The Wash and Fens Green Infrastructure Plan

Jon Watson

A cross boundary evidence base for the
protection and enhancement of wildlife and public access networks
and linkages in the towns and countryside surrounding
The Wash

PRODUCED BY THE WASH ESTUARY PROJECT
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the wash estuary
project

"In every walk with nature one receives far more than he seeks"
John Muir

Little egrets coming into roost - Steve Keightley

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Funding Partners

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Suppliers of information and raw data (including members of the public and the funders listed above). A list of the information supplied by these organisations can be found in Appendix 3.

Black Sluice Internal Drainage Board	www.blacksluiceidb.gov.uk
Boston Woods Trust	http://community.lincolnshire.gov.uk/thebostonwoodstrust
Cambridgeshire County Council	www.cambridgeshire.gov.uk
English Heritage	www.english-heritage.org.uk
Fenland District Council	www.fenland.gov.uk
Forestry Commission	www.forestry.gov.uk
King's Lynn Internal Drainage Board	www.wlma.org.uk
Lincolnshire Biodiversity Partnership	www.lincsbiodiversity.org.uk/
Lincolnshire Wildlife Trust	www.lincstrust.org.uk
Lindsey Marsh Drainage Board	www.lmdb.co.uk
Middle Level Commissioners	www.middlelevel.gov.uk
Norfolk Biodiversity Partnership	www.norfolkbiodiversity.org
North Levels Internal Drainage Board	www.northlevelidb.org
Norfolk Rivers Internal Drainage Board	www.wlma.org.uk
Norfolk Wildlife Trust	www.norfolkwildlifetrust.org.uk
Royal Society for the Protection of Birds	www.rspb.org.uk
South Holland Internal Drainage Board	www.wlma.org.uk
Sustrans	www.sustrans.org.uk
Welland and Deeping Internal Drainage Board	www.wellandidb.org.uk/
Witham Fourth Internal Drainage Board	www.w4idb.co.uk
Woodland Trust	www.woodlandtrust.org.uk

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1.1 DESCRIPTION OF GREEN INFRASTRUCTURE

Numerous descriptions and definitions of green infrastructure have been written in many plans and strategies across the country and the world.

The simple definition used throughout the development of the Wash and Fens Green Infrastructure Plan is:

Green infrastructure provides open space for our recreation and health, whether it's a walk, a cycle, a kick about in the park or a chance to go bird watching. It provides habitat for wild animals and plants and the capacity for them to move and spread.

Green Infrastructure can act to buffer the effects of mankind upon the natural environment of which we are all a part. It can also act to buffer mankind from the changing environment.

Green infrastructure may be wild habitats and major reserves for wildlife through to ornamental and recreational parks with much in between. It includes the trees, hedges, footpaths, tracks, rivers, banks, ditches, fields and field margins that connect them.

It is often small areas of green infrastructure and green space that are first to disappear as land is developed or improved. If they are replaced, it has often been as an afterthought. The development and implementation of joined up and interconnected forward planning can strengthen our environment for the benefit of all.

Cliff Foster

1.2 AN INTRODUCTION TO
GREEN INFRASTRUCTURE PLANNING

Green infrastructure planning proposes that development in our landscape and communities takes place around the valuable features that already exist and adds to them. This gives green space an equal footing with housing, shops, industry, roads and other community based infrastructure. Green infrastructure planning is a way of working, between authorities, landowners, communities and the environment.

Natural England's definition for green infrastructure planning is being used as their national guidance. Their definition is as follows:

"Green Infrastructure is a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types.

Green Infrastructure includes established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland. Consequently it needs to be delivered at all spatial scales from sub-regional to local neighbourhood levels, accommodating both accessible natural green spaces within local communities and often much larger sites in the urban fringe and wider countryside[1]."

Green infrastructure is especially relevant to the housing and economic growth agenda (particularly Growth Areas and Growth Points) and to the regeneration of urban areas. It is about development going hand-in-hand with the protection and enhancement of existing environmental assets and the creation of new ones. Green infrastructure planning puts the environment right at the centre of the planning process and produces a strategic and linked, multi-functional network of spaces with benefits for people and wildlife.

Green infrastructure is also about underpinning the sustainability of a town or city, including making it resilient to the effects of climate change and enabling local authorities to meet their duty to conserve biodiversity under the Natural Environment and Rural Communities Act (NERC) 2006.

In addition to relating to urban areas, green infrastructure relates to the rural environment. In the wider countryside, green infrastructure is often viewed at a larger scale, encompassing large country or regional parks; extensive habitats, major landscape features such as river corridors and flood meadows, and the identification of wide green corridors and ecological networks. Green infrastructure at this scale can provide the wider framework and context for planning green infrastructure at a more local level.

East Midlands Green Infrastructure Network (EMGIN) (www.emgin.co.uk) have produced the *Green Infrastructure Guide for the East Midlands* (2008). Examples of features that may

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1. Taken from Natural England's Green Infrastructure Guide 2009 Catalogue Code: NE176

contribute to the green infrastructure network are provided in this guide. According to EMGIN green infrastructure consists of public and private assets, with and without public access in urban and rural locations, including:

- Allotments
- Amenity space, including communal green spaces within housing areas
- Green corridors, hedgerows, ditches, disused railways and verges
- Brownfield and greenfield sites
- Urban parks and gardens
- Registered commons and village and town greens
- Children's play space
- Natural and semi-natural habitat for wildlife
- Playing fields
- Cemeteries
- Pocket parks
- Country parks
- Woodland
- Historic parks and gardens and historic landscapes
- Nature reserves
- Sites of Special Scientific Interest and Scheduled Monuments
- Locally designated heritage sites, including County Wildlife Sites (CWS)
- Waterways and water bodies, including flooded quarries
- Development sites with potential for open space and links
- Land in agri-environmental management
- Public rights of way, cycle ways and other recreational routes.
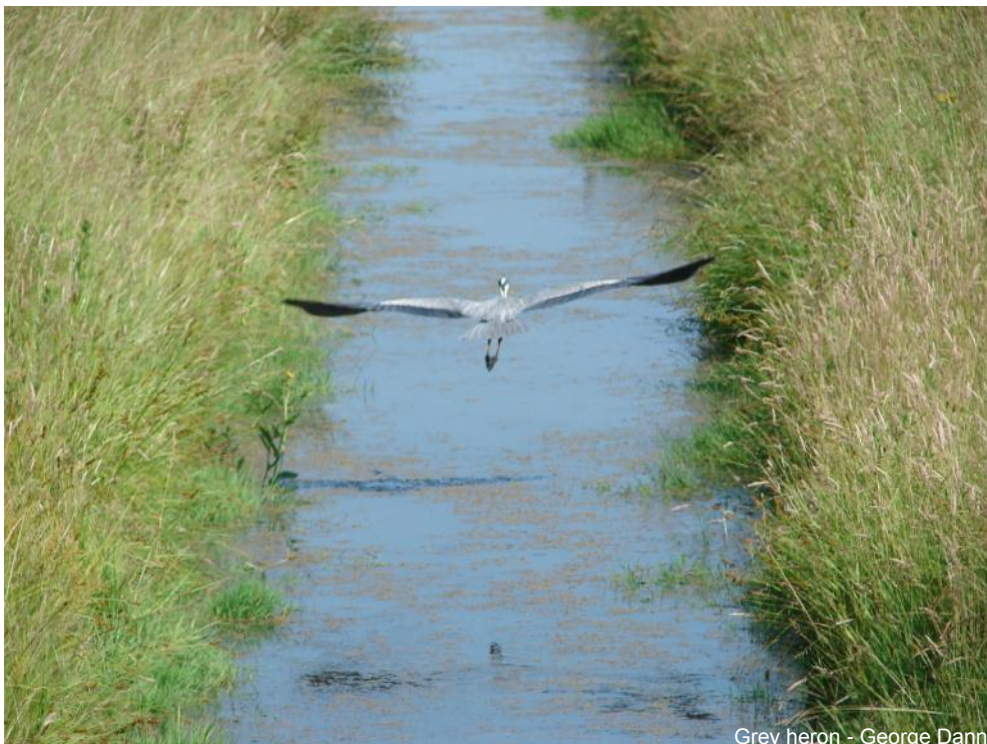
Grey heron - George Dann

Section 1- Introduction

The many types of green infrastructure add value to our communities and by providing adequate amounts it is possible to achieve a number of benefits. EMGIN has proposed the following well designed and integrated benefits that often work in combination:

- Help maintain and enhance biodiversity
- Contribute to the protection, management and enhancement of historic and natural sites and areas
- Improve health and mental well-being
- Promote a sense of community
- Help reduce crime, fear of crime and antisocial behaviour
- Provide opportunity for exercise, sport, active recreation, spiritual well-being and quiet contemplation
- Improve health as a result of increased physical activity, such as walking
- Provide community resources for learning and training
- Provide opportunities for community involvement
- Provide a leisure focus and attraction for people of all ages from the existing and the growth communities
- Help establish local identity or sense of place
- Improve environmental quality e.g. better air and water quality, local climate control and noise attenuation
- Contribute to sustainable drainage and flood migration
- Provide the opportunity to protect, recreate and rehabilitate landscapes and habitats damaged or lost by previous development or agricultural change
- Improve and sustain land values
- Reduce land management costs.
- Provide an enhanced environmental backdrop that will assist in attracting business and inward investment.

Philipa Deacon

2.1 INTRODUCTION TO THE WASH AND FENS GREEN INFRASTRUCTURE PLAN

Developing the Green Infrastructure Project

The partnership organisations of The Wash Estuary Project came together over their concern for the impacts of development from the proposals for the Governments Development Growth Points surrounding The Wash and in the fens. They were also concerned over the perceived shortage of wildlife habitats and access to the countryside, in the rural area surrounding The Wash. Discussions on these issues resulted in the proposal to produce a Green Infrastructure Plan. For more information about The Wash Estuary Project please visit www.washestuary.org.uk.

Vision for The Wash and Fens Green Infrastructure Plan

To create and positively manage an integrated network of high quality and where practicable, multifunctional green infrastructure within urban and rural environments that delivers:
- Enriched and robust habitats with greater connectivity
- Enhanced and sustainable public access to the countryside and urban green space for the benefit of all who live, work in and visit The Wash and fens.

Aims of The Wash and Fens Green Infrastructure Plan

This Green Infrastructure Plan aims to be applicable to existing communities and new developments.

Wherever strategic planning takes place it is essential that quality green infrastructure is a key component in delivering all aspects of the appropriate strategy. Individual green infrastructure schemes and initiatives that are identified through plans and strategies need to be of high quality in their planning, design, implementation and management. This relates to both green infrastructure creation projects and the restoration or enhancement of existing green infrastructure features. High quality does not necessarily mean high cost or high input of management. The strength of the Green Infrastructure Plan lies in the close working of the partners involved. The Wash and Fens Green Infrastructure Plan brought together partners recorded data from across the project area to help describe the current situation through computer mapping.

It is the aim of this Plan to share the findings and information gathered throughout the production of this Plan as much as possible with anyone with an interest in The Wash and fens. All of the data used to compile this Plan is in the public domain.

2.2 HOW TO USE THE WASH AND FENS GREEN INFRASTRUCTURE PLAN

The Document

Within the Wash and Fens Green Infrastructure Plan, green infrastructure features have been broken down into three broad categories. These are:
- Biodiversity green infrastructure features
- Publicly accessible green infrastructure features
- Functional green infrastructure features.

These categories have been broken down further to provide more focused and additional details of the green infrastructure features found around The Wash and fens. Even though these features have been separated they remain closely linked and their links are discussed throughout this document.

Maps showing the green infrastructure features around The Wash and fens have been produced to accompany this document. These maps have not been put into this document. Links to the maps locations are dispersed throughout the document within the relevant sections.

After the three broad categories have been discussed you will find a section outlining the community consultation that was carried out to help produce this Plan. Additional information on green infrastructure and its role in planning, health and education are then provided. Information on future work and how this Plan should be implemented are given towards the end of this document.

Throughout the document you will find boxes titled *Action Point(s)*. These provide actions for parties interested in The Wash and fens (including partners of The Wash Estuary Project) to carry out. A summary list of these Action Points is given in Appendix 5. Appendix 2 contains the Action Points for accessible green infrastructure together with a list of supporting documents from Lincolnshire, Norfolk and Cambridgeshire.

The Maps

The maps for this Plan are available to view or print as PDF 's along with this document on The Wash Estuary Project website (www.washestuary.org.uk). When viewing each of the maps it is possible to zoom in and view them at a greater detail than they initially appear. The contents page identifies where the links to the maps are located throughout the document. Due to the size of the Plan's area the static maps have been separated into District/Boroughs.

Each map that has been produced has an associated database containing information about the features illustrated on the maps e.g. contact details of responsible organisation(s). The static maps cannot show this database. However, interactive maps can and have been produced. The interactive maps have been made available on the Lincolnshire Research Observatory (LRO) website. However, this information is currently only freely available to Lincolnshire County Council (LCC) partner organisations. Details of how to register and how to use the interactive maps can be found in Appendix 1[2].

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2. The Wash Estuary Project is currently working on making the interactive maps available to everyone.

2.3 THE WASH AND FENS GREEN INFRASTRUCTURE PLAN BOUNDARY

Terrestrial Boundary

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the wash estuary

project
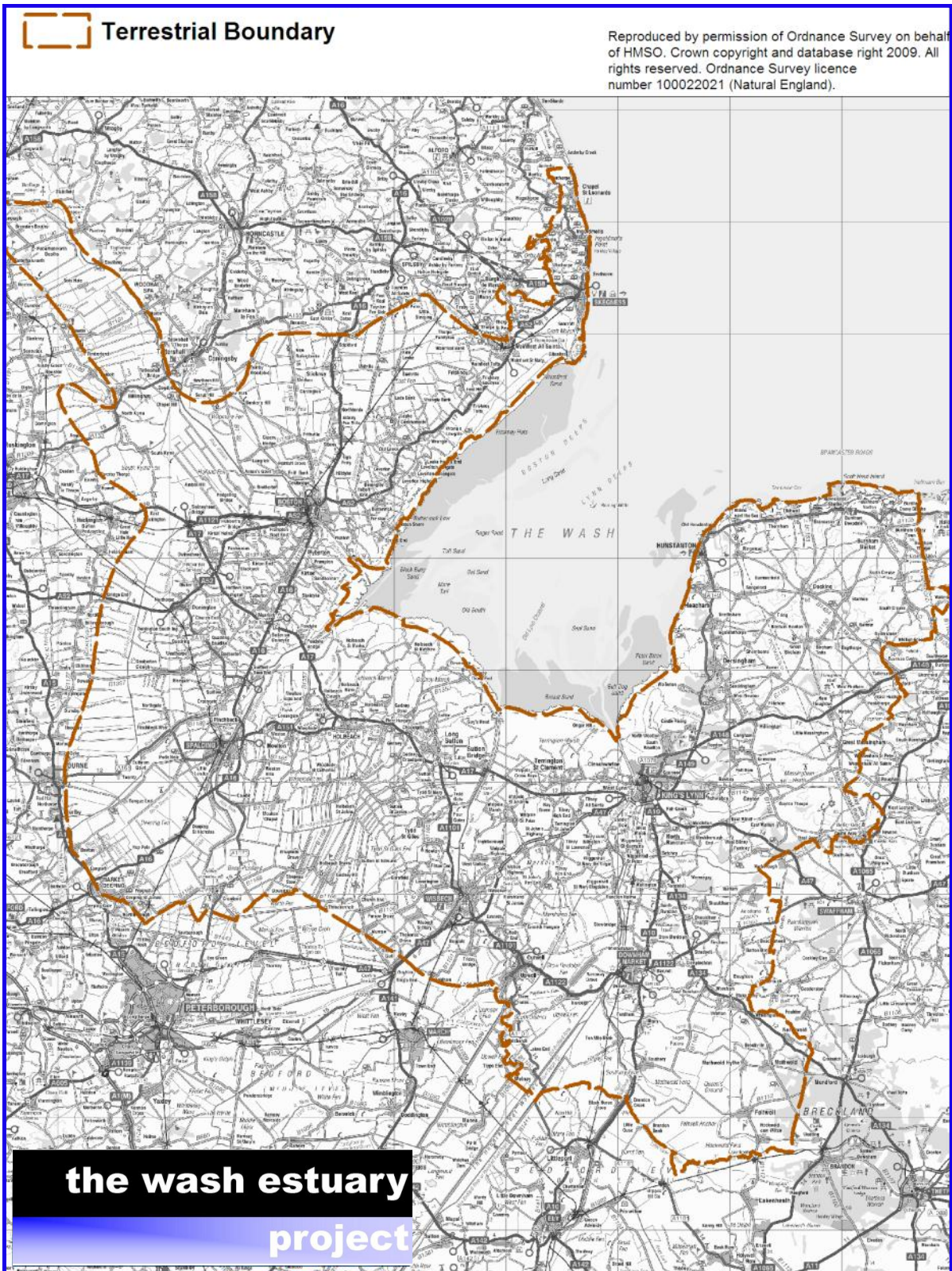
2.4 PRESENCE OF GREEN INFRASTRUCTURE IN THE WASH AND FENS PLAN AREA - MAPS

The presence of green infrastructure maps show where recorded green infrastructure features are present in each of the 1km Ordnance Survey (OS) grid squares across each District/ Borough of the Plan area. The representations in these maps do not indicate quantity or quality, only presence, in order to give a visual presentation of multi-functional green infrastructure corridors across the Plan area.

Eight types of green infrastructure were identified through the mapping process. They are:
- Habitat (recorded)
- Linear public pedestrian access (pedestrian have access to bridleways and cycle ways)
- Site based public pedestrian access
- Rivers and drains
- Environment Agency flood banks and flood storage areas
- Railways (for their banks/verges)
- Historic features
- Navigable waterways.

The more types of green infrastructure found in each 1km grid square the higher the rating given to that square and thus a darker shading of green on the maps. Very light green has been used to show where no green infrastructure features have been recorded. **Caution** needs to be used when looking at these lighter green squares because it does not mean that there is no green infrastructure. Instead, it can mean that no records have currently been produced/provided for the area in question.

The maps accompanying this section of the Plan are:

- Map 1 - Boston Borough - http://www.washestuary.org.uk/sect/00ED0000.pdf
- Map 2 - East Lindsey - http://www.washestuary.org.uk/sect/00EE0000.pdf
- Map 3 - West Norfolk (north) - http://www.washestuary.org.uk/sect/00F10000.pdf
- Map 4 - West Norfolk (south) - http://www.washestuary.org.uk/sect/00EF0000.pdf
- Map 5 - South Holland - http://www.washestuary.org.uk/sect/00F20000.pdf
- Map 6 - Wisbech Area - http://www.washestuary.org.uk/sect/00F00000.pdf

For more details on the features represented please use the interactive maps on the LRO website (see Appendix 1 - currently only available for LCC partners).

3.1 AN INTRODUCTION TO ACCESSIBLE GREEN INFRASTRUCTURE IN THE WASH AND FENS PLAN

For the purposes of The Wash and Fens Green Infrastructure Plan accessible green infrastructure features have been identified and separated into three categories. These are:
- Linear public access
- Site specific public access
- Restricted public access.

Each category is made up of a number of different features. These are listed below. Waterways that provide public access, e.g. boat trips, have not been included here. It also needs to be remembered that whilst the main role of these features is public access they can provide an additional role to biodiversity. For example, hedgerows that edge a path provide an important habitat for a variety of species.

Linear public access includes:
- Public rights of way
- Environmental Stewardship permissive rights of way
- Sustrans cycle routes.

Each of these types of linear public access contributes, in one form or another, to public access on foot, horse or cycle.

Site specific public access can be split into two categories:
- Publically accessible natural green space
- Publically accessible recreational green space.

Publically accessible natural green space describes green space that is free to the public, at least on foot. It may also have some "naturalness" in it's appearance and thus provides wildlife habitats. This green space includes:

- River banks
- Country parks
- Local Nature Reserves (LNRs)
- National Nature Reserves (NNRs)
- Publically accessible historic sites (not all)
- Parks
- Beaches
- Coastal areas
- Permissive open access areas created through Environmental Stewardship.

Tammy Smalley

Publically accessible recreational green space describes green space that has its main function as informal structured recreation, that is provided to members of the public free of charge. Types of recreational green space includes:
- Children's playgrounds
- Playing fields
- Sports pitches.

Restricted Access

Restricted access refers to green space where some sort of membership or payment is required before access can be gained. For example:
- School playing fields
- Golf courses
- Historic parks and gardens where an entry fee is payable
- Bowling greens[3].

Accessible Natural Green space Standards (ANGSt)

Natural England's Accessible Natural Green space Standard (ANGSt) provides a set of benchmarks for ensuring access to areas of green space near to where people live.

These standards recommend that people living in towns and cities should have:
- An accessible natural green space of at least 2 hectares (ha) in size, no more than 300 metres (m) (5 minutes walk) from home
- At least one accessible 20ha site within 2 kilometres (km) of home
- One accessible 100ha site within 5km of home
- One accessible 500ha site within 10km of home
- 1 ha of statutory Local Nature Reserves per thousand population.

In some areas, these ANGSt standards will be hard to achieve in the short term, but it should be a long-term aim for all Local Authorities, within their Green Space Strategies.

Natural England has worked with its partners to develop new guidance on how to use and apply ANGSt along with the visitor services and Green Flag Award quality standards for natural green spaces. Natural England wants *'Nature Nearby' - Accessible Natural Green Space Guidance* to be used to plan and deliver more sustainable healthy neighbourhoods, that are more resilient to the impacts of climate change. They want green space to offer inspiring experiences of the natural environment as part of people's daily lives[4].

Ascoughfee Hall - The Wash Estuary Project

3. Natural England (2010) '*Nature Nearby' Accessible Natural Greenspace Guidance* [online] available at: www.naturalengland.org.uk.
4. Natural England (2010) Standards for Accessible Natural Greenspace—ANGSt [online] available at: www.naturalengland.org.uk/ourwork/enjoying/places/greenspace/greenspacestandards.aspx

3.2 ACCESSIBLE GREEN INFRASTRUCTURE MAPS

Linear Public Access Maps

The linear public access maps show the public access routes in three colours to represent:
- Foot only
- Cycle and foot
- Horse, cycle and foot.

