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| Suffolk Local Access Forum | |
| Title: | Agenda |
| Meeting Date: | 25th April 2019 |
| Author/Contact: | Anna McGowan |
| Venue: | Mildenhall Cricket Club, Wamil Walk, Wamil Way, Mildenhall IP28 7JU |

| | | | Paper Number |
|-----|-------|---|---|
| 1. | 14:00 | Welcome, apologies and housekeeping | |
| 2. | | Minutes of previous meeting | LAF 19/10 |
| 3. | | Declarations of interest | |
| 4. | 14:15 | Network Rail – Public Rights of Way and Level Crossings | LAF 19/11 - AW |
| 5. | 14.30 | The England Coast Path | LAF 19/12 - AW |
| 6. | 14.45 | ROWIP | LAF 19/13 - DF |
| 7. | 15.00 | Sizewell C Stage 3 Consultation | LAF 19/14 - AW LAF 19/14A - AW |
| 8. | 15.15 | Regional Local Access Forums | LAF 19/15 - AW LAF 19/15A - AW |
| 9. | 15.30 | Public Question Time | |
| 10. | 15.40 | Any Other Business | |
| 11. | 16.00 | Dates of next Meeting 25 July 2019 | |

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| Suffolk Local Access Forum | |
| Title: | Minutes of Meeting |
| Meeting Date: | 24th January 2019 |
| Author/Contact: | Anna McGowan |
| Venue: | SALC, Unit 11a, Hill View Business Park, Old Ipswich Road, Claydon Ipswich IP6 0AJ |

1. Welcome, apologies and housekeeping

Present: Barry Hall (BH) David Barker (Vice Chair) (DB) Jane Hatton (JH), Cllr Jane Storey (JS). Cllr Diana Kearsley (DK), Gordon Merfield (GM), Monica Pipe (MP), John Wayman (JW), Roland Wilson (RW), Anthony Wright (AWR), Margaret Hancock (MA), Derek Blake (DBL), Susan Mobbs (SM), Suzanne Bartlett (SB), Claire Phillips (CP)

SCC Officers Present: Anna McGowan (Minutes), Andrew Woodin (AW), David Falk (DF)

Apologies: There were no apologies

Members of the Public: Ken Hawkins; Gordon Crosby; Tony Fayers; Mark Fayers; Michelle Fayers

2. Minutes of previous meeting (LAF19/01)

The minutes of the meeting held on 25/10/2018 were reviewed with the following updates:

9. SLAF Annual Report

For clarity, Cllr Mary Evans gave a good introduction to the SLAF Annual Report at Cabinet, not at the SLAF Meeting.

11. Walberswick Bailey Bridge

The bridge was reopened before Christmas, with temporary repairs costing £25k. There is still structural work to be done, the scale and costs of which will be significant. Suffolk Highways will seek funding for the latter work and structural survey costs pending Engineer's report.

3. Declaration of interest

There were no declarations of interest.

4. Network Rail

Gipsy Lane - AW presented the paper. The Order was made last year to close the crossing and divert the path. It received 14 objections. A Public Inquiry is scheduled for 4-7 June in the Diamond Jubilee Hall, Creting St Mary. Network Rail will cover the costs of Inquiry including provision of teas and coffees, and a once a day bus service to and from Creting St Mary in each direction. SCC's (Respondent) Statement of Case which shows the different options for a diversion and recommends the culvert option, is being prepared before its deadline of 13th February 2019. It will also include Witness Statements and Proofs of Evidence. The Notice will be put out at the end of April. SLAF supports SCC's Statement and BH is drafting a statement to submit to the Inspector.

Mark Fayers gave an outline of the history from his point of view, raising the issue of financial impact on his business. AW explained the role of SLAF, which can only consider the papers which are put before them by SCC, and that any grievances about the process should be directed to SCC. Michelle Fayers asked why the culvert option is the preferred option. BH noted that SLAF have to trust Network Rail's Engineers on the culvert option. Tony Fayers said that access to his farm will be lost. DB said that Inspectors are reasonable and are the best recourse for Mr Tony Fayers and suggested he should endeavour to persuade the Inspector with his views. BH noted the points and gave thanks for attending.

Felixstowe – work is now going on to upgrade the line. The Rights of Way are temporarily closed. On site notices have not been as effective, so the closures have been problematic. Network Rail needs to improve levels of communication. The design of the new Right of Way – the route to the bridge – has yet to be seen, though the design of the new bridge has been seen.

Countywide Order - Nothing further has been heard on this thus far.

Action: BH to draft statement to the Inspector.

5. The England Coast Path

AW noted that the first sections to be published are still awaited. By and large the updates are not too dissimilar to those in at the last meeting in October, only that Harwich to Shotley Gate is at Stage 3. NE are changing their assessment on impacts and reviewed their description of saltmarsh estuaries – letters have been sent to landowners but not SCC. In July 2018 there was a response from Sally Fishwick in NE that they are working to create a continuous route for the ECP.

SM asked if there were any maps of the route. BH advised that will come with Stage 3 publication, due in spring 2019.

6. ROWIP

DF presented the final draft of the ROWIP. The ROWIP has already been commented on and redrafted by the Rights of Way and Access Management Team, Senior Leadership Team and Cllr Mary Evans.

The ROWIP is in 3 parts:

Part 1 sets the scene for access in Suffolk and importance to Suffolk's corporate priorities of health and wellbeing; the economy; and efficient public service.

Part 2 reviews the previous ROWIP.

AW clarified Category 1 and 2 paths, which prioritise resources with 2/3ds of the county routes being Category 1. These receive a swifter response to protection and maintenance issues, or are priorities such as promoted routes, bridleways, inter-village paths, or provide access to services.

Part 3 is looks forwards over the next 10 years, highlighting the consultation feedback (which yielded over 800 responses) and resultant 4 themes managing green access; improving the network; promoting the network; and working communities and volunteers.

SM queried path categories which were explained by AW.

AWR queried if the Broads was a National Park, which DF would check, and asked if a cycle track conversion would take the route off the definitive map which AW answered it would.

DK was very supportive, especially regarding cycling. DK noted the work done at MSDC to develop the cycling policy for new developments, and to link with other villages.

JS suggested including some statistics from the Most Active County Team, which DF would do.

DB was very supportive of Walkers are Welcome scheme which impacts on the health and economy, suggesting more focus in the ROWIP on communities.

CP stressed the importance of partnership working. JH spoke of Gainsborough Trail as an example of an effective partnership.

MP supported the use of the word Strategy rather than Plan for the ROWIP.

BH thanked DF and asked for all other comments to be sent in by end of the next week.

Public consultation on the ROWIP will start soon with partner organisations such Suffolk Association of Local Councils, asked for assistance. The timetable is for the ROWIP to be presented to formal cabinet in July and published in September 2019.

Action: Additional comments to be emailed to DF by 1st Feb – ALL

7. Sizewell C Stage 3 Consultation

BH briefed members that the Stage 3 Consultation has already started and that the sub group had already met. Various new points have come to light including footpath closures, including along the East Suffolk Line.

SLAF comments/response are due by the end of March.

GM commented that he has found SZC presentations at local venues to be very vague when attending them.

AW noted that there will be 4 bypasses instead of 2, and that the Rights of Way need to be identified and investigated where bypasses are being proposed.

Action: SLAF response to be submitted by end of March – Sub Group.

8. Regional Local Access Forums

LAF Regional Meeting in Cambridge (16/01/2019) – DB tabled a paper with an update on the meeting. Overall it was a useful day with good information exchange. The Agriculture Bill was discussed but there appears to be very little lobbying by the other LAFs to MPs. DB noted that some LAFs were more active than others and there is a disparity between the counties with some not producing an annual report. Planning developments and a lack of attention given to PROW appeared to be a common issue across LAFs. DB noted how well SLAF are serviced in comparison to the other regional LAFs.

BH acknowledged the very good support SLAF receive from SCC officers.

Action: DB's tabled paper to be circulated – AM

Action: SCC to circulate formal minutes when they are available

Norfolk LAF – AW welcomed Ken Hawkins, Chair of NLAF, and thanked him for his invite to the NLAF.

9. The Agriculture Bill

AW thanked DB for his work on this.

10. LAF Correspondence

- **Elveden Estate/SSSI Heathland Restoration Project** – there was a short timescale available for a response. SLAF supported the project as it will create more heathland.
- **Correspondence to SLAF** – BH confirmed AW provided a response on behalf of SCC to Andrew Fisk's email, giving assurances that the issues raised had been dealt with, and also explaining the role of SLAF.

11. Community Rail Partnership

MH reported that Mid Suffolk had not made progress on a Community Rail Partnership. However, East Suffolk Line Community Rail Partnership had 3 groups and MH had been accepted on the South Group (Ipswich-Darsham) and will attend a meeting on 4th March. MH had also applied to join the East Group (Ipswich-Felixstowe) which will be considered in February.

MH had also met with Aaron Taffera, Chair of East Suffolk Lines Community Rail Partnership and he was keen to have a link with the ROWIP.

DF added that ESL Walks are celebrating their 15th Anniversary in 2019 and that the Suffolk Walking Festival Challenge Walk would follow the route from Lowestoft to Ipswich. SM suggested looking at the effect of the public crossings along the East Suffolk Lines.

12. Public Question Time

Ken Hawkins said a thank you and that he had enjoyed listening and would like to share experiences between LAFs in future.

Gordon Crosby asked for support for the River Gipping Trust Project (RGTP) and to improve the Gipping Valley Path for wheelchair users, plus an issue with a road crossing at Bosmere Mill, in that visibility is limited to able bodied walkers. AW responded that support for this will come down to funding.

AW showed support for the RGTP and that CIL money could be a possibility. DK to look at CIL bidding process.

13. Any Other Business

AW asked the members if they are happy to share their email addresses with the SLAF group members. ALL members happy to share within this group.

BH asked for training for new members.

Action: AM to arrange training for the morning of next meeting in April.

14. Date of next meeting 25 April 2019, to be a full day at venue to be confirmed; and will include training in the morning. JS gave her apologies in advance.

END

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| Suffolk Local Access Forum |
| Title: Network Rail – Public Rights of Way Level Crossings |
| Meeting: 24th April 2019 |
| Author/Contact: Steve Kerr |
| Venue: Mildenhall Cricket Club, Wamil Walk, Wamil Way, Mildenhall Suffolk IP28 7JU |

Introduction

This paper updates the Forum on the main level crossings being addressed by Network Rail (NR) and Suffolk County Council ('the Council' or 'SCC'), and progress on their Transport and Works Act proposals.

