at differing stages in their production of Local Development Frameworks. Further details can found on the relevant Local Authority websites.

Suffolk Minerals and Waste Development Framework

The new national planning system requires the replacement of the existing Minerals Local Plan with a Minerals and Waste Development Framework (M&WDF). This process has started in Suffolk and will entail the preparation of a set of Minerals and Waste Development Documents to guide minerals and waste planning for the next 15 years.

The revised Minerals and Waste Development Scheme was approved in June 2007. The Scheme sets out the timetable for producing the documents comprising the Minerals & Waste Development Framework.

The existing Suffolk Minerals Local Plan has policies to safeguard the environment, including designated landscapes, trees and hedgerows and scrub, during extraction, and for the restoration of extraction sites afterwards, including to forestry, nature conservation and recreation uses.

Essex Minerals Local Plan

The Minerals Local Plan Second Review First Deposit Draft provides the policy context for minerals planning in Essex until 2016. In 2004 work ceased on the Mineral Local Plan Second Review and started on the new Minerals Development Document (MDD). The preparation and production of the Minerals Development Document will be in accordance with the Planning & Compulsory Purchase Act 2004.

The Minerals and Waste Development Scheme is the project plan and timetable for preparing all the Minerals and Waste Development Documents and non-development plan documents including the Statement of Community Involvement.

Essex and Southend Waste Local Plan 2001

The main issues addressed in the Essex and Southend Waste Local Plan are:

- The contribution the waste plan makes to the aims of optimising the reduction, re-use, recycling and composting of all wastes including household waste
- Compliance with 'Revised Waste Advice – a sustainable waste planning strategy for the South-East 1995 – 2010' SERP 160, SERPLAN, March 1997
- Provisions for waste disposal by landfill
- The identification of specific sites for waste management facilities in addition to the potential landfill sites and criteria against which applications for further facilities would be considered
- Policies to guide consideration of planning applications

The green infrastructure network could benefit in time from restoration of landfill sites delivering greenspace, environmental education, recreation facilities or nature conservation resources.

Appendix 2
The Brief

HAVEN GATEWAY SUB-REGION
PREPARATION OF A GREEN INFRASTRUCTURE STRATEGY

INTRODUCTION

1. The strategy will be prepared for the Haven Gateway Partnership (HGP). Suffolk County Council is the commissioning authority for the work.

2. HGP was established in 2001 and is an unincorporated association of public and private sector organisations which have come together to provide a framework within which partner organisations can work together to promote opportunities and secure the future economic prosperity of the sub-region.

3. The HGP's vision for its area is "To deliver a high quality environment for its residents, workers and visitors by capitalising on its location as a key gateway, realising its potential for significant substantial growth, addressing its needs for economic regeneration, creating an additional focus for growth in hi-tech, knowledge-based employment and protecting and enhancing its high quality attractive natural assets."

THE HAVEN GATEWAY

4. The HGP is formally recognised as a sub-regional economic partnership by the East of England Development Agency and receives funding from that body to help deliver its objectives.

5. The Haven Gateway is one of four planning sub-regions identified in the emerging East of England Plan (EEP). It has also been designated a "New Growth Point" by the Government, reflecting the substantial scale of planned housing and employment growth. The sub-region has three main economic drivers: the urban areas of Ipswich and Colchester, and the ports of Felixstowe and Harwich, where major expansion is proposed.

6. The sub-region covers an area of about 1,200 sq km of north-east Essex and south-east Suffolk, as shown in appendix 1. It has a unique and exceptional natural and historic environment which is expected to come under pressure from planned growth. Much of the sub-region, especially along the coast, is covered by wildlife and/or landscape designations. There are two Areas of Outstanding Natural Beauty and a number of internationally important wildlife sites such as the Stour & Orwell estuaries, Hamford Water and Suffolk Sandlings. These various assets comprise a significant part of the sub-region's "green infrastructure" base.

AIMS FOR GREEN INFRASTRUCTURE

7. Sustainable development recognises that growth must support society and the environment as well as the economy. The natural and historic environment makes an essential contribution to the quality of life in the Haven Gateway and is one of its principal assets, attracting tourists and workers as well as providing essential recreational opportunities.

8. Principles for the management of the East of England's natural, built and historic environment are set out in the EEP. Extracts from the emerging Plan, incorporating proposed changes currently the subject of consultation by the Government, are at appendix 2. Policy ENV1 relates to green infrastructure and policy C5 to recreation

and natural resources. The broad aims for green infrastructure underlying these policies, drawn from Natural England's Strategy for the United Kingdom, are to:

a) conserve and enhance the natural and historic environment, including landscapes, biodiversity, natural resources and historic and cultural heritage;

b) increase the number, diversity and frequency of people enjoying the natural environment;

c) increase everyone's understanding of, and ability to take action for, the natural environment;

d) improve places for people to enjoy the natural environment

ROLE OF THE HAVEN GATEWAY GREEN INFRASTRUCTURE STRATEGY

9. A number of plans and strategies are in place or are being developed for separate elements of green infrastructure in the Haven Gateway (see appendix 3). However, none of these in isolation meets the requirement of the East of England Plan for a Gateway-wide strategy which

   a) assesses the interplay of the five main components of green infrastructure:

      i) physical resources and natural systems;
      ii) ecological assets;
      iii) landscape character;
      iv) historical and cultural assets;
      v) access networks and recreational facilities;

   b) establishes an holistic and co-ordinated spatial framework for the delivery of high quality multi-functional green infrastructure over the next 20 – 25 years, complementing and supporting planned housing and employment growth.

10. The proposed strategy is intended to meet that requirement, and to inform the preparation of Local Development Frameworks as envisaged in policy ENV1 of the EEP. All those crucial to the success of the Haven Gateway New Growth Point will need to engage with this strategy: land use and transport planners; promoters of housing and employment schemes; local communities; and most importantly, those in the public and private sectors who will develop and manage the green infrastructure and provide funding for it. A list of key stakeholders is at appendix 4.

DEFINITION OF GREEN INFRASTRUCTURE

11. The EEP at paragraph 8.4 defines green infrastructure as, 'the sub-regional network of protected sites, nature reserves, green spaces, and greenway linkages. It goes on to state that "By providing for multi-functional uses i.e. wildlife, recreation and cultural experience, it contributes to liveability whilst also delivering ecological benefits. Green infrastructure will be particularly important in settlements and surrounding areas proposed for regionally or sub-regionally significant development, notably the Key Centres for Development and Change".

12. This definition should be reviewed by the appointed consultants in discussion with the steering group, in the light of the view of green infrastructure held within the Haven Gateway, which includes the historic environment as a key element. Appendix 5 lists those assets seen as comprising green infrastructure in the sub-region. Consultants

should also have regard to the European Landscape Convention, recently ratified by the United Kingdom Government, which recognises that the landscape is a basic component of the European natural and cultural heritage, that it is not just in designated areas and that it is important to co-operate towards its protection, management and planning.

SCOPE OF THE GREEN INFRASTRUCTURE STUDY AND STRATEGY

13. The focus is the Haven Gateway Sub-Region (see appendix 1). However, the study and the strategy should address green infrastructure features outside the Gateway which are or could in future be used by its population, as these contribute to the functionality of the network. Likewise, the strategy should have regard to expected growth in other parts of the region and the impact that this, along with existing demand, may have on green infrastructure within the Gateway or future provision.

14. The following will be essential components of the work:

a) compilation of a consistent asset database on GIS layers using GIS layers provided by the Project Manager at the start of the contract. Appendix 5 sets out categories of information to be provided. Given the strategic nature of the study, sites under 2 hectares should not generally be included. However smaller sites may, together, form strategically-important corridors and the consultants will need to assess this balance;

b) a broad assessment of data on existing green infrastructure, making recommendations for future surveys to fill any gaps and deficiencies. Such surveys should not form part of the study unless seen as fundamental to preparation of the strategy. Any issues of data quality should be reflected in caveats to the strategy;

c) development of a robust, evidence-based methodology for developing green infrastructure standards. Consultants will discuss and agree this methodology with the steering group, produce the standards and apply them to the Haven Gateway area. Relevant standards already established by English Nature, the Woodland Trust, the Town and Country Planning Association and by District Councils in meeting the requirements of PPG17 should be taken into account;

d) analysis of the interplay of the five elements of green infrastructure referred to in paragraph 9(a), particularly in relation to the proposed development areas and the needs of the increased population. The analysis should include the identification of existing multi-functional corridors and key green infrastructure features, gaps, sensitivities, areas of conflict, potential future conflicts and strategic opportunities for improving the functionality of the green infrastructure network for both the current and future population;

e) discussion of the analysis from (d) with a small working group made up of representatives from each county and district;

f) revision of the analysis and discussion at a stakeholder event. This event should begin to identify specific green infrastructure projects which stakeholders see as a priority across the Gateway. It should also identify any areas requiring further discussion with small working groups or individuals;

g) development of principles for the protection, enhancement and creation of a high quality green infrastructure network;

h) development of principles for ensuring that communities are engaged in the implementation of this strategy and that the social benefits of green infrastructure are recognised, including health, community cohesion, and life long learning;

i) drafting of a prioritised and phased implementation plan with approximate costings, including recommendations on sources of funding and delivery mechanisms.

15. In undertaking the work identified in paragraph 14, the implications of other relevant existing and emerging national, regional, sub-regional and local strategies and plans should be taken into account. Three areas of particular importance are:

a) the emerging development strategy for the Haven Gateway, as set out in the East of England Plan, and District Councils' Local Plans and Local Development Frameworks;

b) future coastal and estuarine management. The implications for green infrastructure of the Suffolk and Essex Estuarine Strategies, Shoreline Management Plans (SMP2) and future coastal open access should be identified in this strategy;

c) the 2006 Countryside Agency / ECC funded project, 'Access to the countryside in and around towns'. All green space > 2 hectares, rights of way and cycle routes were mapped for Ipswich, Colchester, Harwich and Felixstowe. Surveys of sites were undertaken in order to assess multi-functionality. Maps were discussed with stakeholders and opportunities for creating links and improving sites were mapped. This work will form a useful base for the broader green infrastructure strategy and CDs of the information are available on request from SCC.

16. Consultants will be required to demonstrate that appropriate lessons from other green infrastructure strategies have been taken into account in undertaking the study and developing the strategy for the Haven Gateway.

PRESENTATION OF OUTPUTS

17. The outcomes of the work in paragraphs 14 - 16 should be presented in the form of a written technical report with maps and appendices accompanied by a summary brochure at A4 size. Maps should be produced at the appropriate scale both for the technical report and for more detailed use. The scale will be agreed with the steering group.

18. The material should be supported by digitised GIS layers showing existing green infrastructure assets both individually and combined, contextual socio-economic information, identified gaps and deficiencies in provision and proposals for new projects. The GIS layers should be available to all stakeholders at the end of the project in order that they can be used and updated as part of existing geographical information systems.

19. Twenty hard bound copies of the technical report, 1000 copies of an A4 summary and 50 versions on CD-Rom should be provided (printing costs to be borne by the steering group). PDF versions of the documents should be made available to be placed on websites.

