



A Green Infrastructure Strategy for Maldon District: GI Projects

Project Title: A Green Infrastructure Strategy for Maldon District: GI Projects

Client: Maldon District Council

Version	Date	Version Details	Prepared by	Checked by	Approved by
1	15/09/2018	Final version for Consultation	Katie Norris	Katie Norris	Peter Lawrence
2	19/03/2019	Final Report for publication	Katie Norris Katie Stenson Melissa Kurihara	Katie Norris	Sarah Young

All images are the author's own unless otherwise stated.



www.landuse.co.uk

A Green Infrastructure Strategy for Maldon District: GI Projects

Final Version
Prepared by LUC
March 2019

Planning & EIA
Design
Landscape Planning
Landscape Management
Ecology
GIS & Visualisation

LUC LONDON
43 Chalton Street
London
NW1 1JD
T +44 (0)20 7383 5784
london@landuse.co.uk
LUC GLASGOW

Offices also in:
Bristol
Edinburgh
Glasgow
Lancaster
London
Manchester



Land Use Consultants Ltd
Registered in England
Registered number: 2549296
Registered Office:
43 Chalton Street
London NW1 1JD
LUC uses 100% recycled paper

Contents

Introduction		1
Green Infrastructure Projects		2
Community Greenspaces	3	
Promenade Park	4	
Town Centre Greening	5	
Maldon's Hidden Landscapes	6	
Chelmer and Blackwater Access Project	7	
Railway Multi-Access Trail	8	
Blackwater Greenway	9	
Wildlife Friendly Farming	10	
Connecting Woodlands	11	
The Wick	12	
Water Sports Awareness Programme	13	
Southminster to Burnham-on-Crouch Greenway	14	
River Crouch Greenway	15	
Northey Island/ Battle of Maldon	16	
'Get Active Maldon' – an interactive online map/app	17	
Country Park	18	
Quiet Lanes	19	
Connections to Wallasea Island	20	
St Peters and Bradwell Circular Walk	21	

Introduction

- 1.1 Maldon District Council commissioned LUC to develop a Green Infrastructure (GI) Strategy to promote a long-term Vision, Opportunities Map and Action Plan for the sustainable development and management of green infrastructure across the District.
- 1.2 The need for a GI strategy Supplementary Planning Document (SPD)¹ was initially identified in the February 2017 Local Development Scheme. This GI Strategy SPD (referred to as the 'GI Strategy') follows the Maldon District Green Infrastructure Study that was published in 2011 which informed the emerging future growth and infrastructure requirements in the District.
- 1.3 The planning context against which the 2011 study was prepared has now changed, most notably with the introduction of the National Planning Policy Framework (NPPF) in 2012 and its replacement in 2018 which incurred minor revisions during 2019 at a national level, and the approved new Local Development Plan at the local level. In addition, the time elapsed since the previous study means that there may be changes to the existing green infrastructure assets in the District and new opportunities for expansion and enhancement of the network.
- 1.4 The GI Strategy is presented in a separate report and introduces the following key green infrastructure themes within the Maldon District, including the existing baseline, threats and opportunities for the enhancement of the green infrastructure network:



¹ Supplementary planning documents (SPD) are non-statutory documents that can form part of the Local Development Plan. They provide more detailed advice and guidance on policies in local plans and are a material consideration when planning applications are being assessed.

1.5 The Vision of the Maldon District GI Strategy is to:

“The Maldon GI Strategy will deliver a connected multi-functional landscape for communities and wildlife, which celebrates and promotes the District’s distinctive landscape character, heritage, biodiversity, coast and watercourses. Opportunities to enhance the green infrastructure network will deliver a range of benefits for local communities and promote healthy living, whilst providing mitigation for development and population growth.”