Needham Market Gipsy Lane and FP6 Needham Market



Further to the update provided at the Forum's meeting on 24 January 2019, SCC submitted its Statement of Case (SoC) to the Planning Inspectorate (PINs) by the deadline date of 13 February. SoC's were also submitted by NR, the landowners and other interested party by the further deadline date of 27 March 2019.

Everyone who has made an objection or representation and anyone who wishes to give evidence at the Inquiry must ensure their SoC is received by the Secretary of State (SoS). Despite several other third party objections to the Gipsy Lane diversion order, no other SoC's have been lodged with the SoS.

Officers are currently drafting the Council's Proof of Evidence, the deadline date for which is the 7 May 2019.

The public inquiry opens at 10am on Tuesday 4 June at the Diamond Jubilee Hall in Creting St Mary. The Inquiry site notice will be appearing in the East Anglian Daily Times on 24 April and notices will be posted onsite the same day.

Felixstowe Branch Line Improvements – Transport and Works Act Order (TWAO)



The works relating to the Secretary of State's decision to confirm the Felixstowe TWAO are now well advanced.

Further to the last update on this project, officers were recently made aware of an issue relating to the proposed new bridleway linking Keepers Lane to the ramped bridleway bridge. Officers were asked to attend a site meeting on 27 March by representatives of NR and Bidwells, acting on behalf of the landowners, Trinity College.

It has become apparent that, despite the opportunity to do so, Trinity College did not object to the proposed alignment for this new bridleway, which could have a negative impact on the landowner's agricultural operations. The bridleway alignment will have the effect of sterilising some agricultural land, currently used for the production of onions. In the intervening period since the SoSfT's decision was announced, the landowner has also built a new access haul road and laid a UK Power Network underground electricity cable, complicating the on-ground situation.

SCC were asked to consider whether, in the interests of agricultural efficiency, the bridleway could be constructed elsewhere other than the alignment shown on the relevant TWAO plans and whether the bridleway could be fenced on each side with gates to allow haul traffic to cross the 3-metre-wide bridleway. In addition, they requested the installation of gates at each end of the proposed route in order to prevent unauthorised motor vehicles.

Following internal advice and discussions with NR, the Council has advised Bidwells that the TWAO itself only provides for the bridleway to be built as per the deposited Plans and therefore cannot agree to its request. In addition, whilst SCC is in a position to agree to the

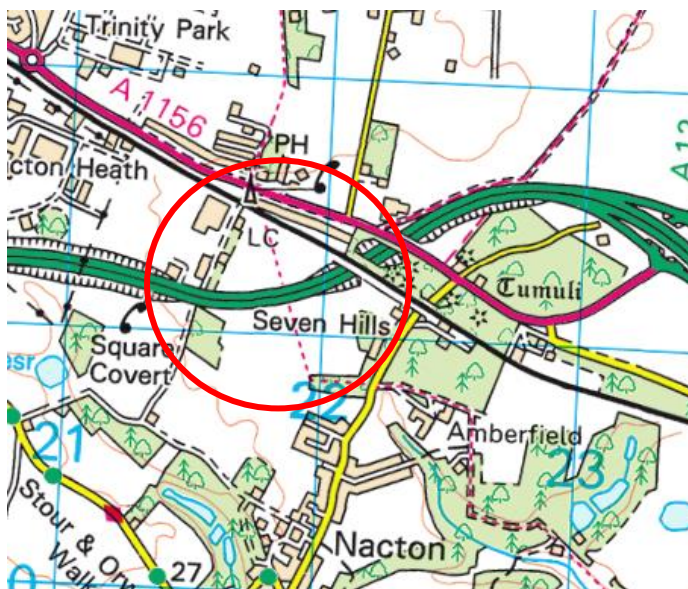
bridleway being fenced on both sides and to the installation of vehicular gates to allow for agricultural traffic to cross the bridleway, any fencing must not encroach on the 3 metre width and any gates must not open onto the bridleway itself. The Council, however, cannot agree to the installation of gates at each end of the new route.

This potential alignment problem following the confirmation of the TWAO is worth noting not just for its own sake, but also to highlight the county council may have to deal with many other similar issues should the countywide TWAO be confirmed.

Foxhall FP33/Nacton FP1 (Shepherd & Dog and Routs crossings) TWAO application

At the request of NR, officers met them earlier this month to discuss their proposals for these two crossings.

FP33 Foxhall/FP1 Nacton crosses the operational railway and is bisected by the A14 trunk road.



NR are intending to seek a TWAO to permanently extinguish the pedestrian crossing and to restrict use of the private level crossing known as 'Routs', located approximately 60 metres to the west, to private rights holders only. The footpath crossing is known as a passive crossing, where users make their own decision to cross, whilst Routs is currently served by Miniature Warning Lights (MWLs).

The Shepherd & Dog crossing is currently used infrequently by pedestrians, potentially due to the significant barrier presented by the A14 further to the south east. The Routs crossing, on the other hand, currently receives a large amount of private vehicular and pedestrian traffic as it serves several residential properties and commercial businesses located south of the operational railway. NR advised that due to its intense level of use, it is considered the 6th highest risk private crossing in England & Wales, but Shepherd & Dog public footpath is considered a relatively low risk, with no recorded incidents over the last few years.

An outline planning application (DC/17/4257/OUT) for a container and distribution park was submitted to Suffolk Coastal District Council (now East Suffolk Council) in 2017. Officers have been in contact with the planning authority and the county council will have an opportunity to comment on the alignment of the public footpath at the reserved matters stage. The full application below can be viewed online at <https://publicaccess.eastsuffolk.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

NR have indicated that due to the higher footfall expected on both crossings that would result from the development, they will be object to the application.

Officers have advised NR that it will object to any outright closure of the public footpath crossing and encourages NR to work with the developer to identify a reasonable diversion or to fund the provision of a footbridge over the railway. NR have advised they are not in a position to fund any bridge but will work with the planning authority and the developers to investigate this as a possibility.

General/Countywide

NR's Suffolk Level Crossing Reduction Strategy - Transport and Works Act Order

Further to the Forum's last update, the county council has not yet been advised of the likely date for the release of the Inspector's recommendations, which will be sent to the SoSfT for a decision.

END – SK/SCC April 2019

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| Suffolk Local Access Forum |
| Title: The England Coast Path |
| Meeting Date: 25th April 2019 |
| Author/Contact: Andrew Woodin |
| Venue: Mildenhall Cricket Club Wamil Walk, Wamil Way, Mildenhall Suffolk IP28 7JU |

1. Progress on Establishing The England Coast Path (ECP)

The latest information from Natural England's (NE) on its progress for the ECP in Suffolk and Norfolk is shown on their website. The links in the table below give access to more detail, but please note according to the website it was last updated on 21 March 2018, which is before the date given in January's report to SLAF.

| Stretch name | Progress |
|--|------------------------------------|
| Harwich to Shotley Gate | Stage 2 and 3: Develop and Propose |
| Shotley Gate to Felixstowe Ferry | Stage 2 and 3: Develop and Propose |
| Felixstowe Ferry to Bawdsey | Stage 2 and 3: Develop and Propose |
| Bawdsey to Aldeburgh | Stage 2 and 3: Develop and Propose |
| Aldeburgh to Hopton-on-Sea | Stage 2 and 3: Develop and Propose |
| Hopton-on-Sea to Sea Palling | Open to the public |
| Sea Palling to Weybourne | Open to the public |
| Weybourne to Hunstanton | Stage 4: Determine |
| Hunstanton to Sutton Bridge | Stage 2 and 3: Develop and Propose |
| Sutton Bridge to Skegness | Stage 4: Determine |

Natural England's website shows the sections being developed in Suffolk including the estuaries. Note: Natural England advise their website dates for stretches may be out of date but at the moment they are unable to update them.

The stages to establish Coastal Access have been simplified as follows:

Stage 1: Prepare

Initial preparations will begin for the implementation of a new stretch. Natural England will:

- define the extent of the stretch
- ask key organisations about their ideas or concerns about the stretch
- consider the current public access use and the options for the route

Stage 2: Develop

At this stage, Natural England will:

- speak with local landowners and other legal interests on land that may be affected to:
 - ask for views on where they think the route should go
 - offer to 'walk the course' and explain initial ideas
 - discuss any local issues that might need to be addressed
- speak with relevant organisations to make sure that any important sensitive features are protected

Stage 3: Propose

Natural England will finalise proposals for the England Coast Path on this stretch and publish them in a report to the Secretary of State for the Environment, Food and Rural Affairs.

Stage 4: Determine

After the report has been published, there's an opportunity to comment on the proposals. At this time:

- anyone who wishes to comment can make a representation on the report
- owners or occupiers can submit an objection relating to particular aspects of the proposals

See the guidance about how to comment for more information.

Once the period to comment on the proposals has ended, the Secretary of State will decide whether to approve the proposals in Natural England's report. When making a decision, any representations or objections that have been submitted will be considered along with the recommendations from the Planning Inspectorate.

Stage 5: Open

The Secretary of State approves the route of the England Coast Path on this stretch.

Preparations are then made on the ground and the necessary legal paperwork is completed. Once complete, the new public rights of access will come into force on the stretch.

The the link to the relevant part of website is [here](#).

2. The Stretches in More Detail

Natural England has provided the following updates around the Suffolk coast stretches:

England Coast Path - Update on Suffolk stretches

Note that most stretches below have been subject to delay pending revised guidance resulting from People Over Wind case (Court of Justice of EU), and changes to the way that reports are published

In response to the former, for each stretch we will now produce a Habitats Regulations Assessment (covering European sites, including Ramsar wetlands) together with a Nature Conservation Assessment (to cover other sites and species of nature conservation importance). These documents will replace the ASFA that would previously have accompanied each report.

The main change with publications is that for each stretch there will now be an Overview, followed by a series of 'Mini-reports' setting out our detailed proposals. These documents will take the place of the previous arrangement, which was an Overview followed by a single Report divided into a number of chapters.

The aim of this change is to ensure that implementation can start sooner on individual stretches as reports are approved.

Harwich to Shotley Gate (HSG) - Kim Thirlby and Patrick Welsh. Last updated 16.04.19

- Report and ASFAs are being revised in response to the changes mentioned above.
- We have reviewed our proposals for exclusion of access under section 25A to ensure they are based on sufficient evidence. We still propose to recommend exclusion of access over the majority of saltmarsh and intertidal mud, but have amended our proposals for areas close to those already popular for access. We have consulted widely, with no adverse comments received.
- re-writing the report documents to fit with the new national templates (an overview followed by 6 reports)
- Publication provisionally anticipated to be autumn 2019.