The accompanying maps are:

- Map 7 - Boston Borough - http://www.washestuary.org.uk/sect/014D0000.pdf
- Map 8 - East Lindsey - http://www.washestuary.org.uk/sect/014E0000.pdf
- Map 9 - West Norfolk (north) - http://www.washestuary.org.uk/sect/014F0000.pdf
- Map 10 - West Norfolk (south) - http://www.washestuary.org.uk/sect/01500000.pdf
- Map 11 - South Holland - http://www.washestuary.org.uk/sect/01520000.pdf
- Map 12 - Wisbech Area - http://www.washestuary.org.uk/sect/01510000.pdf

Accessible Natural Green Space Standards (ANGSt) Maps

These maps show publically accessible green space with provision to comply with Natural England's ANGSt guidelines. The accompanying maps are:

Publically Accessible Sites of at least 2ha with a 300m buffer

- Map 13 - Boston Borough - http://www.washestuary.org.uk/sect/01370000.pdf
- Map 14 - East Lindsey - http://www.washestuary.org.uk/sect/01380000.pdf
- Map 15 - West Norfolk (north) - http://www.washestuary.org.uk/sect/013A0000.pdf
- Map 16 - West Norfolk (south) - http://www.washestuary.org.uk/sect/013B0000.pdf
- Map 17 - South Holland - http://www.washestuary.org.uk/sect/013C0000.pdf
- Map 18 - Wisbech Area - http://www.washestuary.org.uk/sect/013D0000.pdf

Publically Accessible Sites of at least 20ha with a 2km buffer

- Map 19 - Boston Borough - http://www.washestuary.org.uk/sect/01300000.pdf
- Map 20 - East Lindsey - http://www.washestuary.org.uk/sect/01310000.pdf
- Map 21 - West Norfolk (north) - http://www.washestuary.org.uk/sect/01320000.pdf
- Map 22 - West Norfolk (south) - http://www.washestuary.org.uk/sect/01330000.pdf
- Map 23 - South Holland - http://www.washestuary.org.uk/sect/01340000.pdf
- Map 24 - Wisbech Area - http://www.washestuary.org.uk/sect/01350000.pdf

Publically Accessible Sites of at least 100ha with a 5km buffer

- Map 25 - Boston Borough - http://www.washestuary.org.uk/sect/013F0000.pdf
- Map 26 - East Lindsey - http://www.washestuary.org.uk/sect/01400000.pdf
- Map 27 - West Norfolk (north) - http://www.washestuary.org.uk/sect/01410000.pdf
- Map 28 - West Norfolk (south) - http://www.wrww.washestuary.org.uk/sect/01420000.pdf
- Map 29 - South Holland - http://www.washestuary.org.uk/sect/01430000.pdf
- Map 30 - Wisbech Area - http://www.washestuary.org.uk/sect/01440000.pdf

Section 3 - Accessible Green Infrastructure

Publically Accessible Sites of at least 500ha with a 10km buffer

- Map 31 - Boston Borough - http://www.washestuary.org.uk/sect/01460000.pdf
- Map 32 - East Lindsey - http://www.washestuary.org.uk/sect/01470000.pdf
- Map 33 - West Norfolk (north) - http://www.washestuary.org.uk/sect/01480000.pdf
- Map 34 - West Norfolk (south) - http://www.washestuary.org.uk/sect/01500000.pdf
- Map 35 - South Holland - http://www.washestuary.org.uk/sect/014A0000.pdf
- Map 36 - Wisbech Area - http://www.washestuary.org.uk/sect/014B0000.pdf

For more details on the features represented please use the interactive maps on the LRO website (see Appendix 1 - currently only available for LCC partners).

Neville Gurnhill

3.3 THE ROLE OF GREEN INFRASTRUCTURE IN PUBLIC RIGHTS OF WAY IMPROVEMENT PLANS

The Lincolnshire, Norfolk and Cambridgeshire County Council Rights of Way Improvement Plans (2007) have a number of action points that are designed to improve the condition of the existing public rights of way network and to enhance the spread of the network in the future. The Wash and Fens Green Infrastructure Plan has identified those action points that support improvements in the green infrastructure provision of the Plan's area.

The action points come under the following 6 broad headings:
- Improvements to the rights of way network for non motorised travel for routine domestic journeys, e.g. cycling and walking to school, work or the shops
- Improvements to the infrastructure of the existing rights of way network to increase usability for pedestrians, cyclists and equestrians, for health and recreational reasons
- Improvements to the extent and coverage of the rights of way network
- Linkages to the public transport system
- Improvements to biodiversity and landscape features
- An English coastal path.

The following pages provide a number of green infrastructure Action Points which have been drawn up from the wording of the County Rights of Way Improvement Plans. The implementation of these actions would help to deliver the broad headings above. Appendix 2 lists the Improvement Plan policies that have been used to develop the wording for these suggested action points.

The Wash Estuary Project

Action Points

1. Improvements to the rights of way network for non motorised travel for routine domestic journeys

AC 1.1 Improve pedestrian and cycle routes between residential, shopping and business areas to reduce the number of non motorists using busy roads and peoples reliance on cars.

AC 1.2 When improving pedestrian and cycle routes between residential, shopping and business areas include public transport facilities and the provision for cycle parking.

2. Improvements to the infrastructure of the existing public rights of way network to increase usability for pedestrians, cyclists and equestrians, for health and recreational reasons

AC 2.1 Make access easier for all by clarifying waymarking.

AC 2.2 Make access easier for all by removing obstructions or replacing them with less difficult structures, e.g. replacing stiles with kissing gates.

AC 2.3 Enhance the provision of easily accessible recreational routes in areas of highest Health Deprivation.

AC 2.4 Include access for wheelchair users where practical.

AC 2.5 Enhance the provision of easily accessible recreational routes in areas of existing and new countryside and tourism sites/attractions.

AC 2.6 Improve the maintenance and management of promoted routes and routes close to popular areas of the county and key tourist attractions.

AC 2.7 Enhance 'Quiet Lanes' initiatives.

AC 2.8 Develop a range of circular routes for cyclists and equestrians.

AC 2.9 Improve the provision of areas for horse box parking.

AC 2.10 Ensure necessary path 'furniture' is in place and well maintained, e.g. bridges, stiles and gates built to the British Standards.

AC 2.11 Develop safe crossing processes for busy roads and railways.

AC 2.12 Ensure that existing routes are usable by those allowed to use them to reduce conflict between cyclists, walkers and equestrians.

3. Improvements to the extent and coverage of the public rights of way network

AC 3.1 Identify and create routes required to satisfy the needs of residents and visitors for routine domestic journeys, recreation and health improvement through extending the existing access network.

AC 3.2 Identify and create routes and strategic open space that link new developments (residential/recreational/commercial) into the existing access network.

AC 3.3 Identify and create routes that link the public transport interchanges into the existing walking and cycling network.

AC 3.4 Identify and create easy to use and circular routes that enhance the existing access network in areas of health deprivation.

AC 3.5 Identify and create easy to use circular and linear routes in the vicinity of and to countryside sites, archaeological sites, tourism sites, open access land and public open spaces to enhance the existing access network.

AC 3.6 Support partners with the development of new trails.

AC 3.7 Develop 'The Wash Coastal Trail'.

AC 3.8 Develop a range of circular routes for cyclists and equestrians in areas of highest demand.

AC 3.9 Support Department for Environment Food and Rural Affairs (DEFRA) schemes (e.g. Environmental Stewardship) that increase access and link public rights of way.

AC 3.10 Increase the number and promotion of easy access routes, including access for wheelchair users.

AC 3.11 Identify and create routes required to link settlements and urban areas to the existing access network.

AC 3.12 Identify suitable roadside verges and 'behind the hedge' links to create safer links between existing routes.

4. Linkages to the public transport system

AC 4.1 Develop walking and cycling access from public transport interchanges.

AC 4.2 Provide public transport information at key sites and promoted routes.

AC 4.3 Increase opportunities to use public transport to access the countryside.

5. Improvements to biodiversity and landscape features

AC 5.1 Identify rights of way of high biodiversity interest.

AC 5.2 Identify access land of high biodiversity interest.

AC 5.3 Manage and enhance all public rights of way/access land to maximise biodiversity potential.

6. England coastal path

Natural England is working to establish a coastal path around the whole of England as a result of the Marine and Coast Access Act 2009. When it is complete, people will for the first time have the right to walk around the whole of England's open coast, including - where appropriate - rights to enjoy 'spreading room' en route where they can rest, relax or admire the view. The new rights are not yet in force and will be brought into effect in stages around the coast.

AC 6.1 Partners should work together to achieve the England Coastal Path around The Wash.

Oystercatchers - Nick Ford

4.1 DESCRIPTION OF BIODIVERSITY

Biodiversity is short for biological diversity and refers to the variety of life on earth. The Convention on Biological Diversity (CBD) (1992) defined biodiversity as:
'The variability among living organisms from all sources including inter alia, terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are a part; this includes diversity within species, between species and of ecosystems[5].
Biodiversity encompasses all of the flora and fauna of the earth including the genetic diversity within species, and the habitats and ecosystems that support this life.

4.2 BIODIVERSITY ACTION PLANS
AND THE ROLE OF GREEN INFRASTRUCTURE

The 1992 CBD called for the creation and enforcement of national strategies and action plans to conserve, protect and enhance biological diversity. The UK Biodiversity Action Plan (BAP) is the UK's response to this convention[5]. To successfully implement the national targets from the UK BAP actions need to be carried out at a local level. Local BAPs (LBAPs) enable this to happen by focusing on UK BAP priority habitats and species (habitat and species that have been identified as being most threatened and requiring conservation action[6]) in their area and setting targets for partner organisations to carry out to aid in their conservation.

The Wash and Fens Green Infrastructure Plan can play an important role in achieving the targets of LBAPs. The plans relating to this document are the Lincolnshire, Norfolk, and Cambridgeshire county BAPs, The Wash BAP and the Internal Drainage Board (IDB) BAPs.

The maps accompanying this Plan can help to indicate opportunities to conserve, enhance, reinforce and connect habitats. They can assist LBAPs by showing the location of existing recorded habitats (BAP priority habitats and others), the possible locations of habitat networks and by suggesting where to carry out further surveys to increase our knowledge of biodiversity in the area. This will help increase the range and distribution of habitats and their associated species. As work is carried out by the LBAPs it can be fed back into the Green Infrastructure Plan to provide further information.

The habitat network maps (49 to 86) show areas where there are potential networks and those that are isolated from existing, recorded green infrastructure. Decisions by organisations, such as local Biodiversity Partnerships have to be made as to whether resources should be spent increasing wildlife networks to the isolated areas or whether they should be spent enhancing existing networks. Public access routes can also aid biodiversity by providing wildlife corridors on appropriately managed stretches, such a hedgerows bordering a pathway. By using the public access maps (maps 7 to 36) it should be possible to determine where there is a lack of areas with public access. Where these areas coincide with sensitive BAP habitats and areas of high human population, the creation of less sensitive areas or linear routes for public access, may alleviate inappropriate human pressures. This will contribute to BAP targets of protecting

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5. UK Biodiversity Action Plan (2010) available at: http://www.ukbap.org.uk/Background.aspx
6. JNCC (2011) *UK BAP Priority Species and Habitats* [online] available at: http://jncc.defra.gov.uk/page-5705

or alleviating disturbance.

Examples of LBAP actions that this Plan can help to achieve follow. It is important to note that the County BAPs are regularly updated so the examples below are subject to change:

Lincolnshire BAP 2011[7]

Rivers and Drains Action Plan

- Implement habitat improvements (including floodplain restoration) on the most suitable watercourses.

Saline Lagoons Action Plan

- Identify sites for saline/brackish lagoon creation/restoration as opportunities arise.

Hedgerows and Hedge Trees Action Plan

- Identify areas where the planting of new hedges can bring conservation benefits by linking other important habitats.

Norfolk BAP[8]

Coastal and Floodplain Grazing Marsh Action Plan

- Promote creation of new grazing marsh to meet targets for the North Norfolk Coast.

Reedbed Action Plan

- Ensure sites above 10ha which are currently unmanaged are prioritised for management if appropriate - with preference for sites which are part of the large wetland systems - and identify sites for non-intervention.

Lowland Meadows and Pasture Action Plan

- Identify sites likely to be lost to sea level rise and possible replacements.

Cambridgeshire BAP[9]

Drainage Ditches Action Plan

- Encourage house builders to adopt policies to protect ditches when drawing up plans for new developments and encourage drainage ditches to be seen as a positive feature rather than an obstacle.

Floodplain Grazing Marsh Action Plan

- Promote scientific research and wetland creation.

Reedbeds Action Plan

- Ensure that opportunities for reedbed creation as part of Sustainable Urban Drainage Systems associated with new development are taken.

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7. Lincolnshire Biodiversity Action Plan (2011) available at: http://www.lincsbiodiversity.org.uk/documents.php?d=BAP
8. Norfolk Biodiversity Partnership Habitat Action Plans available at: http://www.norfolkbiodiversity.org/actionplans/habitat/
9. Cambridgeshire Biodiversity Partnership Habitat Action Plans available at: http://www.cpbiodiversity.org.uk/

Action Point

1. Biodiversity delivery

BD 1.1 Organisations delivering projects to contribute towards BAP targets should see whether the location of their proposed projects fit into the potential green infrastructure existing habitat networks (see section 4).

BD 1.2 Proposed projects that have more connection with the existing habitat networks should be given higher priorities than those that do not.

BD 1.3 Further surveying must be carried out to 'ground truth' the suggested habitat networks.

Pyramidal Orchid - Alexandra Knowles

4.3 BIODIVERSITY GREEN INFRASTRUCTURE IN THE WASH AND FENS PLAN

For the purposes of this Green Infrastructure Plan habitats have been plotted and mapped with relative 'ease' and then used to suggest the way wildlife uses, moves and migrates through the landscape (rural, coastal and urban), resulting in a suggested network of biodiversity habitats.

Unfortunately, the data that was received concerning habitat type was very limited and it tends to be restricted to designated sites. The habitats covering the vast majority of the area of this Green Infrastructure Plan have not been digitally recorded by any organisation. Therefore, it was not possible to include it in the maps for this Plan. Data mentioned in this Plan is that which has been recorded. Therefore, blank areas do not necessarily mean there is no biodiversity green infrastructure it may just mean it has not yet been recorded. A Phase One Habitat Survey for Lincolnshire was carried out in the 1980's. However, the Steering Group felt that the information should not be digitised for this Plan due to the large amount of time it would require.

There are many different recorded habitat types in the Green Infrastructure Plan area. In theory they could be broken down into the individual BAP habitat categories. Where possible this has been done with the initial data supplied to the project and this information may prove useful in the future. Due to the sketchy nature of the majority of the habitat information supplied, the habitat descriptions have been kept simple. The habitats identified are:

- **Wooded** - the composition of many types of woodland could only be described as broadleaved, coniferous or mixed, and in some cases only as wooded. Trees in the landscape such as rows of trees and copses have been described as wooded.
- **Wetland** - the river and drainage ditch network has also been used to contribute to the wetland network. The wetland network is also made up of data received concerning reedbeds, wet grassland, wet woodland, marsh, fens, ponds and lakes.
- **Riverine and drainage**
- **Grassland** - in most cases it was not possible to determine the type of grassland from the data received and as a result the generic term grassland has been used. With regards to the drainage ditch and river network found across the Plan's area, the assumption that the banks are mainly made up of grassland habitat has been made.
- **Coastal**
- **Heathland** - made up mainly from Norfolk data.
- **Water bodies**

The inclusion or exclusion of the drainage networks makes a considerable difference to the biodiversity networks of the project area (discussed further in section 4.7). Therefore, maps have been produced for grassland and wetland habitats with and without the drainage network.

The potential habitat networks have been mapped. They are discussed in section 4.5 and the maps are in section 4.6.

4.4 BIODIVERSITY GREEN INFRASTRUCTURE MAPS

The maps showing habitat types are based on the site boundaries on which the habitats are located. They are not based on the habitat quality or the size of the habitat types found within those sites.

Natural England and Norfolk County Council's Habitat Networks are included in the data used for identifying the biodiversity green infrastructure networks.

Designated Biodiversity Site Maps

These maps show the areas within the Plan's boundary with some form of official designation for biodiversity. Statutory and non statutory, internationally, nationally and locally important green infrastructure has been included. For the definitions of the designated included in these maps see Appendix ??

The accompanying maps are:

- Map 37 - Boston Borough - http://www.washestuary.org.uk/sect/00F50000.pdf
- Map 38 - East Lindsey - http://www.washestuary.org.uk/sect/00F60000.pdf
- Map 39 - West Norfolk (north) - http://www.washestuary.org.uk/sect/00F70000.pdf
- Map 40 - West Norfolk (south) - http://www.washestuary.org.uk/sect/00F80000.pdf
- Map 41 - South Holland - http://www.washestuary.org.uk/sect/00F90000.pdf
- Map 42 - Wisbech Area - http://www.washestuary.org.uk/sect/00FA0000.pdf

Simple Representation of Recorded Habitat Maps

These maps show the habitats that have been recorded in the Plan's area by partner organisations. Habitats have been grouped together into the simple broad habitat categories described in section 4.3.

The accompanying are:

- Map 43 - Boston Borough - http://www.washestuary.org.uk/sect/00FC0000.pdf
- Map 44 - East Lindsey - http://www.washestuary.org.uk/sect/00FD0000.pdf
- Map 45 - West Norfolk (north) - http://www.washestuary.org.uk/sect/00FE0000.pdf
- Map 46 - West Norfolk (south) - http://www.washestuary.org.uk/sect/00FF0000.pdf
- Map 47 - South Holland - http://www.washestuary.org.uk/sect/01000000.pdf
- Map 48 - Wisbech Area - http://www.washestuary.org.uk/sect/01010000.pdf

For more details on the features represented on all of these maps please use the interactive maps on the LRO website (see Appendix 1- currently only available for LCC partners).

4.5 IDENTIFYING POTENTIAL WILDLIFE HABITAT NETWORKS METHODOLOGY

The identification of habitat networks is complex and dependent upon many variables. A habitat network implies species will be able to move from one suitable habitat to another. It would be simple to assume that if there is a green corridor, such as those made through the connectivity or close association of protected sites, species would be able to move freely. However, this may not be the case. For example, the movement of species from a grassland County Wildlife Site (CWS) may find that an adjacent woodland Site of Special Scientific Interest (SSSI) is an unsuitable habitat and stop the species moving into this area or using the woodland as a corridor to move to a more suitable habitat. Therefore, it was complicated to map the potential habitat networks. The habitats represented at each area of recorded green infrastructure had to be identified. When this work had been done it was possible to search for all sites including specific habitats and use these to identify habitat networks in the Plan's area.

The issues of identifying what is considered to be a habitat network, and importantly, how close together habitats need to be, to be considered as a connected network, was addressed in the mapping process. Issues, such as geology, soil type, impassable barriers (e.g. intensively managed arable fields, roads and rivers) were not considered in the mapping process and may need to be considered when looking at habitat networks, especially when looking at extending a habitat network by undertaking a new project[10].

The methodology for Biodiversity Opportunity Mapping was used to create the potential habitat network maps. They show a visual representation of generalised existing habitat networks for the following broad habitat categories:
- **Wooded** - broadleaved mixed woodland, broadleaved deciduous woodland, open birch woodland and scrub.
- **Grassland** - rough calcareous grassland, rough acid grassland and rough neutral grassland.
- **Heathland** - open dwarf shrub heath, dense dwarf shrub heath and bog.
- **Wetland Mire, Fen and Bog -** bog, swamp, fen/marsh and fen/willow. This category also includes water bodies (excluding running water, rivers & drains), wet woodland and wet grassland.
- **Coastal habitats**

The MapInfo Geographical Information System (GIS) search facility was used to highlight each of the recorded green infrastructure sites with a representative of a particular grouping of habitats from the list above. It was then possible to use MapInfo to create a series of buffers around each site. These buffers show the potential movement distance of species using the habitats. Three species travel distances were used as the buffers. The buffers indicate the following:
- Maximum travel distance of highly mobile species
- Half maximum travel distance of mobile species
- Quarter maximum travel distance of mobile species.

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10. The author was informed of this methodology by Sharon Jefferies the 6C's Project Manager. The 6C's (3 Cities and 3 Counties, Derbyshire, Leicestershire and Nottinghamshire) Green Infrastructure Project has been using this methodology to inform its Green Infrastructure Plan, called *Green Infrastructure for The Three Cities: A Methodology for Biodiversity Opportunity Mapping* written by Graham Murray (2008).

Section 4 - Biodiversity Green Infrastructure

Where these buffers interlink a habitat network is suggested because, in theory, species should be able to move from one to another. However, **caution** needs to be taken because barriers to movement (e.g. roads) were not considered in the mapping and the buffers only apply to species able to move these distances. More immobile species may not be able to use the inferred network.

The buffer sizes varied with the different habitat categories because different species inhabit different habitats. The Biodiversity Opportunity Mapping methodology was used for this and is shown in table 1 below.

Table 1. Habitat Network Buffering Distances

Movement	Woodland	Heathland	Grassland	Wetland Mire/ Fen/Bog	Coastal
Maximum travel distance	3.0km	1.2km	2.0km	1.0km	3.0km
Half maximum travel distance	1.5km	0.6km	1.0km	0.5km	1.5km
Quarter maximum travel distance	0.75km	0.3km	0.5km	0.25km	0.75km

Because **coastal habitats** do not occur in the original 6C's methodology[10] the Steering Group decided to use the same buffer distances as for the woodland category. It was assumed that because the coastal habitats of The Wash tend to be fairly changeable then some of the dependant species would be reasonably mobile. However, please note that some coastal species at some point in their life cycle are relatively or completely immobile. For these species or life stages this buffer may be an overestimate. No scientific reasoning was used for this.

Movement refers to the distance it is possible for highly mobile species of each habitat to travel outside of their favoured habitat, assuming sufficient green corridors/habitats are provided and no barriers to the movement.

The **maximum** distance is based on a limited amount of scientific knowledge from previously researched species.

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10. The author was informed of this methodology by Sharon Jefferies the 6C's Project Manager. The 6C's (3 Cities and 3 Counties, Derbyshire, Leicestershire and Nottinghamshire) Green Infrastructure Project has been using this methodology to inform its Green Infrastructure Plan, called *Green Infrastructure for The Three Cities: A Methodology for Biodiversity Opportunity Mapping* written by Graham Murray (2008).

Section 4 - Biodiversity Green Infrastructure

This methodology provides a limited indication of the appropriateness of the size of the buffers. The methodology that has been used is based on habitats in inland sites in Leicestershire, Nottinghamshire and Derbyshire. The species this method was based on may or may not be found in the habitats across The Wash and fens. However, this methodology provided a good basis for the habitat networks mapping and has given a good basis for the search for green infrastructure networks. The findings will need to be 'ground trothed' to verify them, through further survey and study to ensure the inferred networks are present and usable before any new projects are undertaken.

