

PLYMOUTH'S GREEN INFRASTRUCTURE DELIVERY PLAN

Positive planning for the natural environment

City of Plymouth

Forestry Commission England

NATURAL ENGLAND

South Hams District Council

WOODLAND TRUST

Final version - June 2010

Plymouth Green Infrastructure Delivery Plan - Foreword

Green Spaces, and the network of links between these spaces, are not only crucial for the people of Plymouth and surrounding areas, but are also important for the economy and environment. Green Infrastructure can deliver multiple benefits. It provides room for recreation and relaxation, gives the community the chance to explore and enjoy their environment, and increases their level of exercise all in close proximity to their homes. These opportunities deliver many physical and mental health benefits.

It provides, and more importantly links, habitats that support wildlife thereby making our biodiversity more robust, particular in the face of the challenges presented by climate change. Green Infrastructure also has an important role to play in moderating the effects of climate change by attenuating flood waters, delivering carbon sequestration and providing land for growing food and timber.

In anticipation of the growth that Plymouth will undergo in the next decade, this plan sets out a blueprint for the management of existing spaces, how future spaces will be created, and how they will be linked together. This will ensure that maximum benefit is achieved, the natural services people need are provided and Plymouth and the surrounding areas are healthy and pleasant places in which to live and work.

The Plymouth Green Infrastructure Delivery Plan serves two main functions. The first is to identify the sites and the projects which need to go ahead to provide a robust network of green infrastructure to support the growth of Plymouth and the surrounding areas. As well as the locations, the plan identifies the timescales and partnerships required to deliver these.

The second purpose of the plan is to provide a consensus between organisations on the Green Infrastructure interventions that are required to allow the City and surrounding areas to grow sustainably. The consensus will deliver new and innovative ways for organisations to work together and will provide value for money by delivering projects that deliver multiple benefits against numerous targets.

Natural England is delighted to be involved as a lead champion in this project. It will deliver the mechanisms for new partnerships and facilitate work with local communities that will ensure that Plymouth is a vibrant waterside City fit for the 21st Century that connects its people to the sea and the surrounding countryside. This holistic approach will ensure Plymouth is a sustainable and attractive place to live and work as it grows and flourishes in the future.



Ciaran Gannon
Natural England
Regional Director – South West



The Plymouth Green Infrastructure Delivery Plan has been produced in association with the following organisations. The organisations have endorsed the strategic priorities identified within the Plan and will be important delivery partners.







































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1. Green Infrastructure in Plymouth – The Vision

1.1 The Vision

1.1.1 Plymouth's Green Infrastructure will consist of a network of high quality green and blue spaces that deliver the natural services required to allow the City and hinterland to grow sustainably, and provide a good quality of life for all.

1.1.2 The growth agenda will be utilised as a positive mechanism for enhancing the areas outstanding natural assets, and a coordinated approach to delivery will achieve a healthy, functional and robust natural environment that delivers significant environmental social and economic benefits for current and future generations. Map 1 illustrates the delivery vision.

1.2 The Benefits

1.2.1 The successful delivery of the priorities identified within the Delivery Plan will result in:

- A high quality network of green and blue a space that stretch from the City Centre, to the rural hinterland and link the City with its marine environment;
- The implementation of adaption measures to improve the areas resilience against the impacts of unavoidable climate change;
- Residents and workers regularly utilising green and blue spaces as sustainable transport routes for walking, cycling and water transport;
- The rural hinterland supporting the City through the provision of fuel and food;
- Community engagement with and ownership of the GI assets;
- New and inspiring places to learn;
- A healthy and robust natural environment that benefits people and wildlife;
- Natural spaces that people want to visit and enjoy because of the health and well being benefits they deliver;
- A new appreciation of the important role the natural environment plays in the function and quality of the City;
- A sustainable mechanism for the long term coordination and management of green infrastructure assets.







Map 1 – Plymouth's GI Delivery Plan Vision (for illustrative purposes only)



2. Introduction

2.2.1 The Plymouth Green Infrastructure Delivery Plan is a proactive response to Plymouth's growth agenda and provides a co-ordinated, cross-boundary approach to managing and enhancing the natural assets of Plymouth and its surrounding countryside. It provides an agreed understanding of the aspirations and priorities for a network of strategic green and blue space projects that build upon the significant opportunities that the area has as a result of its rich natural environment. The Plan is endorsed by all stakeholder organisations involved with the planning, use, and management of natural spaces.

2.2.2 In 2008 stakeholders from the Plymouth sub region identified the need for a Green Infrastructure (GI) Plan to provide a single point of reference, highlighting all the priority GI projects that were required to support the City's sustainable growth. It was recognised that substantial progress had been made on specific projects seeking to deliver GI as part of individual developments and regeneration projects including Sherford, North Plymstock and Derriford. There was, however, no strategic framework that identified how these projects could support and complement each other, or how they linked into other plans or programmes being run in the sub region.

2.2.3 In recognition that no single organisation has responsibility for GI, a partnership consisting of Natural England, Plymouth City Council, South Hams District Council, the Forestry Commission and Woodland Trust have worked with key stakeholders to produce the Plymouth Green Infrastructure Delivery Plan to meet this need.

2.2.4 The Plymouth GI Delivery Plan starts from a premise that the levels of proposed growth in the area brings significant opportunities for protecting and improving the natural environment, and provides a co-ordinated approach to delivering and managing strategic green space projects that are required to support the growth agenda. It is also based on a principle that the delivery of this work should be co-ordinated at a sub regional scale, recognising that the planning of natural environment assets in and around Plymouth should not be constrained by administrative boundaries.

2.2.5 Natural England, the Government's advisor on the natural environment, and champion for GI, has acted as the honest broker in the development of the Plan. Natural England chairs the project partnership and employs a project officer on behalf of the partnership to lead on the delivery of the Plan.

2.2.6 The Green Infrastructure Delivery Plan identifies the strategic interventions that need to be delivered by 2021 to allow the City to grow sustainably, by creating new, enhancing existing, and successfully linking GI assets. The Plan provides details on key themes, individual projects, and network enhancements that have been identified by stakeholders as key to the delivery of a robust and effective GI network. Collectively, and when delivered in a co-ordinated manner, these projects will deliver the natural services required by the City and surrounding area.

What is Green Infrastructure?

2.2.7 The Governments Planning Policy Statement 12 - Creating Strong Safe and Prosperous Communities through Local Spatial Planning - defines green infrastructure as:

> "Green infrastructure" is a network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities.

2.2.8 In Plymouth and the surrounding areas, GI will consist of a network of green spaces that provide multiple environmental, social and economic benefits. These will link seamlessly to the 'blue infrastructure' consisting of rivers, estuaries and the surrounding coast and seas. GI is made up of natural assets such as rivers, parks, allotments, woodlands and coastal sites in the same way that conventional or "grey" infrastructure includes roads, drainage and energy distribution.

2.2.9 Green Infrastructure differs from conventional approaches to green space planning because it is planned strategically, delivered in a co-ordinated manner, and considers multiple functions and benefits. It will work with the proposed growth of the City to ensure that the natural environment and the services it can provide are fully embedded in the development of the City and surrounding areas. It will be regarded as of equal importance to the grey infrastructure required to serve the City.

The Benefits of Green Infrastructure

2.2.10 Green Infrastructure in and around Plymouth will deliver a range of natural services that will provide significant environmental, social and economic benefits. It will build upon the opportunities offered by the area's spectacular natural environment by increasing the quality, quantity and connectivity between natural spaces. The benefits of GI are wide-ranging and include:

2.2.11 Environmental Benefits

- Delivers a healthy and robust natural environment that helps the City's people and wildlife adapt to the challenges of climate change.
- Reduces the pressure on sensitive habitats that could result from the planned growth, by the creation of new natural space destinations.
- Enhances the landscape character and local distinctiveness of the area.
- Enhances habitats and increases biodiversity to restore functioning ecosystems.

2.2.12 Social Benefits

- Provides new opportunities in natural spaces to encourage active lifestyles, and a new way of addressing health issues associated with sedentary lifestyles, obesity and mental illness.
- Provides a focus for social inclusion and a mechanism for reducing inequalities across the City.
- Provides a way of linking people with, and encouraging a new appreciation of, the area's historic and cultural features within the landscape.
- Increases the use of natural spaces as places for relaxation and reflection to improve the well-being of residents and workers.
- Provides inspirational places for education and training.

2.2.13 Economic Benefits

- Provides a unique setting for attracting inward investment by offering a good quality of life for residents and workers.
- Reduces health care funding needed to treat illness resulting from a sedentary lifestyle
- Provides a cost effective way of adapting to many of the challenges of future climate change.

The Local Context

2.2.14 Plymouth's vision is to become:

> 'One of Europe's finest, most vibrant waterfront cities, where an outstanding quality of life is enjoyed by everyone'

2.2.15 Plymouth has an ambitious growth agenda but it also has a unique natural environment and enviable setting. 42% of the City is identified as green space, and the City is surrounded by three Areas of Outstanding Natural Beauty (AONB's), a European Marine Site and Dartmoor National Park, as shown on Map 2.

2.2.16 Plymouth is identified as one of the Government's growth points and has an aspiration to increase the City's population from 246,000 to 300-350,000. To achieve the Plymouth Vision and the proposed expansion of the area's population the City has to deliver significant levels of development. It is proposed that 1200 homes and 4ha of employment land are provided each year until 2021. Plymouth's Core Strategy and 'Towards a Sustainable Communities Strategy' (March 2006) set out the vision and direction of travel for the City.

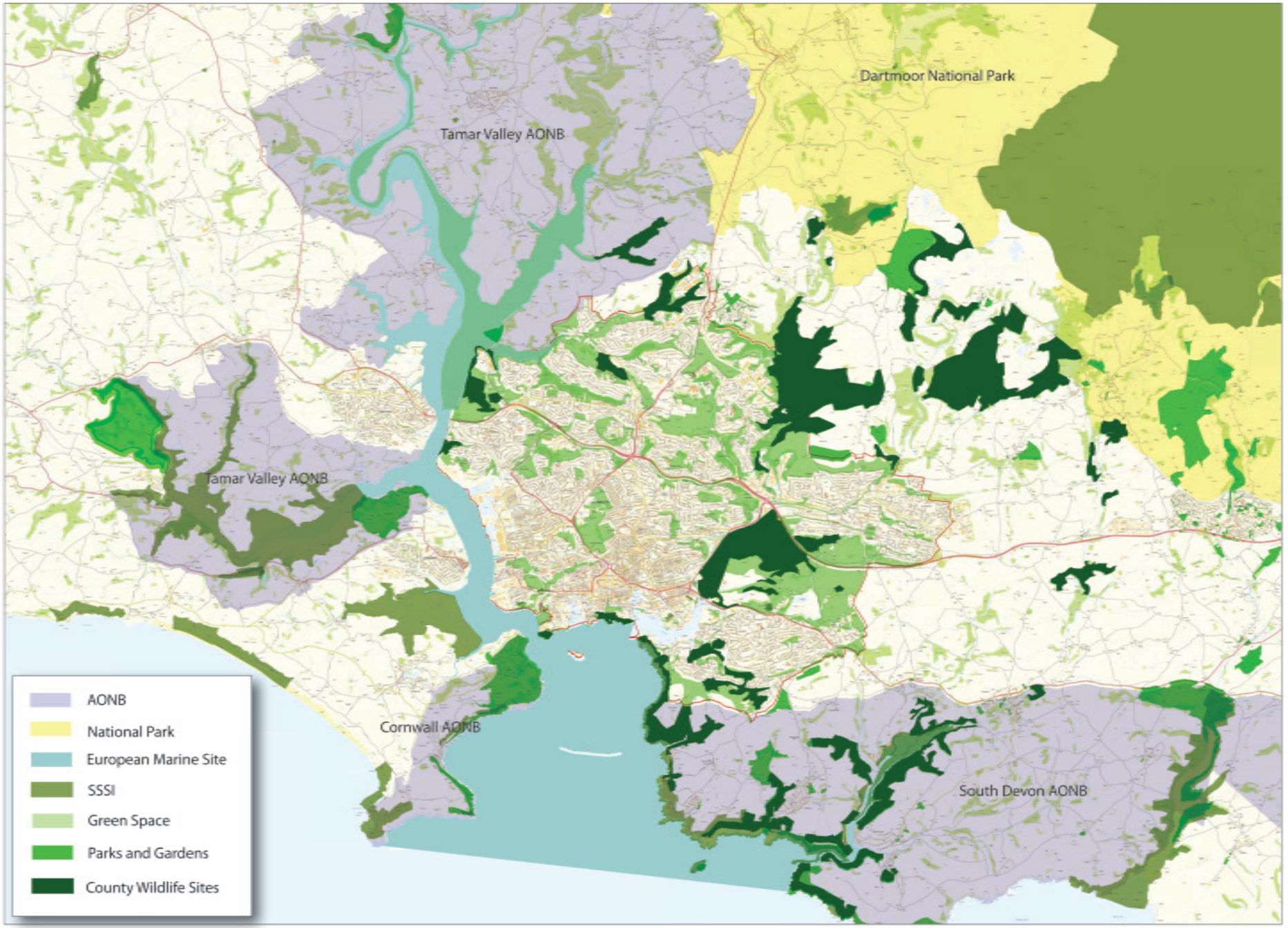
2.2.17 Wrapping the inland boundary of the City is the South Hams area. The South Hams adopted Core Strategy identifies the development of 4000 homes at the Sherford New Community, 500 additional homes elsewhere in the urban fringe and 22ha of employment land by 2016. In combination the Plymouth and South Hams allocations set a context of significant growth for the area.

2.2.18 In addition to the proposed growth there is also an aspiration for the area to function in a more sustainable manner. Currently Plymouth's eco footprint indicates that 5ha of land is required to meet each Plymothian's need for food, energy and transport (Plymouth's Eco Footprint – A first step, May 2005). There is only 1.6ha of land available per person on earth so this eco footprint is not sustainable and the area needs to shift towards a more resource-efficient future.

2.2.19 Plymouth and the surrounding area's aspirations are therefore to deliver more than just housing and employment targets. The growth will be used to create sustainable communities where an outstanding quality of life is achieved by all. The development of a high quality GI network in and around Plymouth will help achieve this aspiration by providing a healthy, robust and valued natural environment that provides the natural services required to support the sustainable development of the City.



Map 2 – Natural Spaces in and around Plymouth (for illustrative purposes only)



The Aims of the Green Infrastructure Plan

2.2.20 The GI Plan identifies the key interventions that are required to provide strategically planned and delivered GI that supports the sustainable growth of the City and surrounding areas, and provides a wealth of benefits for people and wildlife. All of the projects detailed within the Plan must be delivered to ensure that GI plays a key role in ensuring that the proposed growth is sustainable and provides the wealth of benefits identified.

2.2.21 The aim of the GI Plan is to:

- Provide a single point of reference detailing the locally agreed priorities for GI in and around Plymouth that will be used to steer investment and resource allocation;
- Provide a summary of all of the strategic GI projects required to deliver the natural services that will support the sustainable growth of the City and surrounding areas;
- Facilitate the development and delivery of partnership projects that achieve multifunctional benefits, and value for money through creative and innovative investment in GI.



2.2.22 The GI Plan details fourteen priority projects required to support the growth agenda. The delivery of these projects will result in the following outcomes;

- New and enhanced strategic parks that showcase the multiple benefits of natural spaces, provide key green space destinations for the City's residents, deliver new inspirational places for learning and act as important areas for wildlife;
- Improved recreation links within the City and with the surrounding landscapes, which encourage access to natural spaces, facilitate active lifestyles and address health inequalities;
- GI playing a role in the City's approach to climate change adaptation through the retrofitting of Sustainable Urban Drainage (SUDs) solutions;
- GI supporting Plymouth's move towards a low carbon economy through the use of the woodland resource in and around the City as a construction material and renewable energy fuel;
- New opportunities and activities in natural spaces which encourage active lifestyles, address health issues and provide quality of life improvements;
- Improved management of the Plymouth Sound and Estuaries to ensure the proposed growth does not negatively impact the wildlife value of the site, whilst encouraging new opportunities for sustainable access and use of the site;
- A long-term delivery vehicle for the management of new GI assets;
- Green Infrastructure assets that are valued by the City's residents and gain community ownership;

- An ongoing commitment to a coordinated, cross-boundary, inter-agency approach to delivering GI projects.

Delivering the Plan

2.2.23 The GI Plan details a number of strategically important site-specific, theme and delivery projects that need to be delivered collectively to achieve the GI network aspirations. Each project has a series of aims, proposed delivery mechanisms and identified delivery partners. The Plan's delivery requires cross- boundary working and multi-agency co-operation. It will utilise the wide-ranging opportunities within the planning system to embed key principles and requirements, and will build on the excellent work that is already going on in and around the City.

2.2.24 Resourcing the delivery of all the aspects of the Plan will be a key matter for resolution. The GI Plan outlines a number of new and innovative ways of delivering and maintaining the GI assets throughout Plymouth and the surrounding areas. Resources to achieve the GI Plan's aspirations will be accessed from a number of different sources including;

- Developer contributions;
- Growth Point funding;
- Agri-environment Schemes and English Woodland Grant Schemes (EWGS) with the Quality of Place additional contribution;
- Commissions from the health and education sectors;
- Generated income from events;
- Developing assets, such as education centres and cafes, that will generate revenue to fund the maintenance of the natural spaces;
- Lottery Funding/Regional Infrastructure funding etc.

2.2.25 To deliver a successful GI network in and around Plymouth engagement with all relevant stakeholders, including policy makers, green spaces managers, landowners, statutory agencies, volunteer organisations, and the communities in and around Plymouth, will be vital.

The Plan Content and Use

2.2.26 The GI Plan details, in the subsequent chapters, the strategic projects that have been identified by stakeholders as key to delivering the GI aspirations. The projects are separated into:

- Site Specific Projects
- Theme Projects
- Plan Delivery Projects

2.2.27 Each project description gives details of the vision, aims, drivers, partners, costs and benefits. This allows a full understanding of the planning and delivery of the individual project, but to provide a complete GI network all of these projects will need to be delivered in a co-ordinated manner. Each individual project is an important component of the comprehensive GI network. The GI work will also link with other strategies and programmes that are shaping the City and surrounding areas. Figure 1 on the following page shows the links between the GI Plan and other policies, strategies and programmes.

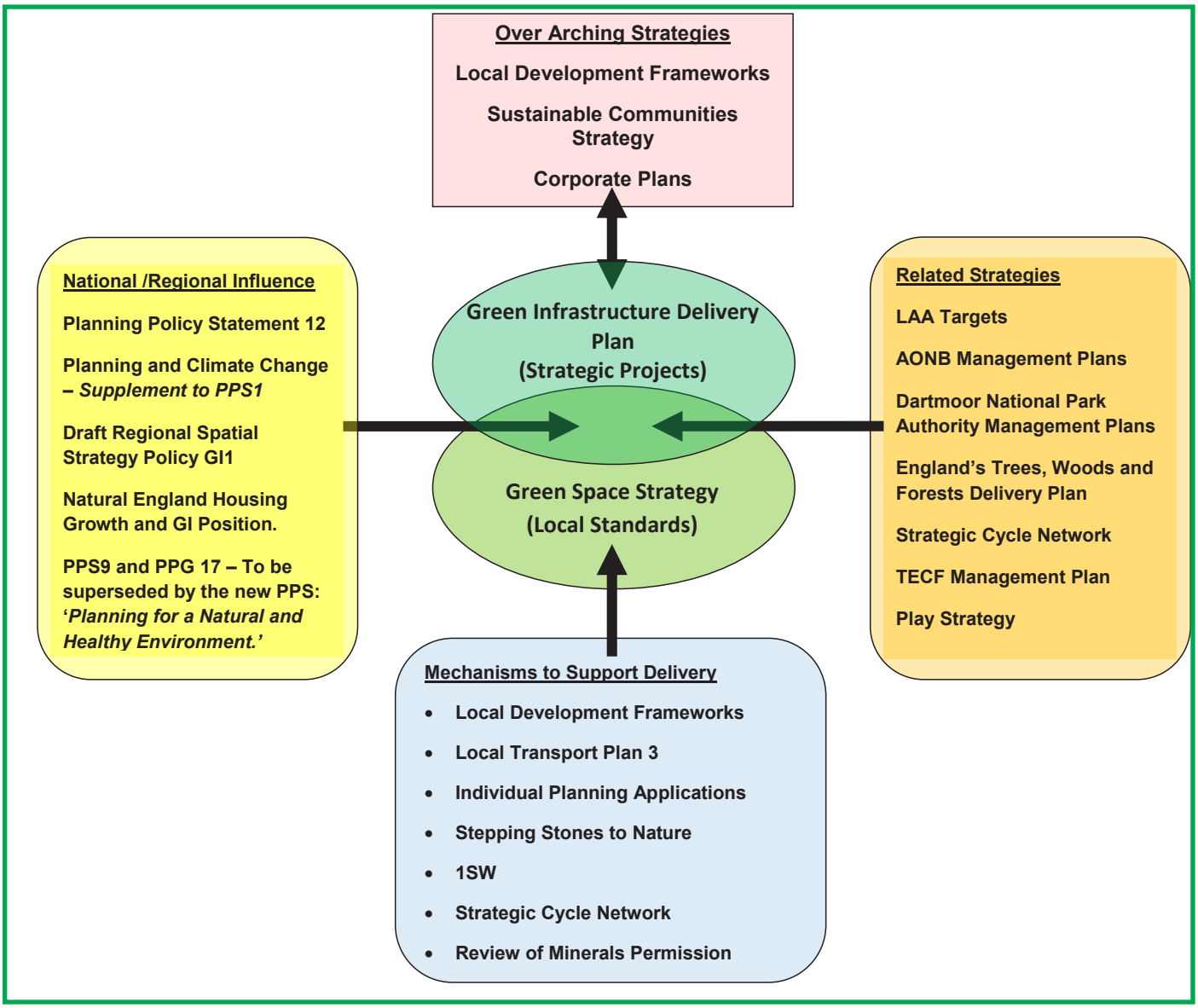


Figure 1 - Links to other Policies and Strategies

2.2.28 The projects within the Plan are currently at different stages, ranging from initial development through to delivery. The current status of each project will influence the amount of detail available in the Plan, for example delivery stage projects will have significantly more information on funding and time scales. The different status levels assigned to the projects are as following;

- Feasibility – This project will have a vision, aims and drivers but the delivery mechanism and resourcing is still being investigated.
- Development – A delivery mechanism has been identified and the project detail is being developed.
- Piloting – Aspects of the project are being tested to determine the best method for delivery. This will only be relevant to certain projects.
- Delivery – Project's delivery has commenced.
- Completion – Specific phases or the project as a whole has been completed.

2.2.29 At the end of each project is a table that details the GI benefits that the particular project delivers. There are 10 main benefits that GI can provide, as detailed in Table 1. Each of the projects will deliver a number of these benefits, either as a key benefit, indicted by a large tick, or as an added benefit, indicated by a small tick.

2.2.30 The Plan provides an agreed understanding of the priorities and projects required to deliver Plymouth's GI network. It will therefore be a document that Local Authorities, policy makers, statutory and non-statutory organisations, communities and businesses can use to:

- Embed GI into strategic planning;
- Prioritise resources and support funding applications;
- Understand how GI could help meet their organisations needs and targets;
- Understand the natural services the GI network will provide and the economic, social and environmental benefits this could have for Plymouth and the surrounding areas;
- Facilitate improved cross-boundary and inter-agency working in relation to natural spaces.

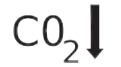
	**Low Carbon Solution - Helping to reduce the City and surrounding areas carbon footprint.**
	**Inward Investment - Creating new, and improving existing natural spaces will make the City and hinterland more attractive places to live and work helping to encourage new investment.**
	**Education - Providing new, innovative and inspiring place to learn.**
	**Biodiversity Enhancement - Creating and enhancing sites to allow wildlife to flourish.**
	**Sustainable Transport - Developing walking and cycling through natural spaces.**
	**Climate Change Adaption - Helping the City and surrounding areas to adapt to unavoidable climate impacts such as increased flood events.**
	**Health and Well Being - Providing spaces for recreation, relaxation, play and reflection.**
	**Improving the Quality of Place - Providing attractive environments near housing areas to make living in those areas more desirable.**
	**Food Production - Providing an environment for local food production.**
	**Increased Activity - Encouraging more people to increase their activity levels by providing attractive natural spaces, with new opportunities for fun and enjoyment.**

Table 1 - Green Infrastructure Benefits.

3. Site Specific Projects

3.1 Introduction

3.1.1 This chapter outlines the projects that have been identified as the site specific, key improvement areas within the GI network. Eight site specific projects have been identified as strategically important GI priorities, and are either existing sites that require enhancements, or new sites that have been identified in adopted or draft Area Action Plans.