- 1.6 To deliver this Vision, **Chapter 3** of the GI Strategy introduces a recommended policy framework and nineteen specific opportunities, in the form of GI projects, to enhance and connect Maldon District’s green infrastructure network. Delivery of GI projects will ensure that improvements are made against all of the eight green infrastructure themes.
- 1.7 The GI projects are detailed in the section below. The highlighted icons provide an overview of the potential contribution of each opportunity to the green infrastructure themes as identified in Chapter 2. Each GI project has been prioritised as either high, medium or low priority (the ordering of the GI projects within these categories does not imply relative importance or significance of a project).
- 1.8 The indicative GI project costs have been bracketed as Low (less than £10,000); Medium (£10,000 – £50,000); and High (more than £50,000). At this stage, and until the GI projects are developed further, it is not possible to provide realistic estimates of the costs of the larger projects. It is recognised that some GI projects are likely to cost considerably in excess of £50,000 due to their scale. All GI projects will need to be subject to a full business case which will include a full cost estimate.

Delivery and Monitoring

- 1.9 All the projects will need to be progressed in partnership with other organisations and landowners. Delivery will also require funding. In the most cases, funding has not been identified. The Green Infrastructure Strategy, however, equips the Council and its key partners with an agenda for change which is ready to form the basis of future funding bids and applications.
- 1.10 As individual projects are further developed, there will be opportunities for stakeholder input and, where appropriate, further opportunities for public engagement.
- 1.11 A regime of monitoring and review should be established to ensure the action plan is kept up to date.
- 1.12 Progress on GI Projects should be reported regularly and correcting actions taken where necessary. Progress reports should be made publicly available so that stakeholders, local residents, businesses and the wider public have the opportunity to engage with and shape the different projects as they progress.
- 1.13 As each project is further developed, each will have a monitoring framework to ensure that each meets its intended outcomes.
- 1.14 The GI Strategy, as an SPD will be monitored through the authority monitoring report.

Community greenspaces

Context

High priority

Maldon District is home to a wealth of green infrastructure, however often it is poorly planned, of single function and therefore underused.

Community and volunteer groups could use these spaces for gardening, nature conservation management, fitness classes and food growing. Such activities can promote social cohesion, encourage physical activity, promote good mental health wellbeing, and also deliver habitat management activities for wildlife.

This project would aim to develop a network of community groups and facilitate their activities, whilst helping the establishment of new groups. This could include support for users of new community gardens and facilities associated with the new Garden Suburbs (such as the South Maldon Garden suburb providing a Community Allotment) and other opportunities as they arise.

Through promoting the use of community greenspaces, this project compliments the Government's 'loneliness strategy' whereby all GPs in England will be able to refer patients experiencing loneliness to community activities and voluntary services by 2023.

Funding for this project could include contributions through Section 106.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project output example



Timescale: Quick win (<2 years)

Estimated Cost: Low (<£10,000)

Potential Partners

- Active Essex/ Sport England
- Royal Horticultural Society
- Essex County Council (Public Rights of Way team)
- Essex Highways
- Public Health England
- Local communities/ horticulture groups
- Parish councils
- GP surgeries/ NHS

Potential Challenges

Resources are required to maintain these spaces and community groups, although relatively small amounts of funding/ support can make a big difference to help establish and maintain voluntary community groups.

Promenade Park

Context

High priority

Promenade Park is the key public open space within Maldon town, as well as providing multi-functional benefits for all the District’s residents and a destination across the sub-region. It is a designed landscape of local importance and identified as a Historic Park and Garden in Maldon’s Local Development Plan. Part of the park is also in the Maldon Conservation Area and is a key project in the Central Area Masterplan (see project 16).

The character of the Park has changed piecemeal over time and issues have arisen between the need to generate funding through facilities and activities in the park, its increasing popularity in the summer months and demand for car-parking, and the effect on the historic park character and its function for quiet recreation, amenity and wildlife.