FINAL REPORT AND COPYRIGHT

20. The copyright of the final report and GIS layers will belong to the Haven Gateway partnership, which will reserve the right to distribute and publish the material in part or in whole.

PROJECT MANAGEMENT

21. The lead authority for this project on behalf of the Haven Gateway Partnership is Suffolk County Council. The Project Manager for the Council and first point of contact is Sarah Jennings (see contact details in Appendix 6).

22. A Green Infrastructure Strategy Steering Group established by the Partnership will liaise closely with the appointed consultants on development of the Strategy (see Appendix 6).

23. Regular progress reports to the Project Manager will be required together with a presentation of the final report to the Steering Group.

THE TENDER PROCESS

24. Tendering consultants should set out their proposals for the following:

a) the personnel forming the study team, their specialist knowledge and experience for each component of green infrastructure and geographical information systems, number of days each team members will spend on the project, day rates and a named individual to act as first contact point;

b) examples of similar assignments carried out by the consultancy team;

c) the work programme proposed to address the matters set out in paragraphs 14 - 16, including meetings with the steering group at key stages of the project (potentially ~ 5);

d) proposals for liaison with the stakeholders listed in Appendix 5, including organisation of the workshop sessions.

e) key deliverables and decision points with identified milestones, including proposed stages in the preparation of the final report;

f) the fixed price tender, including all costs and expenses, with VAT identified separately. The tender should include a cost breakdown of each stage of the project, including options if appropriate. Note that printing costs will be borne by the Steering group.

25. The appointment will be based on an evaluation of quality and price, utilising a quality: price ratio of 70:30

The quality evaluation criteria and scoring will be as follows: -

	Criteria	Score out of -
1	Experience of the team in this type of project, knowledge of the five components of green infrastructure (see para.9a) and geographical information systems	10
2	Ability to lead workshops and empathise with stakeholders	10

3	Presentation skills of the team (visual and oral)	10
4	Enthusiasm, commitment, creativity	10
5	Knowledge and understanding of the Haven Gateway area	10
6	Understanding of brief and context	20
7	Approach and methodology	25

VALUE OF CONTRACT

26. The maximum value of this contract is £53,000.

PROGRAMME TO APPOINTMENT

27. Tenders for this project should be returned by 31st January 2007.

28. Interviews if required will be held on 8th February 2007 and the contract will be awarded on 16th February 2007.

29. The contract will begin in mid-March 2007 (date to be agreed with consultants) and the project is required to be completed by the end of October 2007.

Suffolk County Council
January 2007

Appendix 3
Documents reviewed as part of this study

Theme	Document / group of documents	Impact on the strategy	Key issues
Access networks and recreational facilities	Sandlings Forest Recreation Strategy	Information Projects/implementation	Recreation Ecology
	Accessible greenspace standards	Policy context Assessment	Accessibility
	Rights of Way Improvement Plans	Policy context Data	Accessibility
Planning	Local Plans and Local Development Frameworks	Policy context Data	Development and green infrastructure
	PPG17 Assessments	Data	Accessibility and green infrastructure
	Haven Gateway Draft Framework for Growth	Data Policy context Inform	Development
	Minerals and waste development frameworks	Inform	Green infrastructure Development
	Local Transport Plans	Inform	Accessibility
Community	Local Area Agreements	Inform, acceptance	Community
	Community Strategies	Inform, acceptance	Community
	Rural Strategies	Projects/implementation	Economic development
	Data on deprivation, population and the locality	Data and inform	Community
Landscape	European Landscape Convention	Strategic policy	Landscape
	Suffolk Coasts and Heaths Management Plan	Projects/implementation	Culture, archaeology, landscape and recreation
	Dedham Vale and Stour Valley Management Plan	Projects/implementation	Landscape, biodiversity and culture

Theme	Document/group of documents	Impact on the strategy	Key issues
	Stour Valley Landscape Partnership Project	Implementation	Culture and community
	Landscape Character Assessments	Data and inform	Landscape
Physical Resources and Natural Systems	Stour and Orwell Estuary Management Plan and scheme for the SPA	Data	Preservation and conservation
	Stour and Orwell Estuary Management Group Recreation Disturbance research findings	Data	Preservation and conservation
	An overview if sensitive sites and assessment of recreational impacts on the Orwell Estuary	Data	Preservation and conservation The Orwell Estuary is currently over utilised for recreation
	Essex and Suffolk Estuaries Strategies	Data	Preservation and conservation Erosion
Ecology	Transnational ecological networks 3	Projects/implementation	Waterway networks
	North Sea Faring	Projects/implementation	Culture, landscape and ecology
	Suffolk and Essex Biodiversity Action Plans	Policy context, data	Habitat sensitivity
	Environmental Stewardship	Projects/implementation	Recreation and habitat sensitivity
	East of England heathland opportunity mapping project	Data	Recreation and habitat sensitivity
Archaeology, historical and cultural assets	Essex and Suffolk Historic Landscape Characterisation	Data	Historic context

Appendix 4
GIS datasets reviewed as part of this study

Theme	GIS layer	Source	Comments
Baseplan data	Haven Gateway boundaries District or borough boundaries Parish boundaries 'A' Roads, 'B' roads, railways Urban areas and settlements	Essex County Council (ECC) or Suffolk County Council (SCC)	
Physical resources and natural systems	Flood risk area maps Rivers Soils Agricultural Land Classification	Suffolk Biological Records Centre (SBRC) Environment Agency	
Biodiversity, ecology and geodiversity(designations)	Sites of Interest for Nature Conservation Local Nature Reserves Areas of Outstanding Natural Beauty Ramsar sites Special Areas of Conservation Sites of Special Scientific Interest County Wildlife Sites Biodiversity Action Plan habitats	))))))) All supplied by SBRC)))))	
Biodiversity, ecology and geodiversity (other)	RSPB reserves Woodland Trust sites National Trust sites Suffolk Wildlife Trust sites Essex Wildlife Trust sites ECC county woodlands National Inventory of woodland and trees	RSPB Woodland Trust National Trust Suffolk Wildlife Trust Essex Wildlife Trust Essex County Council Forestry Commission	
Landscape	Countryside Character Area Maps Essex and Southend-on-Sea Landscape Character Assessment Landscape Character assessment of Suffolk Landscape character assessment of the Essex Coast Colchester Landscape Character Assessment Tendring Landscape Character Assessment	From Natural England website Essex County Council Suffolk County Council Essex County Council Received via Suffolk County Council Tendring District Council	Received as pdf files not GIS datasets. Tendring LCA summary taken from the Adopted Local Plan

	Historic Landscape Character mapping	Essex and Suffolk County Councils	
Access networks and recreational facilities (not covered elsewhere)	Registered commons Open Access Land Country Parks Forestry Commission land Doorstep Greens Millennium Greens Local authority public open space Promoted walking routes Promoted cycle routes	Essex County Council Suffolk County Council Suffolk/Essex County Councils Forestry Commission Essex County Council Essex County Council ECC Countryside In and Around Towns project and SBRC ECC and SCC, Suffolk Coast and Heaths Unit, Dedham Vale Project Sustrans, ECC, SCC	Only those parks and open spaces with wildlife interest included
Other	Scheduled Ancient Monuments	ECC and SCC	

Appendix 5
Local Landscape Character types

Local Landscape Character

Suffolk Landscape Character Assessment

Suffolk Landscape Character Assessment work has been led by Suffolk County Council in a partnership with the Living Landscapes Project based at Reading University and all District and Borough Councils in Suffolk.

Over 300 individual landscape description units (LDU's) have been identified from information on geology, soils, landform, vegetation, and settlement pattern. Field surveys have been carried out to identify the strength of character and condition of the LDUs. A draft Landscape Character Map of Suffolk, has arranged these LDU's into 28 Landscape Typologies.

The preparation of the full written descriptions has refined the understanding of the landscape of Suffolk further and the revised map has 31 Landscape Typologies. The Landscape typologies are listed below. Descriptions are available to view and download from the Suffolk County Council website. A series of static maps at various scales is also available.

Landscape Character Types

Ancient Estate Claylands
Ancient Estate Farmlands
Ancient Plateau Claylands
Ancient Rolling Farmlands
Coastal Dunes and Shingle Ridges
Coastal Levels
Estate Sandlands
Open Coastal Fens
Planned Fenlands
Plateau Claylands
Plateau Estate Farmlands
Plateau Farmlands
Rolling Estate Chalklands
Rolling Estate Claylands
Rolling Estate Farmlands
Rolling Estate Sandlands
Rolling Valley Claylands
Rolling Valley Farmlands
Rolling Valley Farmlands and Furze
Saltmarsh and Intertidal Flats
Settled Chalklands
Settled Fenlands
Undulating Ancient Farmlands
Undulating Estate Farmlands
Valley Meadowlands
Valley Meadows & Fens
Wooded Chalk Slopes
Wooded Fens
Wooded Valley Meadowlands
Wooded Valley Meadows and Fens

Landscape Character Assessment in Essex.

Several local Landscape Character Area studies, which include the coastal area, have been undertaken in Essex. *The Essex and Southend-on-Sea Landscape Character Assessment* was commissioned by Essex County Council and Southend-on-Sea Borough Council, the Joint Structure Plan Authorities (JSPAs). This regional scale report was prepared in 2002 by landscape consultants Chris Blandford Associates (CBA) and published in 2003. The full document can be downloaded from the Essex County Council website. www.**essex**.gov.uk

Landscape Character Assessment of the Essex Coast

The Mid Essex Landscape Character Assessment (LCA) was produced in draft form in 2001-2, and forms the core of the Landscape Character Assessment of the Essex Coast. The area covered by the Mid Essex LCA is broadly equivalent to the existing Essex Coastal Protection Belt from Jaywick (near Clacton-on-Sea) to Shoeburyness (near Southend-on-Sea).

There is some overlap with the North Essex (Tendring LCA) definitions. The Essex Coastal Protection Belt is a county planning designation that covers undeveloped coastal areas and broadly follows the 10m AOD contour as its inland limit. This also has a strong relationship with the underlying geology and soils. The assessment boundary extends seawards to the low water mark.

The key aims of the Mid Essex LCA were to:
• identify and describe the local landscape character types and areas of Mid Essex
• establish the condition of these character types and areas and the issues that affect them
• use this assessment as a basis for possible future Heritage Coast status

The Landscape Character types identified for the Essex Coast are:

- Unvegetated Foreshore
- Inter-tidal salt marsh
- Diverse coastal marshland
- Uniform Coastal Marshland
- Urban fringe marshland
- River terrace farmlands
- Mixed marshland edge
- Rolling clay farmlands
- Vale-top farmlands
- Enclosed valley sides

The full document can be downloaded from the Essex County Council website.
www.**essex**.gov.uk

Tendring landscape character assessment

A Landscape Character Assessment of Tendring District (LCA) was carried out in 2001 by Land Use Consultants. It was prepared in accordance with best practice advice as promoted by the Countryside Agency in the "Interim Landscape Character Assessment Guidance 1999".