Shotley Gate to Felixstowe Ferry (SGF) – Laura & Araminta. Last updated 15.04.19

- Stage 2 (Develop) – letters showing indicative proposals are being sent out over the next few weeks.
- A number of local stakeholders are being contacted regarding our thoughts about the exclusion of access under section 25A (salt marsh and mudflats) to ensure they are based on sufficient evidence.
- Walk the course visits – complete.
- Discussions continue at one complex location.
- Mapping has been completed, including sites where a number of route options exist.
- The indicative route is being shared with statutory stakeholders where their input is required to support decision making.
- Detailed review of the proposals has taken place with the Public Rights of Way team.

- Sensitive Features Assessment being revised in response to changes above.
- Publication date likely to be late 2019.

[**SCC Note:** County council officers met Laura Chellis and Darren Braine from Natural England on 5th April 2019 to discuss progress on this section and Laura discussed the proposed route in more detail. At this stage it is still draft. Most of the stretch is along the banks of the Orwell estuary and Natural England are intending to use their estuary discretion, crossing the estuary on Orwell bridge on the south side, where there is a footway separated from the carriageway by a safety barrier.

Darren noted reports may now be divided into mini reports, such that the Secretary of State can give approval to a part of the stretch, allowing work to progress towards establishing it without being held up by other sections within the stretch.]

Felixstowe Ferry to Bawdsey (FFB) - Minty & Giles. Last updated 16.04.19

- We have now met or contacted all affected landowners on the stretch.
- There are 3 main gaps - Waldringfield to Martlesham, around Sutton Hoo and Ramsholt to Bawdsey. We have made progress with all three and agreed a trail alignment in two of the gaps, and negotiations at Sutton Hoo are ongoing.
- Have now met many key stakeholders including Suffolk CC, National Trust, Deben Estuary Partnership, the Suffolk Coast Forum and the River Deben Association.
- We have now mapped most of the stretch using GPS devices. Only Ramsholt to Bawdsey remains to be mapped. These maps form part of our final published report that goes to the Secretary of State for consideration.
- Access and sensitive features appraisal – now liaising with nature conservation colleagues as well as gathering external advice and opinion to help inform route alignment.
- Publication date likely to be winter 2019/20. The final report is now likely to be split into 6 chapters.

Bawdsey to Aldeburgh (BSA) – David, Fiona and Jonathan. Last updated 16.4.2019

- Letters sent out to landowners where we have a preferred route.
- Walk the course (WTC) visits taking place with landowners.
- Main focus is investigating issues and potential alignments arising from WTC.
- Habitats Regulations Assessment process started.
- Nature Conservation Assessment started for non-EU sites and features with Responsible Offers (RO), collecting and collating data.
- Sections being mapped using GPS device where preferred route known
- Publication date planned to be Spring 2020

Aldeburgh to Hopton-on-Sea (AHS) – David & Fiona. Last updated 16.4.2019

- Site visits to the Pakefield Caravan Park following recent cliff erosion – the proposed trail can no longer safely follow the cliff top route alongside the park and has now been realigned to follow the access track through the caravan park.

- Legal restrictions, exclusions and dedications have been finalised; and relevant maps completed.
- The Overview and Reports have been drafted to the new templates and currently being QA'd.
- Work started to revise the Access and Sensitive Features Appraisal (ASFA) by the HRA and NCA (see opening paragraph)
- Publication date planned to be Autumn 2019.

Hopton-on-Sea to Sea Palling (HSP) – Diana, David, Sal. Last updated 9.5.2018

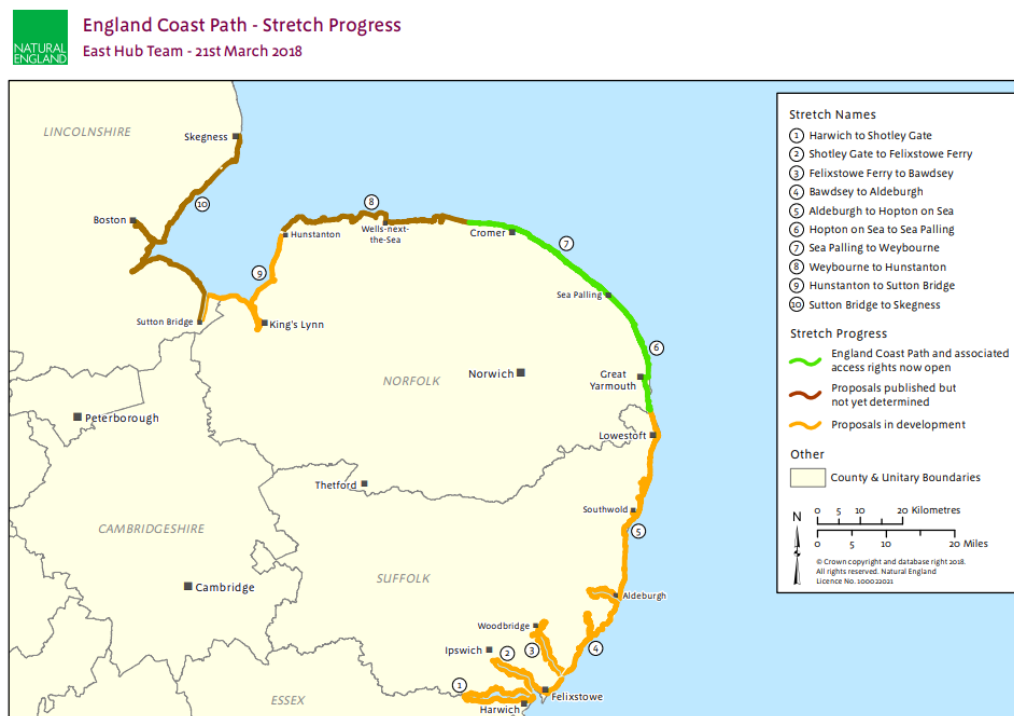
- This stretch is now complete and open as part of the ECP

3. Future Management of the England Coast Path in the East of England

Officers from Norfolk, Suffolk and Essex met on 5th March 2019 to discuss progress on the coast path. Simon Amstutz, the AONB manager, noted that the coast and heath's new management plan welcomes the coast path but notes it must be balanced against other AONB policies. Its position statement on the coast path can be found [here](#).

Officers again concluded further progress needs to be made on establishing the coast path in the east of England before the group can move on to discuss forming a partnership to manage it.

4. England Coast Path – Progress Map for the East



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| Suffolk Local Access Forum | |
| Title: | ROWIP Suffolk Green Access Strategy |
| Meeting: | 25th April 2019 |
| Author/Contact: | David Falk |
| Venue: | Mildenhall Cricket Club, Wamil Walk, Wamil Way, Mildenhall Suffolk IP28 7JU |

The Rights of Way Improvement Plan “Suffolk Green Access Strategy” was due to receive its final public consultation on 14th March 2019. This follows extensive engagement with various stakeholders including the Suffolk Local Access Forum.

The public consultation will be done through Suffolk County Council’s website at <https://www.suffolk.gov.uk/council-and-democracy/consultations-petitions-and-elections/consultations/>

The consultation was due to run for a minimum of 6 weeks, with it then being presented to the conservative group and to informal cabinet, before being presented at full cabinet.

Due to local elections it was advised to postpone the public consultation until after 2nd May. Staff commitments with the Suffolk Walking Festival means it has been decided to postpone consultation to end of June.

The revised timetable to publishing the ROWIP “Suffolk Green Access Strategy” is now:

- June/July – mid-August: public consultation
- September: present strategy to Suffolk County Council Cabinet
- October – November: publish ROWIP

END

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| Suffolk Local Access Forum | |
| Title: | Sizewell C Stage3 Consultation Response |
| Meeting: | 25th April 2019 |
| Author/Contact: | Andrew Woodin |
| Venue: | Mildenhall Cricket Club, Wamil Walk, Wamil Way, Mildenhall Suffolk IP28 7JU |

Appendix A

SLAF
Suffolk Local Access Forum

FREEPOST SZC Consultation

C/O Suffolk Highways
Phoenix House
Goddard Road
Ipswich
IP1 5NP

Tel: 01473 260159
Email: slaf@suffolkhighways.org
Web:
<http://publicrightsofway.onesuffolk.net/suffolk-local-access-forum/>

Your Ref:
Our Ref: BH/AM/2703
Date: 27/03/2019

Dear Sirs

SLAF Response Sizewell C -Stage 3 Consultation

Thank you for inviting the Suffolk Local Access Forum (SLAF) to comment on the latest round of consultations on EDF's plans for Sizewell C. As a statutory consultee and adviser to Suffolk County Council on issues affecting access to the countryside defined by the CROW Act 2000 we are concerned that little notice has been taken of our response to the Stage 2 Consultation and would stress that the points raised at that time are still valid.

See the Appendix restating our response to the Stage 2 Consultation.

The main issues that we have concern relating to the latest consultation are:

1. The impact on the local and wider rights of way network that the long construction phase will have.
2. The impact of the suggested road schemes and increased traffic on the A12 on the rights of way network.
3. The proposed closure and diversions of public rights of way crossings by Network Rail on the East Suffolk Line.

4. The impact on tourism.
5. The need to agree a legacy strategy with Suffolk County Council for access following the end of the construction phase.

Impact on Rights of Way

Assumptions seem to have been made regarding usage of the rights of way network by both EDF and Network Rail that are at odds with the experience of local communities and other bodies and we ask that further monitoring is carried out to provide a more accurate assessment. We are concerned that the decision to dispense with a jetty and only provide a beach landing facility has implications to the use of what will be the England Coast Path and would request that this is reconsidered. The use of a jetty would have given walkers and cyclists access to the coast path most of the time, but the use solely of a beach landing facility could see the route closed several times each month during the main tourist season with a very long alternative route put in place. SLAF would expect that during closures a minibus should be made available to link Sizewell Beach with Eastbridge, Minsmere and Dunwich Heath. Closure of this key route could also encourage visitors to intrude into more environmentally sensitive areas.

During the construction of the proposed new sea defences we would expect the Coast Path to remain open. In the longer term we have concerns that the path being squeezed between the new dunes and the beach that if over time the beach erodes then the path could be lost when roll-back finally reaches the power station boundary.

Workers during the construction phase not on the campus but living close by should be encouraged to use cycling for their journey to the site. To encourage this proper dedicated safe cycle routes should be considered as this would also benefit the increasing number of leisure cyclist who use the area.