The Biodiversity Opportunity Mapping has produced a workable methodology, building on the England Habitat Network Project of Dr Roger Catchpole, Natural England's Senior Spatial Ecologist, containing four main components and associated datasets:
- Current status
  - Existing habitat
  - Existing habitat networks
- Identifying suitable opportunities
  - Site suitability
  - Habitat network enlargement areas

The methodology for mapping habitat networks is still in its infancy and as it is used and tested, it will be liable to alteration and improvement. It is thought that this methodology will eventually be spread out on a national basis through Natural England and The Wildlife Trusts who are working together, in partnership, to develop a methodology to map:
- existing biodiversity
- areas where biodiversity must be restored in order to meet regional targets
- areas where biodiversity could most valuably be incorporated into other green infrastructure enhancements.
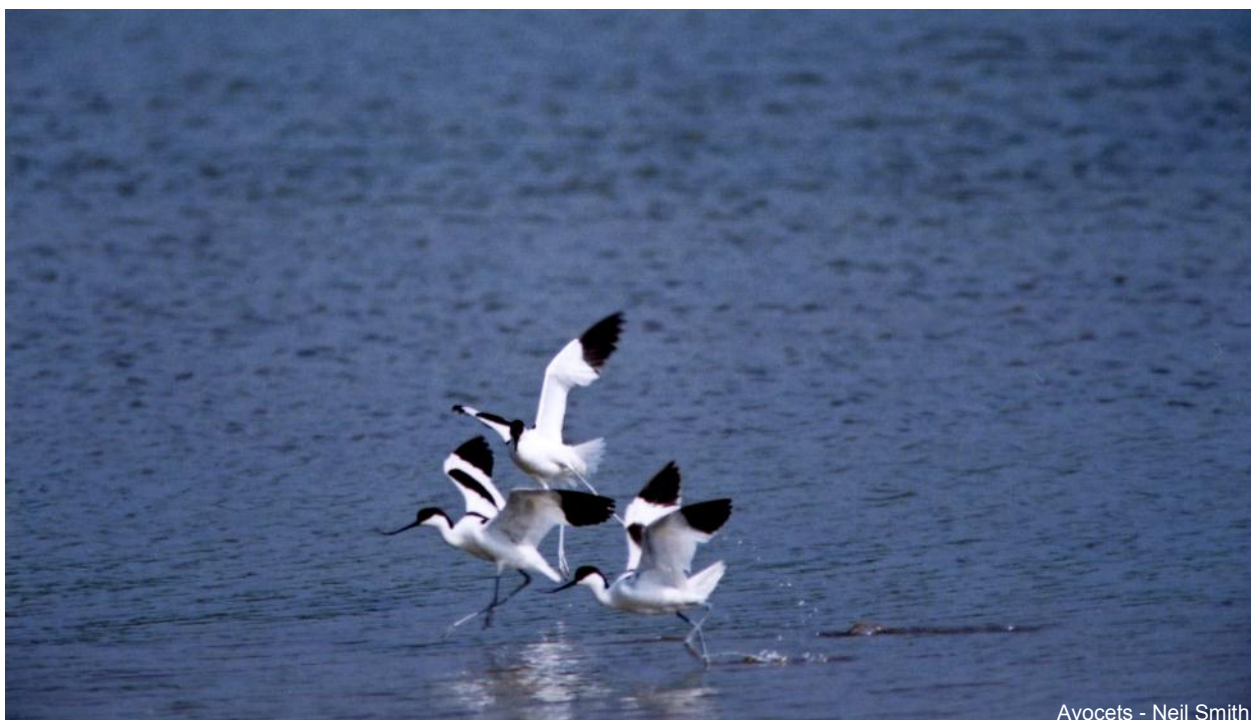
Avocets - Neil Smith

4.6 POTENTIAL HABITAT NETWORK MAPS

The potential habitat network maps show potential, not actual, habitat networks that occur across the Plan's area. Before it is possible to confidently say that these are actual habitat networks further field surveys are required to determine whether there are any barriers to species movements.

Natural England and Norfolk County Council's Habitat Networks are included in the data used for identifying the biodiversity green infrastructure networks.

The accompanying maps are:

Wooded Potential Habitat Networks Maps

- Map 49 - Boston Borough - http://www.washestuary.org.uk/sect/01290000.pdf
- Map 50 - East Lindsey - http://www.washestuary.org.uk/sect/012A0000.pdf
- Map 51 - West Norfolk (north) - http://www.washestuary.org.uk/sect/012B0000.pdf
- Map 52 - West Norfolk (south) - http://www.washestuary.org.uk/sect/012C0000.pdf
- Map 53 - South Holland - http://www.washestuary.org.uk/sect/012D0000.pdf
- Map 54 - Wisbech Area - http://www.washestuary.org.uk/sect/012E0000.pdf

Grassland (excluding drains) Potential Habitat Networks Maps

- Map 55 - Boston Borough - http://www.washestuary.org.uk/sect/010A0000.pdf
- Map 56 - East Lindsey - http://www.washestuary.org.uk/sect/010B0000.pdf
- Map 57 - West Norfolk (north) - http://www.washestuary.org.uk/sect/010C0000.pdf
- Map 58 - West Norfolk (south) - http://www.washestuary.org.uk/sect/010D0000.pdf
- Map 59 - South Holland - http://www.washestuary.org.uk/sect/010E0000.pdf
- Map 60 - Wisbech Area - http://www.washestuary.org.uk/sect/010F0000.pdf

Grassland (including drains) Potential Habitat Networks Maps

- Map 61 - Boston Borough - http://www.washestuary.org.uk/sect/01100000.pdf
- Map 62 - East Lindsey - http://www.washestuary.org.uk/sect/01120000.pdf
- Map 63 - West Norfolk (north) - http://www.washestuary.org.uk/sect/01130000.pdf
- Map 64 - West Norfolk (south) - http://www.washestuary.org.uk/sect/01140000.pdf
- Map 65 - South Holland - http://www.washestuary.org.uk/sect/01150000.pdf
- Map 66 - Wisbech Area - http://www.washestuary.org.uk/sect/01160000.pdf

Mire, Fen, Bog and Open Water Potential Habitat Networks

- Map 67 - Boston Borough - http://www.washestuary.org.uk/sect/01220000.pdf
- Map 68 - East Lindsey - http://www.washestuary.org.uk/sect/01230000.pdf
- Map 69 - West Norfolk (north) - http://www.washestuary.org.uk/sect/01240000.pdf

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- Map 70 - West Norfolk (south) - http://www.washestuary.org.uk/sect/01250000.pdf
- Map 71 - South Holland - http://www.washestuary.org.uk/sect/01260000.pdf
- Map 72 - Wisbech Area - http://www.washestuary.org.uk/sect/01270000.pdf

Mire, Fen, Bog, Open Water, Rivers and Drains Potential Habitat Networks Maps

- Map 73 - Boston Borough - http://www.washestuary.org.uk/sect/011B0000.pdf
- Map 74 - East Lindsey - http://www.washestuary.org.uk/sect/011C0000.pdf
- Map 75 - West Norfolk (north) - http://www.washestuary.org.uk/sect/011D0000.pdf
- Map 76 - West Norfolk (south) - http://www.washestuary.org.uk/sect/011E0000.pdf
- Map 77 - South Holland - http://www.washestuary.org.uk/sect/011F0000.pdf
- Map 78 - Wisbech Area - http://www.washestuary.org.uk/sect/01200000.pdf

Coastal Potential Habitat Networks Maps

- Map 79 - Boston Borough - http://www.washestuary.org.uk/sect/01030000.pdf
- Map 80 - East Lindsey - http://www.washestuary.org.uk/sect/01040000.pdf
- Map 81 - West Norfolk (north) - http://www.washestuary.org.uk/sect/01050000.pdf
- Map 82 - West Norfolk (south) - http://www.washestuary.org.uk/sect/01060000.pdf
- Map 83 - South Holland - http://www.washestuary.org.uk/sect/01070000.pdf
- Map 84 - Wisbech Area - http://www.washestuary.org.uk/sect/01080000.pdf

Heathland Potential Habitat Networks Maps

West Norfolk is the only District/Borough in the Plan area containing this habitat. Therefore, only the maps for this area were produced.

- Map 85 - West Norfolk (north) - http://www.washestuary.org.uk/sect/01180000.pdf
- Map 86 - West Norfolk (south) - http://www.washestuary.org.uk/sect/01190000.pdf

For more details on the features represented on all of these maps please use the interactive maps on the LRO website (see Appendix 1 - currently only available for LCC partners).

Moulton - Alan Lambert

4.7 LAND DRAINAGE AND
GREEN INFRASTRUCTURE

Within the Fenland farmed environment drainage ditches make up a valuable part of the farmland wildlife habitats. Landowners, farmers and the Drainage Boards play an important role in ensuring that these habitats are protected and enhanced whilst ensuring that the essential job of water management is still carried out. It is important to remember that the primary reason for drainage ditches across the fenland landscape is that of water management. This must remain the foundation on which to work when protecting and improving wildlife habitats and public access.

The drainage ditches and habitat network maps show the importance of drainage ditches within the farmland environment and the interconnectedness of wetland habitats across The Wash and fens area.

The IDBs within The Wash and fens have now produced BAPs which can be viewed on the individual IDB websites. The IDBs, Natural England and Farming and Wildlife Advisory Group (FWAG) have all issued guidance upon managing drainage ditches for the benefit of birds, invertebrates, mammals and wetland plants which can contribute to the implementation LBAPs. A useful document regarding managing drainage channels for the benefit of wildlife is the joint publication between the Association of Drainage Authorities and Natural England called *The Drainage Channel Biodiversity Manual*[11].

It may be possible to improve public access alongside many drainage ditches through the use of permissive rights of way created by Environmental Stewardship. However, this will depend on the current target priorities of the area. It would involve partnership working between the landowners and Natural England, with consultation in some cases regarding the management requirements of the IDBs. It must be remembered that at certain times of the year drainage ditch management operations using heavy machinery must take place. The access conditions within the Environmental Stewardship Scheme allow for temporary closure of permissive paths for such operations.

Any footpath, bridleway or cycleway creation work should be done following community consultation to discover where footpaths are needed. The community consultation that was carried out for this Plan is discussed in section 6.

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11. The Drainage Channel Biodiversity Manual is available at: http://naturalengland.etraderstores.com/NaturalEnglandShop/NE121

5.1 A DESCRIPTION OF FUNCTIONAL GREEN INFRASTRUCTURE

The primary purpose of functional green space is not that of providing access or biodiversity benefits, but is of some other beneficial reason. For the purposes of this Plan, such functions include:

- Flood alleviation areas
- Roadside verges
- Drainage ditches
- Flood banks
- Sea banks
- Cemeteries
- Historical sites
- Allotments
- Railway embankments
- Private gardens.

Very often, though not always, these areas of functional green space are also important for other reasons, such as biodiversity and public access. They can provide habitats or green corridors for wildlife and/or provide access for members of the public.

This section of the Plan deals with historic and farming green infrastructure because they are very important to The Wash and fens. Both have links with biodiversity and accessible green infrastructure. They can provide important habitats for wildlife and many historic sites are publically accessible while farmland can be adjacent to or contain public rights of way.

Angela Reeve

5.2 GREEN INFRASTRUCTURE AND THE HISTORIC ENVIRONMENT

Definition of the Historic Environment

The historic environment is all around us. It includes archaeological sites, both designed and historic landscapes, and historic buildings and structures from the earliest human activity through to recent times. They provide cultural, social and environmental services.

The 'historic environment' is defined by English Heritage (the Government's Statutory adviser) as:
'*all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible or buried, and deliberately planted or managed flora[12].*'

Historical Features in our Landscape and their importance in the Green Infrastructure Network

There are many historical sites and buildings across the fens and around The Wash, including churches, earth works, hedgerows, historic parks, cemeteries, ancient paths, drove roads and ancient woodlands. These provide an important understanding of how the land and seascapes around The Wash and fens were formed through land use and provide information on ways the land should now be managed. They can show what the land has been used for. For example, the old World War II pill boxes are scattered around the coast of The Wash. Historic features are also part of our culture and provide a 'character' for the area[12].

There are some obvious links with the green infrastructure network, such as the hedgerows, ancient woodlands, historic parks, historic paths and drove roads in terms of wildlife and public access. However, some links may be a little more abstract. For example, historic buildings are often important places for biodiversity. Churches often contain bat roosts and as their natural habitat becomes scarce, churches are playing an even more vital role in the survival of these endangered mammals[13].

Generally churchyards and cemeteries, are pockets of countryside locked within built up areas and are inherently quiet places. They can provide a range of habitats that can support a diversity of wildlife and are a legacy from the past. They can also form an important part of the 'green corridor' networks of parks, gardens, and other open spaces that enable wildlife to move around the countryside and beyond. As more churchyards and cemeteries are

The Wash Estuary Project
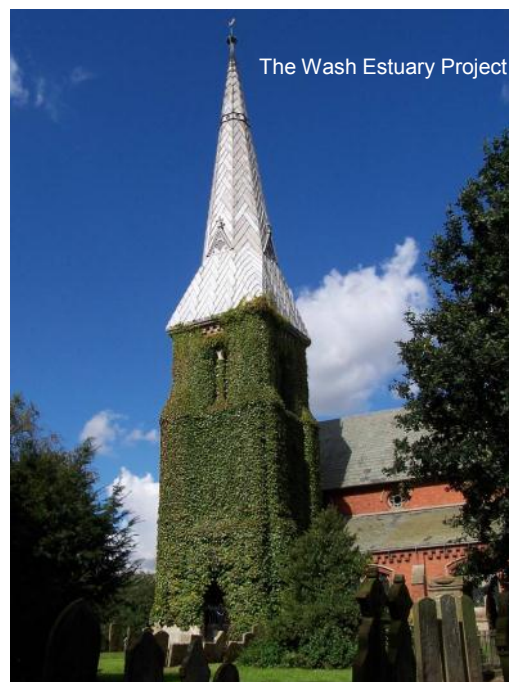
12. Natural England (2010) *Historic environment and cultural landscapes* [online] available at: http://www.naturalengland.org.uk/ourwork/landscape/protection/historiccultural/default.aspx
13. Bat Conservation Trust (2010) *Bats and Churches* [online] available at: http://www.bats.org.uk/pages/bats_in_churches.html

surveyed, their nature conservation interest is revealed and many have been designated as important sites for conservation.

Historic monuments and buildings can also be important wildlife habitats. The rich variety of stone within cemeteries represents a valued resource for the understanding and appreciation of geology, as well as providing habitats for lichens and lower plants[14].

Earth works and features in fields such as ridge and furrow systems, indicate areas that have not fallen to deep ploughing and the passion of the landowners and/or schemes such as the Environmental Stewardship Scheme have protected these features. Many such historical features on relatively undisturbed land provide the basis of biodiversity rich habitats, which are either ancient in themselves or newly recreated such as flower rich grassland swards.

Historic pathways drove roads and roadside verges of historic routes, not only provide public access, but may also support remnants of ancient habitats. Again surveying of these for their wildlife interest would add to the understanding of the green infrastructure network across The Wash and fens.

With regard to public access, some historic sites add areas of open public access to the locality, whilst others, though not publically accessible, add interest to walks and visits to the countryside.

Historic Landscape Characterisation

The purpose of the Historic Landscape Characterisation (HLC) projects is to describe the modern landscape of historic counties in terms of the existing features seen today and of the processes by which they were formed. By using computer-based mapping systems, a map of the county can be produced that will show the historic character of the landscapes. This type of work will help people to interpret the modern environment with reference to how it has developed and help to identify what is historically important about particular landscapes.

Each county related to this plan is carrying out a HLC study and details of each can be found at the following websites:
- Lincolnshire - http://www.lincolnshire.gov.uk/residents/environment-and-planning/conservation/archaeology/Railway embankments
- West Norfolk - http://www.west-norfolk.gov.uk/default.aspx?page=24455 and the Historic Landscape Characterisation Document at www.west-norfolk.gov.uk/pdf/Final%20LCA.pdf
- Cambridgeshire - http://www.cambridgeshire.gov.uk/leisure/archaeology/.

The recommendations of the HLC Projects of Lincolnshire and Norfolk County Councils, should be read in conjunction with this Green Infrastructure Plan.

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14. English Heritage (2007) Paradise Preserved: An introduction to the assessment, evaluation, conservation and management of historic cemeteries

Action Point

1. Identifying the importance of historical sites in the green infrastructure network

FU 1.1 This Green Infrastructure Plan recommends that biodiversity surveys are carried out at suitable historical features, where they have not yet been done or need updating, to determine their contribution to the biodiversity network. This may in turn lead to protection or enhancement through partnership working between landowners, conservation bodies and funders (e.g. the God's Acre project - see below).

God's Acre Project

Caring for God's Acre (CfGA) is a conservation charity for churchyards and burial grounds. It aims to inspire and support local communities to care for churchyards and burial grounds in a way which benefits both people and wildlife - preserving heritage, conserving wildlife, involving communities.

Churchyards and old burial grounds are 'living sanctuaries' providing a refuge for a rich diversity of plants and animals. They are important places for archaeology and history, revealing evidence of the past and documenting the lives of people who have lived and worked in a parish.

CfGA helps communities:

- Discover the treasures in their local churchyard - plants, animals, geology, stone carving, epitaphs, ancient monuments
- Plan the sensitive management of all the churchyard features
- Make the churchyard a safe place of peace for quiet reflection
- Celebrate and promote the churchyard as a place of interest and learning for the whole community[15].

The Wash Estuary Project

15. Contact details are as follows;
Address : 6 West Street, Leominster, Herefordshire, HR6 8ES.
Telephone : 01568 611154.
E-mail: info@cfga.fsnet.co.uk
Website: www.caringforgodsacre.org.uk

5.3 MAPS FOR THE HISTORIC ENVIRONMENT

The historic environment maps show the designated historic sites recorded around The Wash and fens, such as listed buildings and scheduled ancient monuments.

The maps accompanying this section of the Plan are:

- Map 87 - Boston Borough - http://www.washestuary.org.uk/sect/01530000.pdf
- Map 88 - East Lindsey - http://www.washestuary.org.uk/sect/01540000.pdf
- Map 89 - West Norfolk (north) - http://www.washestuary.org.uk/sect/01550000.pdf
- Map 90 - West Norfolk (south) - http://www.washestuary.org.uk/sect/01560000.pdf
- Map 91 - South Holland - http://www.washestuary.org.uk/sect/01570000.pdf
- Map 92 - Wisbech Area - http://www.washestuary.org.uk/sect/01580000.pdf

For more details on the features represented on all of these maps please use the interactive maps on the LRO website (see Appendix 1 - currently only available for LCC partners).

The Wash Estuary Project
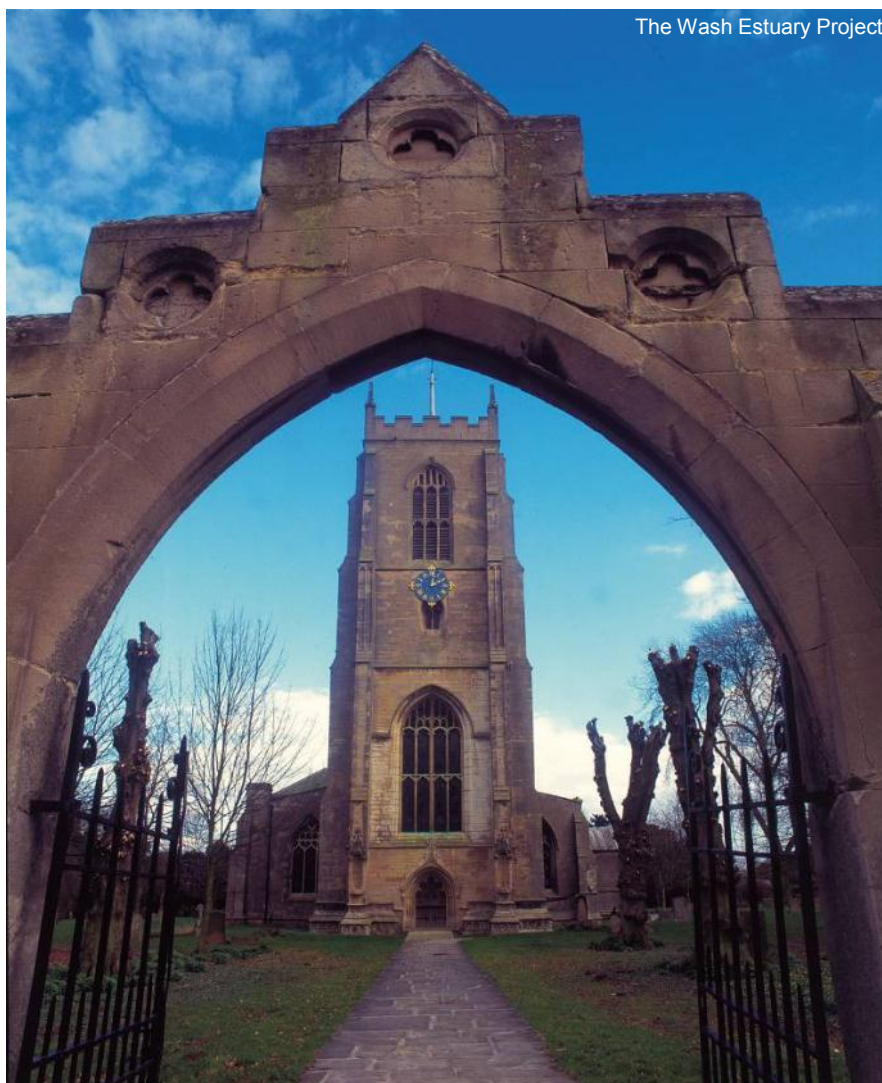
5.4 FARMING AND GREEN INFRASTRUCTURE

Agricultural land is an integral part of green infrastructure and the farmland encompasses wetlands, meadows, pasture land, field margins, hedges, wooded areas and many other wildlife habitats that support native species. These habitats provide ecosystem services, such as water filtration and carbon sequestration. Farmland also adds to the human enjoyment of the countryside. Given future pressures on land use careful planning and management of green infrastructure upon farmland will help to raise the public's awareness of the importance of farmland not only for human enjoyment but also for food production and wildlife.

The National Farmers Union (NFU) has produced a document called *Why Farming Matters in the Fens*. Within this document there are many important facts and figures which show how important the agricultural land around The Wash is. The following are examples:

- The fens contain around half of all Grade 1 farmland, the most productive farmland in England
- 70% of land within the fens is managed under Environmental Stewardship Schemes
- More than a third (37%) of vegetables grown in the open are grown in the fens
- Farms in the fens support 27,000 full and part-time jobs
- Farming within the fens underpins a food and drink manufacturing sector worth an estimated £1.7 billion[16].

The landscape surrounding The Wash is dominated by farmland, especially arable land. Many of the significant landowners in this area are farmers and much of the task of improving the green infrastructure provision from farmland will rely heavily on their goodwill and enthusiasm.