The Assessment identified 30 different landscape character areas that make up the District, each being identified on a map. Each of the areas has an accompanying description of the nature and key characteristics of the landscape and an evaluation of landscape character and condition, (including a broad statement of sensitivity to change). It also includes a landscape management strategy and guidance for built development.

The full document is available from Tendring District Council. www.**tendring**dc.gov.uk

Colchester Borough Council Landscape Character Assessment

This report is one of a series of technical studies commissioned by Colchester Borough Council to provide the evidence base for the preparation of the new Local Development Framework. This Landscape Character Assessment undertaken by Chris Blandford Associates (CBA) provides a baseline inventory and description of the Borough's landscape character types and areas.

Local Landscape Character Types

'Landscape Character Types' are broad tracts of land that share common characteristics of geology, landform, vegetation, land-use and settlement. They are generic landscapes which reoccur throughout the Borough. The key characteristics of the seven Landscape Character Types defined within the Borough are summarised below:

River Valley

· V-shaped valley landform which dissects Boulder Clay/ Chalky Till plateau;
· Main river valley served by several tributaries;
· Flat or gently undulating valley floor;
· Intimate character in places;
· Wooded character in places.

Farmland Plateau

· Elevated gently rolling Boulder Clay/ Chalky Till plateau landscape;
· Network of narrow winding lanes and minor roads;
· Medium to large-scale enclosed predominantly arable fields;
· Long distance views across valleys from certain locations;
· Well wooded in places (with several areas of semi-natural and ancient woodland), interspersed with orchards.

Estuarine Marsh/Mudflats

· Flat, low-lying and open landscape;
· Areas of saltmarsh, mudflats, shingle spits and tidal creeks adjacent to the coast;
· Generally tranquil and undisturbed character;
· Feeling of remoteness and wilderness on the open beaches and salt marshes;
· Visible sea walls separate drained former marshland and current saltmarsh/mudflats;
· Lack of trees or hedgerows.

Drained Estuarine Marsh

· Areas of flat, artificially drained former salt marsh currently grassland and cultivated fields;
· Visible sea walls separate drained former marshland and current saltmarsh/ mudflats;
· Lack of large areas of trees or woodland;
· Network of visible drainage ditches.

Coastal Farmland

· Predominantly flat, low-lying landscape, sloping gradually upwards to the north;
· Framed views of Blackwater Estuary and coastline from several locations;
· Arable farmland on underlying heavy clay soils;
· Lack of large patches/ areas of woodland;
· Sparse settlement pattern with small, relatively isolated settlements.

Wooded Farmland

· Elevated broad ridge landform (part of SW-NE aligned ridge);
· Mixture of arable and pasture farmland;
· Several nucleated settlements, with a clustered settlement pattern;
· Well wooded with woodland blocks (including areas of ancient and semi-natural woodland); copses and hedges;
· Framed views of the Blackwater Valley through gaps in hedgerows;

· Enclosed character in places.

The full document is available from Colchester Borough Council. www.**colchester**.gov.uk

Appendix 6
Stakeholder Consultation

Approach

Consultation took place throughout the development of the strategy and consisted of a series of workshops to discuss the opportunities and constraints and identify a vision for green infrastructure within the Haven Gateway.

The workshops included a:

- planning workshop (for the Haven Gateway Planning Officers Group. 19.09.07)
- green infrastructure workshop (for specialists in biodiversity, landscape and access on 29.06.07)
- stakeholder workshop (to ensure that all stakeholders had the opportunity to view the emerging strategy and input into the process. October 2007)

In addition a smaller workshop was held focussing on the key issues of biodiversity (on 19.06.07), an historic environment and landscape issues discussion (on 28.08.07) and a Steering Group meeting focussed on planning issues.

The approach and output from the main workshops was as follows:

Planner's workshop

The format of this event revolved around a PowerPoint presentation by The Landscape Partnership team to inform the Haven Gateway Planning Officer's Group of the purpose, scope and development of the strategy.

The presentation covered:

- the project team
- the purpose of the strategy
- project timescale
- policy drivers
- the role of the strategy in Local Development Frameworks
- definition of accessible natural greenspace
- ANG standards to be used in the strategy
- how provision of existing and future population would inform the strategy development
- green infrastructure principles

The key findings were:

- The Haven Gateway Green Infrastructure Strategy should complement and strengthen policies and initiatives
- The strategy will have the following role in the production of Local Development Frameworks
    - Adopted Local Plans and Local Development Documents will be considered in the production of the strategy
    - The strategy will inform emerging Local Development Documents
    - Supplementary Planning Documents should be adopted to inform developers on how the principles of the Green Infrastructure Strategy should be reflected in development (Thurrock Development Guidance)

Green infrastructure workshops

The workshop stakeholders met to discuss the opportunities, constraints and a vision for the future of the landscape, biodiversity and access and to give feedback on the draft principles.

Attendees were grouped according to spatial responsibility and professional skills into the following groups:

- **Landscape and biodiversity, the Haven Gateway**
- **Access, the Haven Gateway**
- **Landscape, biodiversity and access, Suffolk**
- **Landscape, biodiversity and access, Essex**

The role of the workshop was to look at the environmental baseline data for the Haven Gateway area with a view to:

- Review Designated sites
- Review BAP habitats
- Identify sites with public access
- Review sensitivity/access problems associated with these sites
- Identify new key linkages (greenways/biological corridors)
- Agree strategic principles to underpin the HAGGIS

The group used the attached feedback form to summarise their views. The results of the four action groups are summarised below.

Feedback from Green infrastructure workshop

The workshop stakeholders stated that they were broadly happy with the landscape, biodiversity and access principles outlined within the opening presentation.

All of the workshop groups were well attended, with the exception of the workshop for access in the Haven Gateway.

Landscape and biodiversity, the Haven Gateway

Facilitators:

Christopher Stratton, The Landscape Partnership

Katherine Blake, Dedham Vale and Stour Valley Project

Biodiversity issues

- East Anglian estuary strategies – potential retreat, significant loss of mudflat and salt marsh
- Coastal defence
- Suffolk coastal defences – shingle is vulnerable
- Essex coastal defences – clay is more resilient
- Coastal path, consider a new route 200 metres inland to relieve pressure on sensitive habitats
- Some sites have greater capacity or potential
- Scope for enlargement at Abberton (ref. Planning application August.)
- Alton Water ideally placed for more access and green links to Ipswich
- Farmland: Enhance biodiversity, landscape character and access via stewardship
- Heath reversion, Tiptree – Stanway
- Brownfield sites often have greater biodiversity value than greenfield sites, consider mitigation on agricultural land including more access in addition to biodiversity enhancement

Landscape issues

- Increase distinctiveness – Tendring/Trimley plateaux
- Water uses – extraction for vegetables and Stanway area

- Safeguard Suffolk river valleys
- Design quality of buildings and green space
- Greenway links
- Development procures to AONB boundaries (i.e. Brantham/Lanford)

Access issues, the Haven Gateway

Facilitators:

Simon Neesam, The Landscape Partnership

Giles Brockman, The Forestry Commission

- Important not to get hung up with catchment area boundary
- We must not get hung up about the potential high cost/complexity/extent of some potential/future green space aspirations
- Facilities must be provided for pedestrians, cyclists and equestrians
- Ensure continuity of routes. Do not create cul-de-sacs
- Ensure access and green space provision is reviewed and assessed globally, not just on a site by site basis
- Improve existing links/create links between existing and potential green spaces now before development fills in the gaps and negates/removes/diminishes the potentials, i.e. safeguard routes and route corridors.
- Consider the safety and the perceived safety of site and routes
- Overcome the potential barriers of highways (i.e. the A12 and A14), rail tracks, etc. that detach populations from potential green space and dissect access routes
- Ensure that promoted green space is actually useful, e.g. that if is in a suitable location to serve populations
- We identified two types of future open space
- Local sites that are used daily, e.g. for dog walking. Such sites are very close to populations and likely to be created completely by developer funding
- 'Special Sites' that might be slightly further away. Special Sites would take pressure away from more sensitive sites, e.g. the coast. Important to ensure that there is sufficient Special Sites in order that they remain special. The creation of such sites is likely to be at least part funded by developers.
- Recommend that effects of creating a significant area of green space are hypothetically modelled on the base plan in areas deficient in green space, in order that the effect of such provision can be reviewed, and where appropriate, the options for similar provision explored in such location.

Landscape, biodiversity and access issues, Suffolk

Facilitators:

Laura Smith, The Landscape Partnership

Peter Holborn, Suffolk County Council

- Provision for future populations must be considered in the context of site use, people's needs and capacity
- The quality and usability of sites should be considered in addition to the number of sites, particularly sites within urban areas
- Sensitive sites, including the estuaries and Bridge Wood, require a different approach and should be defined according to criteria

- Development in Felixstowe represents a significant pressure
- Multipurpose land uses should be promoted and it is essential that demand for different uses is explored
- Alton Water is a key site
- Suffolk and Essex are distinct in relation to biodiversity and recreation
- Site use is not necessarily dependant on the location in relation to key populations

Landscape, biodiversity and access issues, Essex

Facilitators:

Steven Bainbridge, The Landscape Partnership

Clare Cadman, Essex Wildlife Trust

- SCH AONB crossing the river will provide for landscape protection on the Essex side of the Orwell Estuary – possibly making up in part for the loss of the coastal protection designation in the county structure plan
- Plans are in the pipeline for the enlargement of the water body at Abberton – this will provide for opportunities to increase access and biodiversity
- Pressure of new development on sensitive sites is a major issue
- The Hamford Water complex should be plotted as 'managed access' as it is managed by the Hamford Water Management Group
- The historic environment should be given more precedence, Adrian Gascoyne to draw up Historic Environment principles for HG to compliment other principles
- Proposed Rowhedge trail
- Proposed extension to Suffolk Coast and Heaths AONB into Essex
- Proposed extension to Abberton Water
- Arlesford Pits - Existing complex of old gravel pits and SSSIs would benefit from linkages
- Essex Way - Upgrade, protect and enhance the existing Public Right of Way
- Pound Farm, Thorrington could create Country Park - Make use of existing woodland
- The access should not be enhanced at Ramsay Brook Valley
- Colne Valley Walk
- Harwich to Hamford Water sea wall footpath
- Hamford Water - Broken access routes, if joined up for access would cause disturbance
- Wivenhoe Trail – Possibility of providing the bridge improvements initiated by Sustrans
- Soken Wood
- Year round operation of the Brightlingsea to East Mersea ferry

Overarching issues

- Broad agreement of the landscape, biodiversity and access principles
- Coastal and estuarine sensitivities
- Access to farmland

- Safeguarding landscape character
- Ensure access is continuous
- Ensure that a network of sites is created prior to development
- Consider users needs and aspirations
- Consider site quality and multifunctionality
- Develop criteria for sensitive sites
- Greater precedence should be given to the historic environment

Workshop attendance

Delegates came from the following organisations with an interest in Access, Landscape and Biodiversity:

- Babergh DC
- Biodiversity Action Plan Suffolk
- Colchester BC
- Dedham Vale AONB
- Environment Agency
- Essex Biodiversity Action Plan
- Essex County Council
- Essex Wildlife Trust
- Forestry Commission
- Greenway Project,
- Ipswich Borough Council
- Ipswich Wildlife Group
- Land Use Consultants
- National Trust
- Natural England
- River Colne Countryside Project
- RSPB
- Suffolk County Council
- Sustrans
- Suffolk Coastal District Council
- Suffolk Coast and Heaths AONB
- Suffolk Wildlife Trust
- Tendring DC
- Woodland Trust

Haven Gateway Green Infrastructure Strategy

Landscape, biodiversity and access workshop
Feedback form

Name……

Organisation……

Landscape, biodiversity and access principles

1. What are the key opportunities and constraints for landscape in the Haven Gateway?

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2. Which issues/areas should be prioritised when considering landscape in the Haven Gateway?