Any rights of way closures should be agreed with the Highways Authority well in advance of the submission of the DCO with dates, lengths of closure and alternative routes.

Impact of Road Schemes

SLAF notes that new bypasses are proposed for Farnham/Stratford St Andrew and Theberton. We are concerned that these will bisect public rights of way and would expect that as these schemes are firmed up in consultation with the Highway Authority, safety measures that reflect the status and use of the crossing points should be incorporated into their design. We are also aware that the increased traffic using the A12 during the construction phase on top of the existing traffic to Sizewell A for decommissioning and B for operation and maintenance means that Road Safety Audits should be carried out at sites on this major road where public rights of way cross the road and the necessary improvements made.

Rail Crossing Closures

SLAF is not convinced that the increased use of rail transport to bring construction materials into the site via the Green Rail route should be used by Network Rail as an excuse to close and divert twelve crossings on the East Suffolk line. We feel that a longer consultation period should be given, and more information provided so that the proposed diversions can be properly assessed on the ground by the Highway Authority and where public roads are used a Road Safety Audit should be produced. SLAF would prefer no closures but the use of audible warnings and miniature stoplights instead.

Impact on Tourism

Being in an Area of Outstanding Natural Beauty, the countryside from Aldeburgh to Southwold attracts large numbers of visitors both local and from further afield who use the local access network and bring significant economic benefits to the area. SLAF is concerned that the temporary and permanent closure of many of the key routes during the long construction period would impact badly on the local economy and that a strategy should be agreed that would show which routes

were closed or diverted and when. We would look to EDF to provide a Community Liaison Officer who would provide a contact point with local authorities, businesses and communities to ensure adequate signage and information was widely available throughout the area and host a dedicated web site.

Legacy

SLAF would expect that following the construction period there should be positive green access gains for the immediate and wider area including the reinstatement of all closed public rights of way to a standard agreed by the Highway Authority with a commuted sum for future maintenance, the retention and dedication of all temporary diversions where they make a useful addition to the network. In addition, the provision of a north – south bridleway/cycle route between Aldeburgh and Southwold and a west – east Sandlings Walk link to the coast would be welcomed.

Appendix

Specific Comments on the Stage 2 consultation

SLAF notes that the construction phase will particularly impact on the Suffolk Coast Path shortly to become part of the National Coast Path, the Sandlings Walk which uses a permissive route through Gorse Hill, Bridleway 19 which will be closed and other public rights of way within the Leiston/Sizewell area. Consequently, we would seek reassurances that:

- ⤴ Any changes to the current network should be kept to a minimum.
- ⤴ Closure of the Suffolk Coast Path for development of sea defences, landing jetty and beach landing facility should be kept to a minimum so as not to impact on the use of the area by locals and visitors.
- ⤴ Any construction phase development should where possible have minimum physical and visual impact on access.
- ⤴ After construction, all closed routes including permissive ones should be re-instated to the satisfaction of the Highway Authority and where possible new routes which have been created should be retained and dedicated for public use.
- ⤴ Land used for campus and construction purposes should when established as heathland be dedicated as Open Access land under the CROW 2000 Act.
- ⤴ Regarding the Campus Site, Option 2 is favoured as this will enable retaining Eastbridge Road for access with the addition of the new bridleway/cycle route
- ⤴ With regard to the green rail route, where path closures are suggested with a long detour, it is felt that with the frequency and low speed of the freight trains these are not necessary provided crossings have adequate sight-lines.
- ⤴ Any highway improvements to the A12 and B1122 should have full regard for the safety of walkers, horseriders and cyclists.
- ⤴ The crossing at Lovers Lane should be a controlled one.

Publicity and Promotion

- ⤴ It is essential that any changes to public rights of way through diversions and closures whether long term or temporary are widely publicised through information boards around the affected routes, walk leaflets widely available at TIC's, hotels, b&b's, stations and libraries, and on relevant websites.
- ⤴ The construction site is likely to attract significant visitor interest and suitable arrangements

such as viewing platforms should be put in place to cater for and manage this.

Legacy

- ⌘ Any new routes put in place as a consequence of the construction phase which would be to the benefit of the wider rights of way network should be dedicated for use by the public and shown on the Definitive Map.
- ⌘ Routes closed during the construction phase should be re-instated to the satisfaction of the Highway Authority.
- ⌘ Permissive routes on the EDF estate should where possible be dedicated as public rights of way.
- ⌘ New areas of habitat creation resulting from the reinstatement of land used for the campus and construction works should be when established should be open to the public and dedicated for Open Access under the CROW Act.
- ⌘ The SLAF would expect EDF to engage in discussion with the Highway Authority how post-construction changes to the rights of way in the immediate area of Sizewell could better link in with proposals for the wider area included in the Rights of Way Improvement Plan.

SLAF further requests that EDF Energy makes information available to both the forum and Suffolk County Council officers on how the tourism and recreational legacy benefits from Sizewell will be scoped, developed and prioritised. The forum considers a timetable and process should be made available for working up legacy benefits.

Yours sincerely

Chair of Suffolk Local Access Forum

| |
|--|
| Suffolk Local Access Forum |
| Title: Sizewell C Stage 3 Consultation |
| Meeting Date: 25th April 2019 |
| Author/Contact: Andrew Woodin |
| Venue: Mildenhall Cricket Club Wamil Walk, Wamil Way, Mildenhall Suffolk IP28 7JU |

SLAF's Response to the Stage 3 Consultation

The stage 3 consultation closed at the end of March. Barry Hall, Roley Wilson and Susanne Bartlett from the SLAF working group met on 19th March 2019 to discuss SLAF's response not just to the Sizewell C construction site, but also the impact of the proposed rail link, changes to the local road network, the impact on tourism and the legacy the forum believes is necessary to improve the local green access network.

SLAF's response was sent to EDF on 27th March 2019 and is attached at appendix A.

Since the last SLAF meeting, officers have attended meetings and a workshop with EDF's consultants to discuss the impact of Sizewell C on access and recreation and to minimise as far as possible the disruption which will be caused to those wishing to enjoy the area's access network, and the new coast path currently being created by Natural England. Natural England officers are also liaising with EDF to protect as far as possible the integrity of the coast path. County council officers continue to push the case for a strong legacy to mitigate the scale of the new nuclear power station's impact on the local landscape.

The county council's joint response with East Suffolk Council to stage 3 can be found [here](#), and includes most of what ROW officers requested to be included.

END
AW/SCC April 2019

App A



| |
|---|
| Suffolk Local Access Forum |
| Title: Regional LAF Meetings |
| Meeting Date: 25th April 2019 |
| Author/Contact: Andrew Woodin |
| Venue: Mildenhall Cricket Club, Wamil Walk, Wamil Way, Mildenhall Suffolk IP28 7JU |

East of England Regional LAFs Chairs' Meetings on 16 January & 10th July 2019

The formal minute of the regional chairs' and vice chairs' meeting which took place on 16th January 2019 is attached at appendix A. David Barker, SLAF vice chair, attended.

The next meeting is planned for 10th July 2019 in Peterborough, as advised by Ann Griffiths on behalf of Gail Stoehr (Cambridgeshire LAF Secretary) in the email below.

From: Ann @ LGS Services <ann@lgs-services.co.uk>
Sent: 21 February 2019 17:59
To: 'Ann @ LGS Services' <ann@lgs-services.co.uk>
Subject: East of England Regional LAFs Chairs and Vice Chairs Meeting on 16 January 2019

Dear All

Please find attached the minutes of the above meeting, incorporating the notes from Fiona Taylor.

Also attached is a copy of a letter sent by David Barker to Suffolk MPs, which he has asked to be circulated to attendees for information, on the understanding that the content of the letter is very much a personal view which makes wider views on behalf of Suffolk LAF. Accordingly, the text may be adapted by attendees to suit their own locality but should not be further copied or used verbatim.

Fiona has sent the following information about the time and location of the next meeting:

Time: Room booked 9-3pm (meeting usually 10/10.30am until 2.30pm?) for Wednesday 10th July 2019

Location:

Red Kite room, Suite D, Unex House, Bourges Boulevard, Peterborough. PE1 1NG.

[View map](#) (Google)

Telephone 0300 060 3900

Natural England Unex House reception desk: 0208 026 1774

How to get there

The office is a 10-minute walk from the station. If you are on foot, walk from the station towards the multi-storey car park (Perkins yellow) on the right hand side of Station Road, near the traffic lights.

Just before the car park entrance/exit, on the right there's a footpath/cycleway leading to an underpass. Go through the underpass; walk past the steps on your left and bear right, to come up onto Bourges Boulevard, a dual carriageway. Cross the road at the first set of lights.

Alternative route: turn right out of the station, walk through the main car park (watch out for cars obviously!) and turn right through the yellow framed exit onto the road. Then follow 2. and 3. Below. Look for Asda and the 'Pets At Home' shop ahead of you on the right. Head towards 'Pets At Home' and then walk down the right hand side of this building, keeping it on your left.

Walk past a barrier and small car park; at the end of the 'Pets at Home' building is another barrier which marks the main entrance to the Unex House car park.

The walking route has some areas of uneven surfaces and no drop kerbs. If you have walking difficulties, visual impairment or use a wheelchair you may wish to consider taking a taxi from the station, especially if you are taking this route on your own for the first time.

Car parking

There is limited visitor parking on site; contact the NE reception desk on 0208 026 1774 before your visit to find out if there is a space you can use.

If there isn't, there's ample parking available in the public car parks close by (see Google map - link above).

Access to building

Unex House is shared with 3 other companies and the building is open from 7.00am to 7.00pm. For access into the building, press the Natural England buzzer to the left of the front entrance. The NE office is on the first floor; press the buzzer to the right of the NE office door to gain access.

Sign in at reception; Fiona (or another Natural England colleague) will come and meet you.

You should wear Natural England pass cards at all times when in the building.

Entry to and exit from the building is via the main front doors. The other ground floor doors are for emergency evacuation use only.

The Natural England update was quite large, so you may want to consider specific areas of our work you want an update on for July's meeting rather than across the piece?

It was lovely to see you all again – and meet new members for the first time. Keep doing the great work you're doing for public access.”

Fiona Taylor

Kind regards

Ann Griffiths

SLAF will need to confirm attendance.