This project, complementing the Promenade Park Management Plan would allow for the development of a long term strategy and enhancement for the park, enhancing its connections with Maldon Town and the River Blackwater, and maximising the benefits it provides to the local community including environment functions such as providing access to nature, local flood alleviation, and opportunities for formal and informal recreation.

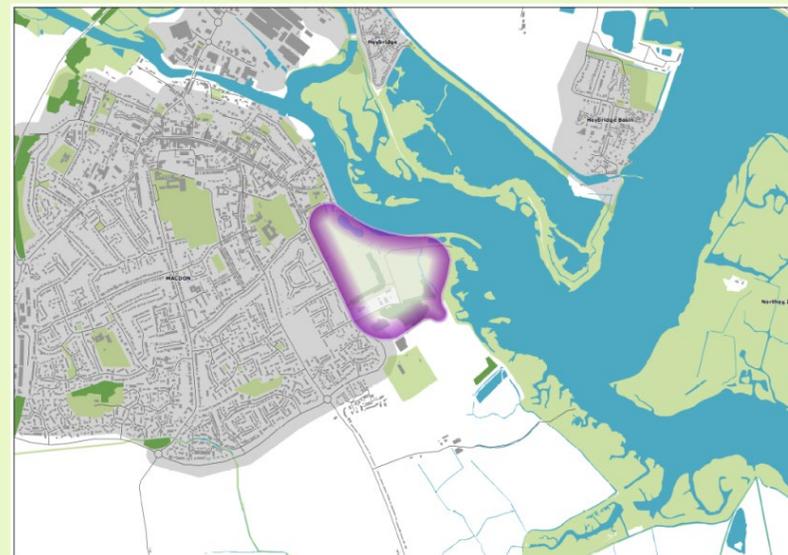


View of Maldon from Promenade Park cc-by-sa/2.0 - © John Firth - geograph.org.uk/p/2074298

- Protecting and enhancing wildlife
- Creating resilient water environments
- Supporting local landscape character
- Celebrating cultural heritage
- Promoting healthy living
- Nurturing communities
- Sustaining productive landscapes
- Supporting economic progress and tourism



Project Map



© Natural England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Timescale: Medium term (5-10 years) **Estimated Cost:** High (£50,000+)

- Potential Partners**
- Maldon District Council
 - Maldon Town Council
 - Local community groups
 - Historic England
 - Essex Garden Trust
 - Heritage Lottery Fund

- Potential Challenges**
- Balancing retention of inherent character of the Park with the demands from increasing visitor numbers.
 - Securing opportunities to expand the Park.

Town Centre Greening

Context

High priority

Although air quality is generally good within the District, Market Hill in Maldon town centre has been identified as an Air Quality Management Area (AQMA). Urban greening initiatives, such as appropriately designed areas of planting/planters and in particular street tree planting, may help ameliorate these issues whilst also supporting biodiversity, improving the visual attractiveness of town centres for local communities and visitors, and addressing heat island and surface water flooding issues. These measures are likely to be more successful in conjunction with appropriate traffic management programmes.



Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



Timescale: Quick win (< 2 years)

Estimated Cost: Low (<£10,000)

Potential Partners

Maldon Town Council
Essex County Council – Highways Authority

Potential Challenges

Resources to maintain these features.
Availability of space given footfall and requirements for vehicles/ deliveries etc., as well as underground services.
Perceived conflict, for example increase in leaf litter or bird droppings.
Need to ensure there are no significant impacts on the historic environment.

Maldon's hidden landscapes

Context

High Priority

This project would manage the collection and/ or digitisation of information to help extend the understanding of the existing baseline for green infrastructure in Maldon District and opportunities for enhancement, whilst also helping develop community cohesion and provide education through citizen science initiatives. Such 'sub-projects' could include:

- Mapping of historic hedgerows in the District, to promote wildlife, landscape and heritage benefits.
- Identification and mapping of veteran trees.
- Establishment of species monitoring groups.
- Digitisation of the mapping of all the preserved trees in the District.
- Identification of landscape enhancement areas based on updated local character area mapping.