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3. What are the key opportunities and constraints for biodiversity in the Haven Gateway?

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4. Which issues/areas should be prioritised when considering biodiversity in the Haven Gateway?

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5. What are the key opportunities and constraints for access in the Haven Gateway?

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6. Which issues/areas should be prioritised when considering access in the Haven Gateway?

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7. Is your organisation currently involved in the implementation of objectives for landscape, biodiversity and access in the Haven Gateway?

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8. Is there scope for your organisation to aid in the implementation of objectives for landscape, biodiversity and access in the Haven Gateway in the future?

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Please send to- Laura Smith, The Landscape Partnership

Ancient House Mews, Church Street, Woodbridge, Suffolk

IP12 IDH

Tel. 01394 380509

Stakeholder workshop (9.10.07): IP-City

Haven Gateway Green Infrastructure Strategy

Draft strategy presentation

Ipswich

9th October 2007

Agenda

9:00 – 9:30 Arrival and coffee

9:30 – 9:40 Introduction by Fran Toomey, Haven Gateway Planning Group Chair

9:40 – 10:15 Presentation of the draft strategy by Christopher Stratton, The Landscape Partnership

10:15 – 10:45 Questions and discussion

10:45 – 11:15 Coffee

11:15 – 12:00 Delegates to study and discuss opportunity maps

12:00 – 12:30 Initial feedback and concluding discussion

HAVEN GATEWAY GREEN INFRASTRUCTURE STRATEGY - PRESENTATION OF FINAL DRAFT

TUESDAY 9TH OCTOBER 2007 AT IP-CITY CENTRE

1	Sarah Jennings	Suffolk County Council (SCC)
2	Peter Holborn	SCC
3	Christopher Stratton	The Landscape Partnership (TLP)
4	Simon Neesam	TLP
5	Laura Smith	TLP
6	Steven Bainbridge	TLP
7	Emma Simmonds	Essex CC - Countryside & Ecology
8	Luke Bennett	Suffolk Coastal DC - LSP Coordinator
9	Edward Martin	SCC - Archaeological Officer
10	Andrew Hunter	Environment Agency (EA)
11	Keith Turner	National Trust (NT)
12	Graham Thomas	Tendring DC Planning
13	Chris Gibson	Natural England (NE)
14	Lucy Williams	SCC - Access
15	Anthony Wright	SCC, Sustrans
16	George Courtauld	Chair, H-G Partnership
17	Simone Bullion	Suffolk Wildlife Trust (SWT)
18	Philip Smith or Ed Manning	Land Use Consultants
19	Paul Davey	H-G Hutchinson Ports
20	Miranda Davis	Essex and Suffolk Water
21	Richard Morton	H-G Partnership
22	David Ralph	Chief Executive, H-G Partnership
23	Cllr Robert Davidson	Colchester Borough Council
24	Cllr Mary Munson	Hadleigh Town Council
25	Cllr Jane Haylock	Hadleigh Town Council
26	Cllr Keith Beecroft	Kesgrave Town Council
27	Cllr Doreen Savage	Felixstowe Town Council
28	Cllr Andy Smith	Felixstowe Town Council
29	Jim Brown	Suffolk Tourism Partnership + Suffolk Development Agency
30	Kim Thirlby	EA
31	Richard Parmee	River Colne Countryside Project
32	Nick Collinson	Woodland Trust
33	Gareth Barnes	Student Planner, Essex CC
34	Gemma Slaven	Essex Wildlife Trust
35	Claire Cadman	Essex Wildlife Trust
36	Andy Sheppard +	Ipswich Parks and Landscape Services
37	A N OTHER	Ipswich Parks and Landscape Services
38	Renu Mandal	Ipswich Borough Council, LSP
39	Adrian Gascoyne	Essex CC - Historic Environment
40	Chris Tyas	RSPB - Essex Area Manager
41	Giles Drake-Brockman	Forestry Commission
42	John Davies	SCDC Countryside & Open Space
43	Cllr Terry Hamilton	Brightlingsea TC
44	Geoff Wilkinson	Essex CC
45	Peter Berry	Babergh DC
46	Martin Wakelin	Essex CC
47	Jerry Hindle	SCC
48	Wil Gibson	Suffolk ACRE
49	Alan Morgan	Sustrans
50	Stephen Andrews	Mid Suffolk DC
51	Bill Parker	Suffolk Coasts and Heaths Unit
52	James Baker	Greenways Project
53	Tim Isaac	Country Land and Business Association Ltd
54	Stephen Brown	Suffolk Coastal DC
55	Clive Dawson	Tendring DC
56	Sandra Scott	Tendring DC
57	Malcolm Inkster	Tendring DC
58	Leon Woodrow	Tendring DC
59	Genevieve Broad	Essex Wildlife Trust
60	Mary Parodi	Director, Green Arc
61	Mary Norden	Suffolk BAP Partnership
62	Laura Chase	Principal Planning Officer, Colchester BC
63	Paul Vickers	Countryside Sites Manager, Colchester BC
64	Karen Syrett	Spatial Policy Team, Colchester BC

HAVEN GATEWAY GREEN INFRASTRUCTURE STRATEGY - PRESENTATION OF FINAL DRAFT

TUESDAY 9TH OCTOBER 2007 AT IP-CITY CENTRE

APOLOGIES RECEIVED

Celia Douglas	Colchester 2020 Coordinator
Graham King	Natural England
Katherine Blake	SCC - Dedham Vale AONB and Stour Valley Project
Debbie Priddy	English heritage
Jane Sellers and Graham Nelson	East of England Regional Assembly
Peter Riches	Morley Riches and Ablewhite
Chris Wood	Transport Partnership Officer RSPB
Nigel Brown	Essex CC
John Brien	Harwich Haven Authority
Niget Hughes	Green Light Trust
Beverley McClean	Colchester BC
Jo Everitt	Angian Water, Environment & Heritage Assessor
John Dowding	Ramblers Association, Footpath Secretary
Gwen Davies	Environment Policy Adviser, NFU East Anglia
Michael Bingham	GO East
James Baker	Greenways Project

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Green Infrastructure Strategy for the Haven Gateway Sub-Region

What is green infrastructure?

- Green infrastructure is the sub regional network of protected sites, nature reserves, green spaces and greenway linkages
- By providing for multi-functional uses, e.g. wildlife, recreation and cultural experience, green infrastructure contributes to liveability, whilst also delivering ecological benefits
- Green infrastructure will be particularly important in settlements and surrounding areas proposed for regionally or sub-regionally significant development

East of England Plan

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What are our objectives?

- To contribute to quality of life through ensuring that everyone living and working in the Haven Gateway has access to a high quality natural and historic environment
- To establish a framework for the delivery of high quality green infrastructure over the next 20 years, complementing and supporting planned housing and development growth

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What are our overarching principles?

Green infrastructure planning, design and maintenance in the Haven Gateway should:

- Champion the role that green infrastructure assets play in delivering a high quality of life
- Take an integrated approach to green infrastructure provision and management which provides recreational opportunities for people whilst maintaining and enhancing the exceptional natural and historic environment within the Haven Gateway

continued...

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- Create green infrastructure that reinforces the ethos and character of the Haven Gateway
- Increase everyone's understanding of, and ability to take action for, green infrastructure
- Ensure that sustainability issues are considered e.g. in construction, location, management and use
- Integrate green infrastructure provision and management into development proposals

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Policy drivers

- Sustainable Communities Plan 2003
- Gov't Growth Agenda – Growth Points and Eco Towns
- Housing White Paper 2007:

  'Green spaces are an essential part of our Growth Areas, New Growth Points and Eco Towns programmes, where a tenth of Growth Area funding has been dedicated to improve parks, forests and green spaces since 2003'.
- Draft East of England Plan – Policy ENV 1

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Adopted Local Plans and Local Development Frameworks

- The strategy will inform emerging LDFs
- Supplementary Planning Documents should be adopted to inform developers on how the principles of the Green Infrastructure Strategy should be reflected in development
- A template could be prepared for the whole Haven Gateway growth point for adoption by each District
- Policy should identify areas/projects appropriate for Government/developer funding

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What have we got?

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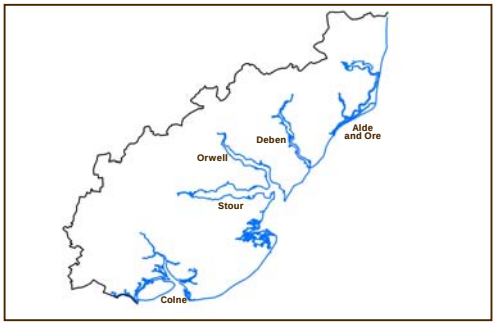
Estuaries



KEY
HaGGIS boundary
Coastline and estuaries

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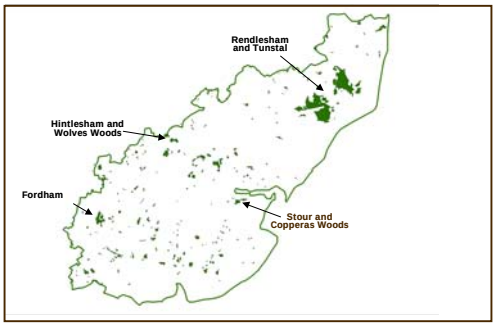
Forests and woodland



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Reservoirs

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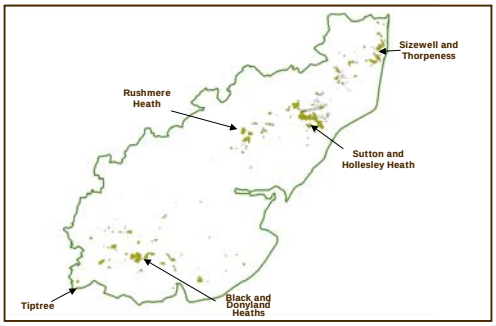
Heath and acid grasslands



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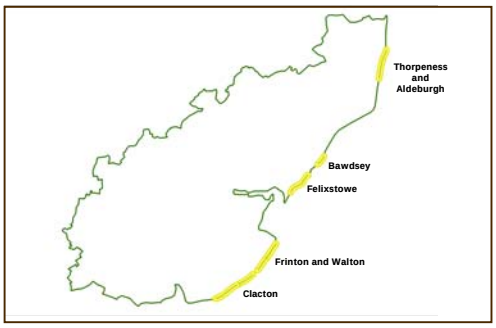
Coast and beaches



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What are the issues?