END
AW/SCC April 2019

App A



Minutes of Regional
Chair's Meeting

Actions from the meeting

- i. Each LAF to consider the key issues relevant to their situation that they will raise in a letter to send to a senior officer in their appointing access authority.
- ii. David Barker to circulate an electronic copy of the body text of the letter that he had sent to Suffolk MPs concerning a range of countryside matters including access on to farmland. Attendees are welcome to use that text that makes the general points to prepare their own letter to send to their local MPs but to remember to modify it to their own locality and case studies. Please do not copy and send it verbatim.
- iii. Attendees to write their email address on the sheet circulated by Mary Sanders to confirm that they are willing for other LAF members to see and use their email address to correspond about LAF matters. Through this willingness to supply an email address it is understood that GDPR requirements will have been satisfied.
- iv. NE (FT) to follow up and clarify the position regarding each LAF producing an Annual Report.

1. Welcome and Introductions

Attendance

| Person | LAF / Organisation |
|-----------------------|------------------------------|
| Clive Beckett | Central Bedfordshire & Luton |
| David Barker | Suffolk |
| Fiona Taylor | Natural England |
| Katherine Evans | Essex |
| Keith Bacon | Broads |
| Ken Hawkins | Norfolk |
| Liddy Lawrence | Hertfordshire |
| Louis Upton | Central Bedfordshire & Luton |
| Martin Sullivan | Norfolk |
| Mary Sanders (Chair) | Cambridgeshire |
| Ralph Barnett | Natural England |
| Ray Booty | Essex |
| Roger Buisson (Notes) | Cambridgeshire |

2. Apologies

Apologies were received from Barry Hall, Suffolk LAF and Alex Hartley, Broads LAF.

3. Minutes of last meeting

On page 3, item 4 on coastal access funding the text should read “up to 75% grant can be claimed”.

4. Matters arising from minutes of last meeting

Email correspondence after the last meeting had raised the matter of a request for a letter to be sent from Natural England to the access authorities to remind them of their responsibility toward their LAF and rights of way. Fiona Taylor recommended that a letter from the grass roots i.e. LAF members, would be more effective. This could cover the access authorities' responsibilities to their LAF, including for instance that the access authority should be appointing elected members (from both county and district where relevant). **Action: Each LAF to consider the key issues relevant to their situation that they will raise in a letter to send to a senior officer in their appointing access authority.**

Item 9 Lost Highways: Rumours had been heard about an extension to the cut-off date for submitting claims. Others had heard the same. It was considered better to act on the basis that there will not be an extension. BHS is offering a £100 'grant' toward the costs of submitting a claim for a lost highway. [post meeting information: The BHS website <https://www.bhs.org.uk/our-work/access/campaigns/2026/financial-support-dmmo> states *"With generous support from Sport England, matched by the BHS's own funding, we are able to offer a grant of £100 towards your expenses for each eligible application that you submit to a local authority and is accepted on their statutory register of DMMO Applications. Due to funding conditions, the grant is available in England only, and for applications made on or after 1st January 2018. The grant is available to anyone, you do not have to be a BHS member."* A 'toolkit' for making a claim is here: <https://www.bhs.org.uk/our-work/access/campaigns/2026/2026-toolkit>]

It is still not clear whether or not a LAF annual report is required. It is understood that the minimum is that an annual report should be produced but no one from natural England will be chasing if one is not produced. An annual report is a good LAF profile raising exercise within a council and is as used in this way by some LAFs. **Action: Fiona to follow up within NE to clarify.**

5. Round-up of issues affecting your LAF

Bedford Borough: Not attending.

Broads:

- Meet in Broads Authority office, have members from the BA but not local council members. Have cross membership with Norfolk LAF.
- Little development pressure within the Broads National Park but there is adjacent to the NP.
- Erosion of river embankments - responsibility for remedial action is disputed.

Cambridgeshire:

- Considering merging with Peterborough LAF given the latter's current in status of being in abeyance.
- Development pressures including new settlements. There are poor links between planners, developers and highways authority.
- Road developments – the A14 is being built, the A428 will come next.
- Greenways - leisure and commuting cycle routes planned from surrounding villages in to Cambridge - pressure from LAF to make each of bridleway status to ensure NMU use.

Central Beds & Luton:

- Concerns over the impacts of major developments / growth areas and the low priority given to funding green infrastructure.
- Specific Houghton Regis development - several developers involved and lack of coordination that risks fragmenting network. Within that development the access routes are not likely to be PRoWs which places them at risk if the developers fold. Consider it better to have a commuted sum and then local authority adoption.
- Oxford to Cambridge expressway route near Milton Keynes - environmentally sensitive areas on the route include Rushmere Country Park and 800 acres of access land at Aspley Woods.
- East-West rail impacts on the PRoW network.

Essex:

- Network rail closures inquiry - still ongoing because of the large number of objections.
- LAF Membership - difficulty in getting councillors to be LAF members.
- Support from the council is poor.
- A12 and A120 improvements delayed due to delays with the planning of a new garden community. Lower Thames Crossing - this primarily affects Thurrock.
- The Council's fault reporting system is still unsatisfactory.
- TRO extensions of over 2 years' length are still being used with no facility for the public to know which are closed.
- PRoWs claimed under 20 year use rule - they are going on to the definitive map but without any obligations on the council to maintain them at public expense, as a result they are not being maintained. Some have been taken on by volunteers but that requires liaison time from a council officer. [A post meeting update of the relevant text from the 'Blue Book' is included as Appendix 1 to this meeting note]
- Bridges over PRoWs that are in an unsafe condition have caused problems.

Hertfordshire:

- Network rail crossing closures, currently the major focus is on a crossing in St Albans that splits the community from the town centre.
- The LAF has organised a local conference on development planning.
- Following pressure on the council the LAF has been provided with additional support from officers.
- LAF Membership - seeking to co-opt a student each year from the University of Hertfordshire environment planning course, cannot get a district council member, have recently been through a 3 year membership refresh.

Norfolk:

- Good support from the council.
- LAF Membership – undergoing a refresh after a three year period - currently advertising and there has been good interest.
- Pathmakers charity arm of LAF (<http://pathmakers.org.uk/>) is going well and continuing to put in funding applications for specific projects (two this year).

Peterborough: Not attending.

Suffolk:

- Network rail crossing closure inquiry - representations made, now with Inspector for report and recommendations.
- Sizewell C – potential for large impacts on PRoW network.

- There is strong council support for the production of an annual report.

Thurrock: Not attending.

6. Update from Natural England

Fiona Taylor provided an update on the following topics:

- LAFs
- Deregulation Act rights of Way reforms implementation
- Motoring Stakeholder Working Group
- Agriculture Bill, Environmental Land Management scheme
- Monitor of Engagement with the Natural Environment (MENE)
- ORVAL Outdoor recreation evaluation tool
- Opening access to the countryside
- Impact of PoW and Sweetman
- Land management - Farmland Conservation
- Living Coast
- Parks
- National Trails
- Protected sites and species
- National Nature Reserves
- Wildlife licensing
- Publications, maps, data

A full copy of the text of the update sent by Fiona after the meeting is attached as Appendix 2 to this meeting note.

Ralph Barnett, NE National Trails Officer, also attended the meeting and spoke about National Trails (NT's). The England Coast Path is scheduled to open in 2020 but this may be delayed. NE is still funding NT's although for 2019 Defra agreed to fund NT's directly from its budget rather than via the NE core budget. NT's funding has been at standstill for 5 years, a 5% reduction is expected in 2019. There is no programme in place at present to designate any new trails as funding is limited and the England Coast Path takes priority.

England's Great Walking Trails - an initiative from the Discovering England Fund with a budget of £1M to promote holidays in England to the US, German and Dutch market (project details here: <https://trade.visitbritain.com/destination-uk/discover-england-fund/englands-great-walking-trails/> and the public facing website here: <https://www.greatenglishtrails.com/>).

7. Public access under the Agriculture Bill

David Barker of Suffolk LAF spoke of his own experience and the position more generally. On his own farm he has yet to receive money for a new stewardship scheme agreement that started in 2018, a common picture amongst farmers. The loss of access options in stewardship was in part said to be because of EU rules. That position clearly changes with Brexit and there is now the opportunity for the UK to support access on farms. There is the opportunity with the Agriculture Bill (<https://www.gov.uk/government/news/landmark-agriculture-bill-to-deliver-a-green-brexite>) and the Government stated policy of public money for public goods, a policy that can include

public access. The Agriculture Bill is enabling legislation. It is a good time to lobby local MPs. He has written to his own MP and the other Suffolk MPs. The text of that letter can be used as the basis for others to prepare their own letter but please do not reproduce DB's letter verbatim. It would be helpful to add in reference to the Defra 25 year environment plan. **Action: DB to circulate an electronic copy of the body text of the letter that he had sent to Suffolk MPs.**

8. The impact of the People Over Wind & Sweetman court case on ECP progress

This issue was raised by Ken Hawkins of Norfolk LAF and spoken to by Fiona Taylor and Roger Buisson. The conclusion was that this court judgment, through requiring additional detail and procedural steps, would be likely to result in longer lead times in approving England Coast Path proposals but that the outcomes are not expected to change.

9. Network Rail level crossing closures

Essex LAF: Essex still at inquiry phase following an adjournment and restart. Essex LAF involvement is in the strategic case. Believe that Network Rail had not understood the level of opposition prior to the Inquiry. Concerned about the promises made by Network Rail that were stated at the Inquiry but have not been seen in writing. The concern is over whether or not they will be delivered. The County Council is not known to be recording and following up these promises.

Cambs, Herts & Suffolk LAFs: In contrast to the above, in the cases of the Inquiries for crossings in Cambs, Herts and Suffolk the respective county council has been very active and particular in ensuring that undertakings (promises) were followed up with detailed negotiation. Those crossings that would require significant redesign and landowner negotiation were withdrawn from the Inquiry process.

10. Regional road schemes

Road schemes highlighted during the earlier discussions were: A414, A12, A120, A14, A428 and the Lower Thames Crossing.

11. AOB

The following topics were very briefly addressed in the limited time available:

- Height restriction barriers on parks and green spaces – these restrict access for horse boxes and hence excludes horse rider use.
- HLF and National Trust have joined forces to fund the 'Future Parks Accelerator', an initiative that aims to secure the future of urban parks and green spaces (more information here: <http://www.futureparks.org/home-page>) The local NE link is John Torlesse.
- Cambridge/Milton Keynes/Oxford (CaMKOx) Arc – There is £1 million funding for green space across the Arc.
- Seasonal TROs using gates with lock codes - some linked to track condition and rainfall. Viewed as a successful initiative.
- Publication of the existence and details of TROs - Central Beds and Cambs have good systems, Essex has no system.