As the examples above show, food production is vitally important to England and to the economy of the local community of The Wash and fens. Improving access to, and education about, the farmed countryside will help to educate the public about the unique environment across the fens. Increasing natural habitats such as fen restoration projects (an example of which is being carried out at Willow Tree Farm by the Lincolnshire Wildlife Trust[17]) are prime examples of how small areas of unproductive farmland can assist in benefitting wildlife and raising the public's appreciation of the fenland farmed landscape.

The Wash Estuary Project

An additional benefit of making the farmed landscape enjoyable to members of the public is a boost to the local economy from the money that the public spend upon farm diversification projects, such as farm shops or bed and breakfasts, and on the local economy in supporting pubs, local shops and visitor attractions.

16. *Why Farming Matters in the Fens* can be downloaded from their website:
http://www.nfuonline.com/Regions/East-Anglia/News/Why-farming-matters-in-the-Fens(2)/
17. See http://lincstrust.org.uk/reserves/nr/reserve.php?mapref=53 for more information

Campaign for the Farm Environment

A voluntary campaign, Campaign for the Farmed Environment (CFE), is working to encourage farmers and land managers to retain and exceed the environmental benefits that were provided by set-aside. The NFU states:
"we have until 2012 to make the voluntary approach work otherwise regulation will be put in place, resulting in more red tape and expense for everyone."

The NFU and Country Land and Business Association (CLA) with support from industry leaders and environmental organisations are encouraging all farmers and land managers to take part in this campaign. Actions include:
- Renewing or joining Entry-Level Stewardship
- Retaining former set-aside and other areas of uncropped land as wildlife habitats
- Completing the annual DEFRA farm survey returns.

Most importantly they are encouraging areas outside of Entry-Level Stewardship, such as field corners or wet holes, to be put into the campaign as a voluntary measure. This is recorded online in the annual DEFRA farm survey.

The campaign aims to pull together the huge amount of work that farmers and land managers already do to encourage wildlife, to benefit soil and water resources and support farmland birds. It promotes existing Stewardship Schemes and encourages voluntary management that will benefit the environment whilst ensuring efficient and profitable food production. It aims to show that further regulation is not needed.

The DEFRA farm survey data collected as a result of this campaign will contribute to our understanding of green infrastructure across the farmed landscape[18].

Environmental Stewardship Scheme

Natural England works very closely with the farming community and farmers representatives such as the NFU and FWAG to help farmers plan, manage and fund environmental and access improvements upon their land. The main way for doing this is the DEFRA funded Environmental Stewardship Scheme. There are three types of Environmental Stewardship:
- Entry-Level Stewardship - requiring simple, effective land management to maintain land in good agricultural and environmental condition. Open to all farmers and landowners
- Organic Entry-Level Stewardship - geared towards organic and organic/conventional mixed farming systems
- High-Level Stewardship - more complex types of management and agreements are tailored to local circumstances. Applications to this Scheme are assessed against specific local targets which good green infrastructure planning can help with[19].

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18. For more information on how to take part in the Campaign for the Farmed Environment go to their website at: http://www.cfeonline.org.uk/.
19. More information about the Environmental Stewardship Scheme can be found at the Natural England local office or their website at: http://www.naturalengland.org.uk/ourwork/farming/default.aspx
FWAG is now in administration (as of November 2011)

5.5 FARMING MAPS

The farming maps show landholdings that were in Environmental Stewardship in 2010. These landholdings have/are working towards protecting and/or improving the wildlife value of farmland for the long term benefit of all. Permissive access which has been given to the public by farmers and landowners through the Stewardship Schemes have been used when compiling the linear public access maps in section 3 (maps 7-12). The information used to produce these maps was supplied by Natural England.

The maps accompanying this section of the Plan are:

- Map 93 - Boston Borough - http://www.washestuary.org.uk/sect/01610000.pdf
- Map 94 - East Lindsey - http://www.washestuary.org.uk/sect/01620000.pdf
- Map 95 - West Norfolk (north) - http://www.washestuary.org.uk/sect/01630000.pdf
- Map 96 - West Norfolk (south) - http://www.washestuary.org.uk/sect/01640000.pdf
- Map 97 - South Holland - http://www.washestuary.org.uk/sect/01650000.pdf
- Map 98 - Wisbech Area - http://www.washestuary.org.uk/sect/01660000.pdf

For more details on the features represented on all of these maps please use the interactive maps on the LRO website (see Appendix 1 - currently only available for LCC partners).

Alexandra Knowles

6.1 COMMUNITY CONSULTATION FOR THE WASH AND FENS GREEN INFRASTRUCTURE PLAN

Throughout this document community consultation comes out as being of key importance in green infrastructure planning. Green infrastructure in nearly every form relies heavily on human intervention, usage or management. If it is possible to get the local community on board with a green infrastructure project then the chances of it's success are much greater.

Green infrastructure features that are wanted, appreciated and understood by the local community, will be used and cared for by them. This may include contributions towards management such as actual physical conservation and maintenance tasks or fundraising. It may lead to the formation of "friends of ...." groups, especially if the project has been instigated by the community.

'*If parks and green spaces are well managed, research has shown that communities use their local spaces more, have better relationships with their local councils and take some pride in the area where they live'* (Urban Green Nation: Building the Evidence Base CABE Space (2010)).

In an attempt to get a better understanding of how the countryside of The Wash and fens is used, both by wildlife and members of the public, The Wash Estuary Project carried out a series of public consultation events to gather information.

The two aims of these events were:
- To gather local knowledge from members of the public about their local green infrastructure features with its location pinpointed on maps.
- To gather information regarding green infrastructure features that they would like to see in the future. It was emphasised that this was a wish list to 'paint' a picture of the area rather than an actual promise to deliver actions on the ground.

When looking at the information provided by the public it needs to be taken into consideration that the public's descriptions have not been verified or 'ground truthed'.

Wild About Lincolnshire 2009 - John Badley

Section 6 - Community Consultation

Method

Community consultations were held at the following events in 2009:
- The Lincolnshire Show (two days)
- The Wrangle Show, Lincolnshire (one day)
- The Heckington Show, Lincolnshire (two days)
- The Gosberton Environment Show, Lincolnshire (one week - unmanned display)
- Heacham Fete, Norfolk (one day)
- Wild About Lincolnshire (one day).

A static display explaining what green infrastructure and The Wash and Fens Green Infrastructure Plans are were exhibited at these events. A large number of maps of each District/Borough showing the officially recorded green infrastructure features (as described in the previous sections) were displayed, in a very basic form (i.e. red for accessible green infrastructure, green for wildlife green infrastructure and purple for functional green infrastructure). Onto these maps, members of the public stuck numbered and coloured stickers to indicate the location of the green infrastructure features that they knew of, or their suggestion for a new piece of green infrastructure. These were cross-referenced to an information slip that provided further details of the feature. The slips were numbered and coloured with the corresponding map sticker.

Initially, it was hoped that the members of the public would fill in the slips themselves. However, at the first show it soon became apparent that it was important to engage members of the public in conversation to both explain the Plan and to gather more detailed information from them. From the conversations it was often possible to identify further information that was of use to the Plan.

In addition to the shows, The Wash Estuary project held six workshops, open to all, in October 2009. These were at:
- Wisbech, Cambridgeshire - the Boathouse
- Wainfleet, Lincolnshire - the Memorial Hall
- Kirton, Lincolnshire - the Town Hall
- Spalding, Lincolnshire - the South Holland Centre
- Holbeach, Lincolnshire - at The Wash Estuary Project Agricultural Working Group.

These workshops followed a similar structure to the other events the Project attended in 2009. They started with a presentation on the Green Infrastructure Plan followed by a question and answer session. The mapping of green infrastructure features was then carried out as previously described by the workshop attendees. Because the presentation was quite detailed it was possible to leave the attendees to add their own green infrastructure information unless they requested staff assistance. These workshops were advertised to The Wash Estuary Project mailing list, in the Project's newsletters, at Wash Week 2009, and the Wash Estuary Project Conference (Wash Wide); invitations were sent to interested local organisations and user groups; and press releases were sent to the local papers.

Section 6 - Community Consultation

Results

During the public consultation events 750+ pieces of information showing accessible, biodiversity and/or tourism green infrastructure that exists or was suggested for the future were received. Table 2 shows the number of comments received in each District/Borough in the Plan's area. Tables 3 to 7 show a breakdown of the number of comments received for the most popular green infrastructure features in the District/Boroughs (sites receiving less than 3 comments are not listed). A complete list of the comments received are given in the table accompanying this document (available at http://www.washestuary.org.uk/sect/01780000.pdf).

Table 2. Numbers of comments received in Districts/Boroughs

District/Borough	Total No. of Comments	Existing Green Infrastructure	Future Green Infrastructure
Boston Borough	158	120	38
East Lindsey District	95	64	31
South Holland District Council	221	201	20
Borough of King's Lynn and West Norfolk	83	46	37
Wisbech	27	23	4

Table 3. Number of comments received for the most popular green infrastructure features in **Boston Borough**

Name	Owner	No. of Comments	Existing Approval of Feature	Ideas for Future	Public Access Feature	Wildlife Feature	Historic/ Attraction Feature
Freiston Shore	RSPB	16	11	5	5	8	3
Frampton Marsh	RSPB	10	10	0	5	3	1
Boston Town	Various	7	4	3	3	1	3
Witham Way Country Park	BBC	6	6	0	4	2	0
Area near Pilgrim Fathers Memorial/ Havenside LNR	BBC	4	3	1	1	1	2
Boston Woods Area	BWT	4	3	1	1	2	1
Grange Park, Leverton		4	4	0	0	2	2
Boston Cemetery Area		3	3	0	1	2	0
40ft Drain in Boston		3	1	2	2	1	0
Land at Scrane End, near Freiston	RSPB	3	3	0	1	2	0
Land at Wrangle Lowground	George Denby Farms	3	3	0	1	2	0
Maud Fauster Drain		3	2	1	2	1	0
Witham Bank, Boston Area		3	1	2	3	0	0

Section 6 - Community Consultation

Table 4. Number of comments received for the most popular green infrastructure features in in the **Borough of King's Lynn and West Norfolk**

Name	No. of Comments	Existing Approval of Feature	Ideas for Future	Public Access Feature	Wildlife Feature	Historic/ Attraction Feature
Hunstanton Cliffs and beaches	6	4	2	4	2	0
Hunstanton area	4	1	3	4	0	0
King's Lynn area	4	0	4	3	0	1
Onger Hill	3	1	2	2	1	0
Snettisham Beach	3	2	1	2	1	0

The low number of public responses is due to the Borough having recently produced a separate Green Infrastructure Plan for the King's Lynn Growth Point. As part of this process the public was consulted and their responses used for the production of that document.

Table 5. Number of comments received for the most popular green infrastructure features in **East Lindsey**

Name	Owner	No. of Comments	Existing Approval of feature	Ideas for Future	Public Access Feature	Wildlife Feature	Historic/ Attraction feature
Croft Bank and Pine TREES Holiday Park	Croft Bank Holiday Park & Pine Trees Holiday park	7	7	0	3	2	2
Gibraltar Point Nature Reserve	LWT/LCC	5	5	0	1	4	0
New Bolingbrook area		3	3	0	3	0	0
North of Boston	BWT	3	0	3	1	1	1
Medlam area		3	1	2	2	1	0
Sibsey area		3	0	3	3	0	0
Wainfleet area		3	1	2	1	0	2

Section 6 - Community Consultation

Table 6. Number of comments received for the most popular green infrastructure features in **South Holland**

Name	Owner	No. of Comments	Existing Approval of Feature	Ideas for Future	Public Access Feature	Wildlife Feature	Historic/ Attraction Feature
Moulton Marsh Nature Reserve area		11	10	1	3	6	2
Shep White's area		11	10	1	7	3	1
Spalding railway line/ Coronation Chanel area & churchyard		11	11	0	4	6	1
In and around Vernatt's Nature Reserve and Spalding Cemetery	SHDC	7	7	0	2	4	1
Gedney Drove End area		6	6	0	4	1	1
Baston Fen Nature Reserve	LWT	5	5	0	2	2	1
Coronation Channel and Arnold's Meadow area		5	5	0	2	2	1
East Light House and Sutton Bridge area		5	5	0	5	0	0
Pinchbeck Millennium Wood		5	5	0	2	2	1
Fishing Lakes near Quadring High Fen		4	4	0	1	2	1
Moulton village green/park area		4	4	0	1	2	1
West Pinchbeck Nature Reserve	LWT	4	4	0	1	2	1
Wrangle Marsh		4	0	4	4	0	0
Butterfly and Wildlife Park		3	3	0	1	1	1
Crowland area		3	3	0	2	1	0
Holbeach St Mark's area		3	3	0	2	1	0
Hovenden House		3	3	0	1	1	1
Long Sutton area		3	3	0	1	1	1
Sneath's Mill area		3	2	1	1	0	2
Spalding cycle track, Warden Tree to bypass		3	3	0	2	1	0
Sutton Bridge area		3	2	0	2	1	0
Tydd St Mary area		3	3	0	0	2	1
Willow Tree Fen	LWT	3	3	0	1	1	1

Table 7. Number of comments received for the most popular green infrastructure features in in **Wisbech**

Name	No. of Comments	Existing Approval of Feature	Ideas for Future	Public Access Feature	Wildlife Feature	Historic/ Attraction Feature
Wisbech area Cemetery, allotments recreation ground	5	5	0	3	2	0
Halfpenny Lane allotments	4	4	0	4	0	0
Milltree & Coxes Lane allotments	4	4	0	4	0	0
The Still Downgate allotments	3	3	0	3	0	0

Action Point

Community comments about suggestions for improvements

CC 1.1 The suggestions for improvements to existing green infrastructure and the creation of new green infrastructure features gained from the community consultation should be investigated further (see tables 8 to 12 for suggestions provided).

Tables 8 to 12 show all comments received from the public for future improvements in The Wash and fens green infrastructure network. They are the views of the public and not necessarily endorsed by The Wash Estuary Project. These tables accompany maps 99 to 104. The reference number associated with each suggestion relates to the number on the District/ Borough map the table belongs to. All comments can be found in Appendix 4.

Table 8. Future suggestions for green infrastructure from public consultations in **Boston Borough**. This table relates to map 99

Ref No.	Location	Suggestions	Feature Type
4		More bridleways needed. Horse access needed along Horncastle Road, pilleys land, bridge to cow bridge	Public access
6		Fill in dykes that are no longer used, aren't connected to the network	Functional
9		New viewing platform at Freiston Shore not wheelchair accessible	Public access
11		Replace the A52 and create wildlife habitats alongside it. Regularly closed due to accidents	Wildlife
12			Public access
14	Wrangle Common	Needs a footpath the road is slipping towards the drain, difficult to control a child's buggy. Lots of traffic	Public access

Table 8 continued

Ref No.	Location	Suggestions	Feature Type
18		More green lanes and byways for using motorbikes. Information should be made available about what can be used	Public access
25		Improve access to historical features to add interest to walks	Public access
33		More football and cricket pitches in the villages	Public access
47	Bicker Friest	From the end of the road go to the field boundary then head north to Rookery Road	Public access
64		Leadenhall farm used to be an active heronry in the wood	Wildlife
66	Shep Whites	Level car park - too many pot holes	Public access
93		Improvement in bridleways	Public access
119		More crossing points over drains for cycling across the fens	Public access
121		Boat trips between Boston and Titchwell	Public access
134		RSPB may be interested in a 10 acres or so	Wildlife
154	Boston	More woodland around Boston	Wildlife
161	Moulton Marsh	Pond and fields - potential for access, habitat creation. Local Nature Reserve	Wildlife
166	Back of Kirton Marsh	More habitat creation like RSPB have done at Frampton	Wildlife
183		Make it easier to find information. Promote things better walks etc. around Boston	Public access
189		The coastline needs to be in protected ownership like the North Norfolk coast particularly between Freiston and Gibraltar Point	Wildlife
233		Previously ridden a lot. Would like to see reopened	Public access
235, 236		Previously ridden though not anymore. Needs to be reinstated	Public access
238, 239		Previously ridden between Barker Yard Public Highway and bridle way. Now lost access	Public access
240		River bank used to be ridable. Needs to be reinstalled	Public access
242-247	Bishops farm, Grants farm and Skirbeck farm	Would be excellent to open up the tracks and make more circular routes	Public access
248, 249		Belongs to Harehill farm at Toyton. Open up as bridleway if possible	Public access
252-254		Used to be ridden as a bridleway. Needs to be reinstated	Public access

Table 8 continued

Ref No.	Location	Suggestions	Feature Type
290, 291		This is a footpath but it was once a bridleway. Would like to see it as a bridleway again	Public access
304, 305		This used to be footpath but has now been ploughed up	Public access
333		Ride between Shep Whites and Sutton Bridge would be welcome	Public access
336		Improved access to The Wash from Moulton Seas End. Improved signage of how to get to The Wash	Public access
481	South bank of the south 40ft drain.	Create multi-use path on bank with gates (such as used on water railway) for use by cyclists, horse riders and walkers. Path would not need to be re surfaced initially	Public access
482			Green tourism
485	Create cycleway along south 40ft	Create cycleway from Somerfields supermarket to Chain Bridge. Links to Waterways Partnership plans	Public access
488	Create cycleway along Witham Bank	Create cycleway along Witham bank from A52 to Haven (near dock)	Public access
489	Any area on outskirts of Boston	BWT is achieving several of the WEP's aims - encourage funding be delivered to it	Public access
490			Green tourism
491			Wildlife
500, 501	Boston woods extension to Sir Joe Banks Country Park		Green tourism
666	Across three counties	A regional park covering fens and Wash enabling joint management and funding across 3 counties	Public access
667	Non site specific	More linked walks and leisure cycle routes with bunk house barn accommodation	Public access
690	Fishtoft, Pilgrim Fathers' Memorial	Needs to tell story of Pilgrims (tourism) to link to Guildhall. Good viewing point for shipping going to the port. Poor state of current repair	Public access
693	Coastal Defence	Needs to be maintained so that hinterland can still produce food	Other
702	Coastal cycle route	A Skegness to Hunstanton cycle route	Public access
704	Boston to Skegness	Coastal path	Public access
705	Boston	Get rid of modern myth that Boston ignores the river. It is not so, see all the old paintings	Other
706	Freiston lagoon	Not too much more development	Wildlife
707	Freiston plus other areas	Link natural and historic environment together.eg. Freiston Nature with historic development of area. i.e. Pill Boxes, Marine Hotel, Victorian Beaches	Wildlife, historic

Table 8 continued

Ref No.	Location	Suggestions	Feature Type
708	Freiston Shore	Better, bigger car parking at Freiston Shore	Public access
709	Boston	By-pass for Boston	Public access
710	Boston	Cantilevered walkway along riversides (as at Gainsborough)	Public access
711	Boston	Build a by-pass	Public access
713	Boston	More publicity to commemorate the Pilgrim Fathers	Public access
715	Freiston to Snettisham	A National Nature Reserve from Freiston to Snettisham	Wildlife feature
717	Non site specific	More footpaths and bridleways on coast and fens	Public access feature
718	Non site specific	Scrap Fens Waterways Project, spend the money on floodbank protection around The Wash	Other
721	The Haven Tidal Barrier	But needs to be further downstream	Other
723	Boston Quay	A centre to celebrate and educate the shell fishing in The Wash	Public access
724	Non site specific	Leave it to God and local communities to decide	Wildlife
725	Freiston	No more development, roads too narrow	Public access
728	Non site specific	Improve infrastructure or preclude entry to Wash area.	Public access
731	Non site specific	More access to beach areas and parking	Public access
733	Note site specific	Integrated cycle ways	Public access
735	Non site specific	Advertise areas of restricted access and explain why	Public access
741	Non site specific	Safe routes on intertidal areas	Public access
742	Non site specific	Specialist tourist/guided tours of historical sites, archaeological sites, tracks and paths	Public access, historical
743	Non site specific	Preserve coastline, rather than give way to the sea	Other
745	Non site specific	Investment in giving old buildings a new life, especially in Lincolnshire	Historical
746	Non site specific	More coastal access	Public access

Table 9 - Future suggestions for green infrastructure from public consultations in **East Lindsey District**

Ref No.	Location	Suggestions	Feature Type
4		Bridleways more needed. Horse access needed along Horncastle road, pilleys land, bridge to cow bridge	Public access
6		Fill in dykes that are no longer used, aren't connected to the network	Functional
9		New viewing platform at Freiston Shore not wheelchair accessible	Public access
11		Replace the A52 and create wildlife habitats alongside it. Regularly closed due to accidents	Wildlife
12			Public access
14	Wrangle Common	Needs a footpath the road is slipping towards the drain, difficult to control a child's buggy. Lots of traffic	Public access
18		More green lanes and byways for using motorbikes. Information should be made available about what can be used	Public access
33		More football and cricket pitches in the villages	Public access
34		More canoeing opportunities in and around Wainfleet parts etc. possibly feed into the yaught club at Gibraltar Point	Public access
36		More nesting sites/owl boxes along the banks	Wildlife
37	Access to the coast from Wainfleet	More access on foot	Public access
38	Wainfleet Haven	Foot access across the Haven at Gibraltar Point	Public access
92	North east of East Keal	Pasture land, in need of ideas for land 13 acres of pastureland	Wildlife
154	Boston	More woodland around Boston	Wildlife
183		Make it easier to find information. Promote things better walks etc. around Boston	Public access
189		The coastline needs to be in protected ownership like the North Norfolk Coast particularly between Freiston and Gibraltar Point.	Wildlife
227, 288		Currently footpath but is used as a bridleway. Horse access needed	Public access
233, 234		Previously ridden a lot. Would like to see reopened	Public access
235, 236		Previously ridden though not anymore. Needs to be reinstated	Public access

Table 9 continued

Ref No.	Location	Suggestions	Feature Type
238, 239		Previously ridden between Barker Yard Public Highway and bridle way. Now lost access	Public access
240		River bank used to be ridable. Needs to be reinstalled	Public access
242-247	Bishops farm, Grants farm and Skirbeck farm	Would be excellent to open up the tracks and make more circular routes	Public access
252-254		Used to be ridden as a bridleway. Needs to be reinstated	Public access
286		Used to be able to ride as a bridleway but not now a bridleway. Would like to see it reinstated	Public access
290, 291		This is a footpath but it was once a bridleway. Would like to see it as a bridleway again	Public access
481	South bank of the South Forty Foot drain	Create multi-use path on bank with gates (such as used on water railway) for use by cyclists, horse riders and walkers	Public access
485	Create cycleway along South Forty Foot	Create cycleway from Somerfields supermarket to Chain Bridge. Links to waterways partnership plans	Public access
488	Create cycleway along Witham Bank	Create cycleway along Witham bank from A52 to Haven (near dock)	Public access
489	Any area on outskirts of Boston	BWT is achieving several of the WESG's aims - encourage funding be delivered to it	Public access
490			Green tourism
491			Wildlife
501	Boston woods extension to Sir Joe Banks County Park		Green tourism
690	Fishtoft Pilgrim Fathers' memorial	Needs to tell story of Pilgrims (tourism) to link to Guildhall. Good viewing point for shipping going to the port. Poor state of current repair	Public access
704	Boston to Skegness	Coastal Path	Public access
705	Boston	Get rid of modern myth that Boston ignores the river. It is not so, see all the old paintings	Other
706	Freiston lagoon	Not too much more development	Wildlife
709	Boston	By-pass for Boston	Public access
710	Boston	Cantilevered walkway along riversides (as at Gainsborough)	Public access
711	Boston	Build a by-pass	Public access