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Population growth by 2021

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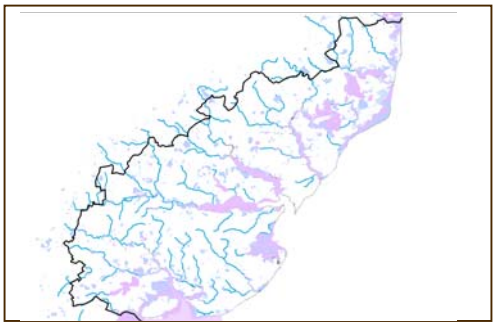
Designated wildlife sites and BAP habitats



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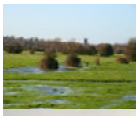
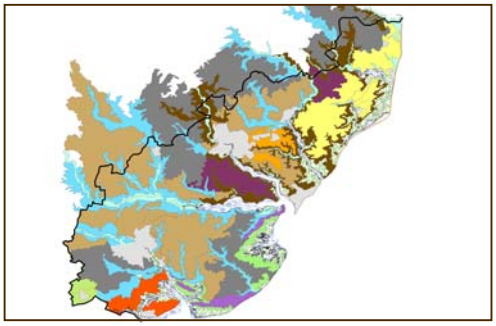
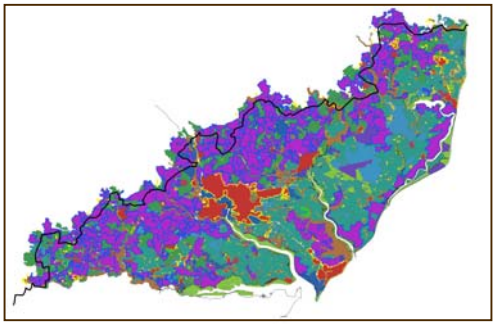
Landscape character

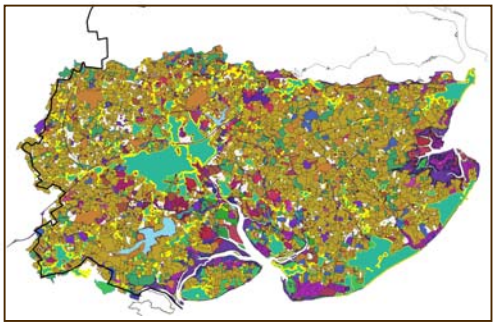




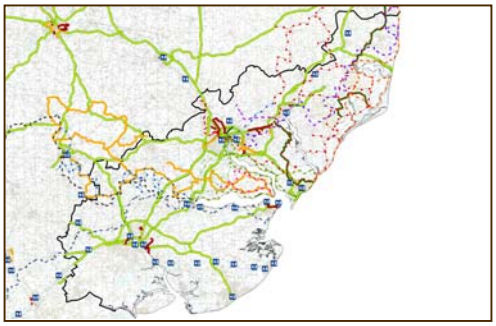
Historic landscape (Suffolk)



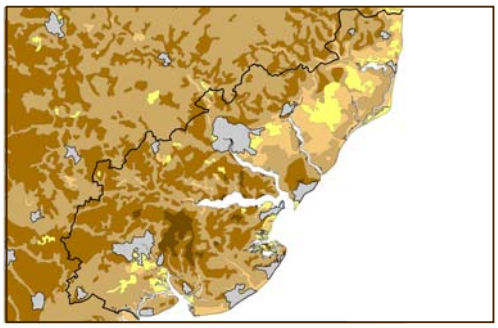
Historic landscape (Essex)



Strategic links/promoted routes



Agriculture



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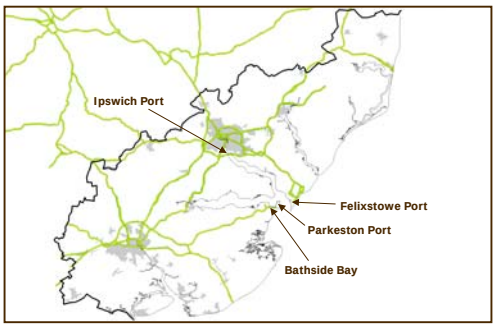
Economic development



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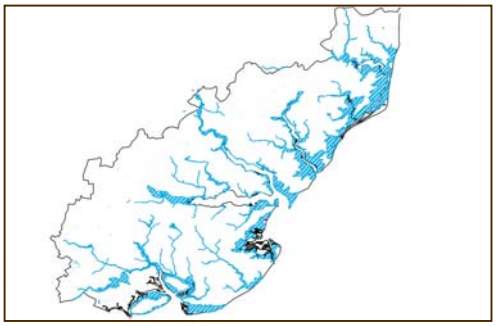
Climate change



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Where will the growth be?

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Where will the growth be?

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Where will the growth be?

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What and where is our:

Accessible

Natural

Greenspace

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To be ANG, a site must:

- be 2ha or greater in size
- have a public right of access
- have a network of paths across most of the site
- be managed for public access

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The sites must also:

- be a natural or semi-natural land feature such as a woodland

  and/or

- be a park or other green space that is at least partly managed for wildlife

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Some examples of ANG are:

- country parks
- urban parks and public gardens
- nature reserves
- forests and woodlands
- beaches
- open access land, e.g. heaths
- commons, village greens and Millennium Greens

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Access standards used:

Local scale:

- 2ha of ANG within 300m of home – the neighbourhood level

Strategic scale:

- 20ha of ANG within 1.2km of home – the district level
- 60ha of ANG within 3.2km of home – the sub regional level
- 500ha of ANG within 10km of home – the regional level

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Where is the ANG?

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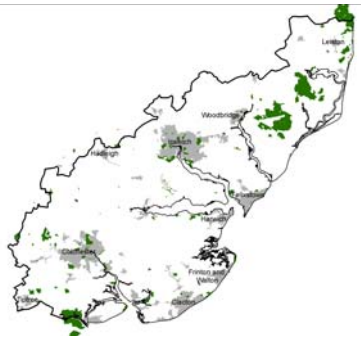
Where is the ANG?



KEY

2ha+ ANG

Urban areas

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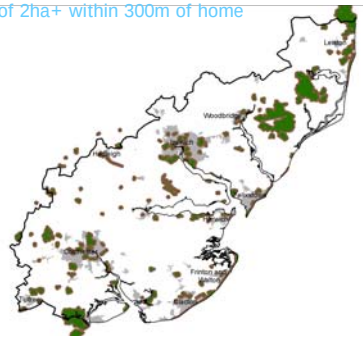
Neighbourhood Level

ANG of 2ha+ within 300m of home



KEY

2ha+ ANG

2ha+ Catchment (300m)

Urban areas

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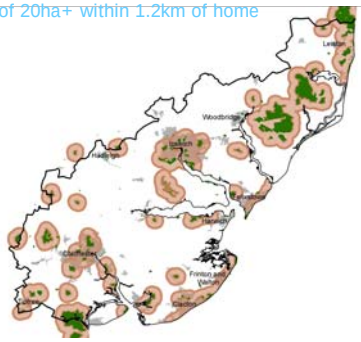
District Level

ANG of 20ha+ within 1.2km of home



KEY

2ha+ ANG

20ha+ Catchment (1.2km)

Urban areas

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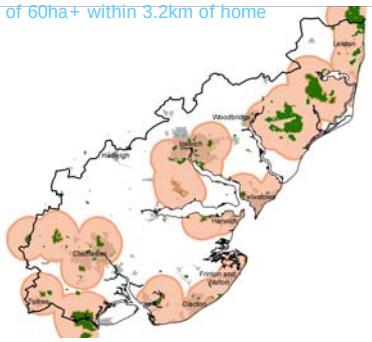
Sub-regional Level

ANG of 60ha+ within 3.2km of home



KEY

2ha+ ANG

60ha+ Catchment (3.2km)

Urban areas

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KEY

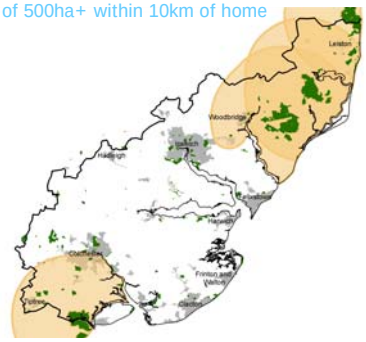
2ha+ ANG

500ha+ Catchment (10km)

Urban areas

Regional Level

ANG of 500ha+ within 10km of home



Enlargement to Fordham Woodland

KEY

2ha+ ANG

500ha+ Catchment (10km)

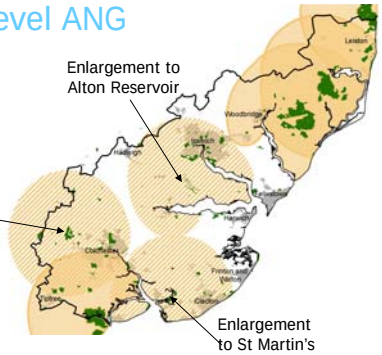
St. Martins CP

Fordham Woodland

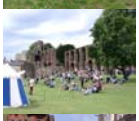
Alton Water

Urban areas

Effects of new Regional Level ANG



Where are the people?



KEY

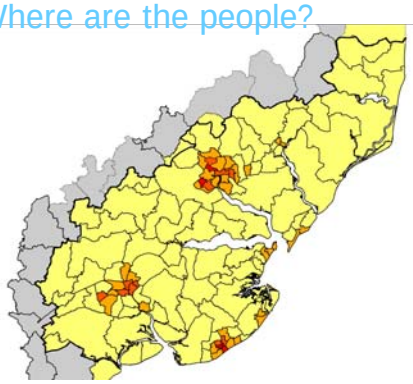
Lower quartile

Lower middle quartile

Upper middle quartile

Upper quartile

Where are the people?



Where is the ANG deficiency?

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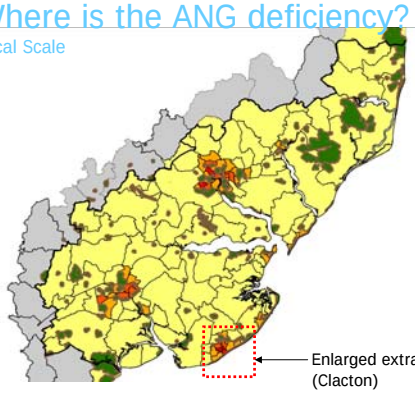
Where is the ANG deficiency?