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- Essex highways devolution pilot - this would transfer various maintenance responsibilities to town and parish councils. The initial view of one parish was that it was a lot of work for very little finance – the fund was calculated on a per capita basis and not on a need/assets basis. District councils had declined to participate. A similar Bedfordshire initiative had got nowhere. The approach to parishes appears to be motivated by the fact that county and district council precepts are capped but parish councils are not.
- Sharing email addresses - currently emails are sent bcc for data protection reasons, please sign on list giving consent for email address to be circulated.

A repeat of this meeting?: Yes. Proposed for next meeting:

Wednesday 10th July 2019, 10.30 am – 2.30 pm, Natural England Peterborough office.

See Appendix 3 for further details of office location and how to get there.

Appendix 1: No public maintenance of 20 year claimed routes

The following is the text supplied by Katherine Evans, EssexLAF Chair, taken from pages 277 and 278 of the 'Blue Book', more correctly known as 'Rights Of Way: A Guide to Law and Practice' published jointly by the Ramblers and the Open Spaces Society in 2007 (updates are published here: <https://www.ramblers.org.uk/advice/rights-of-way-law-in-england-and-wales/the-blue-book/the-blue-book-extra.aspx>).

Section 10.3

All expressly created public paths (i.e. footpaths & bridleways) are maintainable at public expense except those in the following categories...

(c) a path dedicated after 1949 in respect of which the statutory procedure under the Acts of 1835, 1959 or 1980 has not been observed.

Public paths that came into existence after the 1959 Act from long usage are not publicly maintainable because

(i) the procedure required to be followed for a way to be publicly-maintainable has not been (indeed cannot be) followed;

(ii) the liability of the inhabitants of the parish to maintain highways no longer exists; and

(iii) no other provision of law imposes the duty to maintain.

A way added to the Definitive Map is therefore publicly-maintainable only if it can be shown to have come into existence prior to the 1959 Act.

No statute imposes a duty to maintain a path or way that arises from long usage. But power is conferred by the 1980 Act [s. 50(2)] on a district, parish or community council to undertake the maintenance "of any footpath or bridleway" within its territory, thus including a path that arises out of long usage.

I think I could be forgiven for not immediately grasping the implications of all that in the Blue Book:-)
No mention of byways of any sort.

The 1959 Act is... Highways Act 1959 (I think)

The 1980 Act is. . Highways Act 1980

Essex Highways / ECC used to include these types of paths in their maintenance schedules - but with budget cuts this is no longer the case. The suggestion is that Parishes - whose ability to increase their Precepts is not capped - should fund /carry out the maintenance and/or interested User groups like the Ramblers, BHS, etc.

Appendix 2: Update from Natural England

Below is a compiled copy of the text provided by Fiona Taylor in a series of emails after the meeting.

Access and rights of way and recreation (Andy Mackintosh)

LAFs NE has once again had to focus its spending on a reduced number of areas and, apart from delivering the England Coast Trail and supporting National Trail Partnerships, public access is not currently a priority. This means that we still don't have any proper cover for a LAF co-ordinator role but a case has been made to allocate resource for this. In the meantime I will continue to monitor HUDDLE and answer queries. [This text is subject to confirmation: *It is again unlikely that LAF will be asked to submit annual reporting forms this year (but any received are still welcome) but NE will continue to receive annual reports as required by the CROW Act and LAF regulations.*]

Deregulation Act rights of Way reforms implementation: Due to Defra's Dave Waterman's retirement and Brexit work prioritisation, the planned introduction of the regulations and guidance associated with the rights of way measures is currently delayed until the latter half of 2019. Defra appreciates that this is leaving increasingly little time before the 2026 cut-off date but will continue to work with the Stakeholder Working Group to explore options and refine processes and guidance.

Motoring Stakeholder Working Group: This group, (convened to look at off-road vehicle use issues in the countryside and chaired by NE) last met in May and Defra and NE have decided to take forward actions to consult with order-making authorities regarding the suitability of current regulation e.g. the use of Traffic Regulation Orders and other off-road vehicle management approaches, and aiming to revise the existing 2005 Defra guidance in "Making the Best of Byways" and "Regulating the Use of Motor Vehicles on public rights of way and off road".

Agriculture Bill, Environmental Land Management scheme: The new bill recognises that public access is a public good and makes provision for the Secretary of State to give financial assistance: '*...for or in connection with any of the following purposes—(including)*

(b) supporting public access to and enjoyment of the countryside, farmland or woodland and better understanding of the environment;'

In relation to this, options are being considered for a new land management scheme that may include measures of provision for improving/enhancing public access. NE is providing evidence and justification for support of access and green infrastructure. As with much of current activity in this area the main driver is Defra's 25 year Plan objectives e.g. *Enhancing beauty, heritage and engagement with the natural environment - Making sure that there are high quality, accessible, natural spaces close to where people live and work, particularly in urban areas, and encouraging more people to spend time in them to benefit their health and wellbeing.*

Monitor of Engagement with the Natural Environment (MENE) - New national statistics published by Natural England show that more people than ever before are visiting and spending time in the natural environment.

The proportion of adults visiting nature at least once a week has increased from 54 per cent in 2010 to 62 per cent in 2018. 51% visiting countryside and coast and 49% in and around towns. In 2017/18 health and exercise was the main motivation for spending time in the natural environment (reported for over half of all visits).

The [Monitoring of Engagement with the Natural Environment](#) (MENE) report also found that this trend could be seen across population groups, including groups where levels of participation have historically been lower.

ORVAL Outdoor recreation evaluation tool. An online model that predicts the number of visits to existing and new greenspaces in England, and estimates the welfare value of those visits in monetary terms (partly based on MENE data). It is increasingly being used by Local Authorities to show the value of existing and new access provision. <https://www.leep.exeter.ac.uk/orval/>

Opening access to the countryside <https://www.gov.uk/government/news/opening-access-to-the-countryside>

The country's first ever specialist centre in Oxfordshire will improve countryside access for wheelchair users, those with mobility needs, horse riders, cyclists and walkers.

Aston Rowant National Nature Reserve has been turned into a specialist site for accessibility including structures compliant with the new BS5709 standard following our self-closing gate trial. (You will also see in his speech that he reaffirms NE's commitment to promoting public access and that access is a means of achieving Defra 25 Year Plan objectives).

The new National Land Access Centre, located in the Chilterns Area of Outstanding Natural Beauty, has been designed to demonstrate the use, maintenance and installation of gaps, gates and stiles meeting the new British Standard for improved countryside access.

The centre has been developed by Natural England, in partnership with The British Horse Society, Centrewire and the Pittecroft Trust, to ensure those who usually struggle with access to the countryside can access the natural environment and enjoy England's beautiful countryside.

Natural England research shows there are around 519 million visits to paths, cycleways and bridleways in England each year. However, mobility issues can be a major barrier to people heading to the countryside. Over 20% of England's population cannot use public rights of way, either because they cannot use stiles or kissing gates themselves, or they are accompanying someone who can't.

Deputy Chair of Natural England, Lord Blencathra, said:

'Improved access will help to connect more people with their natural environment, giving them a chance to enjoy our countryside, its open space and fascinating wildlife– all key aspects of the Government's 25 Year Environment Plan.'

Minister for Disabled People, Health and Work Sarah Newton said:

'Installation of easy-access gates. This is key to the National Nature Reserve Strategy, itself a year old in September, which seeks to see England's nature restored, enriched and reconnected to people.'

The British Standard 5709: 2018 for Gaps, Gates and Stiles requires 'the least restrictive option' to be made available to users. Its implementation will help ensure that everyone can access and enjoy the countryside.

For more information about the new National Land Access Centre or to register for a training course please contact NLAC@naturalengland.org.uk.

Impact of PoW and Sweetman (Chris Pope) - Following the result of the People over the Wind case, Natural England is working closely with local authorities, developers and other partners to make sure the implications of this ruling are properly understood.

In most cases, we already work with developers at the pre-application stage on options to reduce or minimise impacts on protected sites. This ruling simply requires us to carry out a more formal assessment of their mitigation measures.

Continuing these conversations at an early stage will ensure this process is streamlined and any additional delays are minimised.

We have also set up a new unit that will be concentrating on delivering the Habitats Regulations assessments.

Land management (Dougal McNeill) - Farmland Conservation

Following the Health and Harmony Consultation the government published a [policy statement](#) which sets out England's agricultural policy for the next 10 years and how the Agriculture Bill will help achieve this. This includes a timeline for transition from the current CAP to the new arrangements. As part of this some existing HLS customers with agreements expiring in 2019 have been given the option to extend their agreements by one year (with potential for renewal) rather than move to Countryside Stewardship. This option may be available to some HLS customers in 2020 and beyond subject to ministerial approval.

In addition Defra are in the process of developing a new domestic Environment Land Management (ELM) scheme which will ultimately replace both pillars of CAP namely Basic Payment Scheme (BPS) and agri-environment schemes (Countryside Stewardship and Environmental Stewardship)

2019 and 2020 – Direct payment (BPS) continues (with possible simplifications). CS agreements continue to be signed. HLS agreements extended (subject to ministerial approval for customers with agreements expiring in 2020). Tests and trials for ELM.

2021 – First year of progressive reductions in BPS payments. CS agreements continue to be signed. HLS agreements may be extended (subject to ministerial approval). First pilots and ongoing tests and trials of ELM.

2022 to 2024 - progressive reductions in BPS continue. Final CS agreements start (but numbers depend on ELM). HLS agreements may be extended (subject to ministerial approval). ELM pilot, tests and trials continue.

2025 to 2027 - progressive reductions in BPS continue. ELM fully up and running.

2028 – No Direct (BPS) payments.

Landscape (Sarah Manning) - We will be hearing from the team again in the near future but as an overview of the work of Living Coasts:

SUMMARY PAPER: England's Living Coast: More than a Path – using the England Coast Path to secure a better future for people and the environment.

The Government's 25 Year Environment Plan recognises the opportunity provided by the completion of the England Coast Path in 2020 to enable more people to benefit from and help deliver a net improvement in the quality of the natural environment.

Natural England has been developing Living Coast which we aim to roll out as a national programme to capitalise on the completion of the England Coast path (ECP) in 2020.

What will Living Coast be?

A high profile programme that builds on the huge public investment in the ECP. It will use the new National Trail as a catalyst to unlock and sustain greater investment at the coast, ensuring an inclusive and long term legacy for society and the environment. Living Coast will be a visionary, landscape scale programme for the whole of the English coastline. Locally delivered projects within a national framework will deliver big outcomes for nature and people.

Our vision is that: more people from more sectors of society benefit from the environmental, economic and social services provided by the England Coast Path.