As well as the involvement of local community groups and volunteers, there is also the potential to engage schools (for example to deliver digitisation as a teaching tool and school project - for example, see the following tool: <https://schools.esriuk.com/>).

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project output example

The screenshot displays a GIS application interface. On the left, there's a 'PHOTOS' section with images of a hedgerow. The main area shows a 'Hedgerow Restoration database' with a 'GENERAL INFORMATION' form containing fields for 'Name (checkbox)', 'Original hedge reference', 'Landowner', 'Hedge type', 'Hedge survey', 'Hedge condition', and 'Biodiversity'. On the right, there's a 'NCA Indicators and Thresholds Mapping Tool' showing a map of the UK with various colored regions and a legend. Below the map is a table with columns for 'Indicator', 'Value', and 'Threshold'.

Timescale: Quick win (<2 years)

Estimated Cost: Low (<£10,000)

Potential Partners

- Environmental Systems Research Institute (ESRI UK)
- Essex Wildlife Trust
- Maldon & District Community Voluntary Service
- Essex County Council
- Essex Records Office
- Local historic societies
- Parish Councils
- Tree Council/ Tree Warden network

Potential Challenges

Resources to oversee and maintain such a project.

Chelmer and Blackwater Access Project

Context

High priority

The Chelmer and Blackwater Navigation is a 22.1km long canal with 13 locks that connects Chelmsford with the tidal estuary of the River Blackwater at Heybridge Basin. It is a designated Conservation Area and its scattered trees and water meadows form a central feature in the Chelmer Valley.

This project features within the 'Movement and Connections' section of the Maldon and Heybridge Central Area Masterplan where it is identified as a strategic walking and cycling route. A feasibility study would be required to identify the potential for green infrastructure, recreational and environmental enhancements for this stretch of canal. Recreational opportunities could include improving walking, cycling and riding provision along the towpath, facilitating water-based activities such as canoeing, kayaking, paddle boarding and ticketed canal boat trips.

The project could also upgrade the towpath between Heybridge Basin and Chelmsford, including resurfacing, whilst opportunities could also be sought to enhance habitats for wildlife.

Increased parking provision and infrastructure such as cafés could also be created along the canal route, providing a further visitor attraction whilst enabling revenue raising.



© Copyright Essex Walks and licensed for reuse under ShareAlike 2.0 Generic (CC BY-SA 2.0)

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



© Natural England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Timescale: Medium term (5-10 years)

Estimated Cost: High (£50,000+)

Potential Partners

- Essex Waterways Ltd
- Chelmsford City Council
- Essex County Council (Public Rights of Way team)
- Historic England
- National Lottery
- Parish councils
- Walking, cycling and riding special interest groups

Potential Challenges

- Potential for impacts on wildlife in the short-term through works, and also in the long term through increased disturbance.
- Viability of new facilities.
- Increasing parking provision along the route at key access points.
- Protection of the historic environment, archaeological and heritage assets.
- Protecting the rural character of the Navigation.

Railway Multi-Access Trail

Context

High priority

Reinstating the old railway line as a multi access route (walking, cycling and horse riding) would connect Witham (Braintree District) with South Maldon and South Woodham Ferrers (Chelmsford City). This could be implemented in phases:

- 1. Witham to Maldon
- 2. Maldon to Cold Norton
- 3a. Cold Norton to South Woodham Ferrers
- 3b. Cold Norton to North Fambridge

Section 3b would form an extension of the old railway line which over time could provide a direct cycle and walking link between Maldon Town and the River Crouch. If implemented, the new route could link to the railway station at North Fambridge as well as to the River Crouch.

The provision of this link could be advantageous for leisure purposes as well as for commuters using the new route to cycle/ walk to reach North Fambridge train station for connections to London.