Local Scale



KEY

2ha+ ANG

2ha+ Catchment (300m)

Lower quartile

Lower middle quartile

Upper middle quartile

Upper quartile

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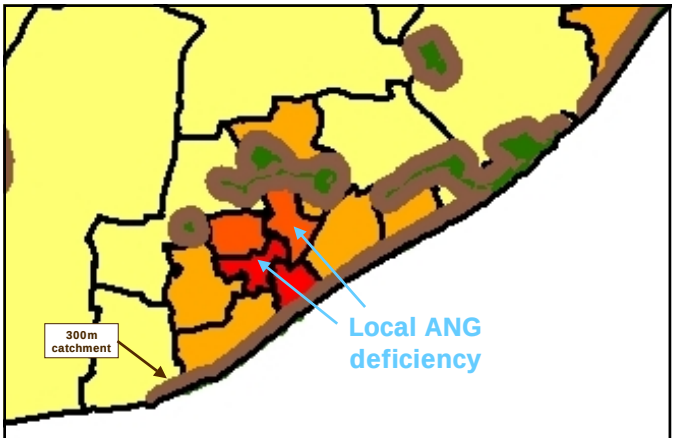

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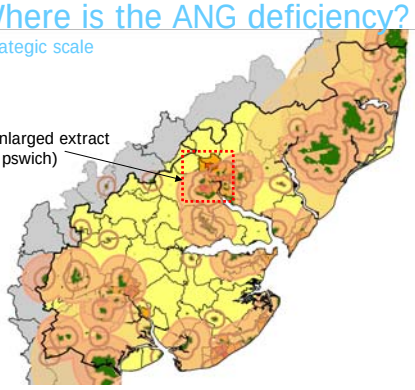
Where is the ANG deficiency?

Strategic scale



KEY

2ha+ ANG

20ha+ Catchment (1.2km)

60ha+ Catchment (3.2km)

500ha+ Catchment (10km)

Lower quartile

Lower middle quartile

Upper middle quartile

Upper quartile

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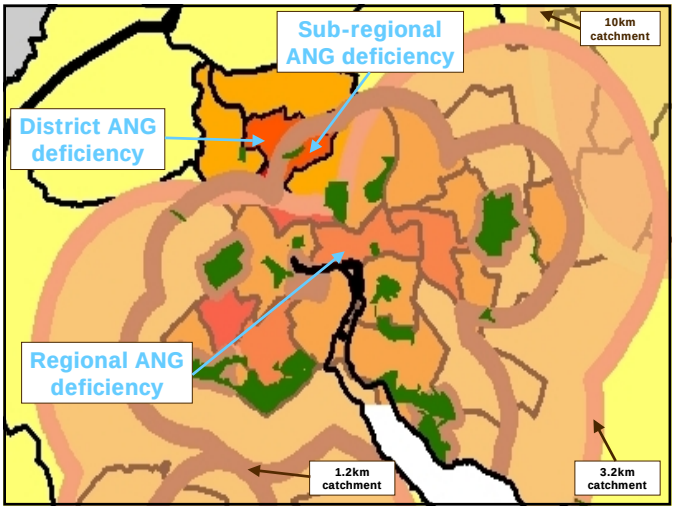

Where might future ANG deficiency be?

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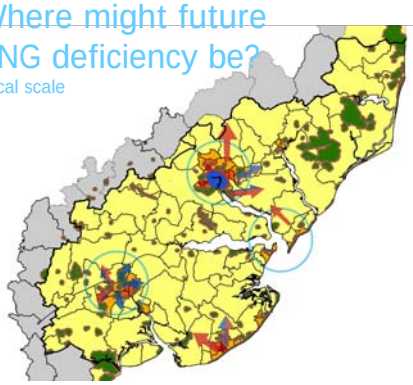
KEY

- 2ha+ ANG
- 2ha+ Catchment (300m)
- Growth nodes
- Potential growth direction
- Existing pipeline
- Lower quartile
- Lower middle quartile
- Upper middle quartile
- Upper quartile

Where might future ANG deficiency be?

Local scale



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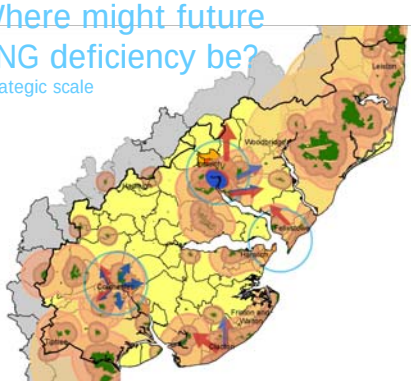
KEY

- 2ha+ ANG
- 20ha+ Catchment (1.2km)
- 60ha+ Catchment (3.2km)
- 500ha+ Catchment (10km)
- Growth nodes
- Potential growth direction
- Existing pipeline
- Lower quartile
- Lower middle quartile
- Upper middle quartile
- Upper quartile

Where might future ANG deficiency be?

Strategic scale



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Haven Gateway Green Infrastructure Strategy concept

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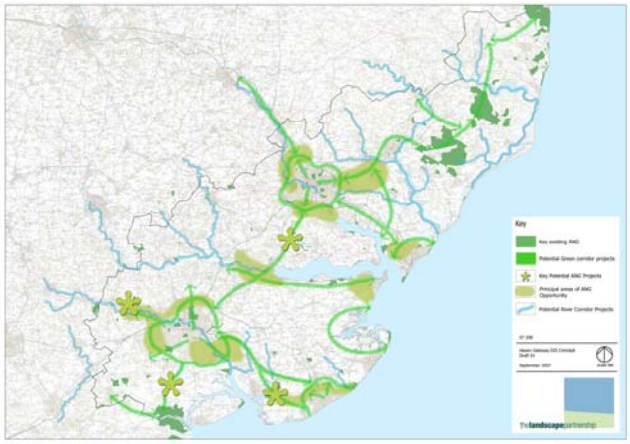

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Haven Gateway GIS concept analysis

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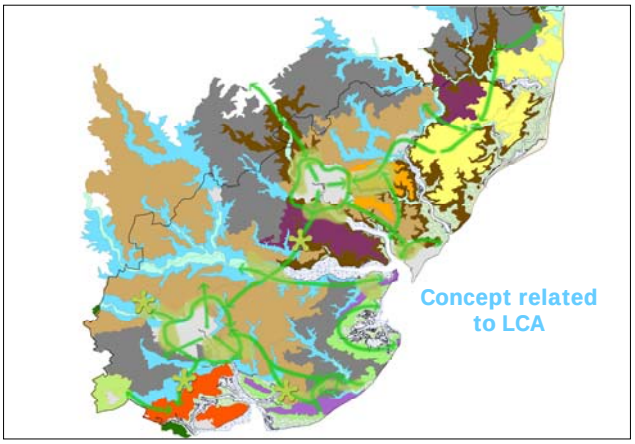

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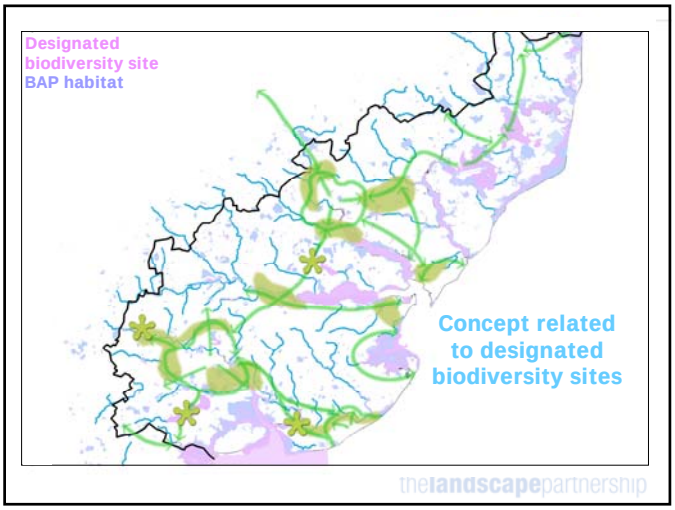

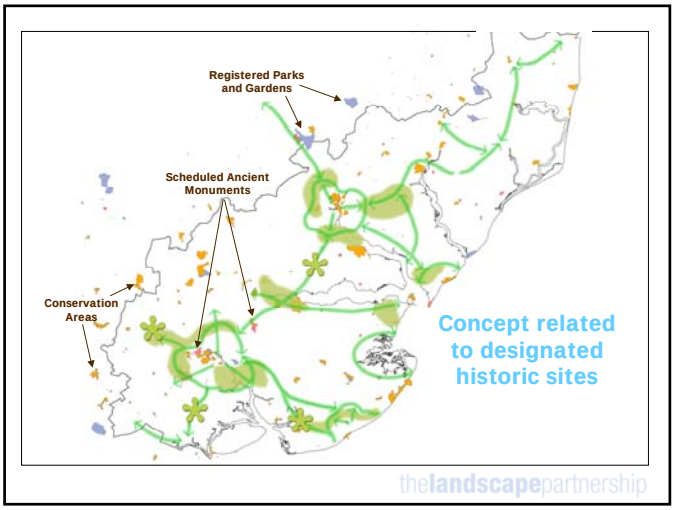

Haven Gateway opportunities

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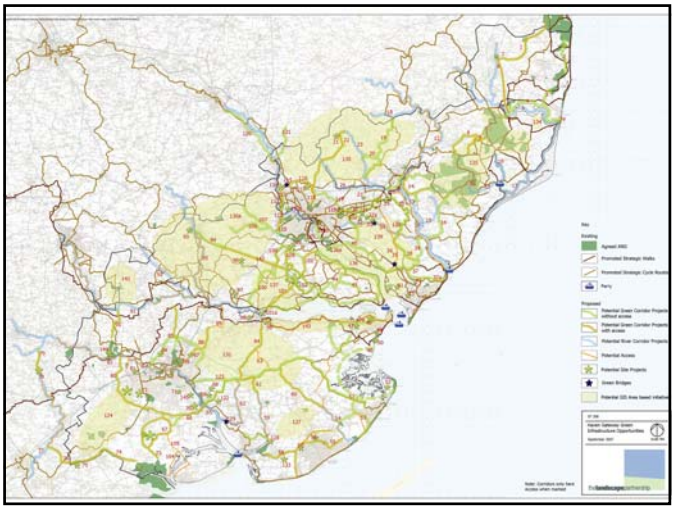