The core objectives to underpin and deliver this are:

- To increase the number and diversity of visits and visitors to the coast.
- To develop the ECP as a responsible tourism destination that provides high quality, locally distinctive, inclusive facilities and experiences for both local communities and visitors.
- To create sustainable tourism and local economies that value the ECP and invest in the path's corridor to manage and improve the access and environmental assets.

Key outcomes:

- A distinctive and resilient nature-rich corridor created around the entire coast. Demonstrating sustainable land management, enhancing our coastal landscapes and contributing to healthy and biologically diverse seas.
- More people visiting the coast, benefitting from a rich, coastal environment and contributing to the coastal economy.
- ECP better valued and supported as a foundation for building stronger, healthier, more environmentally connected and economically stable coastal communities.

Leading to:

- Health and wellbeing improvements across more sectors of society as more people access coastal landscapes and engage with the natural environment. Reduced socio-environmental deprivation within coastal communities.
- A society that through a greater connection and understanding of the value of the coastal and marine environment is interested and passionate about caring for it.
- Increased natural capital as a result of more people inspired to take action for the environment.
- Sustainable local economies underpinned by decision makers, business, communities and visitors committed to and investing in management of ECP and its corridor.

Why do we need to do this?

There are significant environmental assets at the coast, the interface between our terrestrial and marine environments. Both the environment and coastal communities face big challenges. For example:

- Coastal towns have above national average levels of socio-environmental and economic deprivation with growing risks to the [health & wellbeing of coastal communities](#). Our coastal and marine habitats face increasing challenges from climate change, fragmented management and the effects of development.
- We know that spending time in and enjoying the natural world is hugely important to improving health and wellbeing for both urban and rural communities. [MENE](#) data shows that 45% of people never or rarely visit the coast but would like to do so.
- Walkers on the [Welsh Coast Path](#) spent £84.7 million in 2014. Walkers on the [South West Coast Path](#) spent £436 million in 2012. Domestic coastal tourism contributes £8 billion annually to the economy, and the [National Coastal Tourism Academy](#)

believes this can grow. We need some of this to be invested in the environment which makes the coast so special.

Without a national framework to facilitate transformational, timely and integrated outcomes for people, places and nature, it is likely that the full potential of the ECP will not be realised and ineffective, scattered and small scale change will occur instead, not necessarily where it is needed most.

Where and how will the benefits be delivered?

The whole coast will be in scope, but we will prioritise places where investment will make the most difference. Through a small number of demonstration pilots we will show how the benefits of the ECP can be amplified by working with local stakeholders to develop a shared plan for that stretch of coast.

With a unique interest in people, environment and heritage across the whole coast, Natural England is well placed to provide the coordination of this national project and we will work across Government departments, with NGOs, communities and new sectors including business.

Publication of the Government's 25YEP coupled with the energy and publicity generated by completion of the ECP in 2020 provides us with a unique moment in time to initiate this ambitious project.

Next Steps

Work with local stakeholders through our Area Teams to develop and deliver three or four demonstration pilots using a mix of funding sources.

Create a national partnership of interested and influential external partners to help further develop and refine the project.

The learning from the pilot projects and our partner contributions will feed into the development of a business plan which will then facilitate the roll out of the national project once the England Coast Path is completed.

Parks (Dave Solly) - In October 2017 the Ministry of Housing Communities and Local Government (MHCLG) Parks Minister (then Marcus Jones MP) convened [the Parks Action Group](#) to bring sector experts – including Natural England - together with government to find solutions for the issues facing public parks identified by a 2016 Communities and Local Government Select Committee thereby helping England's public parks and green spaces meet the needs of communities now and in the future. Government committed to support the work of the group in its [25 year Environment plan](#) (page 77).

The group initially identified 6 priorities for consideration:

- Addressing sustainable **funding** for parks
- The importance of **standards** to ensure continued quality of delivery
- How to better **empower communities** to be involved in parks
- Addressing loss of **knowledge and skills** for delivery
- The importance of **increasing usage** amongst disadvantaged groups to ensure equitable access to the benefits of parks
- The need for a **vision** for parks and greater **valuing** of the benefits of parks in decision making

The Group will draw on baseline information it is collating as it develops its recommendations to Government on options for solutions to in particular the issues that Government committed to respond to in [its response](#) to [the inquiry report](#). We anticipate that MHCLG will report on group progress during early 2019.

National Trails (Ralph Barnett) - Ralph will be attending in person to give an update of this area of Natural England's work.

Protected sites and species (John Torlesse) - NE's overall approach is to invest in making a long term contribution to Government's ambition, as set out in the [25 Year Environment Plan](#), for a growing and resilient network of land, water and sea that is richer in plants and wildlife. This involves the following activities:

- SSSI casework (Dealing with notices, consents, assents or advice and notifications)
- SSSI designations – we have a small programme of designations (both new sites and changes to existing sites). This programme is publicised on 'gov.uk'.
- Ensuring good management of sites through new Countryside Stewardship schemes and through working with existing Stewardship agreement holders on SSSIs.
- Partnership working to deliver Government's Biodiversity 2020 strategy for protected species and habitats. This includes supporting externally funded projects (e.g. Back From The Brink), developing guidance for Nature Recovery Networks and Species Re-introductions
- SSSI condition assessments – focussing this current year particularly on those with agri-environment schemes
- Taking enforcement action for species and SSSI offences.

National Nature Reserves (Ben le Bas) - Natural England is responsible for the designation 'National Nature Reserve' in England: that is to say, the selection and declaration of sites, the management of some sites and the approval of other organisations to manage others.

Today there are 224 NNRs in England - c95,000 ha -managed by 53 different organisations. NE manages c2/3rds of England's NNRs by number and area. Other managers include the conservation NGOs, local authorities and a small but increasing number of private parties.

In the last few years an effective partnership has developed nationally between NE and some of the managing organisations and we have launched a joint NNR strategy. NNRs are an active work area for NE and as well as managing our own reserves we are busy expanding the NNR network.

Wildlife licensing (Gareth DGLISH) - District Level Licensing is a pioneering new approach to authorising developments affecting great crested newts (GCN).

Instead of developers carrying out detailed survey and mitigation measures within development sites, the scheme provides for new or enhanced GCN habitat at a landscape scale in the best locations for GCN within a given local authority area, and on the basis of net gain – i.e. more habitat is created than will be lost. This way, GCN habitat is created in areas away from developments, on greenspaces and farmland, which will improve the conservation status of the species.

Developers pay into the scheme to fund the habitat improvements. The scheme is being rolled out to 150 local authority areas over the next couple of years, including all Essex authorities and a number of other areas across the East of England. There will be opportunities for farmers and

landowners to participate in the scheme by providing land for new ponds and allowing derelict ponds to be restored

Publications, maps data (Richard Alexander) - Evidence Services provide scientific and evidence leadership, so that Natural England operates as an evidence-based organisation.

We:

- lead the delivery of Natural England's Evidence Programme (£2m pa) of prioritised terrestrial and marine monitoring projects, monitoring reform activities (e.g. piloting new techniques like eDNA) and evaluation/evidence reviews
- lead the delivery of NE/Defra's agri-environment monitoring and evaluation programme (£2.8m pa)
- provide expert analytical, data management and interpretation services to Natural England and its customers which include spatial analysis and mapping, earth observation, statistical analysis and modelling
- ensure adequate and appropriate access to evidence through on-line systems (e.g. MAGIC) and scientific publications (GOV.UK)
- lead on the Evidence Strategy and the Evidence Standard underpinning the delivery and use of evidence in Natural England

Green Infrastructure: Our Natural Future - People, Places and Prosperity
 Natural England Internal Policy Briefing

Purpose of the Paper: The purpose of this document is to provide an internal policy briefing setting out what Green Infrastructure (GI) is, why it matters to Natural England, what GI outcomes we want to achieve in the next five years, where and how we will prioritise our efforts.

What is Green Infrastructure?

The National Planning Policy Framework defines Green Infrastructure (GI) as: *A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities¹*

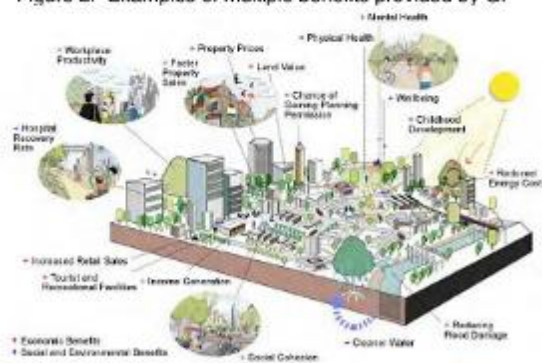
Essentially Green Infrastructure is 'nature doing a job' where it is most needed and adds greatest value. At its heart is the relationship between people and nature. At an operational level it involves working collaboratively with stakeholders, often outside the environment sector, to secure mutually beneficial outcomes.

- GI is a critical infrastructure, performing multiple functions and delivering benefits for people, places and nature, as well as for the economy.
- GI comprises a living network of green and blue spaces, corridors and other environmental features in urban and rural areas at a local and landscape scale¹.
- Benefits of GI include outdoor recreation and access; enhanced biodiversity and landscapes; producing food and energy; adapting to climate change; flood protection; clean air and water.
- These benefits support health and wellbeing; make better places to live, learn and work; and enhance resilience to climate change.

Figure 1: GI networks at landscape scale. Enlarged diagram available [here](#). (page 26)



Figure 2: Examples of multiple benefits provided by GI



Photograph courtesy of ARUP. Enlarged diagram available [here](#).(page 11)

- GI is important for connecting biodiversity, landscape and access. It comprises features like wildlife areas, woodlands and field margins; road verges and rights of way; parks and gardens; canals, rivers and wetlands; green-grey infrastructure such as green bridges and green walls/roofs; natural flood management and sustainable drainage.
- GI can be delivered as part of new development via the planning system; upgrading of existing GI and retrofitting of new GI in areas where provision is poor.

¹ Whilst much GI is publicly accessible, not all GI can provide public access.

Why Green Infrastructure Matters to Natural England

Whilst GI is an asset, it is also an approach that optimises delivery of environmental services and benefits for people, places, nature and the economy. GI delivers across our three Conservation Strategy (C21) themes and is pivotal to delivering place-making, resilience and growth:

1. Putting people at the heart: **Place-Making for Nature and People**
As part of people's everyday experience of nature, GI helps to deliver our ambition to put 'people at the heart' of the environment'. Often close to where people live, GI connects people with nature, improving health and wellbeing and contributing to the beauty and prosperity of the places where they live, learn, work and visit.