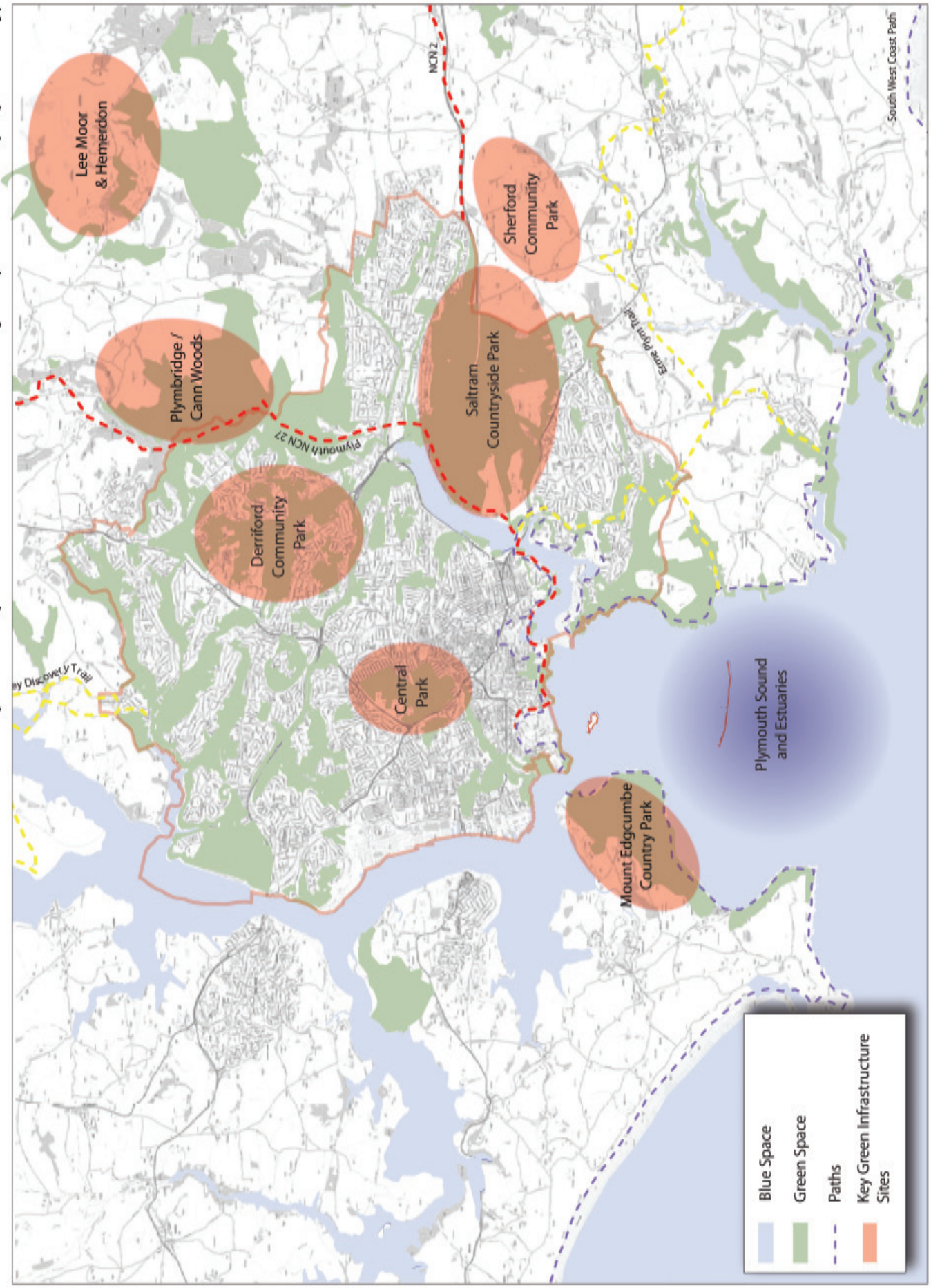
3.1.2 The site specific projects will showcase the multi-functional ability of natural spaces and will provide exciting destinations in close proximity to the City. This will help to ensure that sensitive sites around Plymouth, such as Dartmoor, are not negatively impacted through an increase in recreational pressure as a result of the area's growth. The eight site specific project identified as priorities for the Plymouth GI network are as follows. Map 3 shows the geographical location of these sites:

- **Saltram Countryside Park** - Identified within the North Plymstock AAP (Adopted)
- **Derriford Community Park** - Identified in the Derriford and Seaton AAP (Consultation)
- **Sherford Community Park** - Identified within the Sherford AAP (Adopted)
- **Central Park Improvements** - Identified within the Central Park AAP (Adopted)
- **Plym Valley and Cann Woods** - Existing site, important for recreation, highlighted for enhancement.
- **Mount Edgcumbe** - Existing Country Park with significant historical value, highlighted for enhancement.
- **Plymouth Sound and Estuaries** - European Protected Site, highlighted as there is a need to protect this sensitive site from recreational pressure that could result from the proposed growth.
- **Lee Moor and Hemerdon** - Existing minerals site, highlighted to ensure opportunities resulting from planned restoration and joint working are achieved.

3.1.3 All of the projects have been designed to build upon the frameworks already provided through the AAPs, existing management, or consent regimes. Further detail is provided on the design and delivery mechanism for each of these projects. The sites each have their own individual character and reasons for inclusion, but they also deliver against many of the GI Plan theme projects, identified in chapter 4. This demonstrates the truly multifunctional nature of GI, and highlights the importance of a network of GI assets that, together, provide all the natural services the City and surrounding area requires.

3.1.4 Each of the projects are currently at different stages of development ranging from feasibility through to delivery. This is reflected in the amount of detail provided on each project. It is, however, anticipated that all of these projects will be in the delivery stage by 2021.

Map 3 – Site Specific Green Infrastructure Projects (for illustrative purposes only)



3.2 Saltram Countryside Park







Project Vision

3.2.1 Saltram Countryside Park will deliver a regionally significant recreational resource that will act as a honey pot destination for new and existing communities. It will also protect and enhance the area's exceptional biodiversity, landscape, and historic assets. The new Park will integrate into the existing productive landscape and provide sensitively designed recreational opportunities, which will allow residents to explore, enjoy and gain an appreciation of the countryside.

3.2.2 The Saltram Estate will be at the heart of the new Park. The historic significance of the Estate will be a key consideration when developing the master plan, and will ensure that the site's cultural importance is highlighted and enhanced. The biodiversity value of the site will be enhanced through a landscape scale restoration and recreation of important habitats which will contribute towards the local Biodiversity Action Plan (BAP) and enhance the area for key species, such as bats.

3.2.3 The Park will be developed within the existing productive landscape with a number of farms operating within and adjacent to its boundaries. The Park will help maintain the viability of these businesses as they are vital in the management of the landscape, and will deliver the long term maintenance of the Park. Map 4 shows the vision for the Countryside Park.

Project Drivers

3.2.4 Plymouth's eastern boundary is set to accommodate significant levels of development, 5000 houses within the new community at Sherford and 1600 houses within the development at Plymstock quarry. New GI assets are required to support this growth. The Countryside Park is identified within the North Plymstock AAP as one of these new assets. It will provide a new recreational resource within the City. This will ensure that increased recreation pressure, resulting from the planned growth, does not negatively affect existing resources such as Saltram, and will provide an alternative destination to Dartmoor.

3.2.5 The Park will help encourage active lifestyle by offering high quality recreational routes through an outstanding natural environment. This will help meet Local Area Agreement (LAA) targets for encouraging more adults to take 30 minutes exercise once a week (Local Indicator 3) and wider national agendas for increasing activity and encouraging more people to visit the countryside. The delivery of the Park is also a key target within Plymouth's Corporate Improvement Priorities (CIP 12) and the Plymouth Green Space Strategy.

Project Description

3.2.6 The Countryside Park will cover over 600 hectares within Plymouth. It will reach from the Plym Estuary to Plympton St Maurice, incorporating the existing historic Saltram Estate (Grade I listed building and Registered Park and Garden) and a wider area of land up to the South Hams boundary. The proposed boundaries incorporate a range of land uses, including agriculture, a cemetery, allotments, a landfill site currently being restored, the historic Saltram Estate and the Plym Estuary.

3.2.7 The proposal for a Countryside Park on the eastern edge of Plymouth was developed following a study, funded by Countryside Agency in 2005. This study included consultation with community groups, Councillors and other interested parties within the area. This generated the vision and broad objectives for a Countryside Park that would help to protect the eastern corridor's natural and historic assets whilst providing for the recreational needs of the existing communities, the proposed communities at Plymstock Quarry and Sherford and population growth within the wider area.

3.2.8 These objectives were further developed and included within the North Plymstock Area Action Plan where the Park was adopted as key proposal NP11. The AAP was adopted in August 2007 and the delivery of the Park is now regarded as a key requirement to support the growth of the Eastern Corridor area.

3.2.9 The Historic assets of the Park centre on the Saltram Estate. Saltram is already a significant tourist and local recreation destination and the design of the Park will need to be sensitive to the Estate and its historic setting.

3.2.10 With an increasing recreational demand arising from new development in the area, the proposal will also seek to lessen any potentially negative impacts on the Saltram Estate through careful visitor management and the delivery of complementary recreational activities in other parts of the Countryside Park.

3.2.11 A nationally important bat roost and a diverse range of habitats including mud flats, species rich grasslands, ancient woodland, and a network of hedgerows are already supported within the area. These habitats will be protected and enhanced and new opportunities to recreate important habitats will be identified. The restoration of Chelson Meadows landfill provides a significant opportunity.

3.2.12 Chelson Meadows landfill site is currently being restored. Although recreational access on the site will not be permitted for many years, the area offers significant opportunities for landscape and biodiversity enhancement. A key part of the project will be the design of the new landscape on this site.



3.2.13 The landscape of the Park is currently a mix of parkland, a patchwork of medium sized fields bounded by hedgerows with scattered woodland, estuarine and a semi restored

landfill. There are a number of key views that will be enhanced within the Park; these include views north to Dartmoor, and views of the City from the A38 that are framed by the Park.

3.2.14 Currently many areas within the Parks proposed boundaries are inaccessible to the general public. A network of high quality routes will be delivered through this area starting from a number of new access points. A recreational spine will run through the Park from Laira Bridge linking to the western edge of the proposed Sherford development (as shown on map 3) and will be a key component of this network. These recreation routes will also link with existing strategic routes such as the National Cycle Network to encourage people to access the Park by sustainable methods.

3.2.15 The Park area is owned by a number of different parties. These include charities, Local Authorities, minerals operators and private landowners. The Park's success requires the co-operation of these landowners. To facilitate this, agri-environment schemes administered by Natural England will be offered to landowners. These will provide land management incentives and should help maintain the viability of the farms in the area in the face of increased pressure from the significant development proposed.

3.2.16 Project Aims

3.2.17 Deliver a key recreational focus for the City and region through the development of a network of high quality recreation routes and spaces for relaxation and enjoyment.

3.2.18 Deliver a landscape scale enhancement of the biodiversity value of the Park, deliver against BAP targets and enhance the site for key species such as bats.

3.2.19 Help maintain the viability of local farms through the use of Higher Level stewardship agri-environment schemes, to ensure the continued management of the landscape.

3.2.20 Protect and enhance the historic assets and improve interpretation of these key features.

3.2.21 Protect key views and ensure the Park helps to provide a high quality gateway into the City.

Delivery Partners

3.2.22 The landowners within the Countryside Park are vital to the successful delivery of the project and need to be key delivery partners. It is envisaged that all landowners will endorse the master plan, and the agri-environment schemes will be used to facilitate delivery on the individual land holdings.

3.2.23 The key landowners are the National Trust, Plymouth City Council, Woodland Trust, Aggregate Industries, and a number of private landowners. Natural England will lead on the project co-ordination and will administer the agri-environment schemes needed to deliver the Park.

3.2.24 Other partners required to deliver the Park include Sustrans, to ensure a link to, and a potential extension of, the National Cycle Network, and the surrounding communities, to ensure that the Park will deliver a high quality destination they will want to visit.

Project Funding

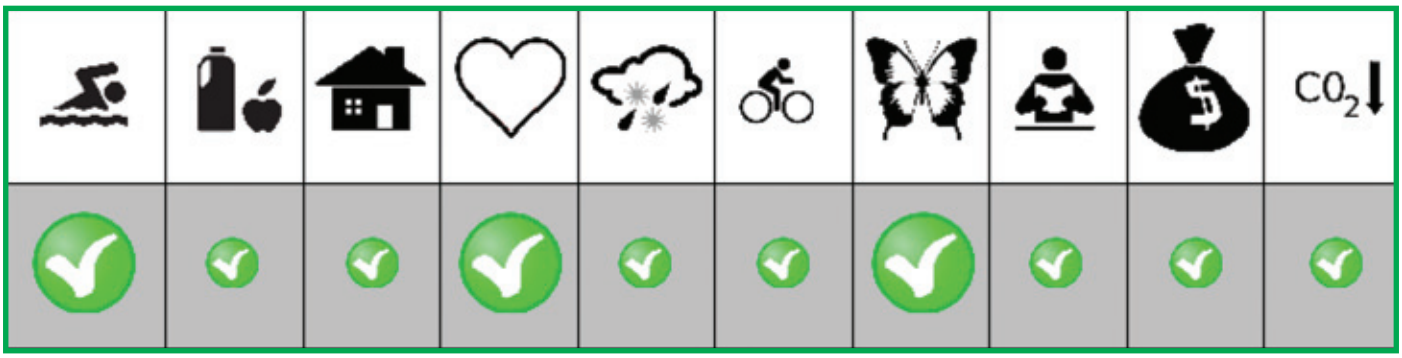
3.2.25 A detailed master plan is required that will provide specific detail on routes, management requirements and costs. This will cost approximately £100k, and will be provided through a special agri-environment scheme funded by Natural England.

3.2.26 Whilst the detailed costs for delivering the Park will be provided by this study, a previous study calculated that the Park's development would cost approximately £11 million, with an annual maintenance sum of £245k (Plymouth Eastern Corridor Countryside Park Initial Report 2008). Agri-environment and growth point funding will be used to deliver the first phase of capital works but further funding will be required. This will come from a range of sources including developer contributions.

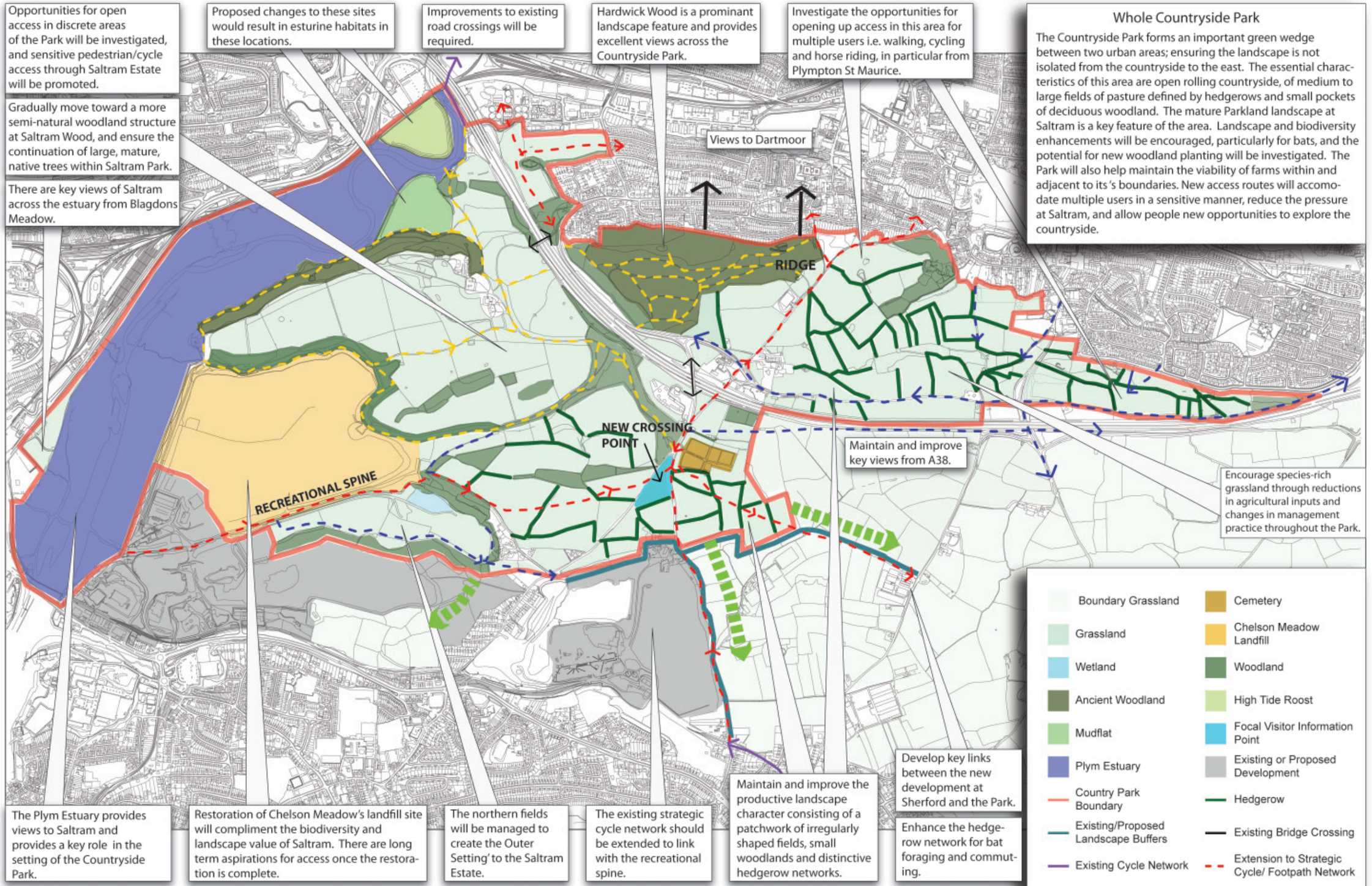
Project Status

3.2.27 Delivery – Master planning work on the Park will commence in June 2010 and it is envisaged that delivery of capital works will begin in late 2010 once the master plan is finalised.

Project Benefits



Map 4 – Saltram Countryside Park Vision (for illustrative purposes only)



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3.3 Derriford Community Park







Project Vision

3.3.1 Derriford Community Park will be a highly valued environmental, social and educational asset and resource for the people of Plymouth and will set an inspirational example for sustainable living. The 'One Planet Living' centre will sit at the heart of the Park providing people with hands-on learning opportunities in food production, nature conservation and sustainable living. The centre itself will be built as an exemplar of sustainable construction.

3.3.2 The Park will be a vibrant place where visitors will enjoy a unique experience within a spectacular landscape. New opportunities to explore will be provided through a network of new recreational routes that link the Park with the surrounding settlements, and enable the Park to become a focal point for these communities.

3.3.3 The biodiversity, landscape and cultural assets on the site will be fully integrated and enhanced as part of the Park's delivery; this will ensure a top class experience within a fantastic natural environment. Once established the Park will be managed through a mechanism such as a Community Trust, and will generate sufficient revenue through its assets to fund the Park's maintenance. Map 5 illustrates the vision for the Community Park.

Project Drivers

3.3.4 As a growth point Plymouth has a significant growth agenda and to allow the City to grow sustainably, new green infrastructure assets are required. The Community Park is identified within the Derriford and Seaton AAP (Pre submission stage) as one of these new assets. It will also address the need for new recreational opportunities in the north of the City.

3.3.5 The Park will deliver an environmental education role which is required within the City and sub region. The 'learning outside the classroom' agenda has required education providers to look at new ways of delivering education, and providing new and inspirational opportunities for young people. The Community Park and 'One Planet Living' centre will provide a hub for this type of hands-on learning within the City. It will be aim to reconnect people with the natural environment.

3.3.6 The delivery of the Park is a key target within Plymouth's Corporate Improvement Priorities (CIP 12) and the Plymouth Green Space Strategy. The Park will also help encourage active lifestyles by offering high quality recreational routes through a fantastic natural environment. This will help meet Local Area Agreement targets for encouraging more adults to take 30 minutes exercise once a week (Local Indicator 3) and wider national agendas.

Project Description

3.3.7 Derriford Community Park will cover 146ha in the north of the City south of Derriford Hospital. It contains a large area of currently inaccessible farmland, and two designated Local Nature Reserves (LNR's), Forder Valley and Bircham Valley. The site has a rolling valley topography which is steep in a number of places. Streams run through the valleys and there are a number of wetland areas.

3.3.8 The site used to be part of the Derriford Estate that surrounded Derriford House, built in 1820. The estate included a pheasantry and several orchards, planted woodland and an ornamental pond. Much of the land on the saddleback hill through to Derriford and Crownhill formed the Seaton Barracks, built in 1891. It is now owned by a number of different landowners including Plymouth City Council and the NHS.

3.3.9 The farmland is currently managed as pasture with hedgerows bordering many of the fields. The current LNR's contain broad leaved woodlands, with small areas of grassland, and wetland features. The site supports a wealth of wildlife including bats, dormice, deer and badgers. The protection and enhancement of features that support these species will be a key component of the Park.

3.3.10 The idea for a new Park in the north of the City was developed by the Derriford and Southway Area Planning Framework in 2005. This was followed by the North Plymouth Community Park feasibility study in November 2007, which indicated that the vision for a new Community Park in this location was not only achievable, but would provide a much needed resource for the City.

3.3.11 At the heart of the Park will be the 'One Planet Living' Centre. The centre will contain a cafe, farm shop, classrooms and office space. It will be the focal point for hands-on learning opportunities, but it will utilise the Park as a whole to enable a diversity of experiences. The centre will include community gardens and orchards, as well as the infrastructure needed to support a working farm. The Centre will support the rest of the Park both financially and managerially. Revenue generated from the centre through its use as an environmental education facility for all ages and abilities, will resource the management and maintenance of the Park.



3.3.12 A key component of the project is the maintenance of a working farm on the site. This is vital in maintaining the productive landscape and biodiversity value of the site. It will also allow the people visiting the site to experience a whole range of food production opportunities.

3.3.13 The Park will also have a role in the sustainable management of water from the new development site. Attenuation basins and swales that are also designed for wildlife will be sited within the Park.

3.3.14 The site is currently owned by Plymouth City Council, the NHS, and a number of private landowners. It is envisaged that as part of the legal agreement linked to a proposed new development on the top of the valley a large area of the Park will be passed over to the organisation that will manage

the Park in the long term. It is hoped that a lease can be arranged before this time so that the project can progress.



3.3.15 The first phase of work will be the completion of a feasibility study to develop plans for the 'One Life Centre' and surrounding Park. Once this work has been completed mechanisms for funding the project will be investigated. The Park will receive some funding through developer contributions from sites across the City.

3.3.16 Once established the management of the Park will be passed to a Community Trust that will be responsible for the running and future development of the Park. This governance option will enable the Park to harness the skills, resources and interests of local people in securing its long term future and ensure that the community is at the heart of the Park.

Project Aims

3.3.17 Provide a high quality multi-functional green space that provides a new city-wide destination.

3.3.18 Create a regionally significant environmental education centre offering hands-on learning opportunities in food production, nature conservation and sustainable living for people of all ages and abilities.

3.3.19 Provide a recreational destination that communities and visitors can use for walking, cycling, relaxing and as a way of improving health and well-being.

3.3.20 Deliver large-scale restoration of important habitats such as species-rich grasslands and hedgerows in line with Biodiversity Action Plan targets.

3.3.21 Create a Park that becomes part of the network of important green spaces and links the City with the surrounding countryside.

3.3.22 Deliver a network of high quality multiuser routes that link the park to the surrounding neighbourhoods and encourage visits by walking and cycling.

3.3.23 Secure the long term maintenance of the Park through the development of a sustainable business model administered by a Community Trust.

Delivery Partners

3.3.24 Plymouth City Council and Natural England will co-ordinate the development and the delivery of the Park.

3.3.25 The landowners within the Community Park are vital to the successful delivery of the project and need to be key partners. The roles of the landowners may change as the project progresses and the Community Trust is created, but their involvement in the planning and development of the Park is vital. The key landowners are the Hawkins Trust, Plymouth City Council, and the NHS.

3.3.26 The other delivery partners are;

3.3.27 The education sector. They will be the end users of the Centre and need a key role in the design of the Centre and Park to ensure it is fit for purpose.

3.3.28 The Forestry Commission as they will help facilitate the supply of locally grown timber to be used in the construction of the 'One life Centre'. They will promote the site as an exemplar to encourage further use of timber in construction throughout Plymouth.

3.3.29 The community who will not only use the Park but will have the opportunity to be involved in the future management of the site.