Table 9 continued

Ref No.	Location	Suggestions	Feature Type
713	Boston	More publicity to commemorate the Pilgrim Fathers	Public access
719	Huttoft Car Terrace	No more visitors	Public access
723	Boston Quay	A centre to celebrate and educate the shell fishing in The Wash	Public access
727	Jubilee Bank	Lose it to the sea	Wildlife feature

Table 10 Future suggestions for green infrastructure from public consultations in **West Norfolk (north).** Relates to map 101

Ref No.	Location	Suggestions	Feature Type
174	Onger hill	Managed realignment, bird habitat creation saline lagoons	Wildlife
175			Public access
202		There should be a Wash barrage. It would solve many problems. The wildlife changes anyway	Wildlife
203		Concern over the Wash Barrage. The money, the technology, the business and the people that influence the government are there	Wildlife
204, 210		Free right to launch boat has been taken away. Can no longer just launch and enjoy the river now have to pay to be a member	Public access
211			Green tourism
212		RSPB Snettisham walk to end onto private land Wotton Marsh. Sandringham Estate need a path down to estuary	Public access
213		No access along this section need permission	Public access
214		Public access required along this section	Public access
215		RSPB Snettisham walk to end onto private land Wotton Marsh. Sandringham Estate need a path down to estuary	Public access
216, 217	Between Heacham Beach and Docking	Disused railway over private lands. Would make fantastic cycle path. Bridleway suggestion	Public access
218		Warning signs needed regarding the sandbanks and danger to visitors	Green tourism
219		Footpath required along the B145 pavement	Public access
333		Ride between Shep Whites and Sutton Bridge would be welcome	Public access
557	Start of river bank bridleway	Use to have river bank ride, would like it back	Public access
558	Another access	Another access point to river bank ride	Public access

Table 10 continued

Ref No.	Location	Suggestions	Feature Type
573, 574	Footpath linking Hospital Drove with Monmouth Lane	Permissive footpath along existing Farm Road (this would create circular route)	Public access
658	King's Lynn	More use of rail; freight i.e. King's Lynn Harbour Line	Public access
659	Knight's Hill Roundabout, King's Lynn	Erect a Drawbridge and gate. Over portrayed, too many visitors.	Public access
660	King's Lynn, Hunstanton, Fakenham	Reopen railway, both lines	Public access
661	The Wash Basin	No development i.e. cables. Boundary well maintained sea bank	Other
662	Various sites, though unidentified.	Number of visitors to be regulated at specific sites. Can infrastructure cope with increased numbers?	Public access
663	Hunstanton	Environmental Centre	Public access
664	King's Lynn to Hunstanton	Bring back the railway line, possibly as a heritage line.	Public access
665	Non site specific	Bring back beavers	Wildlife
666	Across three counties	A regional park covering Fens and Wash enabling joint management and funding across 3 counties	Public access
667	Non site specific	More linked walks and leisure cycle routes with bunk house barn accommodation	Public access
668	Brancaster	Visitor pressure too high, i.e. infrastructure not compatible, lack of toilets etc. Too commercial	Public access feature
669	Cross Region/County	A permanent statutory cross region/cross county National Park	Public access feature
670	North Norfolk Coast Path	Upgrading and linking the coastal villages	Public access feature
671	Thornham to Old Hunstanton	Footpath along A149	Public access feature
672	Coastal Path	A better mapped, maintained and signposted coastal path (doesn't always have to follow the main sea bank)	Public access feature
673	Snettisham Scalp and King's Lynn	Connect them by a coastal footpath (whatever the Queen says)	Public access feature
674	King's Lynn	Increased access and green recreation areas around King's Lynn	Public access
676	Hunstanton	Centre with view point, to interpret geological strata of cliffs for school parties etc. Could also include other local geological features, e.g. Ringstead Downs	Public access

Table 10 continued

Ref No.	Location	Suggestions	Feature Type
677	Hunstanton Cliffs (SSSI)	No coast protection works	Other
678	Snettisham	Compensatory habitat	Wildlife
679	Between Hunstanton and King's Lynn	Build an embankment (2nd line flood defence) on which to run a Heritage Railway from Hunstanton	Public access
680	Boal Quay, King's Lynn	More progress towards a marina	Public access
681	Gaywood River Valley	Wetland and general wildlife opportunities, water storage and flood protection	Wildlife
682	Non site specific	A Great Fen Project around The Wash	Wildlife
683	Wooton Marshes	Project Similar to Wicken Fen	Wildlife
687	Non specific location	Care of population level in larger settlements. Should we be challenging planning strategy and sustainable communities by allowing controlled housing projects in smaller villages to help	Public access
689	Wolferton Creek	Area between it and its Training Wall needs to remain relatively isolated	Wildlife
691	The Wash	National Sea Park with managed access to less sensitive sites	Public access
692	Coastal Path	To rival the South West Path Berwick upon Tweed to Canvey Island	Public access
695	Sutton Bridge	Improve village and transport links	Public access
696	Non site specific	Improve transport links between different parts of the Wash	Public access
697	Non site Specific	Encourage collective identity and visitors going to multiple attractions	Public access
698	Non site specific	More Freiston Shores please, all round The Wash	Wildlife
699	Non site specific	Create a region wide National park, all agencies to work together to enhance natural assets	Wildlife feature
700	Non site specific	Need more sporting areas	Public access
703	Non site specific	The Wash and saltmarsh could offer environmental tourism and education and raise awareness of dangers	Public access
704	Boston to Skegness	Coastal path	Public access
712	Non site specific	Umbrella organisation. Get information in from groups in area and disseminate to visitors. To deal with problems bigger than WEP and EMS management	Public access
714	Non site specific	More accessible green space/nature reserves in the Fens	Public access
717	Non site specific	More footpaths and bridleways on coast and fens	Public access

Table 10 continued

Ref No.	Location	Suggestions	Feature Type
718	Non site specific	Scrap Fens Waterways Project, spend the money on floodbank protection around The Wash	Other
722	Non site specific	Improve Road Structures	Public access
724	Non site specific	Leave it to God and local communities to decide	Wildlife
729	Non site specific	Strengthen/restore railway links	Public access
730	Non site specific	Access to the sea for people	Public access
732	Not site specific	Rights of way not always connected	Public access
733	Not site specific	Integrated cycle ways	Public access
734	Non site specific	Multi user routes	Public access
735	Non site specific	Advertise areas of restricted access & explain why	Public access
738	Non site specific	Smaller local green open spaces	Public access
739	Non site specific	Linkages for walking and public transport	Public access
740	Non site specific	Network for green infrastructure	Wildlife
741	Non site specific	Safe routes on intertidal areas	Public access
743	Non site specific	Preserve coastline rather than give way to the sea	Other
744	Non site specific	More places to eat good local food	Public access
745	Non site specific	Investment in giving old buildings a new life especially in Lincolnshire	Historic
746	Non site specific	More coastal access	Public access
747	King's Lynn to Hunstanton	Re-establish rail link	Public access
748	Hunstanton	Wash Environmental Museum	Public access
750	Hunstanton to King's Lynn	Improved opportunities for coastal access	Public access
751	Non site specific	Increase in public access (linear or area) to allow opportunities for increase in leisure/health walking	Public access

Table 11. Future suggestions for green infrastructure from public consultations in **West Norfolk (south)**. Relates to map 102

Ref No.	Location	Suggestions	Feature Type
204, 210		Free right to launch boat has been taken away. Can no longer just launch and enjoy the river now have to pay to be a member	Public access
205, 211			Green tourism

Table 11 continued

Ref No.	Location	Suggestions	Feature Type
204		Free right to launch boat has been taken away. Can no longer just launch and enjoy the river now have to pay to be a member	Public access
205		Free right to launch boat has been taken away. Can no longer just launch and enjoy the river now have to pay to be a member	Green tourism
210		Free right to launch boat has been taken away. Can no longer just launch and enjoy the river now have to pay to be a member	Public access
211		Free right to launch boat has been taken away. Can no longer just launch and enjoy the river now have to pay to be a member	Green tourism
557	Start of river bank bridleway	Use to have river bank ride, would like it back	Public access
558	Another access	Another access point to river bank ride	Public access
664	King's Lynn to Hunstanton	Bring back the railway line, possibly as a heritage line	Public access
674	King's Lynn	Increased access and green recreation areas around King's Lynn	Public access
680	Boal Quay, King's Lynn	More progress towards a marina	Public access
681	Gaywood River Valley	Wetland and general wildlife opportunities, water storage and flood protection.	Wildlife
684	Hilgay	Wider wetland creation based around the NWT reedbed creation project	Wildlife
685	South of Project Area	Apart from Welney there is a distinct lack of green tourism	Public access
747	King's Lynn to Hunstanton	Re-establish rail link	Public access
750	Hunstanton to King's Lynn	Improved opportunities for coastal access	Public access
751	Non site specific	Increase in public access (linear or area) to allow opportunities for increase in leisure/health walking	Public access

Table 12. Future suggestions for green infrastructure from public consultations in **South Holland**. Relates to map 103

Ref No.	Location	Suggestions	Feature Type
9		New viewing platform at Freiston Shore not wheelchair accessible	Public access
25		Improve access to historical features to add interest to walks	Public access
42		More bridleways perhaps leave forms in the horse tackle shops asking for info about new bridleway	Public access
47	Bicker Friest	From the end of the road go to the field boundary then head north to Rookery Road	Public access
64		Leadenhall farm used to be an active heronry in the wood	Wildlife
66	Shep Whites	Level car park - too many pot holes	Public access
93		Improvement in bridleways	Public access
119		More crossing points over drains for cycling across the fens	Public access
121		Boat trips between Boston and Titchwell	Public access
127		No footpath around sharp bend	Public access
134		RSPB may be interested in a 10 acres or so	Wildlife
140		Would like to see access to the remains of chapel	Public access
141		Would like to see rights of way sign posted	Public access
154	Boston	More woodland around Boston	Wildlife
161	Moulton Marsh	Pond and fields-potential for access, habitat creation. Local nature reserve	Wildlife
162			Public access
163			Green tourism
164	A17 near Emmetts	Emmetts Farm. Opposite Fosdyke secondary sea bank has been levelled if the Fosdyke over tops Moulton Marsh will flood	Functional
166	Back of Kirton marsh	More habitat creation like RSPB have done at Frampton	Wildlife
204, 205		Free right to launch boat has been taken away. Can no longer just launch and enjoy the river. Now have to pay to be a member	Public access
304, 305		This used to be footpath but has now been ploughed up	Public access
333		Ride between Shep Whites and Sutton Bridge would be welcome	Public access
336		Improved access to The Wash from Moulton Seas End. Improved signage of how to get to The Wash	Public access

Table 12 continued

Ref No.	Location	Suggestions	Feature Type
433	Sneath's Mill, Lutton	To be preserved	Green tourism
455	Old railway track between Moulton and Whaplode	Private land - could be made up into a footpath to connect from Moulton to Whaplode	Public access
501	Boston woods extension to Sir Joe Banks Country Park		Green tourism
557	Start of riverbank bridleway	Use to have river bank ride would like it back	Public access
558	Another access	Another access point to river bank ride	Public access
573, 574	Footpath linking Hospital Drove with Monmouth	Permissive footpath along existing Farm Road (this would create circular route)	Public access
666	Across three counties	A regional park covering fens and Wash enabling joint management and funding across 3 counties	Public access
667	Non site specific	More linked walks and leisure cycle routes with bunk house barn accommodation	Public access
687	Non specific location	Care of population level in larger settlements. Should we be challenging planning strategy and sustainable communities by allowing controlled housing projects in smaller villages to help	Public access
688	The Fens	Windmill Trail	Public access
690	Fishtoft Pilgrim Fathers' memorial	Needs to tell story of Pilgrims (tourism) to link to Guildhall. Good viewing point for shipping going to the port. Poor state of current repair.	Public access
691	The Wash	National Sea Park with managed access to less sensitive sites	Public access
692	Coastal Path	To rival the South West Path Berwick upon Tweed to Canvey Island	Public access
693	Coastal defence	Needs to be maintained so that hinterland can still produce food	Other
695	Sutton Bridge	Improve village and transport links	Public access
696	Non site specific	Improve transport links between different parts of The Wash	Public access
697	Non site specific	Encourage collective identity and visitors going to multiple attractions	Public access
700	Non site specific	Need more sporting areas	Public access
702	Coastal cycle route	A Skegness to Hunstanton Cycle Route	Public access
703	Non site specific	The Wash and saltmarsh could offer environmental tourism and education and raise awareness of dangers	Public access

Table 12 continued

Ref No.	Location	Suggestions	Feature Type
714	Non site specific	More accessible greenspace/nature reserves in the fens	Public access
715	Freiston to Snettisham	A National Nature Reserve from Freiston to Snettisham	Wildlife
716	Baston and Thulby Fen	Fenland recreation project to rival Great Fen Project, tourism, income, jobs, wildlife	Wildlife
717	Non site specific	More footpaths and bridleways on coast and fens	Public access
718	Non site specific	Scrap Fens Waterways Project spend the money on floodbank protection around The Wash	Other
722	Non site specific	Improve road structures	Public access
724	Non site specific	Leave it to God and local communities to decide	Wildlife
726	Non site specific	Plant more trees. Willows and alders	Wildlife feature
728	Non site specific	Improve infrastructure or preclude entry to Wash area	Public access
729	Non site specific	Strengthen/restore railway links	Public access
730	Non site specific	Access to the sea for people	Public access
732	Non site specific	Rights of way not always connected	Public access
733	Non site specific	Integrated cycle ways	Public access
734	Non site specific	Multi user routes	Public access
735	Non site specific	Advertise areas of restricted access & explain why	Public access
736	Non site specific	Aware that there are already areas where we can see the natural environment but are unsure of access. More advertising of access	Public access
738	Non site specific	Smaller local green open spaces	Public access
740	Non site specific	Network for green infrastructure	Wildlife
741	Non site specific	Safe routes on intertidal areas	Public access
743	Non site specific	Preserve coastline rather than give way to the sea	Other
745	Non site specific	Investment in giving old buildings a new life especially in Lincolnshire	Historic
746	Non site specific	More coastal access	Public access

6.2 COMMUNITY CONSULTATION SUGGESTIONS FOR IMPROVEMENTS MAPS

The community comments for improvements maps relate to tables 8-12. They only show suggestions for improvements to existing, or creation of new, green infrastructure features. These maps do not show all of the comments received during the community consultation process. All of the comments received can be found in Appendix 4.

The accompanying maps are:

- Map 99 - Boston Borough - http://www.washestuary.org.uk/sect/015A0000.pdf
- Map 100 - East Lindsey - http://www.washestuary.org.uk/sect/015B0000.pdf
- Map 101 - West Norfolk (north) - http://www.washestuary.org.uk/sect/015C0000.pdf
- Map 102 - West Norfolk (south) - http://www.washestuary.org.uk/sect/015D0000.pdf
- Map 103 - South Holland - http://www.washestuary.org.uk/sect/015E0000.pdf
- Map 104 - Wisbech Area - http://www.washestuary.org.uk/sect/015F0000.pdf

For more details on the features represented on all of these maps please use the interactive maps on the LRO website (see Appendix 1 - currently only available for LCC partners).

7.1 STRATEGIC PLANNING AND THE WASH AND FENS GREEN INFRASTRUCTURE PLAN

Strategic Planning is a very important influencing factor in the work of local authorities. It helps to determine spatial strategies; economic development; housing provision, cultural infrastructure, historic preservation, environment and biodiversity conservation, transport strategies, energy creation, water management and supply; waste management and mineral provision[20].

Across The Wash and Fens Plan Area there are numerous strategic planning documents. These have been listed tables 13 and 14. They are broken down into the following levels:

National Level: Planning Policy Statements (PPS's) and sustainability related strategy regulations and guidance. This forms the foundation for planning policy. There are also regulatory requirements such as that for Design and Access Statements.

Regional Level: Regional Spatial Strategies (RSS's). In the near future, these are to be replaced by the 'Localism Act' (as of June 2011). Strategic planning policy for the period 2006 -2026 was previously set by the East Midlands Regional Plan which was published by the Government in March 2009 and the East of England Plan 2008, The Revision to the RSS for the East of England. This regional policy provided a policy context for Local Development Frameworks (LDFs) being drawn up by District/Borough Councils, and the Minerals and Waste Development Frameworks and Local Transport Plans for which the County Councils are responsible. All of which have an input into the management of the project area.

Local Level: LDF's will contain a suite of development documents to guide all development so that it is community beneficial, sustainable and of the highest standards of design. These include a Statement of Community Involvement, Local Development Documents, Supplementary Planning Documents and site specific proposals. Local Strategic Partnerships and Sustainable Community Strategies (SCS) are additional tools that are seen as part of the Spatial Planning Framework.

Action Point

1. Local Development Framework Toolbox

SP 1.1 When preparing a Core Strategy for a Local Development Framework refer to the examples for policies given in Local Development Framework Toolbox (tables 15 and 17). Local Development Frameworks will prove to be vitally important in providing a healthy, high quality multi-functional green infrastructure network.

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20. Government Office for the East of England (2008) East of England Plan 2008. The Revision to the Regional Spatial Strategy for the East of England

Table 13. Strategic planning documents within The Wash and Fens Green Infrastructure Plan area

Geographical Range	Strategic Plan Title
Regional	East Midlands Regional Plan March 2008 (soon to be replaced)
	East of England Plan 2008. The Revision to the Regional Spatial Strategy for the East of England (soon to be replaced)
County	Lincolnshire Minerals and Waste Development Framework
	Lincolnshire Local Transport Plan
	Lincolnshire Rights of Way Improvement Plan
	Norfolk Minerals Local Plan January 2004
	Norfolk Local Transport Plan March 2006
	Norfolk Waste Local Plan 2000
	Norfolk Rights of Way Improvement Plan
	Cambridgeshire and Peterborough Waste Local Plan 2003
	Cambridgeshire Aggregates (Minerals) Local Plan August 1991
	Cambridgeshire Rights of Way Improvement Plan
District	Boston Borough Local Plan Adopted Version April 1999
	Boston Borough Interim Plan (Non-statutory Development Control Policy) February 2006
	East Lindsey Local Plan Alteration 1999 Saved Policies 2007
	Fenland District-wide Local Plan Adopted 1993 (including 2001 amendments)
	King's Lynn and West Norfolk Saved Local Plan Policies 2007 from Local Plan Adopted November 1998 King's Lynn & West Norfolk
	South Holland Local Plan Adopted July 2006

The District Local Plans are undergoing revision and will be replaced by a LDF in each District.

Community Led Strategic Planning

Community Led Planning (CLP) is a step-by-step process that enables every resident to contribute to improving the social, economic, environmental and cultural well-being of their local area. In order do this Parish Plans and similar are produced. It provides an opportunity for people to take responsibility for making things happen locally. A summary of the benefits of CLP follows.

CLP can provide the essential link for District and Borough Councils, between community requirements and national policy. Essential for producing successful and sustainable LDFs.

A Parish Plan is a comprehensive plan, which sets out a vision for a parish and its community. It identifies issues of concern that the people within the parish feel are important to them based on information gained from surveys, research and consultation with residents. They are a very useful way to get local communities thinking about what they value in their community and what improvements they would like to see take place. Very often these insights include green infrastructure features. Table 14 lists the Parish Plans relevant to this document.

Action Point

2. Parish Plans

SP 2.1 Where Parish Plans exist refer to them when determining improvements to the green infrastructure network. Where Parish Plans have not been produced encourage the Parishes to produce one so that the communities observations can be quickly and easily accessed.

Benefits of Community Led Planning

The following is a summary of the benefits of CLP as described by the organisation Action with Communities in Rural England (ACRE)[21].

High rates of community participation - the experience of members in the Rural Community Action Network (RCAN) shows that participation in CLP is remarkably high. Normally, 60-80% of households get involved. The support and resources provided by RCAN members ensures that the process is inclusive, with specific effort made to engage people who may find it difficult to get involved in the life of their community.

New volunteers, new community groups and renewed interest in community wellbeing - as CLP gather momentum, more and more volunteers lend their time and energy to the process, realising the collective contribution they can make to improve things locally. This renewed interest in community wellbeing can result in new community groups being set up, ensuring that people continue to work and socialise together long after the plan has been finalised and the projects implemented.

21. For more information refer to their website at www.acre.org.uk .

Deliberative decision-making - critical to the success of any CLP is extensive deliberation between individuals and community groups, with input from external organisations and service providers where appropriate. CLP's structured approach counters 'not in my back yard' attitudes as everyone is provided with the chance to share their views and listen to the needs and concerns of others before reaching collective solutions that benefit the community as a whole.

Constructive dialogue with Local Authorities and other service providers - local authorities and other service providers can benefit from CLP if they engage with community groups throughout the process. Providing expert advice and supporting the delivery of some projects, they are able to make sure that the energy and commitment of volunteers compliments broader strategies, informing the transfer of services and assets to communities where appropriate.

New local projects and services taken on by the community - projects resulting from CLP are diverse and encompass actions that relate to the social, economic, environmental and cultural wellbeing of the local area. These can range from litter-picking, the setting up of a youth club, mounting of a community-based emergency plan to proposals for the development of new affordable housing. Many of these projects can be implemented by the community itself. For example, during seven years in the East of England region, a database used by RCAN members listed 231 communities that had produced plans, between them containing over 9,000 individual projects that could improve their local area. 47% of these projects were able to be taken on by the community themselves without external support. Of the remainder, 34% required negotiation with public service providers to bring them to fruition[22].

ACRE has a number of case studies that demonstrate how CLPs work in practice[21].