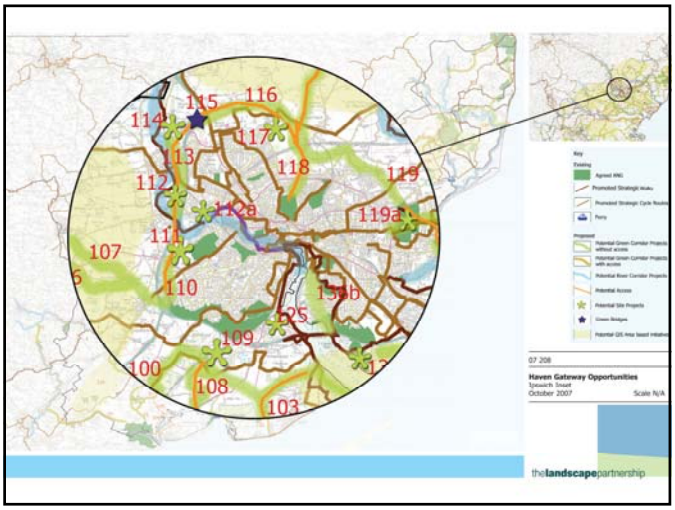
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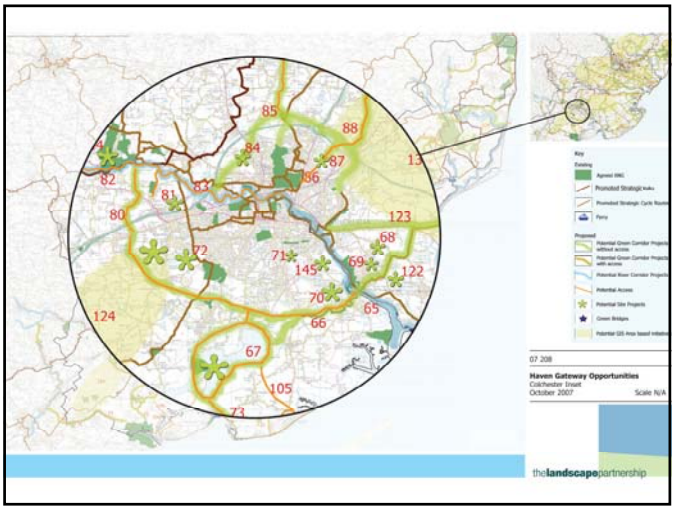
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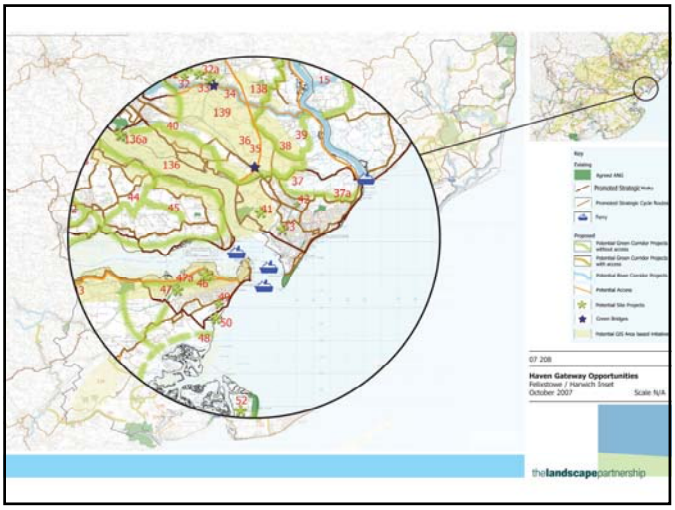
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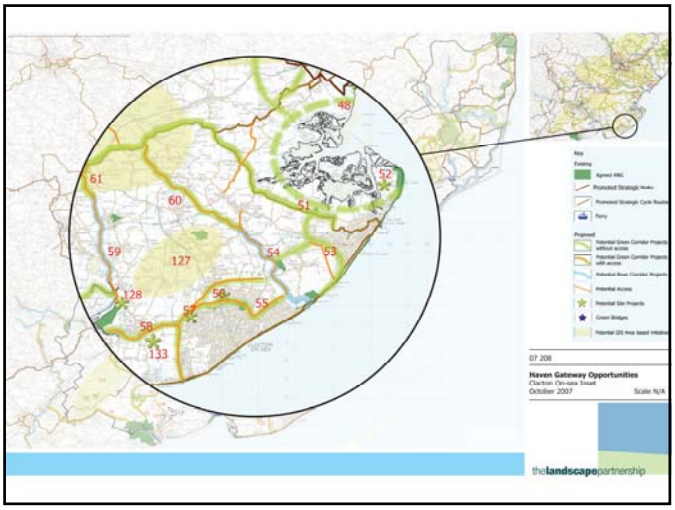
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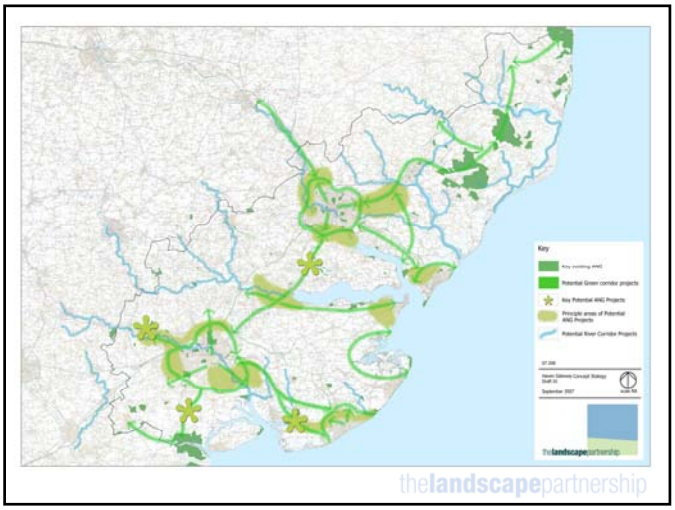

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Appendix 7
Funding Opportunities

Funding and Implementation

There are a range of ways of achieving and funding Green Infrastructure. A number of the sources are well established e.g. 106 Agreements while others are regularly changing with new and evolving government initiatives. It is expected that new developments will make a substantial contribution to new Green Infrastructure, however it is likely that other Green Infrastructure initiatives and projects proposed in the Strategy will involve a combination of funding sources and partnerships including developers, central government agencies, the voluntary sector and private landowners. The following provides an overview of the current key mechanisms.

Funding from planning and development opportunities

Planning Conditions

Planning conditions can be imposed on developers that relate to greenspace if they are consistent with national, regional and local planning policy and if they are justified in the particular circumstances of the proposed development. A residential developer may be required to provide sufficient greenspace to serve the proposed population. There must be a clear reason for the requirement of a condition. If the Haven Gateway Green Infrastructure standards are adopted or incorporated into local standards, then the green infrastructure strategy can provide the evidence base to justify imposition of a greenspace condition on certain development sites. Guidance on the approach and minimum levels of provision are provided in Local Plans and LDF. Conditions could be utilised to implement greenspace provision and also to ensure the continued management of greenspace.

Section 106 Agreements

These are associated with the development of land and are used to secure developer-funded initiatives which are closely related to the proposals, e.g. open access areas necessary to meet the local planning authority's open space requirements and recreation/sports facilities. Funding for greenspace/public access could be a combination of Section 106, Growth Area Funding and local authority contributions. It is strongly advised that early discussions between site developers are encouraged when their proposals are at masterplan stage to ensure effective integration with the greenspace strategy, and a clarification of roles and responsibilities associated with future implementation. In order to make provision for the future growth of the population two elements need to be secured, capital costs for implementation and a commuted sum for maintenance during an established period. Funding of new Strategic Open Space from 106 monies should be directly related to Local Authority policies and published standards. These standards will be continually reviewed as part of LDF process.

Planning Gain Supplement

The Government has consulted on the possibility of introducing a planning gain supplement, as an alternative to Section 106's, for funding strategic development and community facilities. The Planning-gain Supplement (Preparations) Act 2007 has been given Royal Assent and it has been stated that the Act will not be implemented prior to 2008. It is likely that many of the Green Infrastructure projects in the Strategy would be eligible for funding through this source if it is introduced as suggested by Government. This supplement is likely to be subject to the competing demands for other community infrastructure resources and will rely heavily on local green space need being identified and quantified in Local Plans, LDF's and Community Strategies to support the argument for its priority funding.

Roof Tax

The Milton Keynes Partnership has pioneered the roof tax approach. A charge for each new dwelling helps to pay for essential infrastructure to support residential development. In Milton Keynes the planned arrangement is English Partnerships will forward fund the infrastructure contributions and recoup the money from developers as their projects progress. 'Roof Tax' areas will possibly be exempt from the Planning-gain Supplement. Green Infrastructure is an essential component of sustainable residential development and consequently roof tax should be utilised, however this would need to be clearly set out in the eligible categories by local authorities if this mechanism is applied within the Haven Gateway.

Growth Point funding

The New Growth Points initiative is designed to provide support to local communities who wish to pursue large scale and sustainable growth, including new housing, through a Partnership with Government. Areas such as Haven Gateway that have received Growth Point status will share in £40 million in 2007/8 for a first round of infrastructure projects and to support growth-related studies, master planning and Capacity-building in the New Growth Points. This money will help overcome local infrastructure problems, unlock sites for new housing and enhance the local environment.

The Haven Gateway Partnership received a total allocation of £5.25m in 2007-8. This included £2m for riverside public space improvements to King Edward Quay at the Hythe in East Colchester, and funding towards the new Berryfields Park around the Firstsite: Newsite arts facility in the town centre.

Local Area Agreements Funding

The new local area agreements (LAAs) to be introduced from June 2008, will no longer insist on specific funding for specific targets or blocks. LAAs will include all targets agreed with central government. All resources in the area will be pooled to support the delivery of those targets.

The funding arrangements for the new LAAs will create more scope for local authorities and their partners to identify local priorities to be delivered within the new LAA. All areas will now have complete flexibility over spending decisions at the local level. There will be no need to present outcomes in centrally prescribed blocks or themes. The aim is to encourage more crosscutting approaches.

LAAs will no longer be about specific funding for specific targets because from June 2008 they will include all targets agreed with central government for delivery by local authorities working alone or in partnerships with others. All resources in the area will effectively support delivery of targets.

The LPA's in the Haven Gateway Partnership have the opportunity to identify the role of green infrastructure in delivering quality of life, and therefore as a cross-cutting theme within their new LAA's, and to pool resources around this theme and lever in additional resources as a result.

Multiple Sector Partnerships

Partnerships are an essential element of the delivery of the multiple use of land. Partnerships between landowners, charities and trusts such as the Highways Agency, County Councils, Borough, District and Unitary Authorities, the RSPB and the National Trust facilitate the delivery of Green Infrastructure projects. It is recognised that the majority of the land holdings in the Sub-Region are owned privately. To deliver the Green Infrastructure Strategy the role and approach of private landowners is vital, particularly in close proximity to the existing and proposed development. Major landowners should be encouraged to identify land holdings that could make contributions towards the Green Infrastructure Strategy. The potential for Countryside Project Officers to work closely with key landowners will be vital in enabling the network of Green Infrastructure to develop.

Charitable Trusts

These may be established to manage individual projects or a range of facilities. Trusts may be funded through a variety of sources, e.g. Section 106 agreement monies, grant-funding, bequests or charitable giving. Existing environmental trusts are also potential vehicles through which additional funding can be sought to help deliver some of the green infrastructure opportunities. These include the Wildlife Trusts, RSPB and Groundwork.