Project Costs and Funding

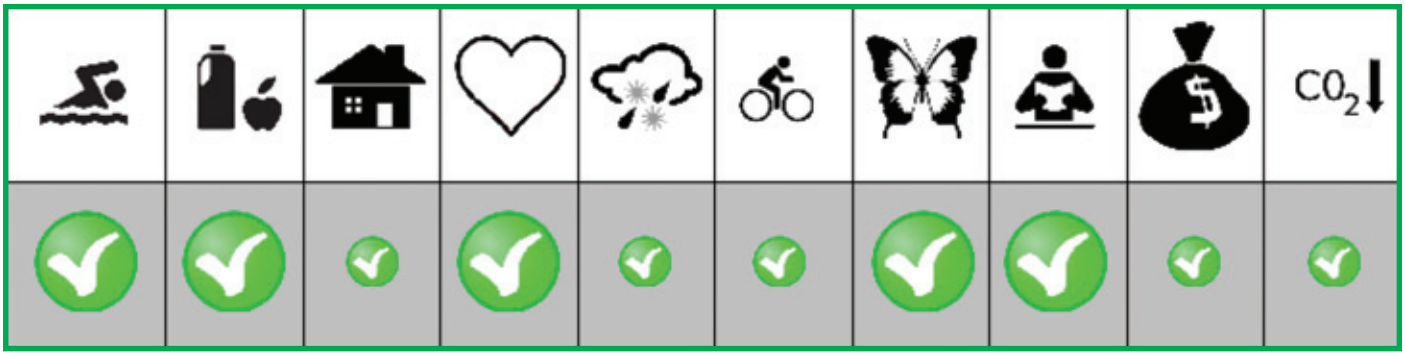
3.3.30 The detailed feasibility work for the Park and centre will cost approximately £50 - 60k and it is hoped that funding can be accessed to resource this phase of development during 2010/2011.

3.3.31 This work will clarify the costs for the next phases of delivery. This will include gaining planning permission for the Centre, master planning of the Park and constructing the Centre. Previous studies have estimated that it will cost £2 million to design and develop the Park, and the cost of constructing the centre has an estimated range of between £2 - £8 million depending on size, construction methods and sustainability standards (North Plymouth Community Park Study 2007). Funding mechanisms will be investigated once the feasibility work is finalised

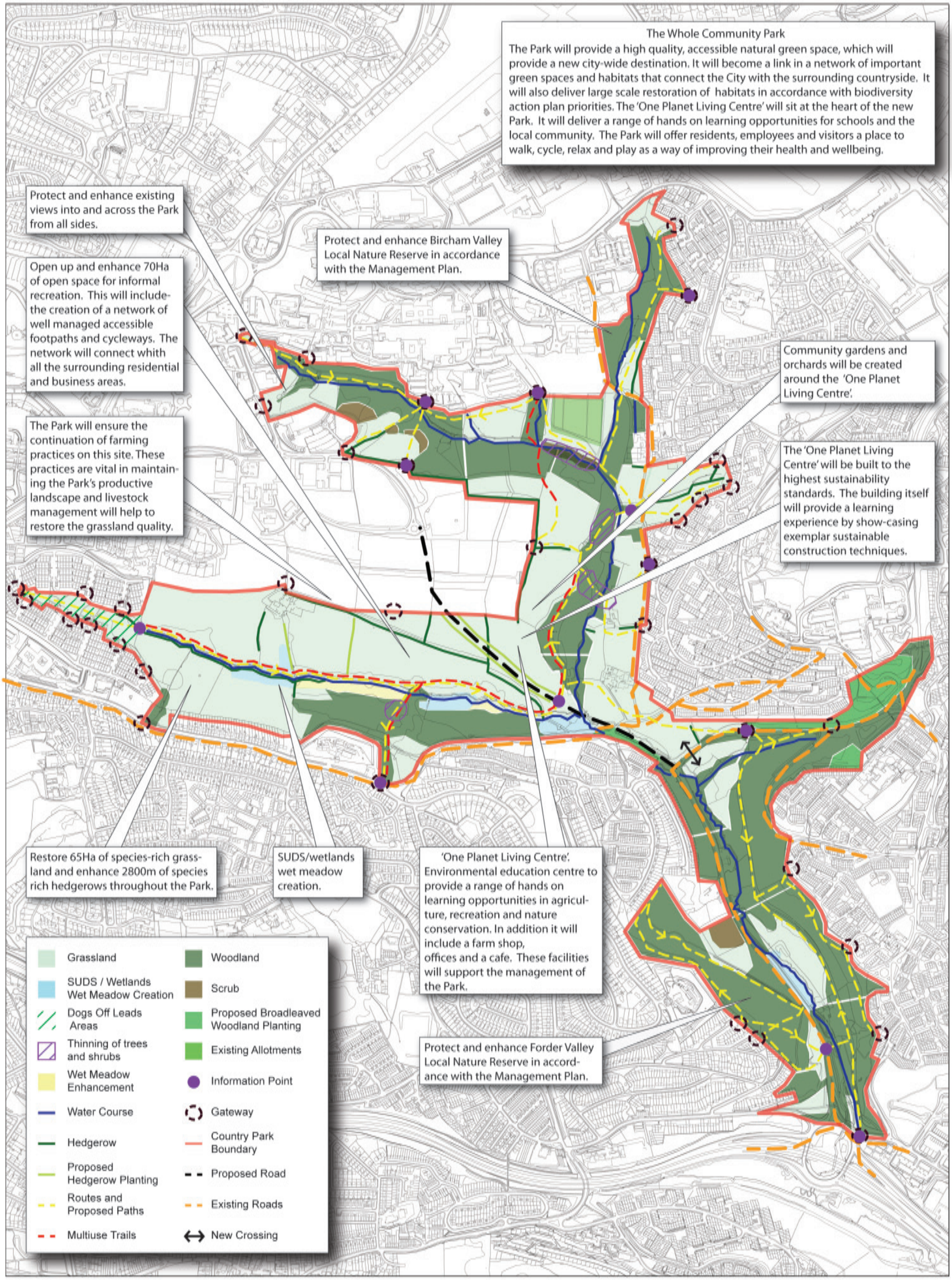
Project Status

3.3.32 Development - The detailed feasibility and master planning work on the Centre and Park will begin during 2010/2011. The trigger to move the project to a delivery phase will be the development of a suitable funding package.

Project Benefits



Map 5 – Derriford Community Park Vision (for illustrative purposes only)



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3.4 Sherford Community Park





Project Vision

3.4.1 The Sherford Community Park will provide a new high quality multi-functional green space for the residents of the new community and the surrounding neighbourhoods. It will reinforce the eastern boundary for new development, mitigate for the impacts of the development, and provide a mechanism for ensuring the new community has a positive impact on the natural environment.

3.4.2 The Park will deliver new routes through a currently inaccessible area and provide the residents of Sherford and the surrounding communities with a place to walk, cycle, ride and relax. It will contain a significant amount of new tree planting and convert a currently intensively managed farmed landscape into an organically farmed site, which has biodiversity and landscape enhancement as key aims.

3.4.3 The sustainability requirements of the development will be supported by the inclusion of two wind turbines and part of the sustainable urban drainage system within the Park. It will be an example of the multiple benefits of green spaces and the need for green, as well as grey, infrastructure in the design of new communities. The site will be managed in the long term by a Community Trust. The vision for the Park is shown on map 6.

Project Drivers

3.4.4 National guidance now advocates that new development should incorporate GI into the design to provide a good quality of life for its residents and ensure the resulting communities are sustainable. This was recognised in the 'Enquiry by Design' process that helped determine the scale, form and initial design of the Sherford new community. The requirement for a Community Park was incorporated at that early stage.



3.4.5 The Sherford and North Plymstock AAPs (both adopted) include the need for a Community Park within the Sherford development.

3.4.6 The quality of life and health benefits of accessing green space are now well documented and the need to place green space within close proximity to communities is key to their use. The Park at Sherford is therefore vital for the well being of its residents and has driven the need for its inclusion in the current planning application.

Project Description

3.4.7 The Sherford Community Park is situated to the south east of the proposed development which is south of the A38, east of Plymouth. It consists of 200ha of productive land, pasture and arable, with individual stands of trees and well established hedgerows. A significant number of bat species were identified within the area during the survey work completed to inform the application.

3.4.8 The 'Enquiry by Design' process that was used to look at the opportunities and constraints of development in the Sherford area and determine the appropriate location, scale and initial design for the development, first determined the need for a Community Park. The process identified the need for the development to have a clear east-ward boundary along the Sherford valley, reinforced by a Community Park. The Park would provide the new community with opportunities for passive and active recreation and enhance the biodiversity and landscape value of the site.

3.4.9 The requirement for a Community Park has been designed into the current planning application since the beginning. It will be a multifunctional green space that supports the new community. It will provide:

- Recreational opportunities;
- Enable the development as a whole to deliver a biodiversity enhancement;
- Be part of the sustainable drainage solution;
- Include the two community wind turbines;
- Maintain a productive landscape;
- Deliver spaces for relaxation and enjoyment;
- Provide sustainable transport links in the form of walking and cycling routes.



3.4.10 The Park will be delivered by the developer in a phased manner linked to the phasing of construction. The Park has an indicative master plan but the detailed framework for the Park will be provided in the form of a Biodiversity, Landscape and Recreation Implementation Plan prior to work commencing on site. This will provide further detail about the Park and will be agreed with South Hams District Council and Plymouth City Council. During the development, phased access to the Park will be provided.

3.4.11 To ensure the long term viability of the Park it is envisaged that it will be run as an organic farm that also manages the Park assets. It is proposed that in the longer term a Community Trust will take on the role of managing and maintaining the Park and its assets. To help finance the long term maintenance of the Park an endowment or other financial contribution from the developer will be required.

3.4.12 Project Aims

3.4.13 Deliver a new high quality multi-functional green space that supports the development of the new community at Sherford.

3.4.14 Provide significant amounts of new tree and hedge planting and enhance existing habitats within the Park to not only mitigate for the development impacts, but achieve a biodiversity enhancement on the site.

3.4.15 Deliver new multi-user recreation routes through the Park that link to existing strategic networks, including the National Cycle Network, and new routes through the development.

3.4.16 Convert a currently intensively managed landscape into an organically run farm that manages the Park and its assets and increases the biodiversity and landscape value of the site.

3.4.17 Deliver a financially secure Park that is owned and managed by a Community Trust.

Delivery Partners

3.4.18 Redtree, the landowner and developers of the Sherford Development, will lead on the delivery of the Park as a requirement of the planning permission.

3.4.19 South Hams District Council, Plymouth City Council and Natural England will work with Redtree to ensure that the Park delivers its aspirations, the detailed planning requirements, and results in a high quality multi functional green space that supports the new community.

3.4.20 As the Park progresses other partners will emerge, including members of the new and existing communities who will have the opportunity to be part of the Trust that will take on the long term management of the site

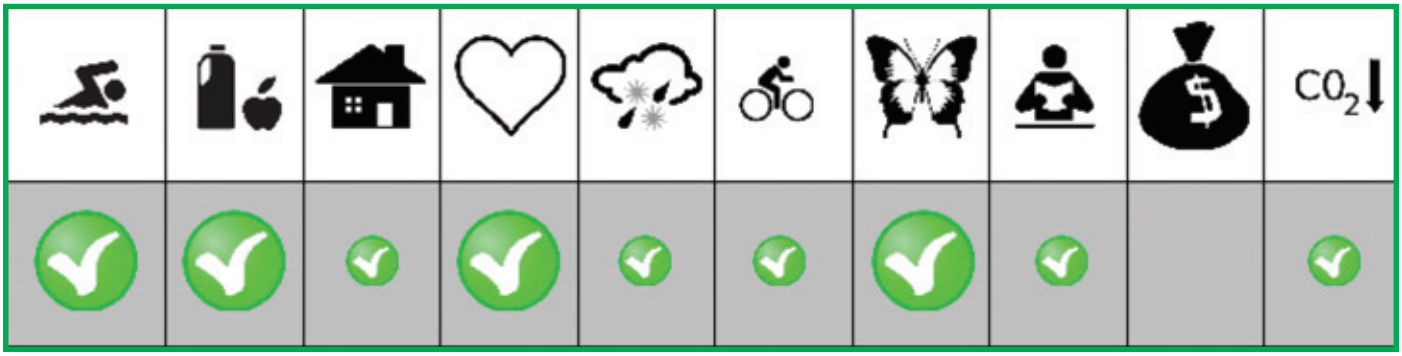
Project Costs and Funding

3.4.21 The design and implementation of the Park will be delivered by the developers as part of the planning permission and is likely to cost in the region of £8-9 million.

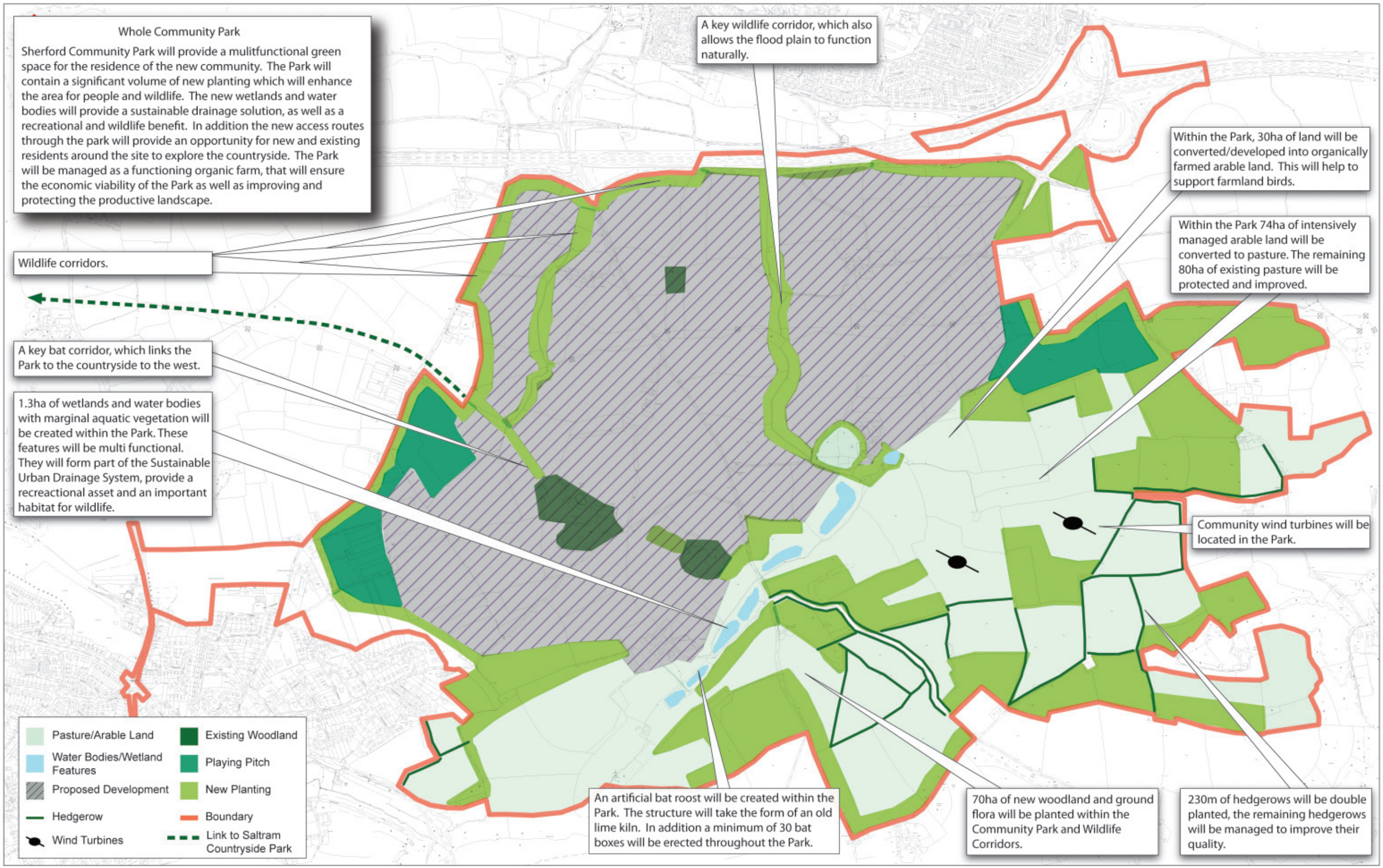
Project Status

3.4.22 Development - The initial master plan for the Park has been agreed but further work will be required as a prior to commencement condition to provide full details of delivering the Park. The trigger to move the project to the delivery stage will be the commencement of development.

Project Benefits



Map 6 – Sherford Community Park Vision (for illustrative purposes only)



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3.5 Central Park Improvements





Project Vision

3.5.1 Central Park will provide a unique environmental asset at the heart of the City. It will become a destination that the people of Plymouth cherish and regularly visit due to the health and well-being benefits it provides. It will successfully enhance the landscape and wildlife qualities of the area and create a high-quality, distinctive parkland.

3.5.2 The Park will contain high quality vibrant spaces that can be used by all of Plymouth's communities for play, exploration, and relaxation. The enhancements to the Park will also safeguard and enhance its value as an important wildlife corridor. The Park will be well-connected to the surrounding neighbourhoods, the rest of the City, and will improve the range and quality of public facilities available to park users.

3.5.3 A comprehensive range of environmental improvements will be undertaken in Central Park to enhance existing, and incorporate new, features. This will enable the Park to become a significantly important site within the City that is valued by residents and visitors. The works will be carried out in accordance with a master plan that will be prepared in partnership with local communities and users of the Park. The vision for the Park is shown on map 7.

Project Drivers

3.5.4 Central Park was formed shortly after the incorporation of the three towns of Plymouth, Stonehouse, and Devonport into the City of Plymouth in the mid 1920s. The Park was created as a result of the inspiration and assistance of the King and Government of the day. King George IV was promoting a new genre of parks created specifically for improving the health of his people, and the Government responded by providing funding, through the then Ministry of Health, to make the development of these parks possible. Fundamentally little has changed as today Central Park is considered to be the green lungs of the City, and it is the focus of new and old programmes for improving the health of Plymouth's people with a full diary of health events. It is also the planned home for the City's new 'Life Centre' development which is to be a catalyst for changing health attitudes across the City, through active sport and leisure.

3.5.5 Surveys conducted by Sport England have shown that Plymouth is in the bottom quarter of Local Authorities nationally due to its residents' below average participation in sport and active recreation. Only 18.6% of the City's residents participate in the recommended 30 minutes exercise 3 times a week.

3.5.6 This has resulted in a local target being included within the Plymouth Local Area Agreement (LAA) to increase the number of adults participating in activity once a week. Also included within the Plymouth LAA is a target to reduce obesity among primary school age children in school year 6. At present approximately 15% of children in Plymouth in that age group are obese.

3.5.7 These figures show the urgent need to provide high quality recreation sites that inspire and enthuse people to get active. The significant improvements in Central Park will provide a resource available to all the City's residents which will allow them to enjoy a diverse array of activities that will encourage them to increase their activity levels.

3.5.8 The Park improvements are a key requirement set out in the Central Park AAP, adopted in 2008.

Project Description

3.5.9 Central Park, is situated in central Plymouth surrounded by a number of residential neighbourhoods. It covers 94ha and contains a mix of land uses. This includes formal sports facilities and pitches and a significant areas of natural landscape including woodlands, hedgerows and meadows. The Park provides the venue for the many of the City's sporting activities, but it also has an important role for informal recreation, children's play and contains a wealth of wildlife.

3.5.10 The Park was originally acquired in the late 1920's, and the purchase and creation of the Park was enabled by the then Ministry of Health, which at the time promoted the link between recreation and public health. The Park was designed to promote active sport and recreation, but not all aspects of the original design were implemented.

3.5.11 The Park is set within an outstanding landscape ranging from hill tops to a wooded valleys and offers rare panoramic views of Plymouth Sound. The sports area at the top of the Park contains the venue for Plymouth Argyle Football Club and the site for the new 'Life Centre'. The remainder of the Park consists of an extensive series of allotments, wooded valleys, formal Parkland associated with Pounds House, and a patchwork of informal meadows, many of which are bounded by hedgerows.

3.5.12 It has been recognised that although the Park is within an exceptional setting it does not meet the expectations of a premier destination that people are inspired to visit. The Central Park AAP recognised a number of key issues that reduce the value of the Park. These included:

- The poor relationships of the sporting facilities to one another and the park;
- The ill-provided, tired and unrelated public spaces associated with the main buildings and the park;
- The uncompleted network of footpaths and cycle ways, and a clear need to improve and create safe and understandable routes;
- A currently poor range of park facilities available to enhance the public's use and enjoyment of the park.



3.5.13 The Park improvements will resolve these identified problems, whilst protecting and enhancing the wildlife and landscape features that currently form an important part of the Park. Sensitive enhancement to the biodiversity of the park

will include protecting and improving existing habitats, and creating new habitats such as grasslands, hedgerows, woodlands and wetland habitats. The improvements will also develop new management regimes that favour the most sustainable methods and outcomes.



3.5.14 The improvements will provide a high quality network of paths and cycle ways linking the Park to the surrounding neighbourhoods, and the City centre. This will encourage trips to the Park using sustainable means.

Project Aims

3.5.15 Create an outstanding venue of regional and national significance, for active recreation, health, art, education, culture and the environment (Central Park AAP).

3.5.16 Protect the Park's role as a key wildlife corridor by improving existing habitats, and creating new habitats such as woodlands, wetlands and grasslands.

3.5.17 Develop sensitive proposals and appropriate management regimes, which favour the most sustainable outcomes, promote biodiversity and improve the landscape of the Park.

3.5.18 Improve the landscape of the Park, including its planting, its avenues, hedgerows and woodlands, and enhance key views, to and from the Park.

3.5.19 Improve the access to, and through the Park by providing a high- quality network of paths and cycle ways.

3.5.20 Promote the Park as a resource for the City's residents to use for active or passive recreation and encourage the use of the site as a method of enhancing their health and well being.

Delivery Partners

3.5.21 Plymouth City Council as the Local Authority and land owner will lead on the Park improvements. However, it will be very important that local residents and Park users are fully integrated into the planning and delivery of the Park enhancement works.

3.5.22 The local Primary Care Trust should also be a key delivery partner just as the Ministry of Health was when the Park was originally conceived. The health benefits of the Park will be significant if the Council and Health services can work together to promote the Park as a way of improving residents' health and well being.

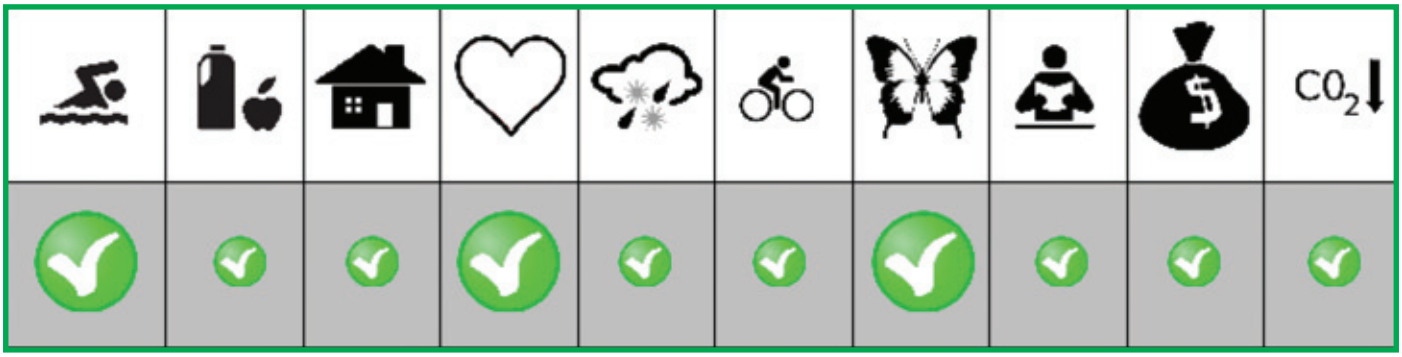
Project Costs and Funding

3.5.23 The first phase of the Park improvements is the creation of a new Master Plan for the Park, in consultation with local communities and user groups. This will cost approximately £50,000. The cost of implementing the improvements will be identified through this work.