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21. For more information refer to their website at www.acre.org.uk .
22. ACRE (2011) *Benefits of CLP* [online] available at: http://www.acre.org.uk/our-work/community-led-planning/Policy/Benefits+of+CLP

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Table 14. Parish Plan documents within The Wash and Fens Green Infrastructure Plan area

Geographical Range	Strategic Plan Title
Parish Plans in Boston Borough	Amberhill, Holland Fen and Brothertoft Parish Plan
	Kirton Parish Plan
	Sutterton Parish Plan
Parish Plans in East Lindsey District	Eastville, Midville and New Leake Parish Plan
Parish Plans in King's Lynn and West Norfolk Borough	Brancaster Market Parish Plan
	Dersingham Parish Plan
	Downham Market Parish Plan
	Fincham Parish Plan
	Gayton Parish Plan
	Great Massingham Parish Plan
	Harpley Parish Plan
	Marham Parish Plan
	Methwold Parish Plan
	Middleton Parish Plan
	North Wootton Parish Plan
	Shouldham Parish Plan
	South Creake Parish Plan
	South Wootton Parish Plan
	Stoke Ferry Parish Plan
	The Walpoles Parish Plan
	Tilney St Lawrence Parish Plan
	Upwell Parish Plan
	Walpole Cross Keys Parish Plan
Parish Plans in South Holland District	Donnington Parish Plan
	Holbeach Parish Plan
	Surfleet Parish Plan
Parish Plans in Wisbech	Wisbech Town Plan

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The implementation of these strategic plans will provide the justification for enhancing the green infrastructure network. The principles of high quality, well maintained green infrastructure should be adopted by all stakeholders to share a common purpose and find ways of combining skills and other resources. This will maximise the impact of their work on the protection and enhancement of biodiversity, the delivery of growth and regeneration, the agenda for improving health and contributing to economic prosperity.

Green infrastructure should:

- Contribute to the management, conservation and enhancement of the local landscape
- Contribute to the protection, conservation and management of historic landscape, archaeological and built heritage assets
- Maintain and enhance biodiversity to ensure that development and implementation results in a net gain of UK BAP Priority habitats
- Provide connectivity and avoid the fragmentation of habitats, sites and natural features to increase the potential for natural regeneration and the migration of species, which may be affected by changing climatic or other conditions
- Be designed to facilitate sustainable longer-term management
- Be delivered through enhancement of existing woodlands and also by the creation of new woodlands and forest areas
- Create new recreational facilities particularly those that present opportunities to link urban and countryside areas
- Take account of and integrate with natural processes and systems
- Be managed and funded in urban areas to accommodate nature, wildlife, historic and cultural assets, and provide for sport and recreation
- Be designed to high standards of quality and sustainability to deliver social and economic, as well as environmental benefits
- Provide a focus for social inclusion, community development and lifelong learning.

7.2 THE GREEN INFRASTRUCTURE AND LOCAL DEVELOPMENT FRAMEWORK TOOLKIT

When a LDF is drawn up, the delivery of the SCS is key and a good starting point for the development of the LDF. The SCS is a strategy that District and Borough Councils are signed up to.

Table 15 is an example of how a SCS can influence an LDF, to seek implementation, creation and enhancement of green infrastructure and a green infrastructure network. These examples are adapted from actual policies that occur in LDF core strategies from Local Authorities (mainly Leicester City Council because of the great emphasis they place on green infrastructure issues and the complex number of green, social and economic issues they deal with). Green Infrastructure implementation is being seen as essential to local development across the country, and more and more examples are becoming available as time passes.

Table 15. Examples of LDF Core Strategy Objectives influenced by SCS and Green Infrastructure
Vibrant communities where people enjoy life
Core Strategy Objective: To create thriving, safe and inclusive communities To address social exclusion through the regeneration of disadvantaged areas to create strong, sustainable and safe neighbourhoods and by ensuring accessibility for all to shops, education, services, jobs, homes, recreation and open space for leisure and play.
Core Strategy Objective: A high standard of design for new development To protect and enhance the quality of the City's environment and to create safe and attractive places to live, play and work. To achieve high environmental standards and optimum social benefits through well designed development and by achieving high standards of access for disabled people and other disadvantaged groups.
Core Strategy Objective: To ensure access to high quality outdoor sports, children's play provision and active recreation facilities for all residents To improve Leicester's strategic green network and to use quality green space to provide an important recreational, social, health and educational role. To improve access opportunities to quality open space as the distribution of this is uneven, with some neighbours in the City being under provided.
Opportunities for good health & one of the healthiest and most sustainable economies in Europe
Core Strategy Objective: To ensure access to high quality outdoor sports, children's play provision and active recreation facilities for all residents. To improve Leicester's strategic green network and use quality green space to provide an important recreational, social, health and educational role. To improve access opportunities to quality open space as the distribution of this is uneven, with some neighbourhoods in the City being under provided.

Table 15 continued

Good connections between people

Core Strategy Objective: To enable people to move in and around the City
To improve accessibility to jobs, homes and services by developing integrated transport, ensuring the improvement of opportunities for walking, cycling and the use of high quality public transport to minimise the use of the car.

Rich diverse environments, heritage and cultures that residents and visitors enjoy

Core Strategy Objective: To conserve and protect the District's natural environment
To support the role of strategic green infrastructure in protecting biodiversity and to ensure no net loss of priority habitats and species.

Core Strategy Objective: To preserve and enhance the District's heritage
To achieve effective protection for the historic environment by avoiding significant harm and securing adequate mitigation where appropriate.

Core Strategy Objective: To ensure access to high quality outdoor sports, children's play provision and active recreation facilities for all residents
To improve Leicester's strategic network and use quality green space to provide an important recreational, social, health, and educational role. To improve access opportunities to quality open space as the distribution of this is uneven, with some neighbourhoods in the City being under provided.

Core Strategy Objective: To reduce the impact of development on climate change
To take action to reduce the scale and impact of future climate change, in particular the risk of damage to life and property from flooding, especially through the location and design of new development. To promote the prudent use of resources and reduce overall energy use.

Table 16 shows the focussed objectives for the Lincolnshire SCS 2009-2030 (compiled by the Lincolnshire Assembly) Vision.

Lincolnshire's SCS, *Vision for Lincolnshire in 2030*, is that the county has:
- Vibrant communities where people enjoy life
- Opportunities for good health
- One of the healthiest and most sustainable economies in Europe
- Good connections between people, services, communities and places
- Rich diverse environments, heritage and cultures that residents and visitors enjoy.

Each of these vision statements from the SCS has been broken down within the SCS document into a number of focused objectives. It is the delivery of these focused objectives which can be used to influence the policies of the LDF Core Strategy.

Table 16 lists each of the SCS focussed objectives. The column title *example policy number* refers to the LDF policies list in table 17, that use green infrastructure/green space to deliver social, green and economic outcomes.

Table 16. Focussed objectives for each Sustainable Communities Strategy (SCS) Vision and associated example LDF policy numbers, relating to table 17

SCS Vision	Focussed Objective for Vision	Example Policy No.
One of the healthiest and most sustainable economies in Europe	Clusters of economic excellence in agriculture, food manufacturing, power engineering, leisure and creative industries are critical to the world's economy after the recession	3, 8, 13, 18, 20, 21, 26
	These clusters are part of a much more diverse economy supported by high quality training for skills	3, 8, 11, 13, 20, 26
	Our top 30 UK university leads on research and transferring knowledge into the country	1, 2, 3, 8, 11, 13, 26
Opportunities for good health	More people enjoy good health for longer	1, 11, 15, 20, 32, 33, 35
	The gap between most and least healthy people has reduced	15, 20, 33, 36
	Local people are actively involved in their own and other people's health and wellbeing	1, 11, 20 25, 32, 33, 36
Vibrant communities where people enjoy life	Our population comes from many backgrounds and these people get on well and respect each other	7, 11, 32
	Everyone feels safe in these places where they live and visit	4, 7, 12, 34
	There are enough homes in good condition that are affordable and suit people's needs	6, 20, 21, 28
	People's local environments are well cared for	6, 7, 15, 19, 28, 34
	There are opportunities for social, recreational, sporting and cultural activities	3, 7, 11, 20, 28, 31, 32
	People influence, contribute to and take part in their communities	1, 32
	People have choices about their lives and are treated with dignity	19
Good connections between people, services, communities and places	There is convenient access to services. Increasingly, people are able to access these from their homes and local communities rather than travel farther away	1, 3, 11, 12, 16, 18, 20, 30
	Widespread use of digital technology improves lives and life chances	
	When people travel, they use a safe, well managed transport network	3,12, 20, 24, 30

Table 16. continued

SCS Vision	Focussed Objective for Vision	Example Policy No.
Rich and diverse environments, heritage and cultures that residents and visitors enjoy	Lincolnshire's rich diverse environments, heritage and cultures are recognised and enjoyed by all	11, 15, 22, 23,32
	Lincolnshire has been shaped by man for thousands of years. We are continuing to do so by balancing the needs of people, our heritage, the economy and nature	3, 6, 8, 11, 15, 17, 22, 23, 27, 29, 31, 32, 35
	We have embraced the challenges of climate. Our innovative solutions balance the needs of traditional strengths like food production and manufacturing with our natural and man made environments	9, 10, 14, 20
	Residents and visitors enjoy our heritage and environmental attractions	5,11, 15, 17, 27, 29, 32, 35, 36
	Alongside our flourishing economy, the countryside, coastline and towns are much richer in biodiversity than in 2000	5, 17, 27, 31, 32

By using these SCS visions and with green infrastructure in mind it is possible to develop, LDF Core Strategy Objectives.

Table 17. Examples of Core Strategy Policies incorporating green infrastructure implementation. The number column relates to the example policy number column from table 16.

No.	Example Policy
1.	Access to school sports facilities for organised and planned community use, outside school hours will also be encouraged to foster community sport links and provide out of school opportunities. The Council will also seek to maximise opportunities to counter the current uneven distribution of play areas across the District/Borough.
2.	Accessible Green Spaces in towns and the countryside should be designed to provide opportunities for delivering the national curriculum in "outside classrooms". Well designed features and lessons can result in students and pupils becoming more responsive.
3.	Areas of regeneration should provide high quality environments with a mix of uses and spaces that contribute to the provision of the infrastructure (social, economic and green) of a sustainable community.
4.	Be designed to reduce crime and the fear of crime and promote public safety through the day and night.

Table 17 continued

No.	Example Policy
5.	Conserve existing habitats and enhance or create new areas for wildlife. A comprehensive management and maintenance programme for the green infrastructure networks will be required, to safeguard the natural environment and increase its ecological value.
6.	Create buildings, planted urban space and green spaces that are fit for purpose yet are innovative, adaptable and flexible to respond to changing social, technological and economic conditions. Consideration should also be given to future management and maintenance.
7.	Create high quality public spaces with full consideration given to the relationship between buildings and the spaces between them and to make best use of landscaping, lighting and public art.
8.	Develop a pleasant environment which attracts people to the District/Borough such as visitors, businesses looking for a new location, graduates and people applying for jobs so that they see the District/Borough as progressive, ambitious, confident and vibrant.
9.	Development should be directed to locations with the least impact on flooding or water resources. Where development is proposed in flood risk areas, mitigation measures must be put in place to reduce the affects of flood water. Both greenfield and brownfield sites should be assessed for their contribution to overall flood risk, taking into account climate change. All development should aim to limit surface water run-off by attenuation within the site as a means to reduce overall flood risk.
10.	Development should ensure a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality. Development will be located where it is accessible by sustainable transport to support the use of public transport, walking and cycling (including cycle parking) as an alternative to the car. Higher density development will be located in areas with easy access to local facilities to reduce the need to travel.
11.	Encourage investment to improve the quality of the infrastructure (social, economic and green) for arts, sports, museums, parks, play provision, libraries, cemeteries and crematoria and leisure. Facilities should be accessible and fit for purpose, attracting participants from outside the District/Borough as well as building communities at the neighbourhood level. Developer contributions should be used to contribute to this investment.
12.	Encourage walking and cycling by designing layouts within new developments, regeneration schemes and improvement schemes, that prioritise safe, well connected pedestrian and cycle routes and restrict traffic speed.
13.	Ensure that employment and shopping areas are connected to residential areas with high quality frequent public transport routes as well as pedestrian and cycle access.

Table 17 continued

No.	Example Policy
14.	Green infrastructure should be used as a way of adapting and mitigating for climate change through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide a source of locally grown food through local allotments and for flood mitigation strategies.
15.	Green wedges will: be maintained as areas of land that prevent the merging of towns and adjoining settlements; guide the development; and provide a "green lung" into the urban area. Their function as open space for leisure, biodiversity or recreational purposes will be maintained and enhanced. Development within a green wedge will be expected to serve the open space, be of high design quality and of an appropriate scale and size for its location to minimise the visual and environmental impact of the development.
16.	Improved accessibility to jobs, homes and services and connectivity between areas including the riverside and water corridors, through opportunities for walking, cycling and use of high quality frequent public transport.
17.	In considering the potential impact of development on wildlife, the Council will require ecological surveys and assessments of the site to be undertaken where appropriate to establish the presence or absence of protected species or habitats of particular value prior to any development taking place. Careful consideration will then be given to the potential to find an alternative location for the development, to avoid harm to wildlife and geological interests. If this is not possible the Council will require adequate mitigation measures to be put in place. Compensation measures to offset significant harm caused by the development may also be necessary e.g. through off-site contributions or by integrating biodiversity features within new development.
18.	Make the shopping areas more attractive to pedestrians, cyclists (including cycle parking) and public transport passengers.
19.	Meet the highest standards of accessibility and inclusion, based on inclusive design principles, and the need to create 'lifetime neighbourhoods' which will need sustainable infrastructure (social, economic and green).
20.	New development must be supported by the required infrastructure (social, economic and green) at the appropriate stage. The council will work in partnership with infrastructure providers, grant funders and other delivery agencies in seeking the provision of the necessary infrastructure to support new development. Developer contributions will be sought where needs arise as a result of the development either individually or collectively and will be used to ensure that the necessary physical, social and environmental infrastructure is in place and where required, developers will need to contribute to the needs of the whole development. Contributions will be used to mitigate the adverse impacts of development and the Council will where appropriate, seek to secure such measures through planning obligation.

Table 17 continued

No.	Example Policy
21.	New development proposals should meet the need for provision arising from the development, taking account of local qualitative and quantitative deficiencies in green space, biodiversity, sport and recreation provision. New on-site provision or S106 contributions to improve the quality of, or access to, existing open space, will be expected and sums for maintenance will be sought; and where there are proposals that affect green space, outdoor sport or recreation facilities, land should not be released, either in total or in part, for development unless it is: • Surplus to requirements for its current greenspace function; and • Not needed for another type of greenspace use; or • Equivalent or better replacement greenspace would be provided in the local area.
22.	Preserve and enhance the historic built environment and support the sensitive reuse of quality historic buildings.
23.	Protect and enhance Listed Buildings and Conservation Areas.
24.	Residential, employment and town/village centre growth will be supported by investment in an efficient and integrated public transport network and alternatives to using the car, to include: walking and cycling networks to provide links to key facilities.
25.	The Council recognises the importance of allotments across the District/Borough and supports the continuing use of existing publicly owned allotment sites where they meet the need of local communities. Where they do not meet the needs of the local community their provision will be enhanced during stages of development and regeneration.
26.	The Council will encourage opportunities for the creative economy to prosper by developing creative clusters and appropriate workspaces in landscaped surroundings that provide pleasant and creative working conditions.
27.	The Council will expect development to maintain, enhance, and/or strengthen connections for wildlife, both within and beyond those suggested in the Green Infrastructure Plan. In the urban environment private gardens, previously developed land, buildings and built structures can also provide important habitats for wildlife. Such sites that are either connected to the overall biodiversity network or act as wildlife refuges for animals moving out from these sites across the broader network of green spaces in the District/Borough will also be assessed for their biodiversity value.

Table 17 continued

No.	Example Policy
28.	The Council will focus the location of developments on the priorities for action set out in the Sustainable Community Strategy to ensure that the District/Borough develops sustainably, with an improved quality of life for all its citizens. Affordable, sustainable communities include the social and economic benefits brought to an area through local green spaces and strategic green infrastructure. This includes the maintenance and/or the establishment of green wedges as a resource for both wildlife and recreation as well as a focus for regeneration.
29.	The Council will protect and seek opportunities to enhance the historic environment including the character and setting of important historic buildings, spaces and places. This includes Scheduled Monuments, Listed Buildings (both statutory and locally listed), registered and locally listed parks and gardens, Conservation Areas and archaeological remains. The Council will support the sensitive reuse of high quality historic buildings, promote the integration of old and new buildings to create attractive spaces and places, encourage contemporary design rather than pastiche replicas, and seek the retention of historic shop fronts and the historic public realm. Within the regeneration areas particular importance will be given to the integration of the historic environment with new development.
30.	The Council will pursue opportunities to make green space, sport and recreation facilities more accessible and improve links and connections between spaces.
31.	The Council will safeguard and improve green space, sport and recreation facilities that are of value to the green network, local communities and biodiversity, especially those that are of strategic importance i.e. green wedges.
32.	The Council will seek to maintain existing green space and parks, and identify new opportunities for their creation and use by local communities whilst contributing to the green network of sites across the District/Borough.
33.	The Council will support and work with NHS organisations to enable the development of health facilities in new development areas and elsewhere where they are needed and with primary care providers to ensure an equitable distribution of primary care facilities across the City. The proven benefits of exercise and the positive psychological effect of access to greenspace will contribute to this provision.
34.	The Council will work with its partners, particularly the police, to deal with issues such as vandalism, litter and graffiti to create safe and accessible environments where crime and disorder or fear of crime do not undermine quality of life or community cohesion. Well designed and maintained accessible greenspace should be used to instil a sense of well being and community.

Table 17 continued

No.	Example Policy
35.	The Council will work with local communities to protect and enhance the quality and diversity of the historic environment, in particular through the production of Conservation Area management strategies. The Council will also monitor historic buildings at risk and take action where necessary to secure and improve those buildings deemed at most risk. The Council will consider the advice of statutory and local consultees in considering applications affecting Conservation Areas and Listed Buildings. Where a development is likely to have a significant affect on important archaeological remains, the Council will work with the developer to reconcile the need for development with the desirability of preserving the information contained within the remains.
36.	Use good place design (indoors and outdoors), activities and events to inspire people to get more active, more often.

GREEN INFRASTRUCTURE AND THE HEALTH AGENDA

Growing medical evidence shows that access to the natural environment improves health and wellbeing, prevents disease and helps people recover from illnesses. Experiencing nature in the outdoors can help tackle obesity, coronary heart disease and mental health problems.

Green spaces provide a wealth of opportunities for exercise and sport. Evidence shows a brisk walk every day, in a local green space, can reduce the risk of heart attacks, strokes and diabetes by 50%, fracture of the femur , colon cancer and breast cancer by 30%, and Alzheimer's by 25%. Add to this the impact of exposure to nature and green space on stress, mental health, aggression and violence within inner city communities and on ADHD amongst children and the full picture in relation to health and wellbeing and access to green space can start to be understood[23].

The natural environment offers many benefits for health and wellbeing:
- It reduces stress levels
- It encourages people to be more active, which is very good for health
- It helps people avoid getting ill
- It helps people with an illness remain stable
- People live longer if they live near areas of green space.

The UK has one of the highest death rates from heart disease in Europe, with 115,000 dying prematurely each year. People using the natural environment keep active longer and adults who become more active halve their risk of dying early from heart disease[24].

Saving Money

Improving health saves money. Sickness absence from work can be costly which, in turn, affects the local economy. Not only is sickness absence costly in terms of wages paid to staff who are not at work, but it also affects the output of a fully staffed team or business. Improving physical and mental health through connection with and exercise in open green space can help to reduce the amount of sick leave taken.

Aside from the use of green infrastructure to improve health, the resultant improved health can reduce the severity of ailments, the expense of treating ailments and it can shorten recovery time periods.

Using Green Infrastructure Planning

Green infrastructure and green infrastructure planning can and should act as an evidence base to influence the creation of new green infrastructure areas, and/or the formation and promotion of countryside and waterway access through walks and other activities in the countryside and along waterways.

23. Blue Sky Green Space - www.green-space.org.uk
24. Natural England (2010) *Health and the Natural Environment* [online] available at: http://www.naturalengland.org.uk/ourwork/enjoying/health/default.aspx

Action Points

1. Improving and promoting access to green infrastructure for the benefits of local residents health and well being

HA 1.1 Towns and villages throughout the Plan area should look at the access possibilities surrounding them and develop health walks that can be well maintained and promoted to residents as healthy living walks along with the benefits of such walks to their health.

2. Improving the local environment whilst improving health

HA 2.1 Local residents could consider setting up 'Friends of ....' volunteer groups to undertake the maintenance and management of local green spaces for the benefit of biodiversity, whilst improving the health of the volunteers. Green infrastructure stakeholder organisations should provide experience and support, including possible financial support, for the long term success of green infrastructure projects. Such projects could also ensure the upkeep of promoted health walks, waterways used for recreational activities or important nature sites in the area.

3. Encouraging regular activities

HA 3.1 Facilities and regular activities which connect residents with green infrastructure should be greatly expanded within the Plan area.

There are many ways to promote the health benefits of using green infrastructure. Three ways of using the natural environment for health are described below.

Walking

Walking is a great way to start some physical activity and to stay motivated. Walking can:
- Make people feel good
- Give people more energy
- Reduce stress and help people sleep better
- Keep a persons heart healthy and reduce blood pressure
- Help to manage a persons weight.

Walking for Health (WfH) is a national scheme supported by Natural England promoting and setting the standards for led health walks. WfH encourages people to take regular short health walks in their local communities, particularly sedentary people and those in relatively poor health. It offers support for a network of local health walk schemes across England, in the form of advice, training for walk leaders, public liability insurance, an accreditation quality mark, evaluation and free materials to help promote walking[25].

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25. Details of health walks within The Wash and Fens Green Infrastructure Plan Area available at:
www.wfh.naturalengland.org.uk

Green Exercise

Green exercise is any informal physical activity that takes place outdoors: from gardening, cycling and walking in urban green areas to kite flying and conservation projects in the countryside.

Getting patients outdoors is a project aimed to establish routes for frontline healthcare staff to point patients towards physical activity in the natural environment. The Physical Activity Care Pathway and NHS Alliance pilots are identifying ways in which doctors' practices and primary care trusts can use outdoor activities such as walking and green exercise as part of the wider 'exercise referral'[24].

- Lincolnshire - http://lincolnshiresports.com/activity-a-health/exercise-referral
- Norfolk - http://www.norfolk.nhs.uk/be-active-stay-healthy-have-fun
- Cambridgeshire - http://www.cambridgeshire.nhs.uk/move-more-local-programmes.htm

The Outdoor Health Forum (OHF) represents all the major environmental organisations that share the belief that the natural environment is a major contributor to human health[26].