Endowments

This focuses on ensuring the long-term sustainability of projects. Provision of an income generating fund or asset to assist with recurring running costs would facilitate the ongoing maintenance of the Green Infrastructure. The Land Restoration Trust, a limited company, launched in 2004 and with financial accountability to English Partnerships aims to restore derelict, neglected or underused sites in this way, and

maintain them for the community. Sites in the ownership of Regional Development Agencies and English Partnerships, for example, have been restored and protected in this way, including Vange Marsh, South Essex, 4.5ha of undeveloped land now accessible to public use under the management of partner, RSPB.

Private investment and Public-Private Partnerships

Private Finance Initiatives – PFI

Private Finance Initiatives may be appropriate where there is the prospect of a private investor being identified who could fund, operate and gain sufficient financial return to make the exercise worthwhile. This tends to apply to capital intensive public realm facilities such as schools, hospitals, motorways etc. where there is a secure income/payback stream. Such funding may be secured for Green Infrastructure components of PFI projects associated with sport provision, health care, roads and other infrastructure etc.

Public-Private Partnerships

Public-Private Partnerships (PPP) may offer some scope and can be useful where a public authority owns land but does not have sufficient capital or expertise to establish manager facility. It is likely that active recreation and sports provision could attract PPP funding but it is not considered that basic Green Infrastructure expenditure would yield anything like the return necessary to attract PPP funding.

Market Led Schemes and Income Generation

The evidence so far suggests that the market alone is insufficient to deliver the necessary Green Infrastructure (CJC Consulting 2005). In areas of market demand, there may however be scope to develop market led models and partnerships.

Income generation can also apply to certain facilities such as those associated with the National Trust and other Charities: tea rooms, shops, pay and display car parks. The Thames Chase Partnership East of London has been very successful in generating income since the opening of their Forest centre in 2005, through their café, car-parking, farmer's markets and craft fairs, cultural and education programmes. Major landowner sponsors may also relate to specific projects such as a regional Arboretum.

The use of income generating facilities and tourist facilities such as overnight accommodation in association with new recreational such as long distance footpaths and cycle routes and eco tourism would have potential for growth in association with an enhanced network of Green Infrastructure. There might also be opportunities for franchising for specific facilities such as camping, boats, cafes, restaurants, boat/cycle hire within selected sites. Special events may also have the potential for income generation; however this would be highly dependent on the nature of the event concerned.

Specific funds and Grants

The Landfill Communities Fund (formally the Landfill Tax Credit Scheme)

The Landfill Communities Fund can generate finance for environmental, conservation and public amenity initiatives managed by registered environmental bodies, although these often preclude local authorities. Only projects located within 10 miles of an active landfill site are eligible and it must be recognised that with the emphasis moving away from landfill, this source of funding is likely to diminish. Discussions with waste operators will identify existing and potential funding opportunities. The delivery of biodiversity conservation for UK species/habitats is one of the criteria identified for funding and this mechanism has been successfully applied elsewhere for Green Infrastructure projects elsewhere in the country, such as the Thames Gateway Growth Area, including by the RSPB at West Canvey and Vange Marshes in South Essex, and the Thames Chase Community Forest Partnership.

SITA Trust

SITA Trust launched its Enriching Nature programme back in September 2005 to encourage conservation and environment projects to apply for funding through the Landfill Communities Fund. The Enriching Nature Programme provides funding for biodiversity projects around any licensed and registered landfill site in

England. It funded 80 projects across the country in year one of its programme with just under £3.8 million. In year two the Trust has managed to fund 88 projects with over £4.1 million. This funding programme has been developed by SITA Trust, in consultation with the nine Regional Biodiversity Flora in England. Enriching Nature has been designed to support the recovery of species and habitats identified as a priority by both national and regional biodiversity action plans.

The existing three year programme was due to come to an end in 2008 but, recognising the demand for biodiversity investment, the SITA Trust Board has announced 'Enriching Nature 2009'. The grant levels have not yet been announced, but the initial tranche included large grants up to £175,000.

Aggregates Levy Sustainability Fund

In April 2002 a levy on aggregate extraction was introduced. Part of the money raised by this levy is being used to finance the Aggregates Levy Sustainability Fund (ALSF). The aim of the ALSF is to address the environmental and social costs of aggregate extraction by delivering environmental improvements, minimising the demand for primary aggregates and reducing the local effects of aggregate extraction. Delivery partners include Waste and Resources Action Programme, helping to deliver against minimising demand for primary aggregates; English Heritage, focussing on reducing impact on the historic environment and Natural England whose priority is addressing the environmental impacts of past aggregates extraction. Grant awards made by the ALSF Partnership Grants Scheme are normally in the range of 50% – 75% of eligible project costs.

The ALSF is reviewed every three years as part of the government's Comprehensive Spending Review. The CSR has agreed the fund should continue until 2011. Consultation on the priorities for 2008-11 is currently ongoing.

Agri-environment and Woodland Grants

These grants, which are being administered by Natural England (Previously the Rural Development Service of DEFRA) and the Forestry Commission have the potential to enhance the biodiversity, landscape quality and public access of privately owned farmland. This potential would be realised far more effectively if a dedicated green infrastructure project officer or team were used to target landowners in areas of opportunity or need identified in the strategy.

Landowners and tenant farmers should be encouraged to apply for entry or organic level entry stewardship and higher-level stewardship and/or English Woodland Grant Scheme wherever possible. Forestry Commission English Woodland Grant Scheme can fund new woodlands planted under Section 106 agreements or under other Conditions of Planning (depending on the usual eligibility entry criteria attached to the scheme).

Countdown 2010 Biodiversity Action Fund

The Countdown 2010 Biodiversity Action Fund is the name for the Environmental Action Fund (EAF) biodiversity stream, which is administered by Natural England (previously DEFRA) and is part of a Europe-wide initiative. This fund will support projects that help achieve the UK government's commitment to halt the loss of biodiversity by 2010, through delivering the objectives of the England Biodiversity Strategy and Biodiversity Action Plan targets. Only voluntary conservation sector organisations are eligible to apply for this fund. Grants have been made for the years 2006/07 and 2007/08) with awards between £25,000 and £250,000. Grants required match funding. All funding for 2006-2008 has been allocated, but it is worth contacting Natural England in future to see if new allocations of funding will be made in future..

Lottery Funding

Big Lottery Fund

The Big Lottery Fund is responsible for distributing half of the money that the National Lottery raises for good causes. Their Living Landmarks initiative closed for application on the 6th January 2006. The Greater Cambridge Partnership has put in a bid on behalf of Bridge of Reeds and Wicken Fen Vision. This could help provide this Landmark. Between 2006 and 2009 £234 million is being made available to help local

communities in England improve their environment through the 'Changing Spaces' programme, which has three priority areas including community spaces and access to the natural environment. Bids are welcome from single organisations or partnerships.

Heritage Lottery Grants

These are site/topic related (e.g. Public Parks initiative) which usually involves the restoration of existing features. They can be applied for and administered by local government, quasi public organisations and charitable trusts etc. Individual projects can start applying for funding in late 2007 for 'Changing Spaces'. This programme aims to help communities in England improve their environment through three strands: community spaces; local community enterprise; and access to the natural environment. Up to £234 million is available until 2009 to improve local environments and create a greater sense of community ownership of them.

New Parks for People Programme

The Parks for People Programme operates in the first instance for approximately three years (2005-8). Grants ranging from £250,000 to £5 million are available for projects that will improve public parks in the UK, and create new opportunities for communities to learn about and enjoy their local environment. For the purposes of this scheme, the term 'public park' refers to an existing designed urban or rural green space, the main purpose of which is for informal recreation and enjoyment. Such parks are usually owned and managed by a local authority, although applications from other not-for-profit organizations that own public parks are welcomed. A number of criteria, including the park meeting the local social, economic and environmental needs, need to be met for funding to be granted. Importantly both capital work and revenue activities will be supported.

The last date for Stage 1 applications under the main Parks for People programme will be 30 September 2008; this will be for applications from the whole of the UK. It will be possible to make a Stage 1 application without having a Project Planning Grant, the deadline for which was June 30th 2007. Applicants going down this route should discuss their project with representatives from their regional HLF office.

Reaching Communities

The three-year programme, launched on 7 December 2005, will make up to £100 million available in 2007-08. Reaching Communities will give grants of more than £10,000 and up to £500,000, including a maximum of £50,000 for capital grants. Projects can be funded for up to five years.

The programme aims include improvement of community life skills, improved rural and urban environments, which communities are better able to access and enjoy, and healthier and more active people and communities. These aims all give opportunities for green infrastructure assets to be enhanced.

The fund is open to registered charities, voluntary or community groups, statutory body, (including schools), charitable or not-for-profit companies, or social enterprises.

London 2012 Olympic Games

In 2006, EEDA and other partners launched 'Rising to the Challenge', a regional business plan for the Olympics for the East of England, which looked at opportunities arising from the 2012 Games. This has identified targets for success including sports investment and participation, cultural and tourism opportunities, potential investment in training and pre-Games training camps. Business plan objectives that could help deliver green infrastructure investment include:

- Marketing and promotion of regional cultural assets, including negotiations with London 2012 to identify key cultural assets to be used to deliver the Games Cultural Programme
- Increasing regional participation in sport. This will include stimulation of investment in sports infrastructure including the priority sports of canoeing and mountain-biking, which are the sports being hosted in the Eastern region.

- Development of the region as an area for disability sports performance and excellence
- Support of applications to The Legacy Trust once this comes on stream. This will receive a £40 million expendable endowment (£34 million from The National Lottery and £6 million from the Exchequer) to be spent over the years leading up to and including 2012 on a UK wide programme of projects. These will promote the Olympic and Paralympic ideals celebrating mind, body and spirit, foster innovation and creativity, strengthen the creative and technical skills base across the UK, encourage a joined-up approach across sport, physical activity, culture and education, offer young people and diverse communities the opportunity to fully participate in the build up and delivery of the wider vision for the Games and leave a lasting positive legacy for future generations.

Regional Infrastructure Fund

An innovative regional infrastructure fund is to be explored by the East of England Development Agency (EEDA) which could be worth £1 billion and pay for the accelerated delivery of transport and other infrastructure projects in the East of England. EEDA has commissioned a team of consultants, led by Colin Buchanan and Hewdon Consulting, to work up options for a regional infrastructure fund (RIF). The fund could provide upfront funding from the banks or government sources to pay for infrastructure and the fund replenished from future incomes such as a levy on new developments.

EEDA identifies projects supported by the RIF could include transport schemes, flood defence schemes, utilities as well as other smaller infrastructure schemes. There may be a case to argue that vital green infrastructure opportunities could also be delivered in this way.

Tax Increment Financing

TIF is a tool that has been used for 50 years in the United States to use future gains in taxes to finance the current improvements that will create those gains. When a public project such as a road, school, or environmental improvement is carried out, there is an increase in the value of surrounding property and often new investment (new or rehabilitated buildings, for example). This increased site value and investment creates more taxable property, which increases tax revenues. The increased tax revenues are the "tax increment." TIF is designed to channel funding toward improvements in deprived or underdeveloped areas where development would not otherwise occur. TIF creates funding for public projects that may otherwise be unaffordable to localities.