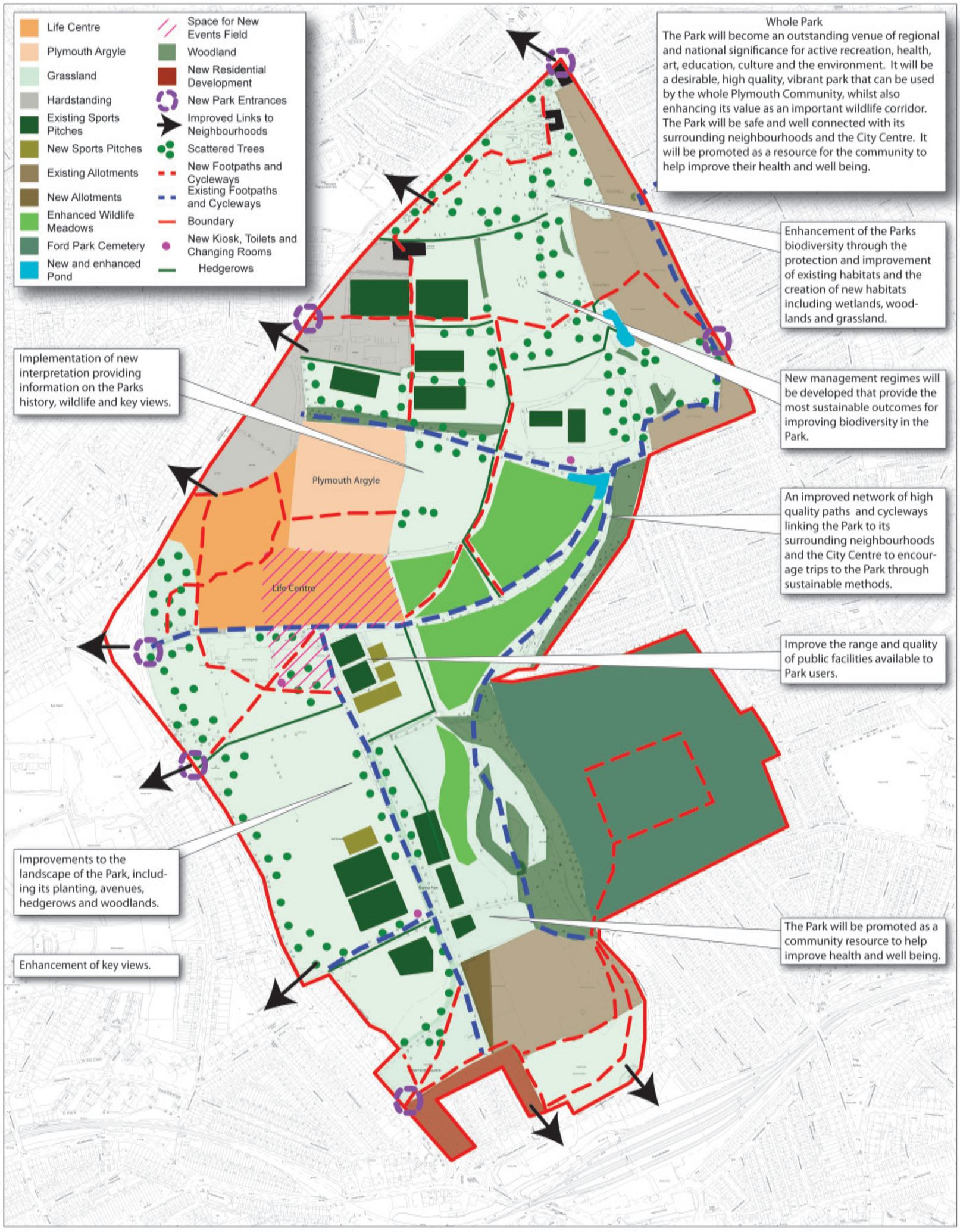
Project Status

3.5.24 Development - The master plan for the Park is currently being developed. This will identify the detailed works and costs required to transform the Park into a premier destination. The trigger to move the project from development to delivery will be the finalisation of an agreed master plan, and the identification of a suitable funding package.

Project Benefits



Map 7 – Central Park Vision (for illustrative purposes only)



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3.6 Plym Valley and Cann Woods





Project Vision

3.6.1 To enhance the considerable GI resource available at the Plym Valley and Cann Woods site, and create an exciting hub for outdoor activity, on Plymouth's doorstep.

3.6.2 The site will deliver multiple benefits; it will function as an exciting recreational destination, an important wildlife corridor, and will be managed to produce a product that can be used locally as a sustainable construction material and as a wood fuel.

3.6.3 The woodland area will be well connected to the surrounding communities through links to the city-wide cycle network that is currently being developed. It will facilitate links with local communities to encourage the use of the new facilities, and also to provide inspiring educational opportunities for local schools and groups. A Forest Schools initiative will be developed in this location.

3.6.4 The Coypool Park and Ride that is situated at the southern end of the site will be developed and promoted as the City gateway to the woodland and the link into the Plym Valley and Cann Woods network.

3.6.5 The project will lead to more opportunities for people to experience the health and well- being benefits gained from visiting woodland sites and participating in outdoor activities. The cycling trails will deliver a new recreational opportunity for people, and the area as a whole will deliver numerous environmental services that will be beneficial to both people and wildlife. The vision for the Plym Valley and Cann Woods is shown on map 8.

Project Drivers

3.6.6 Plym Valley and Cann Woods is already a popular site for walking and cycling and as the City grows the number of people visiting the site will increase. There is currently only a small amount of formal cycling infrastructure within the site. Formalisation of many routes is already required at current usage level to reduce conflict with other users. With the proposed increase in population it is vital that the creation of new routes and formalisation of existing areas occurs to ensure that users can continue to enjoy the site and take advantage of the benefits the area offers.

3.6.7 Surveys conducted by Sport England have shown that Plymouth is in the bottom quarter of Local Authorities nationally, with a below average participation in sport and active recreation. Only 18.6% of the City's residents participate in the recommended 30 minutes exercise 3 times a week. New opportunities to participate in inspiring recreational activities are therefore vital.

3.6.8 This has resulted in a local target being included within the Plymouth Local Area Agreement (LAA) to increase the number of adults participating in activity once a week. Also included within the Plymouth LAA is a target to reduce obesity among primary school age children in year 6. Currently

in Plymouth approximately 15% of children in that age group are obese.



3.6.9 New opportunities that encourage and inspire people, particular people who currently have little access to the natural environment, to participate in outdoor activities must therefore be a priority. Plym Valley and Cann Woods provide an excellent opportunity to deliver a new way for people to access the natural environment, participate in informal recreation, and therefore increase their activity levels.

Project Description

3.6.10 The Plym Valley and Cann Woods site covers an extensive area to the north-east of the City and is already an important GI asset. The woodlands cover just over 300ha and are owned by the Forestry Commission and the National Trust. A network of footpaths and cycleways are available around the site and the National Cycle Network route 27 runs through the middle, as shown on map 8. The NCN route is the start/end point of one of the county's flagship recreational routes - the Devon Coast to Coast route. The site has significant wildlife interest, a wealth of historic assets and provides a dramatic feature around the north east edge of the City.

3.6.11 The Forestry Commission land is sustainably managed, 'multipurpose' woodland that produces FSC certificated timber. There are open rides within the woodland to increase the biodiversity value and the site contains a number of Scheduled Ancient Monuments (SAM) including Boringdon Camp Hill Fort and Boringdon Mines.

3.6.12 The National Trust owned land includes large areas of identified Ancient Woodland and is rich in wildlife. The Trust's Peregrine Project, where members of the public can view these birds nesting, is very popular.

3.6.13 The area is already an important asset for the City and is very popular with residents and visitors. It has therefore been identified that due to the proposed increase in visitors as a result of the growth agenda, formalisation of cycling routes and the creation of new trails is vital to maintaining people's enjoyment of this special place.

3.6.14 Phase one of the project will be to deliver the new cycling hub on the National Trust owned part of the site. A new high quality adventurous circular trail aimed at novice and intermediate riders will be constructed, as well as a cafe and cycle hire area. The revenue from the cycle hub operations will be used to help maintain the trails and will ensure that the project is financially sustainable in the long term.

3.6.15 The cycle hub project has already received funding from the Rural Development Programme for England (RDPE) under the umbrella project '1SW' which is co-ordinating the delivery of five of these hubs across the South West.

3.6.16 Delivery of this first phase will begin in spring 2011 with completion of the works in 2012. This will provide a significant resource for people to enjoy and will help ameliorate any potential impact from the proposed increase in population.

3.6.17 Phase 2 of the project will look to build on the success of the cycle hub and look at opportunities around the rest of the site, particularly the links between the new trails and those already in place on the Forestry Commission's land. The second phase will also look at improving the site's educational value.

3.6.18 Both phases of the project will look to enhance the biodiversity, landscape and historic value of the site.

Project Aims

3.6.19 Create a hub for outdoor activities that encourages people to enjoy and respect the natural environment and the benefits it provides for the people of Plymouth.

3.6.20 Deliver high quality circular cycling routes and associated infrastructure to facilitate an increased use and enjoyment of the site without impinging on the pleasure of other users.

3.6.21 Continue to improve and manage the biodiversity and historic value of the site and retain the role it plays as a dramatic backdrop to the City.

3.6.22 Identify ways of building on the first phase of the project to make the most of the wood's natural assets.

3.6.23 Identify and deliver new ways of utilising the timber the woods provide in local construction projects, in order to build on the climate change mitigation role the woodlands deliver.

3.6.24 Work with the education authority and local communities to identify the best way of utilising the site's excellent potential as an educational resource.

3.6.25 Strengthen and enhance the role of the Coypool Park and Ride as a key entry and exit point for the Plym Valley and Cann Woods network and a gateway to the countryside.



Delivery Partners

3.6.26 The National Trust and Forestry Commission as landowners play a key role in the development of the site. Local communities and interest groups will, however, be vitally important in the development of the site, and numerous consultation events will be held as the project moves forward. The 1SW project will also be involved in the delivery of phase one of the project.

3.6.27 Plymouth City Council will be involved to ensure that the Plym Valley and Cann Woods is linked with the network of City wide cycle routes, and to identify the educational potential of the site.

Project Costs and Funding

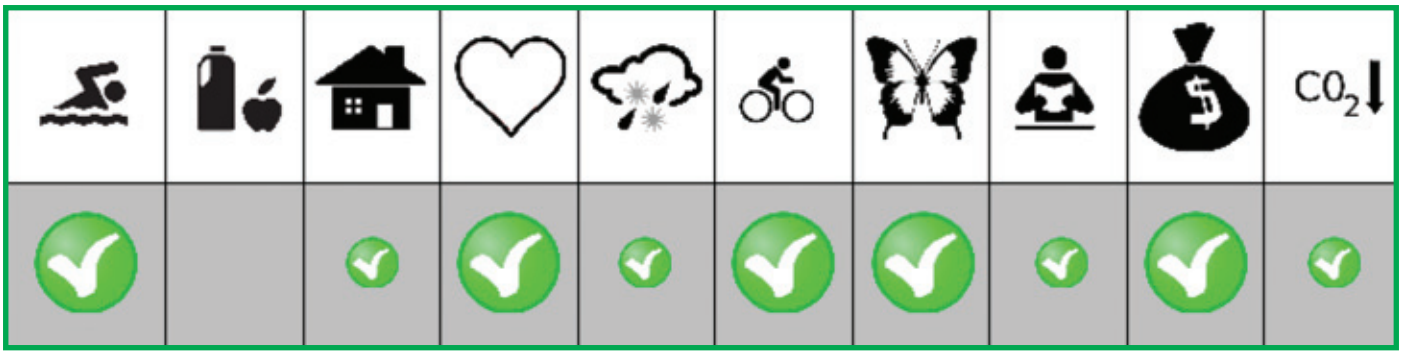
3.6.28 The first phase of the project has already received £500k of funding from the RDPE as part of the 1SW project. This will deliver the hub and first phase of the new cycling routes.

3.6.29 Phase two of the project requires further development. The costs associated with the delivery of this phase will be identified as the opportunities to enhance the site further are investigated.

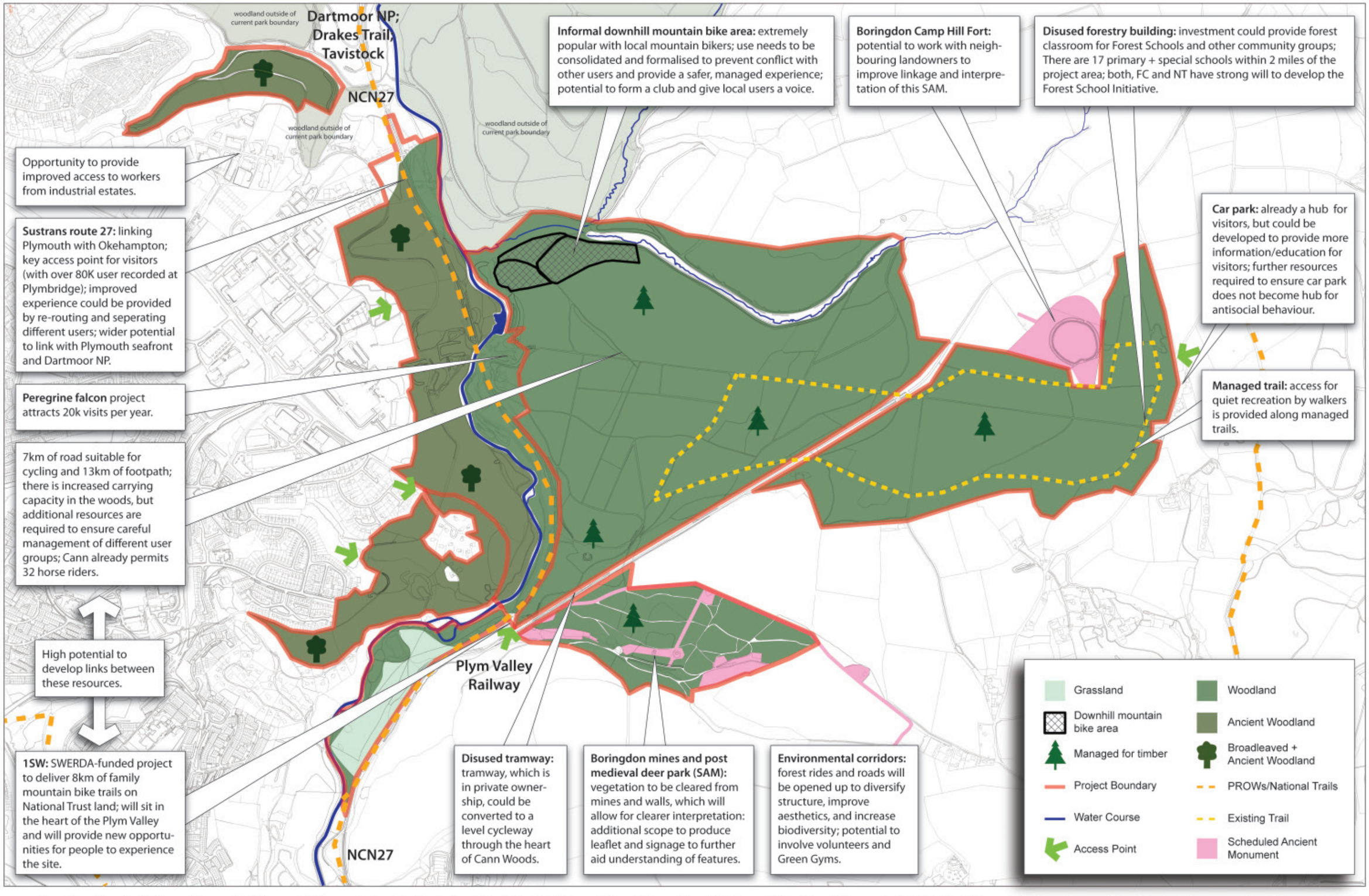
Project Status

3.6.30 Delivery - Phase one of the project is now moving towards delivery on the ground with the identification of trail routes. Capital works are planned to begin in spring 2011. Phase two of the project is in development. The trigger to move this phase from development to delivery will be the identification of a sustainable funding package that will support further enhancement of this site.

Project Benefits



Map 8 – Plym Valley & Cann Woods Vision (for illustrative purposes only)



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Published 2010

3.7 Mount Edgcumbe Country Park





Project Vision

3.7.1 Mount Edgcumbe will become a nationally significant historic Park by the sea, that continues to provide a cultural link, and recreational resource for the people of Plymouth and south east Cornwall.

3.7.2 The Park will serve as a community resource where people can enjoy recreational freedom, gain an appreciation of the historical and cultural importance of the site, enjoy the spectacular natural environment, and take in the panoramic views of Plymouth and the Sound.

3.7.3 Re-branding of current information, and enhanced interpretive material within the Park will provide visitors with more knowledge of the assets contained within Mount Edgcumbe, and will guide them easily around the network of paths highlighting points of interest.

3.7.4 The project will lead to an enhancement of a site that has been an important recreational destination for the people of Plymouth for decades. Works to improve the biodiversity and landscape value of the site and highlight the historic significance of the Park will ensure that a high-quality experience is achieved by all who visit the site now and in the future. Map 9 illustrates the Mount Edgcumbe Country Park, its network of routes and points of interest.

Project Drivers

3.7.5 Mount Edgcumbe is already a very popular destination for residents and visitors. Plymouth's vision of increasing its population to 300 - 350,000 will only increase the number of people visiting the site. Although the Park is robust, an improvement to the infrastructure of the Park, including transport to the site and visitor facilities, will be required to maintain the current high quality visitor experience.

3.7.6 The Park provides large numbers of visitors with a first-rate experience and doesn't demand an entry fee. It provides a vital recreational service and maintaining the current level of management to ensure that it continues to deliver this service is a priority. A sustainable business model for the Park that provides a long term solution to funding pressures must also be a priority.

3.7.7 Mount Edgcumbe delivers a high quality informal recreation service for the people of Plymouth and helps to meet the LAA health target by providing a space people want to visit. It also delivers a programme of events around the site that encourages people to discover new places and ways of enjoying the outdoors.

3.7.8 Climate change is a significant challenge for everyone and finding new ways of visiting recreational spaces that do not include car journeys is a priority. This project will look at ways of improving non-car related transport infrastructure to the Park, particularly water transport, so it can ensure people continue to enjoy the site without contributing to CO2 levels.

Project Description

3.7.9 Mount Edgcumbe is a 350ha Country Park situated on the Rame Peninsula across the River Tamar from Plymouth. The Country Park and House used to belong to Earl of Mount Edgcumbe but was sold to Plymouth City Council and Cornwall Council in 1971; it is now managed by a joint committee.

3.7.10 The Park boasts a wealth of wildlife, an enviable landscape setting, panoramic views, and important historical features. A herd of wild deer inhabit the Park, and most of the coastal edge is designated as a Site of Special Scientific Interest (SSSI) and forms part of Cornwall's Area of Outstanding Natural Beauty (AONB). The site also includes 55 listed buildings and a Grade I Listed garden.

3.7.11 It provides a significant recreational resource with numerous trails across the site as well as areas for relaxation and exploration. The South West Coast Path runs through the site as well as a network of paths, including the Earls Drive and the zigzags, and most recently a multi-use trail around the deer park which is suitable for buggies and wheelchairs as well as cyclists and horse riders.

3.7.12 The project aims to build on these fantastic assets and opportunities, to improve the visitor experience of the Park, as well as maintaining the site's intrinsic value for current and future generations. New infrastructure and a stable and sustainable financial model are vital in achieving this aim.

3.7.13 A bid to the Heritage Lottery Fund (HLF) is already being developed which will, if successful, help fund the restoration of buildings that could then be used to generate income, provide new and improved interpretation around the site, and to conduct surveys of features in the Park, including the trees.

3.7.14 Infrastructure provision will be very important in helping the Park accommodate new users in the future. Transporting people to and from the site will be a very important aspect, and improving the water transport options could provide a great solution to this, both in terms of reducing the number of car journeys to the site, and providing people with a form of travel that becomes part of the visitor experience. The project will highlight the need for improved water transport and aims to get it incorporated into the upcoming review of the Local Transport Plan.



3.7.15 Visitor facilities and improved interpretation will also be required to manage large visitor numbers. The project will investigate in detail what is needed, the best locations, and the best funding options.

3.7.16 The Management Team are already looking at developing a sustainable business model for the Park that builds more revenue-creating opportunities into the site. Further opportunities for developing facilities that generate revenue that can be used to help improve the Park will be investigated as part of the project.

Project Aim

3.7.17 Ensure that Mount Edgcumbe remains a Nationally Significant Historic Park by the sea.

3.7.18 Identify and deliver infrastructure improvements that will allow the Park to accommodate an increase in visitor numbers without reducing the quality of the experience.

3.7.19 Highlight the need for improved non-car related travel to the Park, in particular the need for improved water transport, and integrate identified solutions into the Local Transport Plan (LTP) review.

3.7.20 Enhance the biodiversity and landscape value of the Park and encourage further exploration of the site along the network of trails through improved interpretation and the delivery of inspiring events.

3.7.21 Develop a sustainable business model for the site that identifies and builds upon the opportunities for revenue generation within the Park.

Delivery Partners

3.7.22 Plymouth City Council and Cornwall Council jointly own the site and it is managed through a joint committee, the Local Authorities will therefore be the lead partners in the project. There is a very supportive Friends group that helps to manage the site and investigate ways of improving facilities. Their continuing support and that of the Parish Councils will be vital to the project's success.

3.7.23 Other organisations, including Natural England and the Forestry Commission, will be important in providing advice and financial support for the management of the land holding through their grant schemes.

Project Costs and Funding

3.7.24 The Park is currently funded by the Local Authorities and the revenue generated by the site through events, the cafe etc. Further funding is, however, required to deliver improvements to the site.

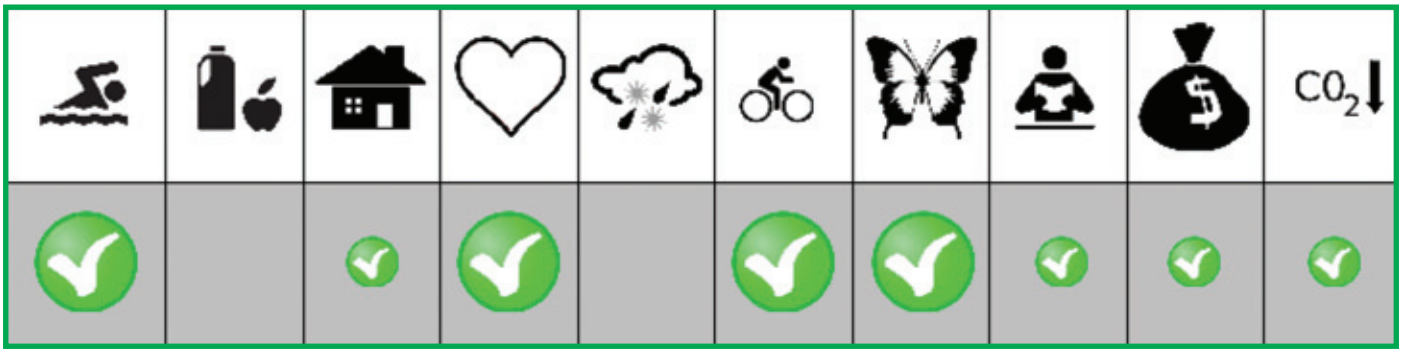
3.7.25 An HLF application is currently being developed, which, if successful, will help to deliver some site improvements. Agri-environment funding will help the farmers who manage large parts of the estate to improve the wildlife and landscape value of the site. The project will look to identify further funding options for the Park, to conduct identified improvements and ensure a sustainable financial future.

Project Status

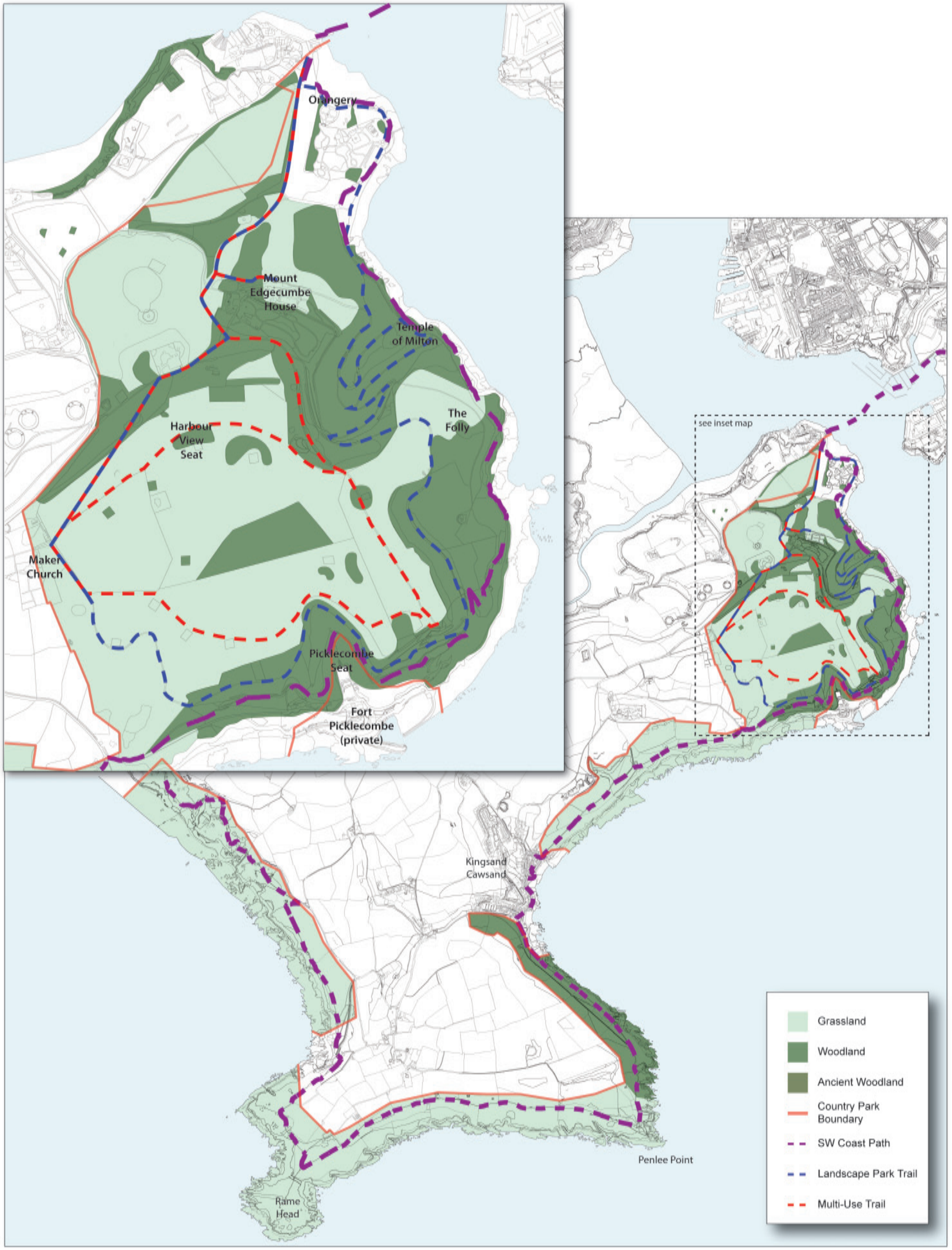
3.7.26 Development - The project will look to identify in detail the infrastructure that is required within the Park to manage increasing visitor numbers and the funding options. Highlighting the need for

integrating water transport solutions into the LTP will begin as soon as the review starts. The trigger to move the project from development to delivery will be the identification of an agreed programme of infrastructure improvements and a suitable funding package.