2. Resilient landscape and seas: **Resilience to Climate Change**
Re-connecting urban, urban-fringe, coastal and rural areas across multiple scales contributes to building resilient landscapes and seas and enhances landscape character. GI can reduce the impacts of climate change on towns and cities, for example by providing more resilient water supply and natural flood risk solutions.
3. Growing Natural Capital: **Growth and Prosperity**
GI is a collection of connected natural capital assets managed to provide ecosystem services and benefits for people and nature. Delivering high quality, well designed and maintained GI will grow the natural capital of city-regions, rural-urban fringe (including Green Belts) and rural areas. Biodiversity and environmental net gain can lever investment in new and existing GI assets. Taking a GI approach can help manage pressures and improve the quality and performance of housing, industry, transport, energy, agriculture, and is essential for economic growth and prosperity.

The natural capital and ecosystem services approaches are broadly equivalent to the GI approach. GI is a network of natural capital assets. An 'ecosystem service' is broadly equivalent to a GI 'function', and the 'need' for GI is usually referred to as 'demand' in ecosystem services parlance.

Drivers and Opportunities

In England over **80% of people live in urban environments** and [ONS projections](#) shows the number is set to increase. Our towns and cities face challenges such as pollution, flooding, heat and extreme weather impacts on infrastructure. Often these are diagnosed and treated in isolation and yet GI innovations² can help address these challenges in a more joined up way.

There is growing evidence to support the **economic and business case** for GI. [London's public green spaces](#) are valued at £91 billion³. A [Sheffield](#) study found for every pound spent by the Council on parks, £36 of services are supplied. The challenge is to realise these values in budgets through innovative payments for ecosystem services and other market based instruments.

The **inter-relationship(s) between town and countryside** is vital, with urban populations often benefitting from rural and urban-fringe GI and natural capital e.g. woodlands, sustainable drainage or wetlands contributing to natural flood management (NFM). Any environmental land management (ELM) system needs to recognise these inter-dependent relationships, and maintain and manage GI into the future. Well designed and maintained GI alongside [linear infrastructure](#) (such as transport networks, canals and rivers) can play an important role connecting town and countryside.

Across England there is an unequal spatial distribution of environmental goods and services⁴ giving rise to environmental and social inequalities. **Environmental deprivation** is strongly associated with existing measures of deprivation and is linked to place, with urban and coastal areas being

² Natural England [Annual Horizon Scanning Synthesis](#) 2017

³ https://www.london.gov.uk/sites/default/files/11015viv_natural_capital_account_for_london_v7_full_vis.pdf

⁴ Sustainable Development Research Network, 2004 Environment and Social Justice: Rapid Research & Evidence Review

most vulnerable. GI can help address these inequalities and changing demographics, targeting interventions (new and retrofit) where they are most needed such as GI close to where people live.⁵

Policies driving the GI agenda, such as the 25 YEP, the Industrial Strategy and Clean Growth Strategy, are summarised in annex 1.

What Outcome Natural England Wants...

- More, better quality, well managed GI⁶ at local and landscape scales, delivering multiple benefits for the people and places that need them most, in line with emerging GI standards.
- GI embedded in national and local policy, including statutory development plans (strategic, local or neighbourhood plans) and local industrial strategies (LISs) and delivered by developers, infrastructure providers and land managers.
- Strategically planned and designed GI, developed collaboratively through partnerships and co-created shared plans, integrated with local natural capital plans and environmental land management, as a means of delivering environmental net gain, nature recovery networks, accessible natural greenspace and resilient landscapes.

Where... we will focus our work on areas where there is greatest opportunity and most need for new and enhanced GI, shifting our geographical focus to prioritise:

- Environmentally deprived urban, urban-fringe, rural and coastal areas, where there is not enough good quality green infrastructure.
- Growth areas and corridors, creating inter-city green growth corridors through investment that regenerates natural capital and creates prosperous places to live and work.

How... we will deliver our work aligned to the following 6 themes. The GI delivery plan will develop these themes in more detail.

1. National GI projects:
 - Developing a framework of GI Standards and testing in up to 6 local areas by 2019
 - Support the Parks Action Group to test solutions to issues faced by England's public parks and green spaces to ensure their multiple benefits are enhanced for communities.
 - Developing next generation GI Strategies to embed 25 YEP GI ambitions in local planning and strategy
2. Place-based GI projects:
 - GI for growth and net gain: embedding GI outcomes through new development, focusing on areas with major change such as growth corridors/garden towns.
 - Green urban recovery: developing an urban nature recovery network for people and wildlife that tackles environmental deprivation and delivers 25 YEP targets for net gain, community forests and re-purposed green belts.
 - Urban/rural interactions: embedding GI approaches in nature recover networks, new environmental land management schemes and natural flood management
 - Coasts and Seas: GI approaches for enhancing coastal towns through living coasts project.
 - Cohesive Investment: joining up multiple funding mechanisms such as those controlled by LEPs, for bigger, better GI.
3. Develop and promote a GI chargeable services offer
4. High impact evidence and horizon scanning to address gaps and capture GI benefits
5. GI conversations that put people at the heart of decision-making, locally and across government.
6. GI skills training on what tools and techniques work best for what job.

⁵ [Monitor of Engagement with the Natural Environment visits to urban greenspaces \(2019-2016\) \(JIP027\)](#), Natural England 2018

⁶ This can include green infrastructure in new developments, upgrading of existing green infrastructure and retro-fitting of new green infrastructure in areas where provision is poor.

Annex 1: Key Policy Drivers for Green Infrastructure

| | |
|--|--|
| 25 Year Environment Plan | Green Infrastructure is a theme that threads through the 25 YEP. Net gain in chapter 1 provides a key mechanism for securing better quality green infrastructure. It includes reference to natural capital, woodland, sustainable drainage systems (SUDs), natural flood management and soils which are all highly relevant to GI. The Nature Recovery Network in chapter 2 will link existing sites with urban green and blue infrastructure to bring a wide range of public benefits. Connecting people with the environment to improve health and wellbeing is a key theme in chapter 3 and includes a commitment to update green infrastructure standards. A full summary of GI in the 25 YEP is attached here . |
| Industrial Strategy | Highlights importance of ' <i>enhancing natural capital as an essential basis for economic growth and productivity over the long term</i> ', achieving this through ' <i>infrastructure investment that aims to regenerate natural capital</i> '. Four Grand Challenges include artificial intelligence and big data; clean growth; the future of mobility; and meeting the needs of an ageing society. |
| Clean Growth Strategy | Recognises that the land and agriculture sectors play a significant role in low carbon growth, with UK forests absorbing 20 million tonnes of carbon dioxide a year. |
| National Planning Policy Framework (NPPF) | The revised NPPF outlines that Plans are to take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure. GI is identified as a strategic policy area to be included in strategic plans. Green belt protection is maintained and strengthened and requires compensatory improvements to the environmental quality and accessibility of remaining Green Belt land are to be made where land is removed. |
| EU Exit | Proposed new land management system with its focus on public goods for public money and on all land, offers significant opportunities for GI integration. |
| Public Health Outcomes⁷: | Framework recognises the significance of accessible outdoor space as a wider determinant of public health. |
| Sporting Future⁸ | Highlights potential of our natural capital (e.g rights of way, canal and river paths, National Parks and AONBs, accessible forests and open spaces) to meet physical activity needs. |

Annex 2: Further Reading

Published Documents

[Accessible Natural Greenspace Standards in Towns and Cities](#), NE

[Cities Alive: Rethinking Green Infrastructure](#)

[Invest in Green Infrastructure video](#)

[Local Green Infrastructure](#), 2011

[Green Bridges Technical Guidance Note](#), Landscape Institute, 2015

[Green Infrastructure: and Integrated approach to Land Use](#), Landscape Institute, 2013

[Greenspace design for health and well-being](#), Forestry Commission, 2012

[Natural England's Green Infrastructure Guidance](#), NE 2009

[Maximising linear infrastructure resilience, environmental performance and return on investment](#), LINet 2017

[Monitor of Engagement with the Natural Environment visits to urban greenspaces \(2009-2016\) \(JP027\)](#), NE, 2018

[Microeconomic Evidence for the Benefits of Investment in the Environment 2 \(MEBIE2\) \(NERR057\)](#), NE 2014

Internal Guidance:

[Green Infrastructure briefing note](#)

[GI Case Studies](#)

⁷ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/545605/PHOF_Part_2.pdf

⁸ [Sporting Future](#), 2015

Appendix 3: Next meeting

Wednesday 10th July 2019

10.30 am – 2.30 pm (room available 9am – 3pm)

Red Kite room, Suite D, Natural England, Unex House, Bourges Boulevard, Peterborough, PE1 1NG.

[View map](#) (Google)

Telephone 0300 060 3900

Natural England Unex House reception desk: 0208 026 1774

How to get there

1. The office is a 10-minute walk from the station. If you are on foot, walk from the station towards the multi-storey car park (Perkins yellow) on the right hand side of Station Road, near the traffic lights. Just before the car park entrance/exit, on the right there's a footpath/cycleway leading to an underpass. Go through the underpass; walk past the steps on your left and bear right, to come up onto Bourges Boulevard, a dual carriageway. Cross the road at the first set of lights.

Alternative route: turn right out of the station, walk through the main car park (watch out for cars obviously!) and turn right through the yellow framed exit onto the road. Then follow 2. and 3. below.

2. Look for Asda and the 'Pets At Home' shop ahead of you on the right. Head towards 'Pets At Home' and then walk down the right hand side of this building, keeping it on your left.
3. Walk past a barrier and small car park; at the end of the 'Pets at Home' building is another barrier which marks the main entrance to the Unex House car park.

The walking route has some areas of uneven surfaces and no drop kerbs. If you have walking difficulties, visual impairment or use a wheelchair you may wish to consider taking a taxi from the station, especially if you are taking this route on your own for the first time.

Car parking

There is limited visitor parking on site; contact the NE reception desk on 0208 026 1774 before your visit to find out if there is a space you can use.

If there isn't, there's ample parking available in the public car parks close by (see Google map - link above).

Access to building

Unex House is shared with 3 other companies and the building is open from 7.00am to 7.00pm.

For access into the building, press the Natural England buzzer to the left of the front entrance. The NE office is on the first floor; press the buzzer to the right of the NE office door to gain access.

Sign in at reception; Fiona (or another Natural England colleague) will come and meet you.

You should wear Natural England pass cards at all times when in the building.

Entry to and exit from the building is via the main front doors. The other ground floor doors are for emergency evacuation use only.