The BTCV Green Gym is a scheme which inspires members of the public to improve both their health and the environment at the same time. Experienced leaders guide participants through a range of practical nature conservation projects, giving them an opportunity to tackle physical jobs in the outdoors - improving their strength and stamina, boosting their practical skills and confidence whilst also benefitting local green spaces[26].

Water-based Activities

Nearly 40% of adults spend some of their leisure time carrying out water related recreation. The most popular activities are walking, swimming and visits to the beach. Boating, angling and other water recreation activities are increasing in popularity, with nearly 10% of adults regularly taking part in one of these activities[27]. The waterways and/or coastal areas of the green infrastructure network of The Wash and Fens support these activities, which help improve peoples health and can increase their enjoyment of the natural environment. However, care needs to be taken to ensure the environment remains healthy in-spite of these activities.

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24. Natural England (2010) *Health and the Natural Environment* [online] available at: http://www.naturalengland.org.uk/ourwork/enjoying/health/default.aspx
26. BTCV (2010) *Green Gym* [online] available at: http://www2.btcv.org.uk/display/greengym
27. Environment Agency (2009) *Enjoying the Water in the East of England* [online] available at: http://www.environment-agency.gov.uk/homeandleisure/recreation31435.aspx

EDUCATION AND GREEN INFRASTRUCTURE

Open green space, the countryside, the environment and wildlife all contribute to a fun, inspiring and uplifting resource for education. Nature Conservation bodies such as Natural England, the Wildlife Trusts, RSPB and nearly all others have long recognised this.

'Every young person should experience the world beyond the classroom as an essential part of learning and personal development, whatever their age, ability and circumstances' (Learning Outside the Classroom Manifesto 2006)[28].

Young people of all ages benefit from 'outdoor classrooms' where they can have real life 'hands on' experiences; where they can see, hear, touch and explore the world around them and have opportunities to experience challenge and adventure. They need to find out how what they learn at school relates to their life outside it and to the world around them. The classroom environment doesn't always provide young people with enough of these opportunities[28].

A recent review of research on learning outside the classroom and its impact on children and young people's development, called *Every Experience Matters*[29], found a number of wide-ranging benefits. The evidence clearly indicates that by experiencing the world beyond the classroom, young people:
- Attain higher levels of knowledge and skills
- Improve their physical health and increase their motor skills
- Socialise and interact in new and different ways with their peers and adults
- Show improved attention, enhanced self-concept, self-esteem and mental health, change their environmental behaviours and their values and attitudes[29].

Open green space is also important for more informal education, such as that carried out by Scout and Guide groups, Wildlife Trust Watch Groups (and the youth groups of other conservation bodies), sports clubs and youth clubs.

Green infrastructure features within our communities can help to provide opportunities for education. There are several types of green infrastructure feature that may be designed in ways to provide educational resources, they may be:
- The school grounds managed for wildlife, growing food, exercise/sport or for their quiet/calming effect
- Local parks within a short walk of the school, youth club, scout/guide hut
- Large parks, country parks, local nature reserves, local wildlife sites still within easy reach
- Footpaths and bridleways where it is possible to come into close contact with nature and the countryside
- Historic buildings and their grounds
- Larger Nature Reserves, involving a day long coach trip out or a residential stay.

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28. Council for Learning Outside the Classroom (2011) *LOtC Manifesto (2006)* [online] available at: http://www.lotc.org.uk/about/manifesto/
29. Council for Learning Outside the Classroom (2011) *Every Experience Matters* [online] available at: http://www.lotc.org.uk/2011/04/every-experience-matters-k-malone/

There are many examples of all of these across the Plan's area. Whilst the Reserve's around The Wash and inland provide excellent day visit locations, there needs to be a focus on insuring that support is given to smaller green space projects near to schools, villages and residential areas to provide an easy to use accessible green infrastructure resource. There are also opportunities to open up school grounds and playing fields, in a managed manner, to provide recreational facilities outside of school hours or during the holidays.

The Council for Learning Outside the Classroom[30], is an excellent resource and provides information on a multi faceted approach to outdoors education to cover the following sectors:
- Heritage
- Arts and creativity
- School grounds
- Sacred places
- The built environment
- The natural environment
- Farming and the countryside
- Adventure activities
- Expeditions abroad
- Study, sports and cultural tours.

Partnership working between schools, youth groups, local authorities, parish councils and local residents, will provide strong, sustainable projects. Once again community consultation is key.

Action Point

1. Use of green infrastructure for education

ED 1.1 To understand how the existing green infrastructure provision is used for formal and informal education, undertake a survey to determine how local schools, youth groups and colleges use their local green space, and those further afield. Include in the study shortfalls in provision and a "wish list" for future provision. Use the information collected in the survey to help steer the positioning of new green infrastructure projects.

2. Support local schools

ED 2.1 Encourage and support local schools, youth groups and colleges to develop a teaching strategy that uses the outdoor classroom. The work of The Council for Learning Outside the Classroom will help with this.

3. Education provision from the third sector

ED 3.1 Support, develop and promote formal and informal education for all age ranges that use green infrastructure, through the work of third sector organisations. The work of conservation organisations on their nature reserves is an example of this.

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30. Council for Learning Outside the Classroom available at: www.lotc.org.uk

IMPLEMENTING THE WASH AND FENS GREEN INFRASTRUCTURE PLAN

For this Green Infrastructure Plan to be successful it must be seen as a working and relevant document which provides a reliable evidence base. In view of this it must be updated on a regular basis as surveys and projects are undertaken. Such surveys and projects may be undertaken as part of the Green Infrastructure Plan or as a project carried out by outside organisations undertaking their normal workload. It must be easy for partners and outside organisations to contribute to the future updating of this Plan.

There must be a concerted effort to promote the uses and benefits of green infrastructure. The Wash and Fens Green Infrastructure Plan can be used to link the delivery of the aims and objectives of the different organisations working in the Plan area. It can also link those organisations with the desires of the residents and visitors of the area.

Action Point

1. Consultation

IM 1.1 When deciding on location and functions of projects that affect land use, use the recorded evidence presented in the maps of this plan as an initial steer and consult with members of the public and local organisations. Delivery of a successful Green Infrastructure Project heavily relies on local support and participation.

Local Authorities are of particular importance in contributing to the delivery of green infrastructure improvements. They can contribute through the work that they carry out themselves, such as the creation and management of:
- Allotments
- Amenity space, including communal green spaces within housing areas
- Green corridors and hedgerows, ditches, disused railways, verges
- Brownfield and greenfield sites
- Urban parks and gardens
- Registered commons and village and town greens
- Children's play space
- Playing fields
- Cemeteries
- Pocket parks
- Country parks
- Public rights of way, cycle ways and other recreational routes.

All of which can be managed to maintain or create natural and semi-natural habitats for wildlife and/or improve public access.

Local Authorities can also contribute through their work in spatial and development planning, by responding to consultations and by giving of advice to others.

Section 10 - Implementation

Many of the items on the list (just mentioned) are requirements of standards set out in a number of Planning Policy Guidance (PPG) notes and PPS. Planning Policy Statement 12: Local Spatial Planning[31] is of particular importance in this matter. It is the Local Authorities that can use these statements and guidance notes to influence development within their administrative area, through their planning control system and LDFs.

The Steering Group for this Plan decided that this document would not identify all of the policies that each Local Authority has and how they can be tied into this Plan (examples have been given in section 8). Instead, it was decided that this Plan would raise the local authorities awareness of how it can be used as an evidence base by all including the organisations that influence the:

- Historic parks and gardens
- Historic landscapes
- Nature reserves
- SSSIs
- Scheduled Monuments
- Locally designated heritage sites, including CWSs
- Waterways and water bodies, including flooded quarries
- Development sites with potential for open space and links
- Land in agri-environmental management

found around The Wash and the fens.

View of Hunstanton Lighthouse - Nicholas Watts

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31. Communities and Local Government (2011) *Planning Policy Statement 12: Local Spatial Planning* [online] available at: http://www.communities.gov.uk/publications/planningandbuilding/pps12lsp

Action Point

2. Promotion

IM 2.1 There is a need to promote to all organisations, with land use influence, on how green infrastructure planning can help deliver the protection, enhancement and creation of sites to improve access, biodiversity, health provision and economic benefits.

3. Duties and powers

IM 3.1 Each Local Authority should be aware of the standards and requirements of the Governments policies and requirements that are relevant to it.

IM 3.2 Each Local Authority should use the maps in this green infrastructure plan as an evidence base for their LDFs to identify deficiencies in it's provision of sustainable communities.

4. Existing plans and proposals

IM 4.1 Organisations delivering projects should see whether the locations of their proposed projects fit into the possible existing green infrastructure networks. Check with the relevant maps in this report. Those proposed projects that have more connection with the potential network should be given higher priorities than those that do not.

FUTURE WORK

As has been mentioned throughout this document, there are gaps in our knowledge about the green infrastructure features across The Wash and fens. It is relatively easy to determine green infrastructure features in an urban setting when they are to be compared to tarmac roads and stone, brick or concrete buildings. But trying to determine when, for instance, a field margin should or should not be mapped as green infrastructure for it's wildlife value is another matter.

Wildlife and Biodiversity

The collation of existing data and the compilation of it to produce the maps for this Green Infrastructure Plan, has consistently shown that accurate records on the biodiversity in this Plan's area are do not exist. The word biodiversity is important here as it refers to all wildlife, not just the rare or the pretty.

The Wash Estuary Project

The majority of biodiversity in the landscape is common and not spectacular, but this is the bedrock of our countryside. It is very rarely recorded or surveyed officially and when it is the information may not be used or saved. This is the information we need to complete the picture of the existing green infrastructure network in the Plan's area.

The Wash and Fens Green Infrastructure Plan covers a vast area and to carry out surveys across the whole area would be expensive and time consuming. The recommendations of this Plan are to concentrate future survey work on those areas where the maps show the possibility of a habitat network already exists (see section 4).

Survey method recommended for biodiversity green infrastructure features:
Phase 1 Habitat Survey − a technique for environmental audit

Briefly, the method for Phase 1 Habitat surveys is as follows:
Ideally every parcel of land in the entire survey area is visited by a trained surveyor. The vegetation is mapped onto OS maps, usually at a scale of 1:10,000, in terms of some ninety specified habitat types, using standard colour codes. In practice much of the mapping can be carried out from public rights of way, using binoculars at relatively short ranges to identify the vegetation. Aerial photographs may also be useful, especially in urban and upland areas, as an adjunct to ground survey.

The use of colour codes on the final habitat maps allows rapid visual assessment of the extent and distribution of different habitat types. Further information is gained from the use of dominant species codes within many habitat types and from descriptive 'target notes' which give a brief account of particular areas of interest. The target notes are an essential part of Phase 1 Habitat survey and may provide the basis for selection of sites for Phase 2 surveys and for decision-making in relation to conservation in the wider countryside[32].

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32. Taken from the **Handbook for Phase 1 Habitat survey − a technique for environmental audit** England Field Unit Nature Conservancy Council 1990 Revised reprint 2003 © JNCC 1993, 2003, 2004, 2007
The methodology for the Phase One Habitat Survey is available at: http://www.jncc.gov.uk/default.aspx?page=2468

This level of survey is probably suitable for the further habitat survey work required to verify the habitat networks suggested in this Plan (see section 4). If further detail is required then the more detailed Phase 2 survey could be carried out (details available from http:// jncc.defra.gov.uk/), though for this Green Infrastructure Plan this is probably excessive as this looks at the National Vegetation Survey. However, Phase 2 surveys may be useful when designing new areas of green infrastructure.

Public Access

Public access into the countryside and along navigable waterways may seem a simple thing to map, but that is not so. Whilst official public rights of way, sites with public access and permissive paths are recorded, well established non-official usage around the edges of farmland or across areas of unused land are not recorded. Nor is how the public use the road network, quiet country lanes in particular. Cyclists or horse riders and pedestrians may use these as essential links, though from the map it is difficult to determine which of these many lanes are quiet and which are busy with motor vehicles.

Types of surveying recommended for public access green infrastructure features: Use the Rights of Way Improvement Plans for their recommendations along with public consultation (see section 3)

A particular recommendation from the Rights of Way Improvement Plans is to develop a Quiet Lanes Network. Norfolk County Council have developed two Quiet Lane Projects and the possibility of developing a similar project in The Wash and Fens Green Infrastructure Plan area should be considered. The first step to this is to carry out a survey of requirement and use, through liaison with the local communities.

The Norfolk quiet Lanes project states:
'*It was clear that the Quiet Lanes network should be determined locally based on extensive community involvement. The only condition was that the proposals should avoid those roads already part of the Route Hierarchy and should generally be the more narrower country lanes with existing low vehicle flows and speeds. The aim was to provide a network of Quiet Lanes that interlinked with each other and local communities.*
Using large-scale maps at exhibitions, in addition to questionnaires and route to school information, a draft Quiet Lanes network was developed.
Further on-site audits looking at practicality, traffic management and convenience/ attractiveness aspects were then carried out by staff. Once completed, the network went through the public involvement process again.[32]

As this Green Infrastructure Plan covers a large area, access improvements should be focussed on areas where the public consultation highlights such requirements (see section 6).

The use of waterways is also difficult to document. Attempts should be made to determine what waterways are used by the public and for what reasons. This would help when providing information to people and better access to these waterways if needed. It can also benefit the environment by ensuring environmentally friending activities are carried out.

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32. Taken from http://www.norfolk.gov.uk/consumption/groups/public/documents/article/ncc043749.pdf

Community Consultation

Community consultation played an important role in producing this Green Infrastructure Plan. It provided additional information on green infrastructure features that are already known, information and locations of features not already recorded and suggestions for what the community would like to see in the future. Information provided through these consultations should be 'ground truthed' when it is being used. Further survey work, such as that described previously can do this. Future suggestions should also be investigated to determine which ones are possible and fit in with the Strategic Plans listed in section 7.

Follow up work to the public consultation should be carried out in the future with a more structured key stakeholder consultation with leading green infrastructure providers and managers involved, e.g. the Wildlife Trusts, RSPB, Natural England and Environment Agency. They could identify their own assets and describe their own vision/plans.

King's Lynn Quayside - Trevor Brown

ABBREVIATIONS USED IN THE WASH AND FENS GREEN INFRASTRUCTURE PLAN

Abbreviation	In full
ACRE	Action with Communities in Rural England
ANGSt	Accessible Natural Green Space Standard
BAP	Biodiversity Action Plan
BBC	Boston Borough Council
BSIDB	Black Sluice Inland Drainage Board
BWT	Boston Woods Trust
CCC	Cambridgeshire County Council
CfGA	Caring for God's Acre
CLA	Country Land and Business Association
CLP	Community Led Planning
CT	Civic Trust
CWS	County Wildlife Site
DEFRA	Department for Environment, Food and Rural Affairs
EA	Environment Agency
EMGIN	East Midlands Green Infrastructure Network
EH	English Heritage
ELDC	East Lindsey District Council
FC	Forestry Commission
FDC	Fenland District Council
ft	Foot
FWAG	Farming and Wildlife Advisory Group
GIS	Geographic Information System
Ha	hectare
HLC	Historic Landscape Characterisation
KLIDB	King's Lynn Internal Drainage Board
KLWN	Borough Council of King's Lynn and West Norfolk
km	kilometre
LBAP	Local Biodiversity Action Plan
LBP	Lincolnshire Biodiversity Partnership
LCC	Lincolnshire County Council

Abbreviations

Abbreviation	In full
LDF	Local Development Framework
LMDB	Lindsey Marsh Drainage Board
LNR	Local Nature Reserve
LRO	Lincolnshire Research Observatory
LWS	Lincolnshire Wildlife Site
LWT	Lincolnshire Wildlife Trust
NBP	Norfolk Biodiversity Partnership
NCC	Norfolk County Council
NE	Natural England
NFU	National Farmers' Union
NHS	National Health Service
NLIDB	North Levels Internal Drainage Board
No.	Number
NRIDB	Norfolk Rivers Internal Drainage Board
NWT	Norfolk Wildlife Trust
OHF	Outdoor Health Forum
OS	Ordnance Survey
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RCAN	Rural Community Action Network
RSPB	Royal Society for the Protection of Birds
RSS	Regional Spatial Strategies
SCS	Sustainable Community Strategy
SHDC	South Holland District Council
SHIDB	South Holland Internal Drainage Board
SSSI	Site of Special Scientific Interest
Sus	Sustrans
WEP	Wash Estuary Project
WfH	Walking for Health
WFIDB	Witham Fourth Internal Drainage Board
WT	Woodland Trust

INTERACTIVE MAPS AT THE LINCOLNSHIRE RESEARCH OBSERVATORY

The maps for The Wash and Fens Green Infrastructure Plan are available as static maps in the form of PDFs and as interactive maps on the Lincolnshire Research Observatory (LRO) website - http://www.research-lincs.org.uk/. However, the maps are only available to partners of Lincolnshire County Council.

To view the maps you will have to register with the LRO. **Please Note that not only will you need to register online but you will also need to contact their office so that you can be given additional access rights. The LRO contact details can be found at their website -** http://www.research-lincs.org.uk/**.** Once you have registered and received your password by email, login and follow these instructions:

- Go to http://www.research-lincs.org.uk/ then Login
- Select: **Intelligence**
- Select: **Mapping Tools** - **GIS** (If you don't see this option contact the LRO to gain additional access rights)
- Select: **Open Advanced Planweb**
- Enter into the username box: **wash_fens_gi**
- Enter into the password box: **green**
- Click on the blue box with the white arrow
- Choose the **Wash Fens Green Infrastructure** geoset from the drop down menu
- Click on the blue box with the white arrow
- When the map window opens, if the map seems to be scrunched up over to one side click on the purple "Fit Map to Window" button
- Then click on the **Planweb Start Page** Grey box on the right hand side
- Select **Layer Manager** from the drop down menu and select the data layers you would like to view
- Click on the blue box with the white arrow
- Then use zoom and information icons as required
- The grey button on the right with the drop down menu gives access to address finder. Eastings and northings can be searched for, through the map location icon in the bottom left hand corner.

The interactive maps are broken down into the following categories:
- Historical Designations
- Conservation Areas
- Grassland Habitat Networks (possible) including drainage channel banks
- Grassland Habitat Networks (possible) excluding drainage channel banks
- Site Based Habitat Information
- Agri-Environment Schemes
- ANGSt buffers
- Coastal Habitat Networks (possible)
- Cyclist Public Access

- Horse Rider Public Access
- Local, national and international biodiversity designations
- Multi-functionality
- Pedestrian Public Access
- Public Consultation Priorities
- Wetland Habitat Network (possible) excluding rivers and drains
- Wetland Habitat Network (possible) including rivers and drains
- Wooded Habitat Network (possible)

A brief summary of what each of the above maps shows follows:

Historical Designations - this map shows Scheduled Ancient Monuments and Listed Buildings. This data was sourced from English Heritage and the points of contact are the county Historic Environment Record.

Conservation Areas - this map shows the spatial planning Conservation Areas. The data was sourced from the District and Borough Councils and they are the points of contact.

Grassland, Wooded, Wetland, Coastal, Heathland Habitat Networks (possible) - these maps show the possible habitat networks, determined using the methodology described in section 4. When viewing these maps it is best to open the habitat information table at the same time as viewing the habitat network table. In the case of grassland or wetland networks including rivers and drains, then it is best to open the rivers and drains table as well.

Site Based Habitat Information - the habitat features shown on this map are pieces of site based information describing the simplified habitat descriptions of the site. It should be noted that the boundaries are those of the site not the boundary of the habitat upon the site. The information has been sourced from a number of different organisations, such as county biodiversity partnerships, Natural England and Local Authorities. Contact details have been attached to each feature.

Agri-Environment Schemes - this map shows the boundaries of land holdings within the Environmental Stewardship Scheme. This information has come from Natural England and contact details are provided on the map.

ANGSt Buffers - this map shows the buffers that relate to the recommended amount of accessible green space for residents (see section 3).

Pedestrian, Cyclist and Horse Rider Public Access - these three maps show public access for each of these three user groups. Along with contact details for the County Rights of Way Teams as well as Natural England contacts relating to permissive public access provided through the Environmental Stewardship Scheme.

Local, National and International Biodiversity Designations - this map shows sites that have been designated for their biodiversity interest. The designations include County/Local Wildlife Sites, National Nature Reserves, Sites of Special Scientific Interest, Special Protection

Areas, Special Areas of Conservation and Ramsar sites. Contact details for each site are also given.

Multi-functionality - this map shows each 1km square (based on OS grid squares) of the project area graded to it's level of green infrastructure multi-functionality. This relates to the number of different types of green infrastructure found in each 1km square. It does not relate to the quantity or quality of the green infrastructure in each 1km square. The different types of green infrastructure counted are as follows:

- Biodiversity sites (including coastline)
- Pedestrian Public Access Site based
- Pedestrian Public Access linear routes
- Rivers/drainage ditches
- Historical sites
- Railway lines
- Navigable waterways
- Functional green infrastructure.

The map is graded in shades of green with the darkest green having the highest number of types of green infrastructure. The highest multi-functionality had 7 types from the list of 8 above.

Public Consultation Priorities - this map shows the responses and comments made by members of the public at a series of public consultation events. This relates to section 6.

RIGHTS OF WAY IMPROVEMENT PLAN, SUPPORTING POLICIES

Accessibility Action Points

Action Points

1. Improvements to the rights of way network for non motorised travel for routine domestic journeys

AC 1.1 Improve pedestrian and cycle routes between residential, shopping and business areas to reduce the number of non motorists using busy roads and peoples reliance on the cars.

AC 1.2 When improving pedestrian and cycle routes between residential, shopping and business areas include public transport facilities and the provision for cycle parking.

Supporting Policies

Lincolnshire Rights of Way Improvement Plan http://microsites.lincolnshire.gov.uk/Countryside/section.asp?catId=7027	
SOA1	Identify and improve off- road routes linking communities with schools, employment centres and local services
SOA3	Seek improvements for non motorised travel in proposals for new developments. Schemes funded through developer contributions
SOA4	Develop walking and cycling from public transport interchanges

Norfolk Rights of Way Improvement Plan http://www.norfolk.gov.uk/consumption/idcplg?IdcService=SS_GET_PAGE&ssDocName=NCC056115	
2f	Improve access to shops and other services

2. Improvements to the infrastructure of the existing rights of way network to increase usability for pedestrians, cyclists and equestrians, for health and recreational reasons

AC 2.1 Make access easier for all by clarifying waymarking.

AC 2.2 Make access easier or all by removing obstructions or replacing them with less difficult structures, e.g. replacing stiles with kissing gates.

AC 2.3 Enhance the provision of easily accessible recreational routes in areas of highest Health Deprivation.

AC 2.4 Include access for wheelchair users where practical.