Project Benefits



Map 9 – Mount Edgcumbe Country Park Vision (for illustrative purposes only)



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3.8 Plymouth Sound and Estuaries





Project Vision

3.8.1 To ensure that Plymouth Sound and Estuaries European Marine Site (EMS) is a well valued, protected and managed multi-functional blue space. The significant nature and historical conservation interest within the site will be protected and enhanced whilst proactive sustainable management of the site will provide residents and visitors with the opportunity to access the wealth of opportunities the marine environment offers.

3.8.2 Improving the knowledge of the sites wildlife importance, gained through further field investigation in collaboration with the marine organisations based in Plymouth, will be a key priority. This work will ensure that policy makers can determine appropriate management regimes for the estuary that balance the interests of the wildlife, commercial and recreational interests.

3.8.3 The planned growth of the City and other areas that surround the EMS, will be used as an opportunity to ensure that appropriate management of the EMS is supported and delivered in a co-ordinated manner. This will enable people to enjoy the site whilst its wildlife value is enhanced. The vision for Plymouth Sound and Estuaries is shown on map 10.

Project Drivers

3.8.4 Plymouth Sound and Estuaries provide the City and surrounding areas with a unique setting and numerous recreational opportunities and commercial activities. The marine environment plays an important role in Plymouth's historic development. Its future management and protection must therefore be a key consideration for the City.

3.8.5 In addition to its cultural and social importance, Plymouth Sound and Estuaries are protected under European legislation (EU Habitats Directive and EU Birds Directive) due to its significant wildlife interest. There is therefore a legal obligation to ensure the site is protected and enhanced.

3.8.6 The Habitats Regulation Assessment of the Plymouth Core Strategy identified the potentially significant impact that growth in the sub region could have on the European Marine Site through an increase in recreational pressure. To ensure that the increase in recreational pressure does not result in a significant impact a mechanism must be developed that ensures that the increased use of the site does not result in a negative impact on the site. This mechanism must be funded and supported by all of the Local Authorities that border the EMS.

Project Description

3.8.7 Plymouth Sound and Tamar Estuaries is a designated Natura 2000 European Marine Site (EMS) designated as a Special Area of Conservation and a Special Protection Area. It also functions as

a military and commercial port, and provides a key recreation facility for the City. As a peri-urban European Marine Site it faces major pressures from the area's growth agenda which will see population increase by 25 % over the next 20 years. This growth will result in increased recreational activity within and adjacent to the EMS.



3.8.8 The Port of Plymouth Area Recreation Studies document a clear rise in the number of users of the Tamar estuaries, and also an extension of the geographical scope of their activity and associated impacts. These studies were undertaken during a period of relatively low population growth. It is therefore logical to forecast that growth in the Plymouth sub region will result in a significant increase in the recreational pressures on the Plymouth Sound & Estuaries European Marine Site (EMS).

3.8.9 The 2006 – 2012 Management Scheme for the EMS identifies the activities and operations, which, if not suitably managed, threaten the favourable status of these Natura 2000 sites. This list includes seven generic activities and operations which it is reasonable to assume may increase as a direct or indirect result of rising recreational pressure on or around the EMS. The impacts of these changes are currently poorly understood, but on a precautionary basis, an approach required by the Habitat Regulations, they are considered a threat. This potential threat to the conservation status of the EMS was highlighted in the Habitats Regulations Assessment (HRA) of Plymouth's LDF Core Strategy.

3.8.10 This assessment work concluded that the recreational pressures of the type identified above can be managed using existing regulatory mechanisms and management structures given adequate resources. These structures recognise that the coastal zone is an environment characterised by shared and overlapping interests and responsibilities. If future pressures for increased recreation are to be regulated and managed appropriately, sufficient resources need to be provided to ensure the delivery of a robust & co-ordinated approach.

3.8.11 The HRA work also recognised that the Plymouth sub region was fortunate to have the Tamar Estuaries Consultative Forum, an exemplar estuary management partnership that can be used as the mechanism for managing future growth in recreational pressure. It is, however, important to note that to avoid adverse impacts on the integrity of the above sites it is essential that neighbouring planning authorities (and other stakeholders) engage positively in this form of cross-boundary management. The management regime needs to be sufficiently resourced to ensure the required recreational management measures are successfully delivered within an appropriate time period to achieve the ecological protection and statutory purpose.

3.8.12 The project will implement a programme of recreational management activities targeted at ensuring the EMS designated features remain in favourable condition. This will begin by improving the knowledge of the site's interest features, it's current condition and by finding new ways of sharing this information with other interested parties. This work will provide the baseline for the site so partners fully understand the area's current condition and potential threats.

3.8.13 This information will then be used to develop management tools specific to the site that take account of the local environment. This will enable well informed decisions to be made on the management regimes that need to be developed and implemented on the estuary. This will ensure that the site continues to provide a high quality wildlife refuge whilst managing the area's significant recreational and commercial requirements.

3.8.14 The project will also improve awareness of the Estuary's importance and try to reignite the City's connection with the marine environment that is such a key part of its history and future.

Project Aim

3.8.15 Investigate the sensitivity of the EMS's designated features to different forms of recreational use.

3.8.16 Develop a co-ordinated approach to the collation and management of data about the recreational activities and associated impacts and devise methods for sharing this information with interested parties.

3.8.17 Identify management tools that can be used to inform and develop management regimes for implementation across the site, which will ensure the Estuary is managed and protected in the face of a significant increase in use.

3.8.18 Raise awareness and understanding of the importance of the EMS through enhanced programmes of improved communication and interpretation.

Delivery Partners

3.8.19 TECF is the lead body that co-ordinates action within the EMS. TECF's membership is made up of all the organisations with statutory powers or functions relating to the estuary, including the Local Authorities that border the Estuary, statutory agencies, including Environment Agency and Natural England, commercial interests including the MOD, harbour authorities and interest groups.

Project Costs and Funding

3.8.20 The cost of delivering the required programme of recreational management currently identified during the next 10 years has been estimated at £1,100,137. These figures were generated from the TECF Recreation Management Programme. Some of the funding to help meet these costs will come from developer contributions. The details of these contributions can be found within the Plymouth 'Planning Obligations and Affordable



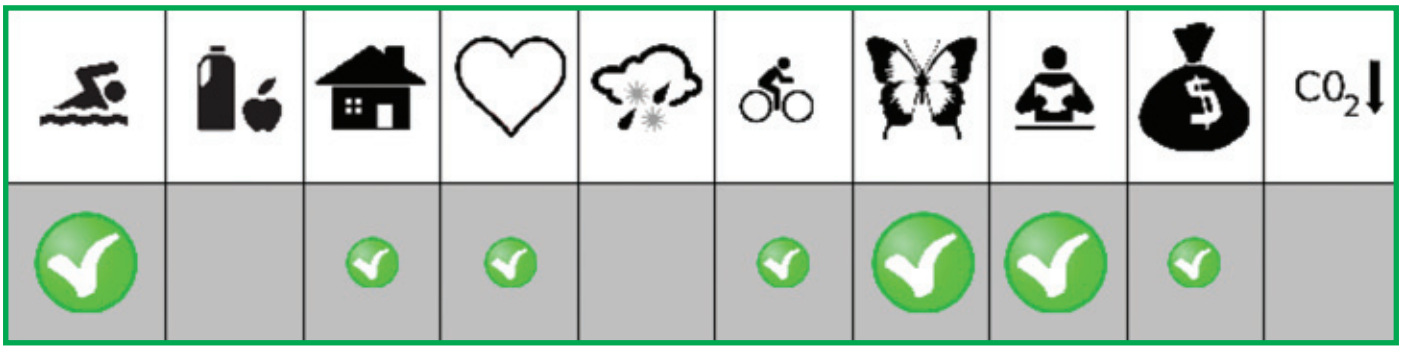
Housing SPD'. This mechanism for accessing funding to manage the potential impacts now needs to be replicated by the other Local Planning Authorities that surround the EMS.

3.8.21 Further work is required over and above what is detailed in the current management plan and this will require further funding. The work will include further investigations into the interest features of the site, including their current condition and the recreational activities that may pose a threat, new ways of disseminating information, and the development of management tools to inform and develop management regimes. Funding for this work is yet to be identified or secured, but an INTERREG bid maybe submitted that will include the work detailed above.

Project Status

3.8.22 Development – A successful partnership is already in place that would provide the delivery mechanism for conducting the work identified and there is good joint working between the numerous interested organisations. The trigger to move this project to the delivery phase will be the identification and securing of a suitable funding package.

Project Benefits



Map 10 – Plymouth Sound & Estuaries (for illustrative purposes only)



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Published 2009

3.9 Lee Moor and Hemerdon





Project Vision

3.9.1 The project will maximise the value of the countryside between Plymouth and Dartmoor for the benefit of both people and wildlife. It will improve sustainable transport links (bike, foot and horse riding routes) between Plymouth and Dartmoor, by consolidating links out from Plym Valley and Cann Woods Project Area. It will ensure that the valuable lowland heathland habitats in this area (a chain of sites from Hanger Down to Roborough Down) and other important habitats are appropriately managed.

3.9.2 The mineral working area of Lee Moor and Hemerdon lies at the core of this project area. This area will become an important asset in the green infrastructure network delivering a number of natural services. Partnership working between the minerals authorities, quarry operators and other stakeholders will ensure that the significant opportunities for landscape, wildlife and recreational enhancements of the quarry sites are realised through management, restoration and aftercare. Map 11 illustrates the project area, the existing GI Assets and plans for the future.

Project Drivers

3.9.3 Significant population growth on Plymouth's eastern boundary will result in greater demand for sustainable access routes (cycle, foot and horse) to the surrounding countryside and on to Dartmoor, as well as the need for increased accessible natural green space. To the north east of Plymouth are also extensive areas of mineral workings. They include the complex of china clay workings which are centred around the village of Lee Moor, but extend to Cornwood Road in the south east and Cadover Bridge in the north west and the Hemerdon Tungsten site due to start in late 2010.

3.9.4 There have been china clay workings to the south of Dartmoor for over a century but the scale of workings have increased in recent years due to the development of better equipment. The area is covered by numerous planning permissions associated with mineral working but the most important were issued in the 1950s with extensions granted in the 1970s. The permission for the Hemerdon Mine was granted in the 1980s.

3.9.5 Lee Moor china clay works has had significant landscape, wildlife and access impacts in the area. Conditions placed on the working of minerals by the Minerals Planning Authority aim to reduce, as far as is possible, these impacts. The review of the old minerals permission (ROMP) at Lee Moor will be determined during 2010 and provides a mechanism to review the conditions of the existing planning permission for working over the next 15 years.

3.9.6 The enactment of the Hemerdon minerals permission will lead to significant landscape, wildlife and access impacts in the area due to development of an open cast tungsten mine and tipping of minerals waste across much of Crownhill Down.

Project Description

3.9.7 The project area supports high quality wildlife habitats and landscapes of particular importance due to being on the edge of Dartmoor National Park, at the transition from upland to lowland and being connected to Plymouth Sound and Estuaries via tributaries of the River Plym.

3.9.8 The area lies between the Plym Valley, Cann Woods and Dartmoor National Park and therefore provides opportunities for recreational routes which link Plymouth and Dartmoor. A number of public and permissive rights of way currently pass through the area. National Cycle Network Route 27 (linking Plymouth to Okehampton) passes to the west of the area. National Cycle Network Route 2 passes through the south of the area through Lee Mill and provides excellent opportunities for links to be made through the area to Dartmoor.

3.9.9 Extensive minerals workings sit at the centre of this high quality natural environment. The project will work with the planning mechanisms, mineral operators and stakeholders to come to a consensus over the short and long term aspirations for the area and will work together towards delivering a more functional green infrastructure asset to the north east of Plymouth.

Project Aims

3.9.10 To support the Mineral Planning Authorities in achieving green infrastructure gains linked to Lee Moor ROMP and the Hemerdon Planning Permission.

3.9.11 To support the minerals operators in identifying and implementing other gains for wildlife, landscape and access beyond the planning process.

3.9.12 To work with other land owners and funding bodies (Natural England, Forestry Commission etc) to achieve green infrastructure objectives in the area and help provide improved links between Plymouth and the project area.

3.9.13 These improvements will be delivered through the Greater Lee Moor and Hemerdon Environmental Working Group (focusing on the area in and around Lee Moor and Hemerdon).

Delivery Partners

3.9.14 The working group partners will include Local Authorities (South Hams District Council, Plymouth City Council, Devon County Council, Dartmoor National Park Authority), Natural England, Environment Agency, Plantlife, and minerals operators.

3.9.15 Other partners will include landowners, local communities and interest groups.



Project Costs and Funding

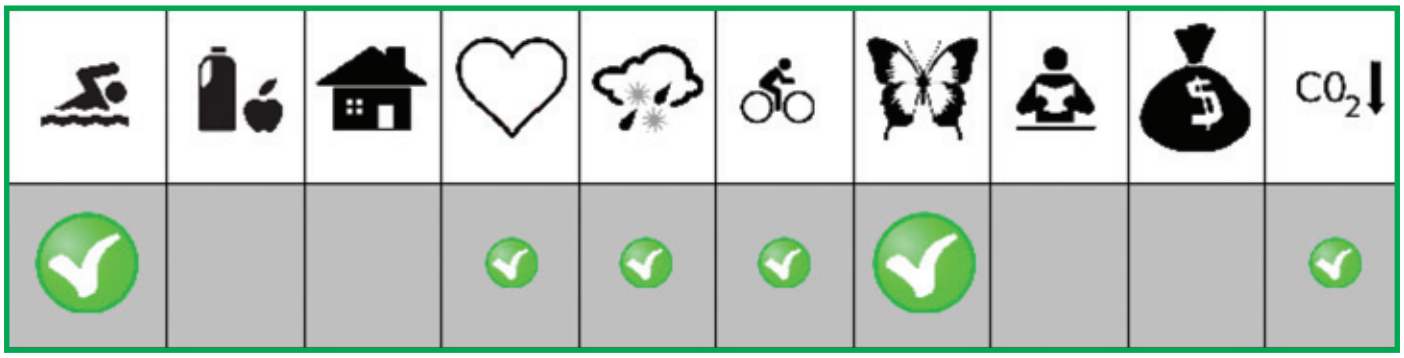
3.9.16 Restoration works within mineral sites will be carried out by the minerals operators as required by conditions agreed with the Minerals Planning Authority's.

3.9.17 The additional works required to provide GI improvements in the area, above the requirement of the planning permission, will be funded through maximising the use of agri-environment schemes, the England Woodland Grant Scheme and other funding to be sought by the Working Group.

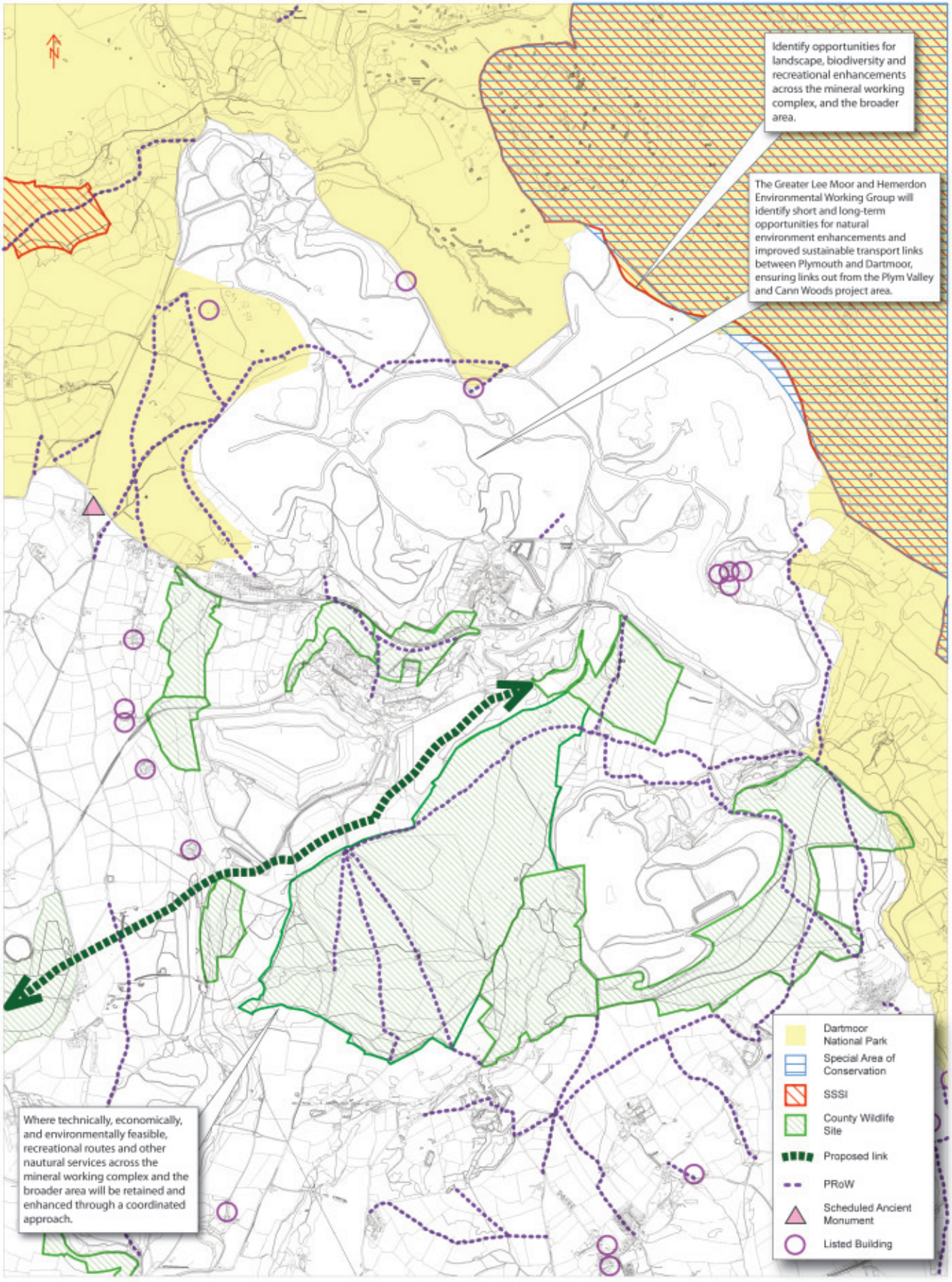
Project Status

3.9.18 Development Stage - The ROMP process allows the development of part of this project and provides the mechanisms to take it forward to the Delivery Stage. The trigger to move from development to delivery will be the agreement of the ROMP. Green Infrastructure work in the wider area is also in the development stage.

Project Benefits



Map 11 – Lee Moor and Hemerdon Vision (for illustrative purposes only)



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4. Theme Projects

4.1 Introduction

4.1.1 This chapter outlines the GI theme priorities that were identified by stakeholders. The six theme projects that will deliver against these priorities in Plymouth and the surrounding areas are:

- Flood Reduction
- Timber, Wood Fuel and Energy Crops
- Local Food
- Active Lifestyles
- Biodiversity and Landscape Connections
- Sustainable Transport

4.1.2 Theme projects are cross-cutting in nature and may be delivered through specific stand-alone programmes, or as part of the delivery of the wider GI network. For example, the sustainable transport project will be looking at new links across the City but all of the new Parks detailed in the site specific chapter will also contribute to delivering this project through new routes and links within the Park areas.

4.1.3 Each of the projects detailed are currently at different stages ranging from initial feasibility through to delivery and this is reflected in the amount of information provided on each project. Also, due to their cross-cutting nature, the theme projects are not developed to the same level of detail as the site specific projects. It is, however, anticipated that all of these projects will have commenced delivery by 2021.

4.2 Flood Reduction.





Project Vision

4.2.1 To realise the potential of the sub region's natural spaces to reduce current and future flood risk using methods that also improve water quality, increase biodiversity and enhance recreational value. Through the retro-fitting of 'green' sustainable drainage solutions, into the GI network, it will be possible to substantially reduce the threat and cost of flooding to communities and businesses. This will be vital in the face of expected increases in rainfall as a result of climate change.

4.2.2 Identified water bodies will be restored to a more natural state by opening up sections of watercourse that are currently culverted, and channel restoration will be delivered in certain areas. This will improve the functionality of the water bodies and help manage fluctuating water volumes. Improvements will also be delivered in the upper catchments to slow flood waters before they reach the City. This could include changes in land management regimes.

4.2.3 The restoration of the river corridors and catchments will deliver the additional benefits of improving the biodiversity value of habitats, providing a more natural landscape for people to enjoy, and improving the quality of the water that eventually discharges into Plymouth Sound and Estuaries European Marine Site.

Project Drivers

4.2.4 New and innovative ways of managing flood risk will be required to adapt to climate change impacts that are now unavoidable. An increase in the number and intensity of rainfall events could have a significant impact in many areas of the City. It is therefore vitally important to address these issues now and adapting natural spaces to increase flood storage and reduce the velocity of flood waters could make a significant contribution towards adapting to new climate scenarios.

4.2.5 Current predictions suggest a 20% increase in rainfall by 2050 and up to 30% increase by 2100 as a result of climate change. This will result in an increase in water volumes. It is also predicted that there will be an increase in rainfall intensity by as much as 30% by the 2080s which will result in increased flooding in urban areas where the current drainage infrastructure capacity will be overwhelmed. This predicted increase in rainfall amount and intensity will increase the likelihood of flooding in Plymouth and will have an increased impact in areas that already flood during high rainfall events.

4.2.6 Natural spaces within the City could be adapted to provide additional storage during flood events which could reduce downstream flooding. The North Brent Integrated Urban Drainage Pilot Study demonstrated that river levels could be significantly influenced by large new storage ponds. The identification of areas along river catchments in Plymouth that could function as flood storage areas must therefore be investigated and the feasibility of their delivery prioritised.

4.2.7 There have been many Government initiatives looking at new ways of managing flood risk, including Making Space for Water, PPS 25 on Development and Flood Risk, Sir Michael Pitts Review of the summer 2007 floods, and the draft Flood and Water Management Bill which will come into force in the near future. All of these support the move towards the installation of Sustainable Urban Drainage systems (SUDs) and changes to land management to support communities and help them adapt to climate change as part of a portfolio of flood management measures. These policies and initiatives would support the delivery of this project in and around Plymouth.

4.2.8 SUDs can also help improve water quality, as there is a direct link between rainfall and water quality. Rainfall during the summer can cause an increase in the amount of pollution affecting Plymouth's bathing beaches because of diffuse run-off from urban areas. In 2008, two of Plymouth's bathing beaches, (Plymouth Hoe East and West) failed statutory bathing water requirements and this can be at least partly attributed to high rainfall that increased run-off of pollutants. Well designed SUDs can help address this issue by helping to reduce the amount of pollutants reaching bathing waters.

Project Description

4.2.9 To reduce flood risk to businesses and communities by increasing the uptake and retro-fitting of SUDs solutions within GI that mimics natural systems, and produce 'cost savings' over traditional hard engineering solutions.



4.2.10 New developments must incorporate Sustainable Urban Drainage systems that mimic natural systems and can include open water features such as swales and attenuation basins. The inclusion of these open features will be encouraged in all new developments. These features can be located in the areas of GI within the development and will provide attractive features that enhance the quality of life of the new residents.

4.2.11 In addition to new development, existing areas of the City are already in areas at risk of flooding and new ways of reducing the impact on these areas are needed. In many of these areas, the watercourses are within culverts or the channels are highly engineered. This limits the capacity of the watercourses and their ability to respond to more severe weather events. To adapt to the future climate, watercourses within areas at risk of flooding should be restored to more natural systems that can function more effectively in the face of increasing volume and intensity of rainfall.

4.2.12 The project will identify the catchments where restoring the watercourses will have the largest benefits and include areas of green space that could be modified to deliver the improvements. The watercourses that have been identified for potential inclusion in this project are shown on map 12. These sites have been identified through a desk study and further detailed feasibility work will be complete before the final catchments and natural spaces are identified.

Project Aims

4.2.13 Work with partners including the Local Planning Authorities, developers, neighbouring landowners and the Environment Agency to deliver the aspiration of incorporating Sustainable Urban Drainage systems (SUDs) within all new developments where it is technically feasible, with a presumption for the inclusion of open water systems.

4.2.14 Investigate the upper catchments of the rivers that flow through Plymouth and with partners identify and deliver with partners any changes to land management that could reduce flood risk to the City.

4.2.15 Identify key sections of watercourses within the City that flow through green spaces and could be de-culverted or restored to a more natural state thus enabling them to accommodate more water during times of flood.

4.2.16 Deliver improvements to watercourses that reduce flood risk and deliver benefits for people and wildlife. These improvements will be designed in consultation with the local community.

4.2.17 Monitor the success of the project and the cost-benefits of delivering flood management using green spaces that can be used to inform future projects.

4.2.18 Identify mechanisms for managing SUDs features in the long term, taking account of the physical and institutional complexities of urban drainage systems.

Delivery Partners

4.2.19 The initial work assessing the potential for flood improvements within the City has been conducted by the Environment Agency (EA). The EA will continue to provide the key technical advice and support for the project and will work closely with Natural England and Plymouth City Council to deliver the best solutions. South West Water will also be involved in this work.

4.2.20 The project will work very closely with local communities surrounding green spaces that are identified as potential sites for improvement. The links with the local community will be particularly important when designing the modifications to the watercourse to ensure they result in a green space that not only reduces flood risk, but also enhances their enjoyment of the site.

4.2.21 The project will also work with Natural England, Environment Agency, and the Forestry Commission to enable a broad range of initiatives to be offered to landowners in upper catchments where such works would minimise flood risk downstream by changes to land management regimes.

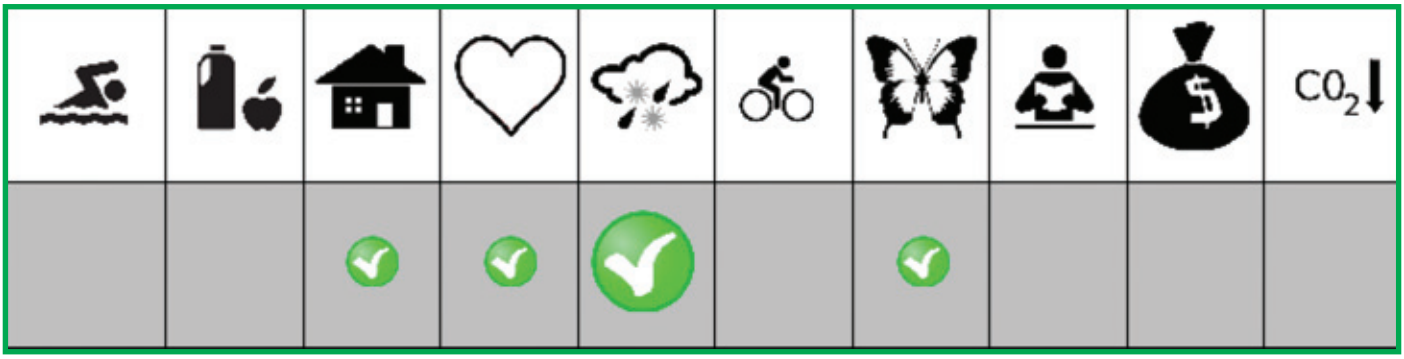
Project Costs and Funding

4.2.22 The initial feasibility work for this project will cost approximately £30 - 40k. This will include the identification of sites that could accommodate flood storage, modelling to determine the benefits of delivering increased flood storage, and the costs of installing these features. Costs of delivering the project will be identified through this feasibility work.

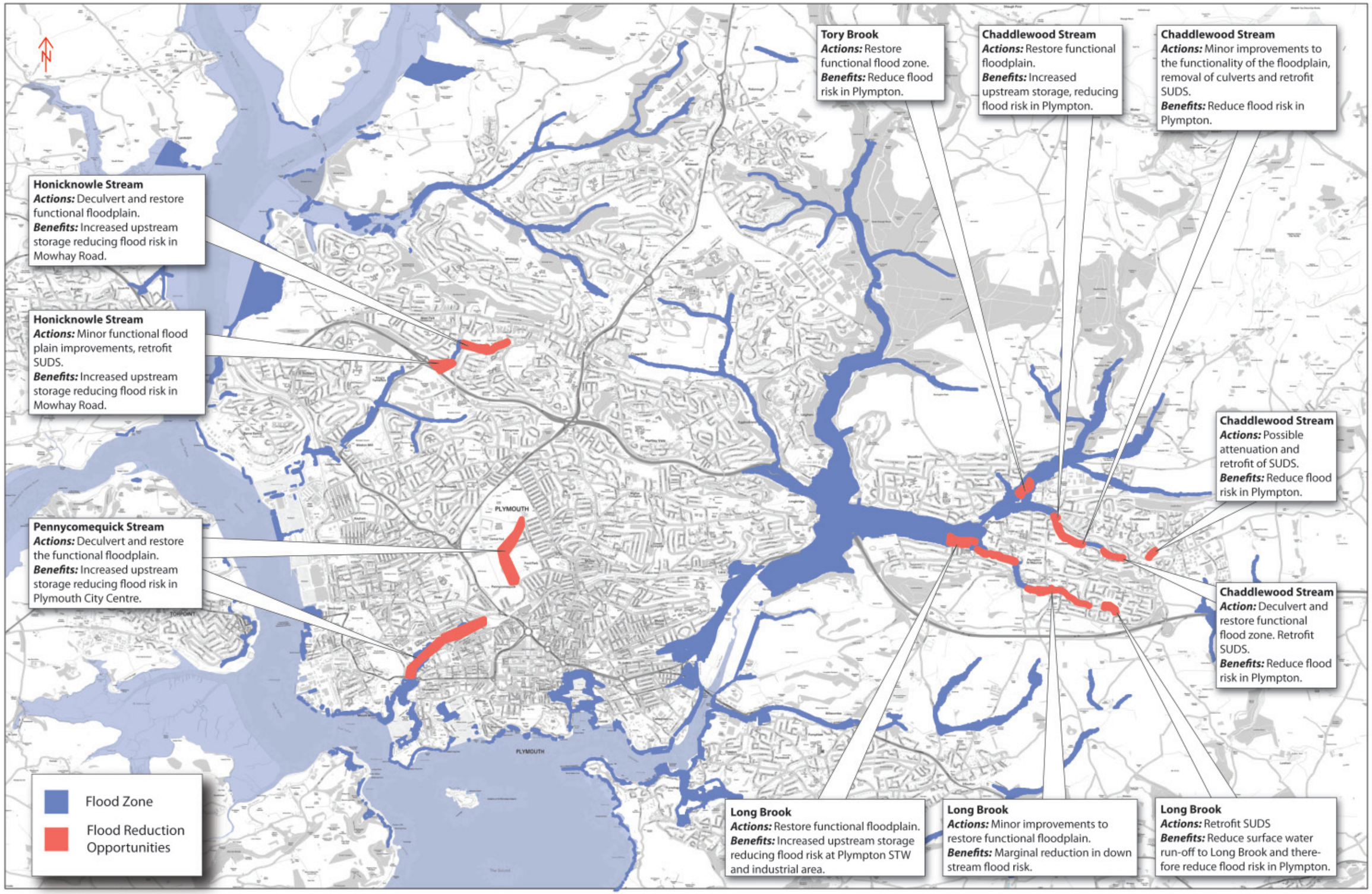
Project Status

4.2.23 Development - The work completed at the initial feasibility stage now needs to be assessed in more detail. Potential solutions must be modelled to determine the scheme benefits and the designs for the natural spaces must be discussed with the local communities. The trigger to move the project from development to delivery stage will be the availability of resources within the Environment Agency and the identification of a funding package.

Project Benefits



Map 12 – Potential Flood Reduction Options on Green Space (for illustrative purposes only)



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Published 2009

4.3 Timber, Wood Fuel and Energy Crops





Project Vision

4.3.1 The productive landscape which forms a significant part of Plymouth's GI will support the City in its transition towards a low carbon future. Green infrastructure assets in and around the City will meet their potential to support the development of a low carbon economy by providing local supplies of timber, wood fuel, and energy crops.

4.3.2 Markets for locally produced construction timber and wood products will be stimulated to encourage more landowners to actively and productively manage their woodlands. This will also help increase the volume of wood fuel available as this is an important by-product of the timber production. The sustainable management of woodlands will provide additional benefits for people and wildlife, and will ensure the long term maintenance of these important GI assets.

4.3.3 The demand for wood fuels and energy crops are forecast to increase significantly as part of efforts to reduce carbon emissions associated with energy use in both new and existing buildings. As much of this fuel as is practicable, will be sourced from within and around Plymouth. Working in partnership with producers, this fuel will be harvested from existing and new woodlands, as well as from the conversion of arable crops to energy crops in suitable areas.

Project Drivers

4.3.4 The Climate Change Act 2008 puts in place legally binding targets to deliver an 80% cut in greenhouse gas emissions by 2050. The Government's Low Carbon Transition Plan sets out the key interventions required to deliver the first stage of these reductions. At a local level the Council has set targets for a 20% reduction in city-wide emissions by 2013, and a 30% reduction by 2020. These will act as substantial drivers for a step change in the way we source our food and fuel.

4.3.5 A study that explores how the City's growth aspirations at the City Centre and Derriford can be delivered using a low carbon approach indicates that in the medium term demand for biomass fuels will quickly out strip local supplies. Markets that will emerge to satisfy this growth in demand have the potential to support economies within Plymouth's rural sub region and facilitate long term sustainable solutions to managing GI assets.

Project Description

4.3.6 There is a significant woodland resource in and around Plymouth but a large amount of this resource is not being actively managed in a productive manner. Wood fuel is a by-product of timber production and to stimulate the supply of wood fuel, markets for construction timber must be generated. An investigation into the timber products that are required within construction and could be produced locally will be the first phase in developing the local construction timber market.

4.3.7 There is a growing demand for locally produced wood fuel to power new boilers being incorporated as part of a low carbon solution. It is vital that a link between supply and demand is developed in the near future to enable the fuel to be sourced locally and ensure that supply chains can respond on time and in a manner that supports the growth in the region's low carbon economy.

4.3.8 The project will investigate the potential of the woodland in and around Plymouth looking at the quantity, quality and accessibility of utilising this resource. It will investigate ways of stimulating a market for quality timber locally and will work with partners to ensure up-to-date grading machinery is available in the region. It will also determine ways of encouraging landowners to bring their woodlands into management.

4.3.9 The development of construction timber and wood fuel products will provide two significant contributions towards mitigating climate change. Firstly the wood fuel is a renewable energy source but secondly the development and management of woodlands also has a role in the sequestration of carbon. Cann Woods, managed by the Forestry Commission, on the north eastern edge of the City produces timber, but the woodland itself also absorbs 2058 tonnes of carbon each year. This demonstrates the significant role woodlands can play in mitigating climate change.

Project Aims

4.3.10 Support the development of markets and supply chains for locally sourced timber and wood fuel.

4.3.11 Investigate the quantity and quality of existing woodlands in and around Plymouth that are currently unmanaged (in terms of timber production) to calculate the untapped potential for delivering timber and wood fuel in the area. This investigation will also determine the costs of bringing these woodlands into productive management.

4.3.12 Co-ordinate the delivery of grants to help landowners bring woodlands into active management.

4.3.13 Ensuring the management of woodlands for wood products also has added benefits for biodiversity, and where appropriate, for access.

4.3.14 Understand and manage the potential impacts on sub regional GI of market-driven shifts in land management patterns towards the production of energy crops and bio-fuels.

Project Partners

4.3.15 Many organisations will need to work together to deliver a successful local construction timber market and meet Plymouth's renewable energy requirements in the form of wood fuel. They include:

4.3.16 Local Authorities – To encourage the inclusion of locally produced timber as a material in construction projects, and ensure the requirement for renewable energy installations are fully embedded within the LDF process and delivered on individual proposals.

4.3.17 Natural England and Forestry Commission - To advise landowners who want to manage their land for timber, wood fuel or energy crops and provide guidance on available grants. Other organisations such as Silvanus Trust, Woodland Trust, Devon County Council, Cornwall Council and Moor Trees will also help with this process.

4.3.18 Regen SW and the SW RDA – Supporting the growth of renewable energy markets as part of the south west's transition to a low carbon economy.

4.3.19 Landowners - To manage their woodland resources in a productive but sensitive manner.

4.3.20 Local sustainability groups and transition style organisations.

Project Cost and Funding

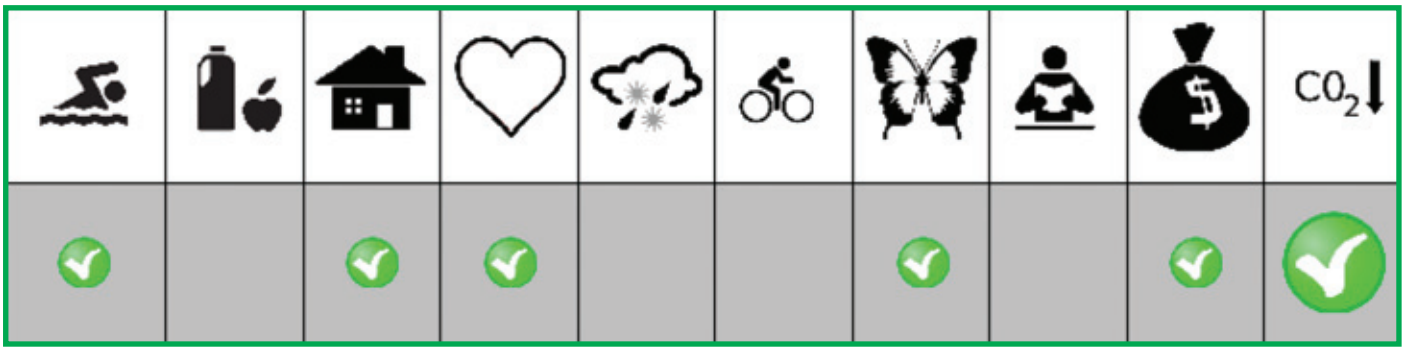
4.3.21 There is a need for detailed work identifying the interventions needed to support the development of markets for local timber. This would focus on demand and supply chains and would require the input of key stakeholders. A project manager would be required for at least a year, costing approximately £50k. Further work on this proposal is required before detailed costings are available.

4.3.22 Funding to deliver the planting and management projects could come from a number of sources including agri-environment schemes, English Woodland Grant Schemes (EWGS), and developer contributions. The legal agreement attached to the consent for the Langage Energy Centre provides for the delivery of significant landscape enhancements in the vicinity of the Centre. Whilst these are primarily for landscape benefits they could also provide a catalyst for planting projects that could help generate an interest in woodland management and the supply of timber and wood fuel. These planting schemes are being delivered through the Woodland Trust's MOREwoods scheme.

Project Status

4.3.23 Development – Further investigation with partners is required before the strategic interventions for stimulating markets for local timber and wood fuel products are identified. The trigger to move the project from development to delivery will be the clarification of the interventions required and a funding package that enables the employment of a project officer.

Project Benefits



4.4 Local Food







Project Vision

4.4.1 Local food production will be increased to supply an enhanced demand from Plymouth and the surrounding areas. This demand will be led by the large public sector organisations but opportunities to increase consumer demand will be investigated.

4.4.2 Local growers will engage proactively with the public sector organisations to meet the new demand for locally produced food. They will also work with other stakeholders to determine new and creative ways of providing local food to communities in an accessible and affordable manner.

4.4.3 Sherford and Derriford Community Parks will become hubs for community-led local food production. They will be used as demonstration sites to educate people about where their food comes from and the methods used in production. These sites will instil the benefits of local food and encourage communities to become involved in production.

Project Drivers

4.4.4 The Climate Change Act 2008 puts in place legally binding targets to deliver an 80% cut in greenhouse gas emissions by 2050. Food transport in the UK emits 19 million tonnes of carbon dioxide to the atmosphere each year. Over 2 million tonnes of this is produced simply by cars travelling to and from shops (Food Climate Research Network). Reducing food miles by buying locally and seasonally can therefore have a dramatic effect on reducing carbon dioxide emissions.

4.4.5 The Public Sector Food Procurement Initiative (PSFPI) also provides a driver for local food. The initiative highlights practical ways in which the public sector's £1.8 billion annual food budget can help deliver "a world-class sustainable farming and food sector that contributes to a better environment and healthier and prosperous communities". The aim of the initiative is to encourage public sector buyers to work with farmers, growers and suppliers to ensure more sustainable food is consumed in hospitals, schools, prisons and canteens. One of its five priorities is to increase capacity of small and local suppliers to meet demand.

4.4.6 Consumers also provide a driver for local food as more people become interested in where their food is coming from and how it is produced.

Project Description

4.4.7 The project will work with the large public sector organisations mainly the NHS, Local Authorities and the University of Plymouth to encourage them to procure more locally-produced food. The project will work with the organisations to identify the barriers and solutions to procuring local food.

4.4.8 The project will also work with local growers to ensure that the supply can be increased as demand grows. Initiatives to help support local production and determine cost-effective and sustainable methods of distribution, will be investigated.

4.4.9 The design and development of the Parks at Sherford and Derriford will ensure that they become hubs for community food growing. Both Parks have specific project proposals, detailed in chapter 3, but they will also play a significant role in delivering the community engagement of the local food project.

4.4.10 The project will also investigate other opportunities for increasing the demand for and involvement in the production of local food. This may include initiatives such as, promotion events, improving outlets for locally produced food and developing kitchen gardens in school grounds.

Project Aims

4.4.11 Co-ordinate public sector partners to deliver approaches to procurement that support and develop markets for local food.

4.4.12 Work with local growers to ensure that supply can meet demand as Plymouth and the surrounding areas requires more of their food to be produced locally.

4.4.13 Utilise Sherford and Derriford Community Parks as community hubs for local food production and stimulate interest in growing and buying local.

4.4.14 Investigate ways of developing outlets for local food products that are accessible and affordable for the people of Plymouth and its surrounding areas.

4.4.15 To promote the benefits of locally produced food.

Project Partners

4.4.16 Many organisations will need to work together to deliver a successful local food project. They include the following:

4.4.17 The Local Authorities: Plymouth City Council, South Hams District Council, Cornwall Council and Devon County Council.

4.4.18 Other large public sector organisations including the University of Plymouth and the local Primary Care Trust

4.4.19 Landowners - To invest in the development of food products for the Plymouth market.

4.4.20 Further partners will be identified as the project progresses, but a number of organisations have already highlighted their support for a local food project. These include Tamar Valley and South Devon AONB's, Dartmoor National Park Authority and Natural England.

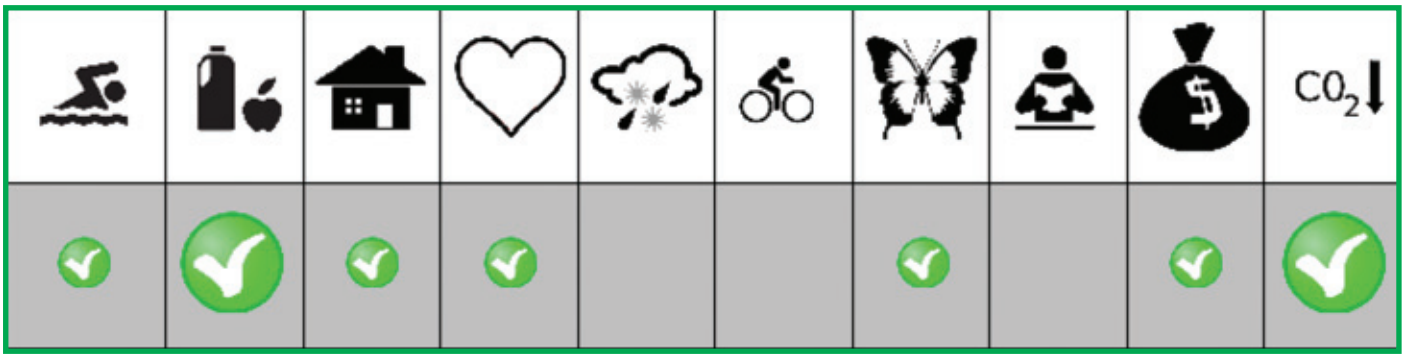
Project Cost and Funding

4.4.21 There is a need for detailed work identifying the interventions needed to support the development of markets for local food. This would focus on demand and supply chains and would require the input of key stakeholders. At this stage the mechanisms for developing the local food markets have not been identified. Further work is required before a detailed project plan and costings are available.

Project Status

4.4.22 Feasibility – Further investigation with partners is required before the strategic interventions for stimulating local food are identified. The trigger to move the project from feasibility through to delivery will be the clarification of the interventions required and an identified funding package.

Project Benefits



4.5 Active Lifestyles





Project Vision

4.5.1 Natural Spaces within and around Plymouth will be used for formal and informal recreation that deliver quality of life benefits for all. These recreation opportunities will be linked through a network of activity sites within and around the City that deliver new ways to enjoy, explore and play within natural spaces.

4.5.2 Recreational activities within natural spaces will encourage activity that delivers health benefits at a level set by the users, whilst providing an experience within an inspirational natural setting that provides additional well-being benefits. The use of GI assets to deliver these opportunities will be fully supported and promoted within and around Plymouth.

4.5.3 New and exciting opportunities promoted within GI assets will act as a draw that will encourage more people into these areas, particularly those that currently have little or no contact with natural spaces. It will also encourage people to value these assets, as the activities and opportunities within these sites will make the spaces relevant to their everyday lives.

4.5.4 The management of activities within natural spaces will be delivered in a sensitive manner respecting the biodiversity, cultural and landscape values of the sites. The use of these sites as activity hubs will also help secure the long term maintenance of these assets by providing community ownership and new funding opportunities.

Project Drivers

4.5.5 Surveys conducted by Sport England have shown that Plymouth is in the bottom quarter of Local Authorities nationally, with a below-average participation in sport and active recreation. Only 18.6% of the City's residents participate in the recommended 30 minutes exercise 3 times a week.

4.5.6 This has resulted in a local target being included within the Plymouth Local Area Agreement (LAA) to increase the number of adults participating in activity once a week. Also included within the Plymouth LAA is a target to reduce obesity among primary school age children in year 6. At present approximately 15% of children in Plymouth in that age group are obese.

4.5.7 These figures demonstrate the urgent need to provide high quality recreation sites that inspire and enthuse people to become more active. New opportunities to participate in exciting activities within natural spaces will provide a resource for people that allows them to enjoy a diverse array of activities and encourage an increase in their activity levels.

Project Description

4.5.8 Plymouth's population currently has significant health issues resulting from the lack of activity undertaken by a large proportion of its residents. With the expected population growth within the City this problem could increase. Strategic planning for this growth and the integration of GI into this process allows new opportunities and options for addressing these issues.

4.5.9 New sites and improvements in existing sites will provide new opportunities for formal and informal recreation that encourages active lifestyles. Proposals for new opportunities within natural spaces that encourage activity and enjoyment of the natural environment will be encouraged and supported.



4.5.10 The activity sites will be delivered though new GI assets and enhancements to existing assets. All of the new Parks (detailed in chapter 3) will be designed to encourage informal recreation and provide a destination that people want to visit. The new Parks will form major hubs in the activity network.

4.5.11 Existing natural spaces will be enhanced in a manner that encourages more people to visit and explore the sites, and therefore increase activity levels. New routes across the City through natural spaces will also encourage people to commute using walking and cycling trails which will incorporate more activity into their daily routines.

4.5.12 The project will work with health and social professionals to investigate the most effective methods for promoting natural spaces for their health and well being benefits. The aspiration is that natural spaces will become an everyday part of people's lives.

Project Aims

4.5.13 To utilise the large green and blue space resource within the City to encourage more active lifestyles and address some of the City's significant health issues.

4.5.14 Provide alternative forms of exercise that can be enjoyed by all abilities within green and blue spaces.

4.5.15 Promote the use of natural spaces for the health and well-being benefits in partnership with health and social professionals.

4.5.16 Gain community ownership of the sites and embed visits to the sites into people's regular routines.

4.5.17 Provide and promote a network of routes between the activity hubs to encourage their use.

Project Partners

4.5.18 The Local Authorities (including Devon County Council, Cornwall Council, Plymouth City Council, Dartmoor National Park Authority and South Hams District Council), landowners, environmental organisations and health and social professionals will work together to ensure that the network of activity hubs are designed appropriately to provide existing and accessible opportunities that also deliver health benefits. Partners are likely to include the Local Authorities, Natural England, Forestry Commission Public Health development Unit, Plymouth University, BTCV, Groundwork and the NHS. Opportunities for developing activity hub projects in natural spaces will attract other partners, who will emerge as the project progresses.