AC 2.5 Enhance the provision of easily accessible recreational routes in areas of existing and new countryside and tourism sites/attractions.

AC 2.6 Improve the maintenance and management of promoted routes and routes close to popular areas of the county and key tourist attractions.

AC 2.7 Enhance "Quiet Lanes" initiatives.

AC 2.8 Develop a range of circular routes for cyclists and equestrians.

AC 2.9 Improve the provision of areas for horse box parking.

AC 2.10 Ensure necessary path 'furniture' is in place and well maintained, e.g. bridges, stiles and gates built to the British Standards.

AC 2.11 Develop safe crossing processes for busy roads and railways.

AC 2.12 Ensure that existing routes are usable by those allowed to use them to reduce conflict between cyclists, walkers and equestrians.

Supporting Policies

Lincolnshire Rights of Way Improvement Plan http://microsites.lincolnshire.gov.uk/Countryside/section.asp?catId=7027	
SOA7	Improve infrastructure on paths used for health walk initiatives
SOA8	Reduce number of unnecessary barriers - remove stiles where practical and replace with gates or kissing gates to increase accessibility
SOA10	Improve routes in areas of highest health deprivation in Lincolnshire
SOA18	Identify and develop circular and linear recreational routes to and from countryside / tourism sites
SOA19	Improve the maintenance and management of routes close to popular areas of the county and key tourist attractions
SOA20	Improve maintenance and promotion of promoted routes and county trails
SOA28	Improve quality of waymarking to increase user confidence and assist land managers
SOA29	Identify all missing bridges on key network routes, develop and implement a work programme
SOA33	Complete audit of busy road crossings and implement prioritised programme of improvements
SOA35	Identify all cross-boundary links with neighbouring authorities to ensure consistency of maintenance and promotion

Appendix 2

Norfolk Rights of Way Improvement Plan http://www.norfolk.gov.uk/consumption/
idcplg?IdcService=SS_GET_PAGE&ssDocName=NCC056115

1f	Remove unnecessary barriers
2g	Increase the number and promotion of easy access routes, including access for wheelchair users
2k	Protect and enhance PROW along the coast and estuaries
2m	Improve the provision of areas for horse box parking
3e	Identify areas of greatest potential to improve health
4a	Greater Parish involvement in management of access
4b	To increase the involvement and understanding of land managers in the management of PROW
5b	Improve safety of road and rail crossings
5d	Ensure coastal and estuarine routes are safe to use
5f	Reduce conflict between cyclists, walkers and riders on multi-use routes

Cambridgeshire Rights of Way Improvement Plan
http://www.cambridgeshire.gov.uk/environment/countryside/access/rowip.htm

1/1	Selected surface improvements
1/3	New structures to BSI standards
1/4	Accessibility signs & waymarks
2/1	Improve future road development
2/3	Safety audit of road crossings
2/4	Implementing safer road crossings
4/2	Local facilities and events
4/3	Better waymarks service
5/2	Appropriate seasonal byway restraints and TROs to protect bridle access
6/1	Waymarking
6/2	Mowing contracts
8/3	Extend mowing programme to mitigate climate change
8/4	Volunteer groups

Appendix 2

3. Improvements to the extent and coverage of the rights of way network

AC 3.1 Identify and create routes required to satisfy the needs of residents and visitors for routine domestic journeys, recreation and health improvement through extending the existing access network.

AC 3.2 Identify and create routes and strategic open space that link new developments (residential/recreational/commercial) into the existing access network.

AC 3.3 Identify and create routes that link the public transport interchanges into the existing walking and cycling network.

AC 3.4 Identify and create easy to use and circular routes that enhance the existing access network in areas of health deprivation.

AC 3.5 Identify and create easy to use circular and linear routes in the vicinity of and to countryside sites, archaeological sites, tourism sites, open access land and public open spaces to enhance the existing access network.

AC 3.6 Support partners with development of new trails.

AC 3.7 Develop 'The Wash Coastal Trail'.

AC 3.8 Develop a range of circular routes for cyclists and equestrians in areas of highest demand.

AC 3.9 Support DEFRA schemes (e.g. Environmental Stewardship) that increase access and link public rights of way.

AC 3.10 Increase the number and promotion of easy access routes, including access for wheelchair users.

AC 3.11 Identify and create routes required to link settlements and urban areas to the existing access network.

AC 3.12 Identify suitable roadside verges and 'behind the hedge' links to create safer links between existing routes.

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Supporting Policies

Lincolnshire Rights of Way Improvement Plan http://microsites.lincolnshire.gov.uk/ Countryside/section.asp?catId=7027	
SOA1	Identify and improve off- road routes linking communities with schools, employment centres and local services
SOA3	Seek improvements for non-motorised travel in proposals for new developments. Schemes funded through developer contributions
SOA4	Develop walking and cycling from public transport interchanges
SOA10	Improve routes in areas of highest health deprivation in Lincolnshire
SOA18	Identify and develop circular and linear recreational routes to and from countryside / tourism sites.
SOA21	Support and encourage new tourist attractions to include walking and cycling through planning consultation process.
SOA22	Support partners with development of new trails
SOA23	Develop a Lincolnshire Coastal Trail
SOA38	Develop a range of circular routes for cyclists and equestrians in areas of highest demand. Identify suitable roadside verges and "behind the hedge" links to create safer links between existing routes and improve management of those links identified. Support DEFRA schemes that increase access and link PROW
SOA39	Identify areas deficient in access where access proposals would benefit the rights of way network.

Norfolk Rights of Way Improvement Plan http://www.norfolk.gov.uk/consumption/ idcplg?IdcService=SS_GET_PAGE&ssDocName=NCC056115	
2c	To improve the development and protection of PRoW through the planning process.
2d	Provide a more joined up and usable network
2e	Improve access to and from Open Access land, recreation sites, and other public open spaces
2f	Improve access to shops and other services
2g	Increase the number and promotion of easy access routes, including access for wheelchair users
2h	Improve routes between urban areas and the countryside
2i	Provide access to the surrounding countryside via PRoW for settlements where there is a need
2j	Develop off-road bridle and cycle routes with suitable surfacing to link to existing network
3c	Increase the number and promotion of easy access routes, including access for wheelchair users (see 2g)
5a	Provide safe links between PRoW along roads

Appendix 2

Cambridgeshire Rights of Way Improvement Plan http://www.cambridgeshire.gov.uk/environment/countryside/access/rowip.htm	
2/2	Verge and BC footway improvements
3/3	Secure S106 funding for offsite improvements to RoW for new population
3/4	Extend Strategic Open Space for new population
5/1	Identify routes required
5/3	Plan circular routes linked to Archaeology interpretation
5/4	Deliver improved bridleway network

4. Linkages to the public transport system

AC 4.1 Develop walking and cycling access from public transport interchanges.

AC 4.2 Provide public transport information at key sites and promoted routes.

AC 4.3 Increase opportunities to use public transport to access the countryside.

Supporting Policies

Lincolnshire Rights of Way Improvement Plan http://microsites.lincolnshire.gov.uk/Countryside/section.asp?catId=7027	
SOA4	Develop walking and cycling from public transport interchanges
SOA24	Provide public transport information at key sites and promoted routes

Norfolk Rights of Way Improvement Plan http://www.norfolk.gov.uk/consumption/idcplg?IdcService=SS_GET_PAGE&ssDocName=NCC056115	
2l	Increase opportunities to use public transport to access the countryside

Appendix 2

5. Improvements to biodiversity and landscape features

AC 5.1 Identify rights of way of high biodiversity interest.

AC 5.2 Identify access land of high biodiversity interest.

AC 5.3 Manage and enhance all public rights of way/access land to maximise biodiversity potential.

Supporting Policies

Lincolnshire Rights of Way Improvement Plan http://microsites.lincolnshire.gov.uk/Countryside/section.asp?catId=7027	
SOA8	A better countryside environment

Norfolk Rights of Way Improvement Plan http://www.norfolk.gov.uk/consumption/idcplg?IdcService=SS_GET_PAGE&ssDocName=NCC056115	
7a	Identify ROW of high biodiversity interest.
7b	Identify access land of high biodiversity interest.
7c	Manage and enhance all PROW/access land to maximise biodiversity potential.

Cambridgeshire Rights of Way Improvement Plan http://www.cambridgeshire.gov.uk/environment/countryside/access/rowip.htm	
6/3	Better conservation
8/3	Extend mowing programme to mitigate climate change
8/4	Volunteer groups

Appendix 3

RAW DATA OF GREEN INFRASTRUCTURE FEATURES USED FOR THE WASH AND FENS GREEN INFRASTRUCTURE PLAN

Feature	Source	Feature	Source
Accessible Green space (unknown description)	CCC	Fen/woodland	CCC
Acid Grassland	NBP	Fens	NE, NBP
Allotments	BBC	Flood storage areas (EA)	EA
Amenity Green space	SHDC, BBC	Flood Zone 2 (EA)	EA
Ancient and semi natural woodland	NE	Flooded pits	BBC, CCC, NBP
Ancient Monuments	SHDC, EH, ELDC	Flooded pits and grassland	CCC
Ancient replanted woodland	NE	Floodplains, washes, storage	SHDC
Aquatic/grassland/woodland	LBP	Football Ground	ELDC
Belts of Woodland	BWT	Golf courses	ELDC
Blue Flag Award	websearch	Grassland	BBB, CCC, LBP
Boat Trip launch sites	websearch	Grassland Networks	NE
Boundary trees	BWT	Grassland/scrub	BBC
Cemetery (local site)	BBC	Green corridors	ELDC
Chalk grassland, lowland calcareous grassland	NWT, NE	Green Flag Award	CT
Churchyards and cemeteries	SHDC, BBC, ELDC	Green Infrastructure unknown description	CCC
Civic space	BBC	Heathland	NWT, NE, NBP
Coastal Access Points	ELDC	Heathland network	NE
Coastal and floodplain grazing marsh	NE	Hedgerow (remnant)	BWT
Coastal Habitat	NWT, NBP	Higher Level Environmental Stewardship Schemes	NE
Coastal sand dunes	NE	Listed buildings	EH
Coastal vegetated shingle	NE	Local Nature Reserves	SHDC
Country Park	NE	Local Nature reserves	NE
County Council Farms	CCC	Lowland beech and yew woodland	NE
Cricket Ground	ELDC	Lowland dry acid grassland	NE
Cycle routes	Sus	Lowland meadows	NE
Cycleway	SHDC	Lowland mixed deciduous woodland	NE
Deciduous woodland network with PAWS	NE	Main River (EA)	EA
Drainage Channel banks (local site)	BBC	Maritime cliffs and slopes	NE
Drainage ditches (EA)	EA	Mire, fen, bog networks	NE
Drainage ditches (IDB)	WFIDB, LMDB, SHIDB, KLIDB, BSIDB, NLIDB, NRIDB	Mixed Woodland	NBP
Farm Track	CCC	Mudflats	NE
Fen mosaic (pools, lakes, reedbed, grassland, scrub)	FDC, RSPB	National Nature Reserves (all)	NE

Appendix 3

Feature	Source	Feature	Source
National Trust parks/Gardens	ELDC	ROW Bridleway	LCC, NCC, CCC
Natural greenspace	ELDC	ROW Footpath	LCC, NCC, CCC
Natural / semi natural green space	BBC	ROW Restricted Byway	LCC, NCC, CCC
Navigable Waterways	EA	SAC	NE
Neutral Grassland	BBC, CCC , LBP, NBP	Saline lagoons	NE
New GI corridors	CCC	Saltmarsh/neutral grassland	LBP
NNRs accessible without permit	NE	Scheduled monument	EH, SHDC
Old railway line (local site)	BBC	School/golf courses	SHDC, BBC
Open space	SHDC	Scrub	LBP, NBP
Open water/ grassland/ scrub	LBP	Scrub/marsh	LBP
Open water/reedbeds	CCC	SPA	NE
Orchards (remnant)	BWT	Sports and recreation areas	FDC, SHDC, ELDC
Organic Environmental Stewardship Schemes	NE	Sports provision	ELDC
Outdoors sports facilities	BBC	SSSI	NE
Park regions	ELDC	SSSI unit	NE
Parkland	BBC, NBP	Strategic open space	FDC
Parks and gardens	EH, SHDC,BBC	Stream	LBP
Permissive bridleway Environmental Stewardship	NE	Tree cover	BWT
Permissive disabled access Environmental Stewardship	NE	Tree Preservation Orders	ELDC, BBC
Permissive footpath Environmental Stewardship	NE	Trees	FDC
Permissive open field access Environmental Stewardship	NE	Undetermined Woodland	NE
Pioneer Woodland	NBP	Unknown habitat	FDC
Playgrounds	ELDC, SHDC	Upland oak woodland	NE
Playing Field	BWT	Village Greens	ELDC + others
Promoted Routes Cycling	LCC, NCC, CCC	Water body	BBC, NBP
Promoted Routes Horseriding	LCC, NCC, CCC	Wet grassland/washes	CCC, NBP
Promoted Routes Walking	LCC, NCC, CCC	Wet woodland/ponds	LBP
Proposed Greenspace	CCC	Woodland	BBC, CCC, ELDC, LBP, NBP
Public open space	BW	Woodland broadleaved	NCC
Purple moor grass/rush pasture	NE	Woodland coniferous	NCC
Raised flood defences (EA)	EA	Woodland felled	NCC
Ramsar Sites	NE	Woodland Grant Scheme	FC
Recreational route	SHDC	Woodland mixed	NCC
Reedbed	NE, FDC	Woodland Trust reserves	WT
Reedbed/open water/scrub	LBP	Woodland/grassland	LBP
River banks/Riverine	CCC, NBP, EA	Woodland/pond	LBP
Roadside verge	FDC	Woods for People	FC
ROW BOAT	LCC, NCC, CCC		

Appendix 4

COMMUNITY CONSULTATION RESULTS MAPS

The maps and associated table (downloadable from The Wash Estuary Project website) show all off the responses received during the community consultation events discussed in section 6. Each numbered dot on the map corresponds to the numbered comments in the table on the website.

- Map 105 - Boston Borough - http://www.washestuary.org.uk/sect/01680000.pdf
- Map 106 - East Lindsey - http://www.washestuary.org.uk/sect/01690000.pdf
- Map 107 - West Norfolk (north) - http://www.washestuary.org.uk/sect/016A0000.pdf
- Map 108 - West Norfolk (south) - http://www.washestuary.org.uk/sect/016B0000.pdf
- Map 109 - South Holland - http://www.washestuary.org.uk/sect/016C0000.pdf
- Map 110 - Wisbech Area - http://www.washestuary.org.uk/sect/016D0000.pdf

Comments from Community Consultations table can be downloaded from the table accompanying this document, available at http://www.washestuary.org.uk/sect/01780000.pdf.

For more details on the features represented on all of these maps please use the interactive maps on the LRO website (see Appendix 1 - currently only available for LCC partners). The interactive maps show these responses on a comment by comment basis.

ACTION POINTS SUMMARY

Accessible Green Infrastructure

1. Improvements to the rights of way network for non motorised travel for routine domestic journeys

AC 1.1 Improve pedestrian and cycle routes between residential, shopping and business areas to reduce the number of non motorists using busy roads and peoples reliance on cars.

AC 1.2 When improving pedestrian and cycle routes between residential, shopping and business areas include public transport facilities and the provision for cycle parking.

2. Improvements to the infrastructure of the existing public rights of way network to increase usability for pedestrians, cyclists and equestrians, for health and recreational reasons

AC 2.1 Make access easier for all by clarifying waymarking.

AC 2.2 Make access easier for all by removing obstructions or replacing them with less difficult structures, e.g. replacing stiles with kissing gates.

AC 2.3 Enhance the provision of easily accessible recreational routes in areas of highest Health Deprivation.

AC 2.4 Include areas for wheelchair users where practical.

AC 2.5 Enhance the provision of easily accessible recreational routes in areas of existing and new countryside and tourism sites/attractions.

AC 2.6 Improve the maintenance and management of promoted routes and routes close to popular areas of the county and key tourist attractions.

AC 2.7 Enhance 'Quiet Lanes' initiatives.

AC 2.8 Develop a range of circular routes for cyclists and equestrians.

AC 2.9 Improve the provision of areas for horse box parking.

AC 2.10 Ensure necessary path 'furniture' is in place and well maintained, e.g. bridges, stiles and gates built to the British Standards.

AC 2.11 Develop safe crossing processes for busy roads and railways.

AC 2.12 Ensure that existing routes are usable by those allowed to use them to reduce conflict between cyclists, walkers and equestrians.

3. Improvements to the extent and coverage of the public rights of way network

AC 3.1 Identify and create routes required to satisfy the needs of residents and visitors for routine domestic journeys, recreation and health improvement through extending the existing access network.

AC 3.2 Identify and create routes and strategic open space that link new developments (residential/recreational/commercial) into the existing access network.

AC 3.3 Identify and create routes that link the public transport interchanges into the existing walking and cycling network.

AC 3.4 Identify and create easy to use and circular routes that enhance the existing access network in areas of health deprivation.

AC 3.5 Identify and create easy to use circular and linear routes in the vicinity of and to countryside sites, archaeological sites, tourism sites, open access land and public open spaces to enhance the existing access network.

AC 3.6 Support partners with the development of new trails.

AC 3.7 Develop 'The Wash Coastal Trail'/

AC 3.8 Develop a range of circular routes for cyclists and equestrians in areas of highest demand.

AC 3.9 Support DEFRA schemes (e.g. Environmental Stewardship) that increase access and link public rights of way.

AC 3.10 Increase the number and promotion of easy access routes, including access for wheelchair users.

AC 3.11 Identify and create routes required to link settlements and urban areas to the existing access network.

AC 3.12 Identify suitable roadside verges and 'behind the hedge' links to create safer links between existing routes.

4. Linkages to the public transport system

AC 4.1 Develop walking and cycling access from public transport interchanges.

AC 4.2 Provide public transport information at key sites and promoted routes.

AC 4.3 Increase opportunities to use public transport to access the countryside.

Appendix 5

5. Improvements to biodiversity and landscape features

AC 5.1 Identify rights of way of high biodiversity interest.

AC 5.2 Identify access land of high biodiversity interest.

AC 5.3 Manage and enhance all public rights of way/access land to maximise biodiversity potential.

6. England Coast Path

Natural England is working to establish a coastal path around the whole of England as a result of the Marine and Coastal Access Act 2009. When it is complete, people will for the first time have the right to walk around the whole of England's open coast, including - where appropriate - rights to enjoy 'spreading room' en route where they can rest, relax or admire the view. The new rights are not yet in force and will be brought into effect in stages around the coast.

AC 6.1 Partners should work together to achieve the England Coastal Path around The Wash.

Biodiversity Green Infrastructure

1. Biodiversity delivery

BD 1.1 Organisations delivering projects to contribute towards BAP targets should see whether the location of their proposed projects fit into the potential green infrastructure existing habitat networks (see section 4).

BD 1.2 Proposed projects that have more connection with the existing habitat networks should be given higher priorities than those that do not.

BD 1.3 Further surveying must be carried out to 'ground truth' the suggested habitat networks.

Functional Green Infrastructure

1. Identifying the importance of historical sites in the green infrastructure network

FU 1.1 This Green Infrastructure Plan recommends that biodiversity surveys are carried out at suitable historical features, where they have not yet been done or need updating, to determine their contribution to the biodiversity network. This may in turn lead to protection or enhancement through partnership working between landowners, conservation bodies and funders (e.g. the God's Acre Project).

Community Consultation

CC 1.1 The suggestions for improvements to existing green infrastructure and the creation of new green infrastructure features gained from the community consultation should be investigated further (see tables 8 to 12 for suggested comments).

Strategic Planning

1. Local Development Framework Toolkit

SP 1.1 When preparing a Core Strategy for a Local Development Framework refer to the examples for policies given in Local Development Framework Toolbox (tables 15 and 17). Local Development Frameworks will prove to be vitally important in providing a healthy, high quality multi-functional green infrastructure network.

2. Parish Plans

SP 2.1 Where Parish Plans exist refer to them when determining improvements to the green infrastructure network. Where Parish Plans have not been produced encourage the Parishes to produce one so that the communities observations can be quickly and easily accessed.

Health Agenda

1. Improving and promoting access to green infrastructure for the benefits of local residents health and well being

HA 1.1 Towns and villages throughout the Plan area should look at the access possibilities surrounding them and develop health walks that can be well maintained and can be promoted to residents as healthy living walks along with the benefits of such walks to their health.

2. Improving the local environment whilst improving health

HA 2.1 Local residents could consider setting up 'Friends of …….' volunteer groups to undertake the maintenance and management of local green spaces for the benefit of biodiversity, whilst improving the health of the volunteers. Green infrastructure stakeholder organisations should provide experience and support, including possible financial support, for the long term success of green infrastructure projects. Such projects could also ensure the upkeep of promoted health walks, waterways used for recreational activities or important nature sites in the area.

3. Encouraging regular activities

HA 3.1 Facilities and regular activities which connect residents with green infrastructure should be greatly expanded within the Plan area.

Education

1. Use of green infrastructure for education

ED 1.1 To understand how the existing green infrastructure provision is used for formal and informal education, undertake a survey to determine how local schools, youth groups and colleges use their local green space, and those further afield. Include in the study shortfalls in provision and a 'wish list' for future provision. Use the information collected in the survey to

Appendix 5

2. Support local schools

ED 2.1 Encourage and support local schools, youth groups and colleges to develop a teaching strategy that uses the outdoor classroom. The work of The Council for Learning Outside the Classroom will help this.

3. Education provision from the third sector

ED 3.1 Support develop and promote formal and informal education for all age ranges that use green infrastructure, through the work of third sector organisations. The work of conservation organisations on their nature reserves is an example of this.

Future Work and Implementation

1. Consultation

IM 1.1 When deciding on location and functions of projects that affect land use, use the recorded evidence presented in the maps of this plan as an initial steer and consult with members of the public and local organisations. Delivery of a successful Green Infrastructure Project heavily relies on local support and participation.

2. Promotion

IM 2.1 There is a need to promote to all organisations, with land use influence, on how green infrastructure planning can help deliver the protection, enhancement and creation of sites to improve access, biodiversity, health provision and economic benefits.

3. Duties and powers

IM 3.1 Each Local Authority should be aware of the standards and requirements of the Governments policies and requirements that are relevant to it.

IM 3.2 Each Local Authority should use the maps in this green infrastructure plan as an evidence base for their LDFs to identify deficiencies in it's provision of sustainable communities.

4. Existing plans and proposals

IM 4.1 Organisations delivering projects should see whether the locations of their proposed projects fit into the possible existing green infrastructure networks. Check with the relevant maps in this report. Those proposed projects that have more connection with the potential network should be given higher priorities than those that do not.