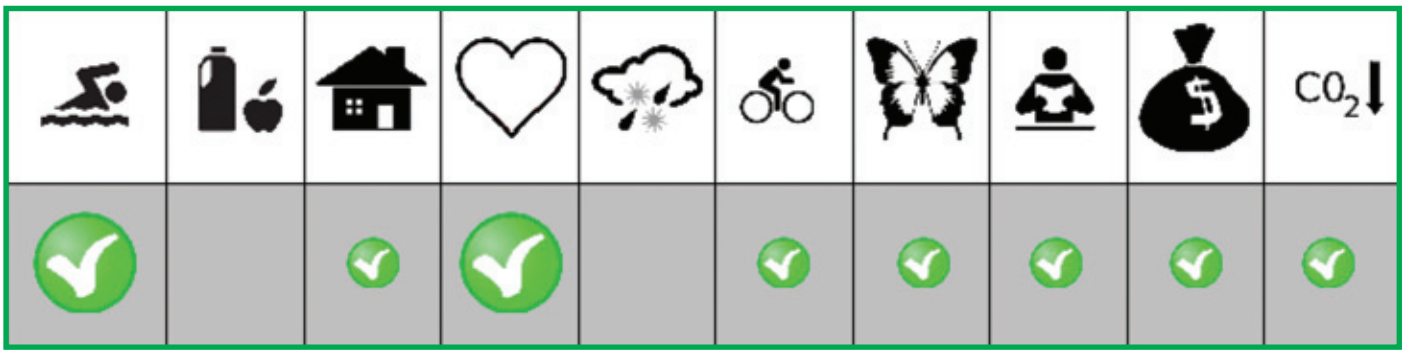
Project Cost and Funding

4.5.19 Many of the sites identified as activity sites will be delivered through the development of other projects, for example the development of the new parks detailed in chapter 3. To provide new activity sites near where people live there will be a need to enhance existing sites to make them more inviting and playful. The costs associated with these improvements will be determined on a site by site basis, but will probably cost between £50-80K per site

Project Status

4.5.20 Piloting - Work has already begun on some nature spaces to include infrastructure that makes them more 'playful'. This work will be monitored to see if it does encourage increased activity. Key activity sites will also be delivered by other projects such as the new Parks. The identification of other natural spaces that require enhancement to encourage people to use them needs to be conducted. Discussion with partner organisations is required to determine the most effective way to promote natural spaces for the health services they provide. The trigger to move the project from piloting to delivery will be the completion of this initial work and funding allocations.

Project Benefits



4.6 Biodiversity and Landscape Connections







Project Vision

4.6.1 The urban environment of the City will link seamlessly with the rural hinterland through a network of wildlife corridors that are encompassed within a high-quality landscape. This will provide the setting for the City and ensures that the rural hinterland maintains its unique identity.

4.6.2 Wildlife corridors will deliver a network of healthy, diverse and functional habitats that support a multitude of species, stretching from the heart of the City out into the wider landscape. The network will be integrated within, and enhanced by, Plymouth's growth agenda.

4.6.3 A high quality and diverse landscape will provide an enviable setting for the City and a visual link to the surrounding hinterland. Key landscape features and areas within the urban fringe will be enhanced to provide a robust and attractive boundary to Plymouth. This will ensure the proposed growth enhances the surrounding areas and does not detract from the nationally significant landscapes that border the City.

Project Drivers

4.6.4 Plymouth is fortunate to not only have a high quantity of natural spaces within the City but also to be surrounded by high quality and diverse natural environments. The links between these rural and urban areas are, however, poor in many places, and this prevents the delivery of numerous benefits. The successful connection of rural and urban natural spaces is therefore a priority.

4.6.5 The landscape surrounding Plymouth is spectacular and provides a visual link between the City and the rural hinterland. The proposed growth in the area includes the identification of a number of development sites within the urban fringe. It is vital that the design of these developments respond sensitively to the surrounding landscape, provide an enhancement to the area and an opportunity to strengthen and improve the visual boundary to the City.

4.6.6 Improving the connections between urban and rural areas is necessary to help wildlife adapt to the unavoidable impacts of climate change. Creating and protecting a strategic network of movement corridors that stretch from the centre of the City out into the surrounding countryside is vital.

Project Description

4.6.7 Plymouth and the surrounding areas have a spectacular natural environment, nationally important landscapes, significant wildlife interest and numerous areas where people can explore and enjoy these assets. However, in many places there are poor links between the natural spaces within the City and the surrounding countryside and which inhibits wildlife movement. The edge of the City

also has a negative impact on the surrounding landscapes in particular areas due to intrusive, insensitive development, and further development is proposed in this area.



4.6.8 The project will help to reconnect the City with its surrounding countryside through physical links that facilitate wildlife movement, and through promotion that highlights the importance of Plymouth's natural setting in the quality of life achieved by the City's residents.

4.6.9 The project will identify distinct zones around the Plymouth fringe and identify whether the key aims are conservation of the existing high quality landscape or restoration. Restoration will be delivered either through development proposed in the vicinity or changes to land management regimes. Map 13 shows the broad position of the areas for conservation and restoration.



4.6.10 The project will also identify key biodiversity network links and areas for enhancement. These areas will be embedded in strategic planning documents and management plans. Plymouth City Council and South Hams District Council are currently working jointly on the Urban Fringe Development Plan Document (DPD) which provides significant opportunities for protecting and enhancing the urban-rural interface. Map 13 shows the key biodiversity links and areas for enhancement.



4.6.11 Plymouth City Council is also undertaking a Sustainable Neighbourhood DPD which provides the opportunities for the identification and delivery of biodiversity network links across the City. Planning permissions in both Plymouth and South Hams also have the opportunity to create and/or enhance network links.

4.6.12 Authorities will need to embed creation and enhancement opportunities within statutory planning documents and natural space management plans. Opportunities to influence the land management in the urban fringe will also be explored with Natural England and the Forestry Commission.



4.6.13 This project will make the most of utilising existing delivery mechanisms and ensuring that the links between Plymouth and its surrounding countryside are embedded in all relevant plans.

Project Aims

4.6.14 Develop a strong and attractive boundary for the City that provides Plymouth with an enviable setting and protects the unique characteristics of the surrounding landscape.

4.6.15 Build upon the existing biodiversity network and nature map work to protect and enhance a network of strategic biodiversity corridors that facilitate wildlife movement from the centre of the City to the surrounding landscapes.

4.6.16 Promote the importance of the urban fringe as a gateway to the City and link to the countryside whilst ensuring that development and stewardship payments to landowners in the area work towards an attractive, robust and functional area providing benefits for both urban and rural areas.

Project Partners

4.6.17 Plymouth City Council (PCC) and South Hams District Council, as the Planning Authorities, will be key partners. Devon County Council will also be a key partner as they are the 'Highways Authority' for the areas around the City and can work with PCC in developing the recreational routes.

4.6.18 Natural England and the Forestry Commission will be partners as they can provide advice and financial support for landowners who could enhance their land to help meet the project's objectives. Landowners and developers will also be key partners

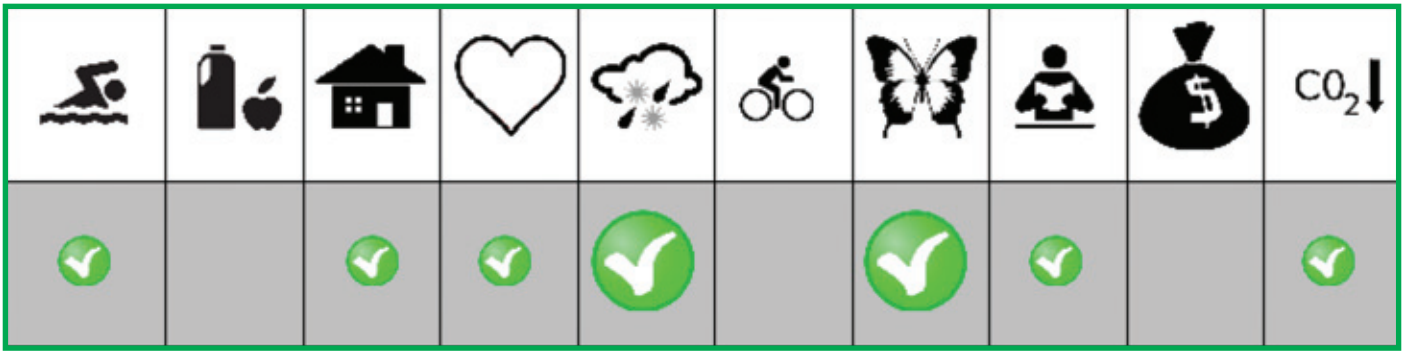
Project Cost and Funding

4.6.19 The mechanism for delivering this project will be influencing and embedding the priorities in development plans, planning applications, the Local Transport Plan, and land management grants and agreements. There may also be some specific work to develop opportunities into delivery projects. At this first stage the GI partnership will lead this work and as the project develops, costs associated with delivery and funding opportunities will be identified.

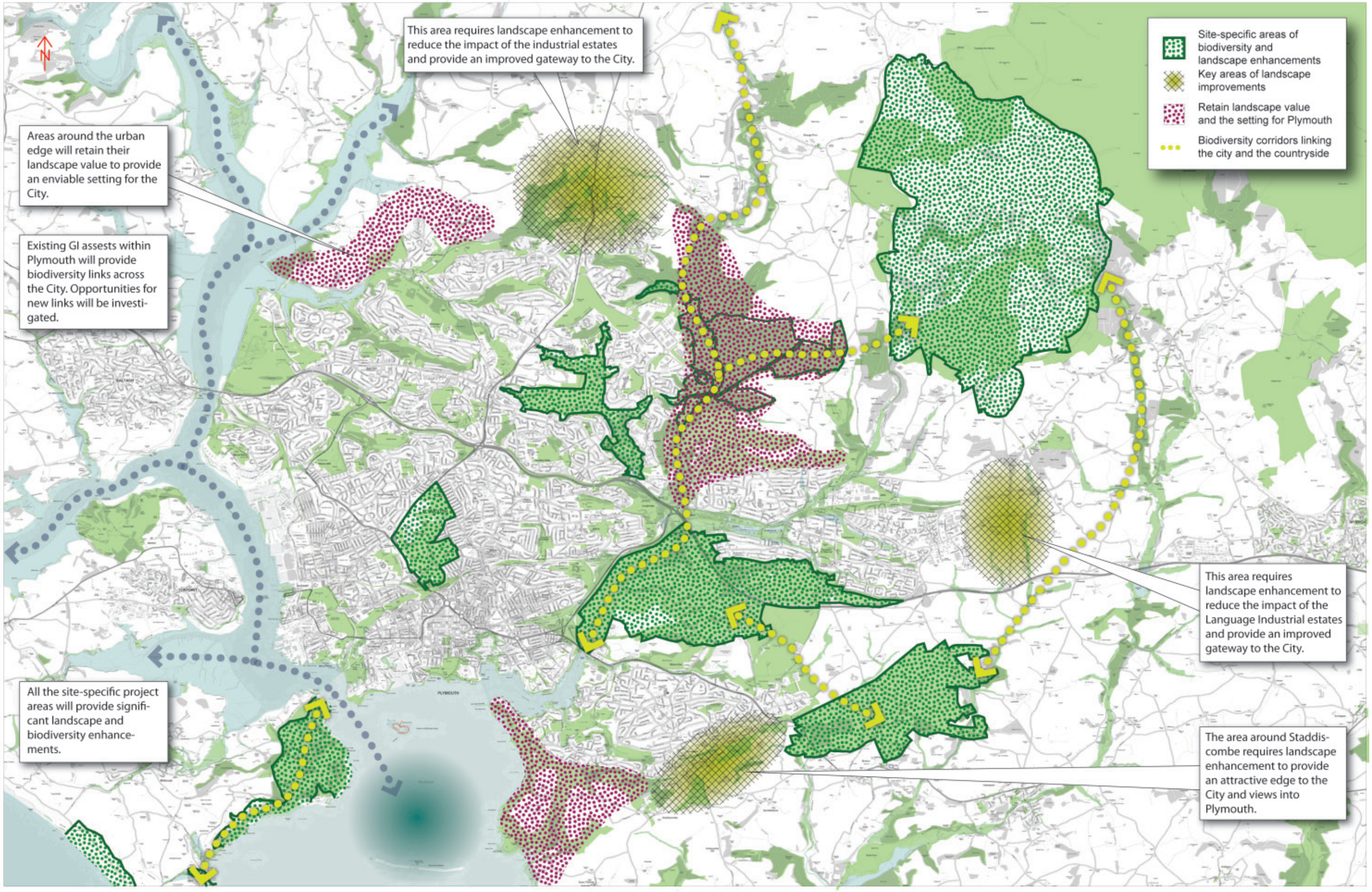
Project Status

4.6.20 Delivery – This project will be delivered through enhancements on site specific projects identified in the previous chapter each have their own timescales. It will also be delivered through opportunities such as planning applications and influencing changes in land management. These opportunities are ongoing and the project will utilise these options as they become available. If a need for a specific stand-alone project becomes apparent, i.e. the need to deliver a specific link, the development needs of the project will be investigated at that time.

Project Benefits



Map 13 – Biodiversity & Landscape Connections (for illustrative purposes only)



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Published 2010

4.7 Sustainable Transport





Project Vision

4.7.1 Plymouth's GI network will be used as a viable sustainable transport option. Walking and cycling through green spaces will be encouraged and routes will be creatively designed to encourage leisure use, a method for accessing recreational activities, as well as providing commuting routes to school and work.

4.7.2 Plymouth's GI will be seen not just as a destination but also as a through route that links places and communities. This will encourage increased walking and cycling as a result of the high quality journey as the routes pass through diverse natural environments.

4.7.3 The potential of the existing GI will be realised. The GI network, particularly north of the A38, has a huge potential to act as a key method for increasing the permeability of the City for walkers and cyclists.

4.7.4 New high quality multi-use trails through existing GI sites including the Forder, Whitleigh, Bircham, and Plym Valleys will bring new audiences to these spaces and increase informal surveillance. Increased and regular visitors in these spaces will help to address the legacy of misuse in some green spaces and the capital investment in walking and cycling infrastructure will help reduce the revenue cost of managing the spaces.

4.7.5 Natural spaces will provide a bridge to the countryside by providing high quality walking and cycling routes in and out of the City. Recreation routes will link the City and countryside and allow residents and visitors to visit natural space by sustainable methods.

Project Drivers

4.7.6 Climate change is one of the biggest challenges to face Plymouth in the future. In the last 200 years the amount of carbon dioxide in the atmosphere has increased by 35% and in the UK transport is responsible for around a quarter of carbon emissions.

4.7.7 The Government has set a target to reduce carbon emissions by 80% by 2050. This is ambitious and can only be achieved if a shift from individual car use to increases in walking, cycling and the use of public transport is successful. The co-ordinated delivery of new walking and cycling options in GI assets within and around the City will help to encourage this change locally.

4.7.8 Encouraging walking and cycling through natural spaces will also have additional health benefits. Cycle England has reported that a 20% increase in cycling by 2015 could save the NHS £52 million through reduced obesity, increased physical fitness, and lower incidence of respiratory diseases.

4.7.9 A shift to lower carbon forms of movement will deliver a better quality of life for residents, encourage inward investment, and boost economic activity.

Project Description

4.7.10 Plymouth's GI will support a network of walking, cycling and multi-user routes that give residents a sustainable transport option and a viable alternative to car use. The project will work to deliver the aspirations within the Plymouth Strategic Cycle Network and the local Rights of Way Improvement Plan.

4.7.11 The strategic planning of Plymouth's growth provides the opportunity to develop a new network of walking and cycle routes, taking advantage of the opportunity to deliver routes through the many natural spaces within the City. New planning proposals within Area Action Plans will be used to integrate strategic routes into the planning of new communities and into the design of new GI assets. Map 14 shows the existing and proposed network of multi-use routes across the City that link out into the wider countryside.

4.7.12 The project will work with the Strategic Cycle Network to deliver routes through natural spaces that link parts of the network, and/or add additional value. It will also work with the Public Rights of Way teams to identify routes that could be formally designated.

4.7.13 The new and improved routes will be highly promoted and linked with sustainable transport to provide users with all the information they need to choose a sustainable method of moving around the City. The environmental and quality of life benefits of using these transport options will also be promoted.

4.7.14 The review of the Local Transport Plan provides an opportunity to identify and deliver network links and embed GI solutions to sustainable transport within mainstream transport planning.

Project Aims

4.7.15 Develop the GI network as a viable sustainable transport option through the development of new and improved routes and the promotion of the sites for walking and cycling.

4.7.16 Provide new walking and cycle routes within natural spaces that link the City with the wider landscape. Routes will link the City to key recreation activities within the urban fringe, allowing residents and visitors to visit natural space destinations through sustainable methods.

4.7.17 Deliver a flagship walking route across the City that combines leisure routes and commuting routes. The route will be widely promoted to encourage new users and encourage the shift from car use to walking for short trips.

4.7.18 Deliver cycling routes within natural spaces, with priority given to routes that help deliver the Plymouth Strategic Cycle Network.

4.7.19 Promote the new walking and cycle routes and encourage new users to utilise these as a viable transport option. The health and environmental benefits of these forms of movement will be highlighted as a key reason why this form of transport should be utilised.

4.7.20 Integrate the aims of this project into the Local Transport Plan, organisational travel plans and Rights of Way Improvement Plans.

Project Partners

4.7.21 Plymouth City Council will be a key partner for delivery of the project as it owns many of the natural spaces, is responsible for producing and delivering the Local Transport Plans and has produced the Strategic Cycle Network, and Right of Way Improvement Plan. Other landowners identified as the project progresses will also be key to its delivery. Devon County Council, Cornwall Council, South Hams District Council, the AONBs and Dartmoor National Park Authority will be important partners for new and improved routes that link the City to the surrounding areas.

4.7.22 There are many organisations that will help facilitate the delivery of the new and improved routes by providing advice and practical interventions including the Local Access Forum, Sustrans, the Highway Agency, local communities, schools, environmental charities and volunteering organisations. These partners will be engaged as the project develops.

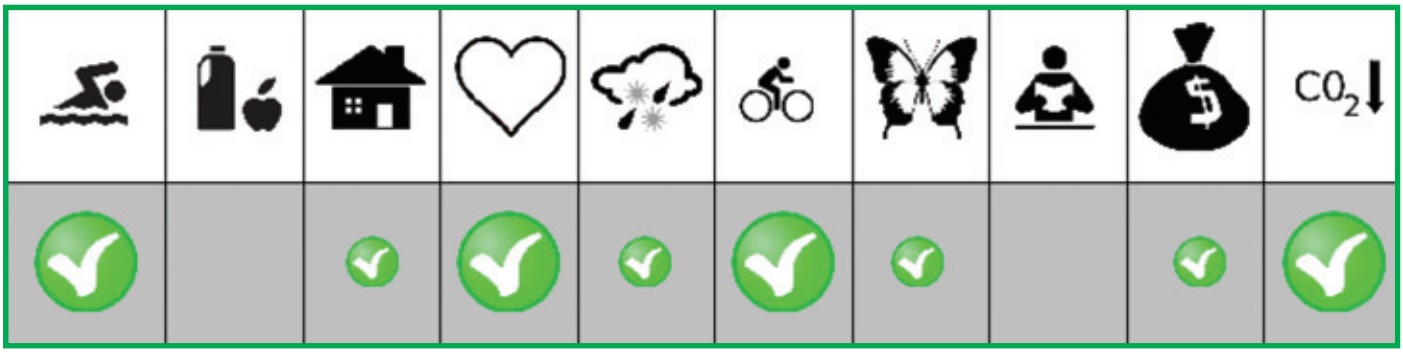
Project Costs and Funding

4.7.23 The first phase of the project will be to identify walking and cycling routes that deliver the project's aims. This work will identify the costs of delivering the walking and cycling network through natural spaces. Funding of these routes could come from Rights of Way, and/or Local Transport Plan funding, developer contributions and other funding streams. Funding options will be identified once the initial stage of the project is complete and the routes are identified.

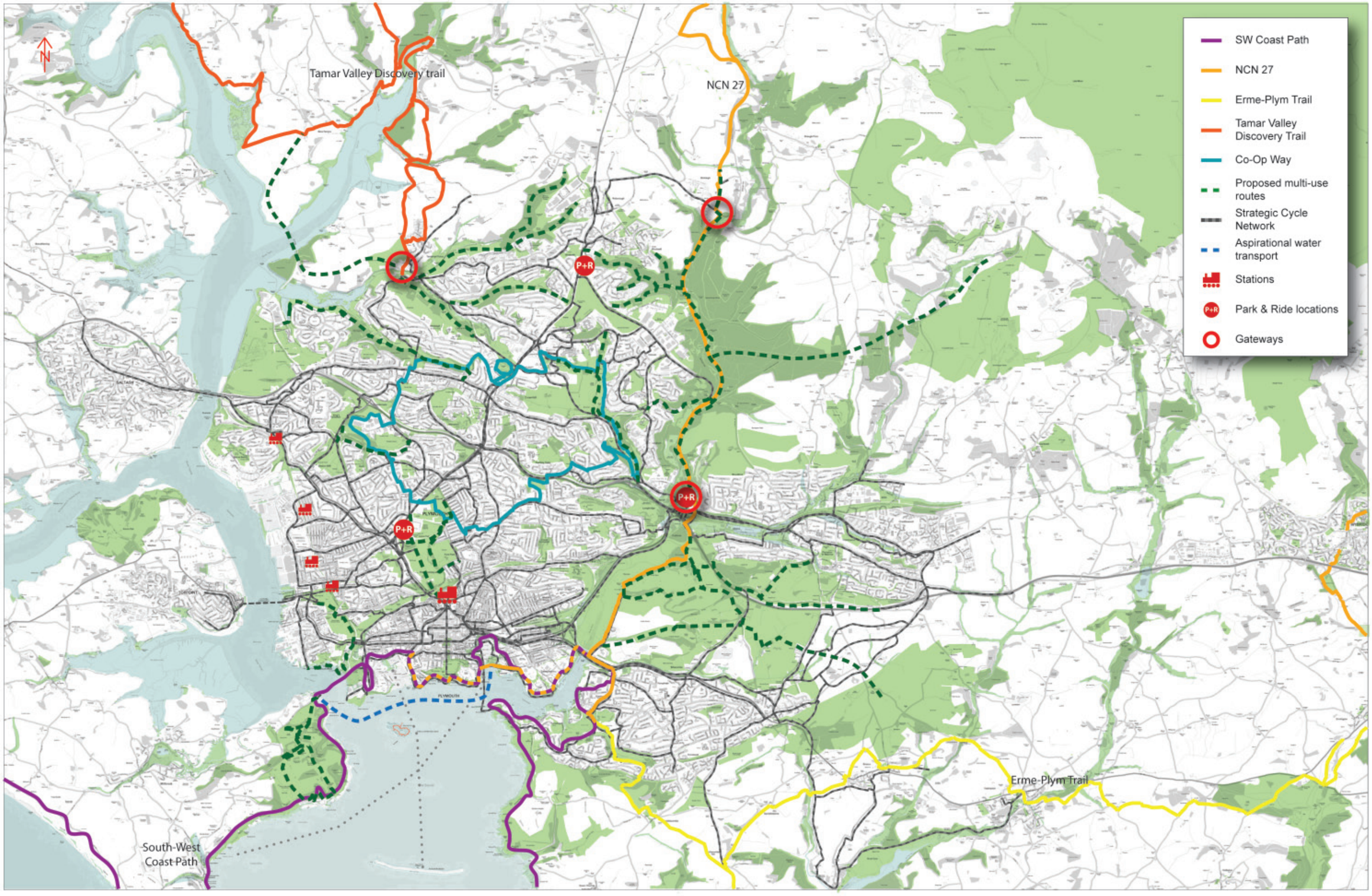
Project Status

4.7.24 Development - The identification of key routes through natural spaces that will deliver the most benefit needs to be completed with partners. The trigger to move the project from development to delivery will be the identification of these routes and a suitable funding package.

Project Benefits



Map 14 – Sustainable Transport Vision (for illustrative purposes only)



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5. Delivering the Plan

5.1 Introduction

5.1.1 This chapter outlines the interventions that are required to ensure the Plymouth GI network is integrated, embedded and delivered in line with the priorities endorsed within the Plan, and results in all the multiple benefits identified in previous chapters.

5.1.2 To ensure this is achieved the following requirements need to be delivered:

- **Co-ordination of Green Infrastructure Delivery Projects** - This will include the facilitation of inter-agency, and cross-border working, project management of specific GI priorities, and work to embed the GI priorities in local plans and strategies.
- **Long Term Management of GI Assets** - The plan includes the creation of a number of new large scale GI assets and there is a need to develop a Community Trust that can sustainably manage them in the long term.
- **Stakeholder and Community Engagement** - The successful delivery of the GI priorities is dependent on the involvement of communities and interest groups. This engagement will be key at the design and delivery stage, as well as for developing long term ownership.
- **Land Management Incentives** - Many of the GI priorities require the co-operation of landowners, and, to allow them to participate in the projects, a suite of incentives for changing land management regimes must be delivered.





5.2 Coordination of Green Infrastructure Delivery Projects

5.2.1 The Plymouth GI Plan has been produced by the five partner organisations in response to the agreed need for a co-ordinated and agreed approach to the development and delivery of strategic natural space projects. The partnership worked with stakeholders to identify the key strategic priorities for delivering a high quality GI network and the methods for its implementation. The GI priorities have been endorsed by all partners, but a co-ordinating role is still required to ensure successful delivery.

5.2.2 There is no one single GI service provider as there is with other types of infrastructure. The management of natural spaces in and around Plymouth is currently delivered by numerous organisations with different remits and organisational targets, but often with over-lapping responsibilities and geographical areas. To achieve the wide-ranging benefits of GI, other sectors such as health and education will also need to be involved in delivery. Therefore, there is a continuing need for a strong central co-ordinating role to champion the Plan's delivery.

5.2.3 The role will help facilitate cross-boundary inter-agency working that will enable the efficient use of resources and joined-up delivery of projects. It will also maintain the momentum that has been built up behind the project and will continue to champion the importance of a high quality GI network in delivering sustainable communities and improving residents' quality of life.

Project Aims

5.2.4 Maintain a central co-ordinating role that can champion the GI network, co-ordinate the delivery of the key priorities and identify a sustainable way of funding the role in the long term.

5.2.5 Create an effective mechanism for organisations and stakeholders to inform and steer the project's development and participate in delivery.

5.2.6 Deliver successful cross-border; inter-agency working that delivers multiple benefits.



Project Partners.

5.2.7 A central co-ordinating role will only be half the solution to successful, integrated delivery of the GI network. Partnership input into the development of GI priorities will be vital, and the delivery of projects will involve partners taking the role of delivery leaders, or delivery partners. The organisations that will be integral to the delivery of the Plan include:

- Natural England
- The Local Authorities – Plymouth City Council, South Hams District Council, Cornwall Council and Devon County Council
- Dartmoor National Park Authority
- Statutory Agencies – Environment Agency, Forestry Commission
- Stepping Stones to Nature
- Local communities and user groups
- Green/Blue Space Management organisations including the AONBs
- Landowners
- Charitable organisations – National Trust, Woodland Trust, BTCV, Groundwork
- Plymouth Primary Care Trust
- Education providers

Project Costs and Funding

5.2.8 The cost of retaining the current model for leading the project delivery (5 organisations within the partnership and a project officer) will cost approximately £50k per year. Currently this is funded by contributions from each of the partner organisations.

5.2.9 Other ways of funding the co-ordination and delivery role in the long term needs to be investigated. The preferred option is for the role to be incorporated into the Community Trust that will manage the new GI assets. The financial viability of this needs to be assessed, but is likely to happen in the next 5 years.



5.3 Long Term Management

5.3.1 The GI plan details the development of significant GI assets which will require sustainable long term management solutions. Numerous funding streams will be utilised to deliver the capital works required to create the GI assets. These funding streams will not, however, provide a long term revenue mechanism to maintain assets in the future. Relying on continuous funding from time-limited schemes will not deliver a sustainable way of resourcing the long term maintenance of the GI assets.

5.3.2 A number of significant new assets will be created as part of the GI Plan implementation, including Sherford and Derriford Community Parks and the Saltram Countryside Park. These new Parks require a sustainable business model to be developed that will ensure their long term future. The maintenance and management of these features would also benefit from a co-ordinated approach which delivers resource efficiencies. The Landscape Fund associated with the development of the energy centre at Langage could provide the catalyst for developing a GI asset management entity. The S106 agreement allows the fund to be delivered by a third party organisation providing it complies with the legal agreement obligations. It can also able to be used to draw in additional funding providing the landscape obligations are met.

5.3.3 All of the Parks will require infrastructure maintenance, including machinery to livestock in order to effectively maintain the recreational, biodiversity and landscape value of the areas. There are likely to be efficiency savings if all the Parks are managed by a single entity that could utilise a pool of resources, and share them across the sites.

5.3.4 The long term maintenance of these areas will involve the utilisation of the revenue-making potential of infrastructure within the Parks including the One Planet Living Centre at Derriford, and the proposed shop, café and farm at Sherford. The benefit of the Parks being managed by a single entity would be that the income from the infrastructure could be combined and expenditure could be shared. This would provide a much more sustainable model for the long term maintenance of these assets due to the significant efficiency savings. Developer contributions that have been earmarked to help fund these sites could also be held by a single entity that could make more efficient use of the combined funding.

5.3.5 The development of a Community Trust has been identified as the preferred mechanism for providing a sustainable model for managing the GI assets in the long term. Other options for managing these assets have been investigated and have been found less viable. The Local Authorities and the developers involved with the creation of the parks have articulated their requirement for another body to take responsibility for the long term maintenance of these areas. Existing Trusts, due to their existing remits, seem unlikely to be able to take on this type of asset.

5.3.6 The Community Trust would be developed around a sustainable business model which includes the Trust's ownership of revenue-generating assets such as the wind turbines and café at Sherford and the Centre at Derriford. The Trust will also be able to receive developer contributions as they will be developing key strategic GI assets.

5.3.7 Early intervention and consideration of combined management arrangements will assist in avoiding ad-hoc arrangements coming forward in response to individual projects as they advance at differing timescales.

5.3.8 In the longer term the co-ordination of all the GI priorities may be incorporated into the Community Trust.

Project Aims



5.3.9 Investigate the best model for creating the Trust, i.e. Community Interest Company, Company Limited by Guarantee or other Social Enterprise model.

5.3.10 Create a Community Trust whose remit enables it to manage the GI assets.

5.3.11 As GI assets are created, work with developers, Local Authorities and other stakeholders to establish sustainable business models for the future maintenance of the GI assets, and ensure revenue-generating assets are designed into the GI sites.

5.3.12 Develop mechanisms for utilising resources effectively by pooling funding and sharing expenditure across the GI Network.

Preferred Option for Delivery

5.3.13 The GI project will provide the catalyst for delivering a single, community-led organisation with responsibility for managing GI assets in the long term. Without the creation of the Trust, the future of the GI assets that are being designed and implemented as part of the GI Plan, is uncertain. Currently no other organisation either wants to, or can take overall ownership of these assets.

5.3.14 The most appropriate model for the creation of a Community Trust will be investigated and a 'shadow' Community Trust will be created that will become active as new GI assets are developed. Developer contributions from the Langage Energy Centre may be utilised as a mechanism for creating the management structure. A clause within the Section 106 agreement allows the contribution to be transferred from South Hams District Council to a separate organisation. The Trust could then have responsibility for delivering the requirements of the legal agreement; a significant landscape enhancement programme around the Langage site. The Section 106 also allows this money to be utilised as a catalyst to attract additional funding and this could provide the Community Trust with a strong position on which to build a sustainable financial model.

- A Community Trust managing the GI sites would provide many additional benefits including:
- An ability to apply to funding streams that Local Authorities and developers cannot;
- The Trust would foster community ownership, involvement and value of the GI sites;
- The Trust could make the most efficient use of resources, through economies of scale and through the use of resources across the GI sites;
- The sole purpose of the organisation would be to deliver the successful maintenance of the GI assets;
- The need for a Community Trust is strongly justified and will be a key mechanism for delivering and maintaining the GI network in the long term;
- An ability to engage directly with communities through membership, co-operatives, or similar mechanisms.

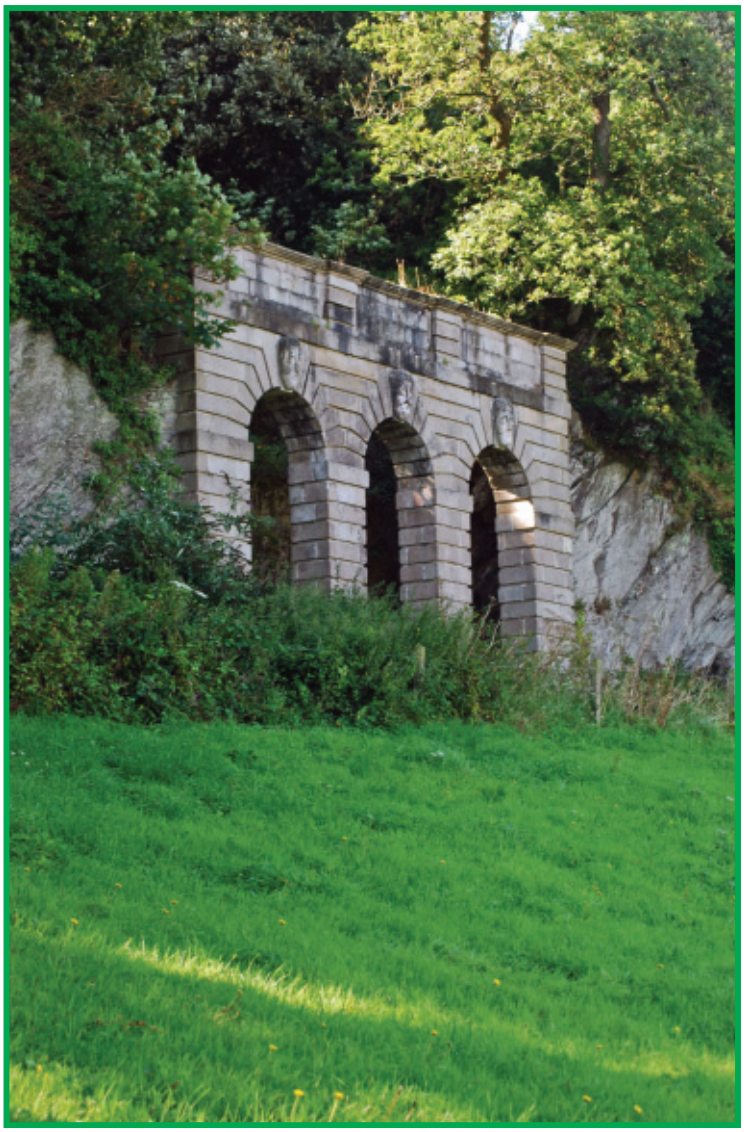
Delivery Partners

5.3.15 South Hams District Council will be a key partner in facilitating the creation of the Trust as they currently administer the Langage Energy Centre Section 106 legal agreement. The GI partnership will help facilitate the development of the Trust and the development of a sustainable business model for the GI projects.

5.3.16 There will be many more partners involved in the creation and delivery of a Community Trust, including landowners and developers. They will be identified once the process is initiated.

Project Costs and Funding

5.3.17 The creation of a Community Trust will require some funding to allow the legal and administrative work to be completed. Once a model for the Community Trust has been agreed the costs associated with its creation will be identified. The existing resource of the partnership and project officer will be utilised to establish the appropriate model for the Trust.



5.4 Stakeholder and Community Engagement

5.4.1 The GI network will deliver an improvement in the quality of, and access to, natural spaces in and around the City. There are however, identified perceptual barriers that currently prevent people within Plymouth from using these spaces. This has a considerable negative impact, and results in a large proportion of residents not accessing the benefits natural spaces provide. Quality improvements alone will not remove this barrier. There is a need to connect people with the natural environment so that they gain ownership of natural spaces and benefit from the opportunities they offer.

5.4.2 These barriers to access are often greatest in areas that suffer from significant deprivation, and serve to compound the inequalities that are found across the City. Plymouth encompasses 18% of the south west's 5-10% most deprived urban Super Output Areas (SOA). There are also significant health inequalities; for example there is a 13 year difference in the average age of mortality between the best and worst performing neighbourhoods.

5.4.3 Consultation conducted as part of the Plymouth Green Space Strategy (GSS), and community consultation conducted by the neighbourhood renewal teams, have identified negative perceptions of natural spaces as a significant barriers to their use. The most commonly cited reasons for not using these sites are that the spaces feeling unwelcoming and safety concerns. Neighbourhood renewal teams and health professionals also quote a lack of awareness of opportunities as a reason why communities do not use these spaces.



5.4.4 To ensure that the GI network delivers health and well-being benefits, it is vital that communities and interest groups are engaged both in the design and delivery of new spaces, and improvements to, existing spaces. This will ensure that the work creates places people want to visit and use on a regular basis. Promotion and awareness-raising of the opportunities on offer will also be a vital mechanism for increasing people's enjoyment and use of the natural spaces around them.

5.4.5 Stepping Stones to Nature, a partnership project that aims to get more Plymouth residents enjoying natural spaces, will be a key mechanism for delivering this important work. The project will work with communities to ensure they are involved and can influence the way the GI priority projects are developed and delivered. Stepping Stones will also promote and celebrate the diverse opportunities that the City's green spaces offer to hard to reach groups to encourage their use of natural spaces. They will also facilitate community ownership of these assets.

5.4.6 There is also a need to reach out to, and integrate with, the rural communities around the Plymouth fringe. These communities need to be able to understand and take advantage of the benefits and opportunities resulting from the delivery of GI.

Aims

5.4.7 To promote a new approach to accessing natural spaces which places 'inclusive participation' at its heart. This will deliver innovative approaches to engaging people with natural spaces and overcoming physical and perceptual barriers.

5.4.8 Deliver new ways of working that ensures all organisations developing and delivering GI work together to engage the community using knowledge gained from the Stepping Stones to Nature project.

5.4.9 To deliver a step change in the quality and focus of communications that provides information on opportunities to access natural spaces. The project will broaden the appeal of natural spaces to new audience's city-wide by promoting opportunities through high-profile community-led events.

5.4.10 Support the Stepping Stones to Nature project as the key mechanism for delivering this significantly important area of work.



Project Partners

5.4.11 Plymouth City Council's Planning Services are leading the delivery of the Stepping Stones to Nature project. The Council's Park Services and Children's Services are also significant contributors from within the Council.

5.4.12 The other funding partners for the project are BTCV, Dartmoor National Park Authority, Groundwork Trust, OPAL (Open Air Laboratories Network), the Plymouth NHS Trust Public Health Development Unit, University of Plymouth, National Trust, and the Tamar Valley AONB. Other partners for delivering Community engagement with the GI Network will be identified as each of the priority projects are developed and delivered. In particular this will include representatives from the local communities and interest groups.

Project Cost and Funding

5.4.13 The Stepping Stones to Nature project will be delivered over four years and will cost approximately £1 million. £500,000 has been secured from Natural England's Access to Nature Fund. The remaining funding has been provided by project partners, through cash and in-kind contributions.

5.4.14 Further funding will be needed to conduct community engagement events to enable people to learn and have an input into the delivery of individual GI projects, and the cost of this will be determined on a site by site basis.

5.5 Land Management Incentives

5.5.1 The majority of the land that will form part of the Green Infrastructure network falls outside the ownership of the Local Authorities or project partners. Successful engagement with landowners is therefore vital. To achieve this aim, a suite of incentives will be required that will encourage and allow them to participate in the delivery of the network priorities.

5.5.2 In many areas, particularly in the urban fringe, the landowners manage the land productively by grazing livestock, growing arable crops, market gardening or producing timber. These activities form a vital part of maintaining the outstanding landscape and provide key natural services including food and fuel production, flood risk reduction, wildlife corridors and access to natural spaces. The productive management of these areas will also form a key role in maintaining GI assets in the long term.

5.5.3 The viability of farms within Plymouth and the urban fringe are under pressure from increased growth and decreasing productivity. This is a result of either a reduction in the area of land to manage, or the increasing costs of managing these areas. These pressures also affect the ability of landowners to retain tenants on their land. There are social and economic, as well as environmental, imperatives for retaining viable farming in the Plymouth hinterland.

5.5.4 Participation in schemes to deliver the GI priorities will result in increasing costs. It is therefore vital that incentives can be offered that ensure landowners can participate in these schemes without affecting the viability of their businesses. Grants provided by Natural England (agri-environment funding) and the Forestry Commission (English Woodland Grant Scheme) will form a significant part of the incentives package.

5.5.5 The More Woods project has been engaging landowners within the urban fringe area to encourage tree planting. The project has offered landowners help in developing new woodlands and the opportunity for assistance in gaining grants. This has not only delivered new areas of woodland but it has helped identify what incentives are required for landowners to participate in environmental improvement schemes, and what the barriers are to their participation. It is envisaged that this project will continue into 2010/2011 but other incentive measures will also be introduced.

5.5.6 Development organisations are the other sector of landowners that will influence the delivery of GI in and around Plymouth. Many new GI assets will be created as a result of major developments. Engaging with developers at an early stage is vital to ensure that the widest benefits are achieved. This provides certainty for developers, ensures the maximum benefits are achieved and allows for early planning of the long term management of these sites.



Aims

5.5.7 Retain the farmers and landowners that currently manage the land productively within and around Plymouth and encourage them to manage the land in an environmentally sensitive manner through the use of incentives.

5.5.8 To effectively engage with landowners to deliver significant GI benefits whilst ensuring the viability of land management businesses.

5.5.9 Identify the requirements and barriers to landowner engagement with schemes that encourage the creation and management of GI assets.

5.5.10 Engage landowners in the planning of GI in their areas to make use of their extensive knowledge of the local area and condition of the land.

5.5.11 Support the More Woods project as a key mechanism for delivering woodland creation and engaging with landowners.

5.5.12 Engage with development organisations at the earliest stage possible to ensure new GI assets are designed and delivered in a way that delivers significant benefits for people and wildlife.

Identified Delivery Opportunities

5.5.13 The project will utilise the suite of land management grants that are available to encourage landowners to engage with the project. It will provide incentives to continue to manage the land productively but in an environmentally sensitive manner. This will include the use of agri-environment schemes, and English Woodland Grant Schemes (EWGS).



5.5.14 The project will also help to stimulate markets for products produced in and around the City to help maintain the viability of those businesses. This will, for example, involve stimulating the construction timber and wood fuel market to encourage landowners to manage their woodlands.

5.5.15 A pilot project to engage landowners using a new scheme began in summer 2009. Utilising the money provided by developer contributions, the project offers landowners the opportunity to create new woodland on their land through a scheme called MORE Woods. It also offers the additional benefit of providing advice that would enable them to apply for EWGS funding. For areas over 3ha, this could potentially attract up to £3800/ha for creating the woodland plus an annual payment of up to £550/yr for 15 years (2009 scheme).

5.5.16 The partnership has been created between the Woodland Trust, South Hams District Council, Natural England, the Forestry Commission and Centrica. The knowledge and experience gained through this project will help steer future projects that require landowner engagement.

5.5.17 The planning system will be used to effectively engage with landowners planning to develop their land. The GI project will engage with the Local Development Framework (LDF) process to ensure requirements for GI are embedded in planning policy so that the requirements are clear to developers from the outset. The project will also engage with the planning process when detailed proposals come forward in order to advise on the best way to achieve the widest benefits

Delivery Partners

5.5.18 The most significant delivery partners are the various landowners that will create and/or manage GI assets; these will be identified as the projects are developed.

5.5.19 Organisations responsible for the allocation of land management grants will be key to the delivery of the project. In particular this includes Natural England, the Forestry Commission and the Woodland Trust.

5.5.20 The Local Planning Authorities will also act as a key partner in ensuring that GI requirements are fully embedded into the statutory planning system and are delivered in detailed development proposals.

5.5.21 The AONBs and Dartmoor National Park Authority will assist in guiding and targeting grant allocation through their respective management plans.

Project Cost and Funding

5.5.22 The cost of engaging with landowners and encouraging them to become partners in many of the identified projects is not yet known but there are a number of funding options including agri-environment schemes, and English Woodland Grant Schemes. The costs and funding sources will be investigated further as the projects progress. Other funding, including developer contributions, will also be used to help deliver network improvements on third party land.

6. GI Network Benefits

6.5.1 Plymouth's vision for Green Infrastructure states:

6.5.2 'Plymouth's Green Infrastructure will consist of a network of high quality green and blue spaces that deliver the natural services required to allow the City and hinterland to grow sustainably, and provide a good quality of life for all. The growth agenda will be utilised as a positive mechanism for enhancing the area's outstanding natural assets and a co-ordinated approach to delivery will achieve a healthy, functional and robust natural environment that delivers significant environmental social and economic benefit for current and future generations.'

6.5.3 The Plymouth Green Infrastructure Delivery Plan identifies all of the strategic projects required to deliver a co-ordinated and sustainable GI network that provides for the needs of people and wildlife as the area grows. Each of the individual projects identified within the Plan have multiple benefits but when viewed holistically the combined benefits of coordinated delivery are both cumulative and complementary. Table 2 illustrates the many benefits that result from delivering GI in a co-ordinated manner.

6.5.4 Table 2 demonstrates that the delivery of the GI Plan will result in:

- Significant health benefits as nearly every project will deliver well being and increased activity benefits;
- A healthy and robust natural environment that can adapt to the unavoidable challenges of climate change as most projects delivery biodiversity and climate change adaption benefits;
- A significant contribution to the City's developing low carbon economy as projects deliver sustainable transport, local food, and low carbon solutions;
- Enhancements in people's quality of life not only through health and well being benefits, but also through the delivery of benefits that provides new and inspiring places to learn and result in an improved quality of place.

6.5.5 It has been demonstrated that the delivery of the identified priority projects will ensure that Plymouth's GI meets the aspirations of the vision. However during the life of the GI Plan new priorities may be identified and new opportunities may arise. There will also be a need to review the currently identified projects as they develop. The review of existing and inclusion of new projects will be conducted through an annual review of the 'Action Plan' that accompanies the GI Plan.

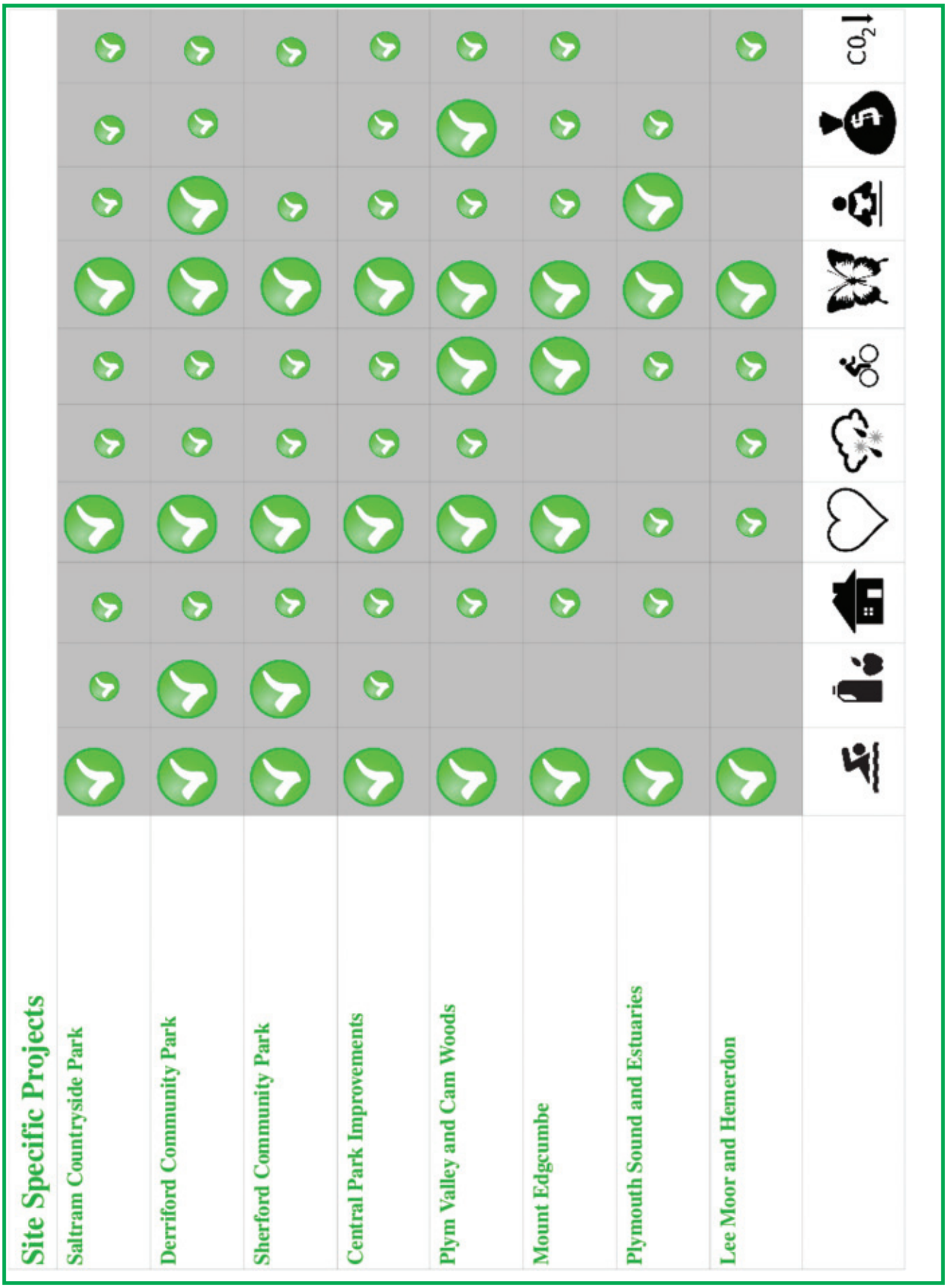


Table 2 - Green Infrastructure Plan - Benefits Summary.

Theme Projects												
Flood Reduction		✓	✓	✓								
Timber, Wood Fuel and Energy Crops	✓	✓	✓	✓					✓	✓	✓	✓
Local Food	✓	✓	✓	✓					✓	✓	✓	✓
Active Lifestyles	✓	✓	✓	✓		✓			✓	✓	✓	✓
Biodiversity and Landscape Connections	✓	✓	✓	✓	✓		✓	✓	✓	✓		✓
Sustainable Transport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Table 2 (Continued) - Green Infrastructure Plan - Benefits Summary.

Green Infrastructure Plan
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