Further to the sections above, there may be an opportunity to link this route with the start of the Blackwater Rail Trail, which begins just north of the B1018 Langford Road at Wickham Bishop bridleway 19. One option for incorporating this element would be to provide an off-road link between Heybridge bridleway 24 and the start of the Blackwater Rail Trail, possibly utilising green space within the North Heybridge Garden Community new development.

There is an existing Heybridge bridleway 24 which continues on to footpath Heybridge footpath 13 (this also extends down to Heybridge Basin) which crosses the old railway line route to the Langford Road. This land is being developed as part of the North Heybridge Garden Community.

The 'Movement and Connections' section of the Maldon and Heybridge Central Area Masterplan promotes projects that encourage walking and cycling.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
							

Project Map



© Natural England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Timescale: Longer term (10-20 years)

Estimated Cost: High (£50,000+)

Potential Partners

- Landowners and Parish Councils
- British Horse Society and Open Spaces Society
- Essex County Council (Public Rights of Way team)
- Essex Highways
- Department for Transport cycling and walking programmes (as part of their 'Cycling and walking investment Strategy 2017')
- Chelmsford City Council and Braintree District Council
- National Lottery

Potential Challenges

- Much of the area surrounding Limebrook Way has been developed and the bypass has been constructed along here, but there may be a possibility of upgrading some of the footpaths to the east of the main road to make a link.
- Section 3b would require upgrading footpaths (including Cold Norton footpath 16, North Fambridge footpaths 2 and 10) to a cycle route or adding permissive cycling rights to the footpath.
- Sensitive lighting design will need to be considered, as lighting would not be appropriate in open countryside.
- Ongoing maintenance for the Scheduled Trestle Timber Viaduct at Wickham Bishops and need for a Conservation Management Plan.
- The provision of car parking facilities at key access points.
- The trail route will need to take into account plans for new development and the existing road network (in Maldon and South Woodham Ferrers).
- Increasing parking provision along the route.

Blackwater Greenway

Context

High priority

Many of the settlements located in rural areas in Maldon District are isolated, increasing reliance on car use. There would be a range of benefits delivered by the provision of walking, cycling and/ or equestrian routes between these areas and Maldon Town; as well as between the villages. This may also increase footfall through to marinas. To achieve this, the GI project would be undertaken in two stages to scope the most suitable routes between:

1. Tollesbury and Maldon Town
2. Maldon Town and the Dengie

Taking this project one step further, a circular route could be created if a ferry/ boat crossing were reinstated between Bradwell-on-Sea and Tollesbury.

Furthermore, following the delivery of the proposed English Coast Path, there are opportunities to connect these isolated settlements to this coastal route and to create circular walks. As well as benefits for local people, this may increase the attractiveness of the areas to tourists and visitors including opportunities to restore or enhance lost hedgerows and other landscape features.



© Copyright Trevor Harris and licensed for reuse under this Creative Commons Licence

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



© Natural England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Timescale: Long term (10-20 years)

Estimated Cost: Medium (£10,000 - £50,000)

Potential Partners

- English Coastal Path
- Sustrans
- Essex County Council (Public Rights of Way team)
- Essex Highways
- Landowners
- Parish councils
- Heritage Lottery Fund
- DEFRA

Potential Challenges

- Difficulties identifying a safe, simple route given existing road conditions and other natural barriers.
- Issues around viability of ferry/ boat crossings.

Wildlife friendly farming

Context

High priority

Given the extent of agricultural land within Maldon, and the nationally documented declines in farmland wildlife, particularly birds, there would be significant benefit in engaging and developing relationships with farmers and landowners. This approach has been undertaken by the RSPB project, the Turtle Dove Friendly Zones, but may benefit from wider expansion to other species and targets. The aim would be to identify issues and opportunities associated with wildlife friendly farming methods/ techniques to identify how these may be utilised further within agricultural land.

The project should look at what financial incentives and mechanisms exist and would be needed for farmers to deliver wildlife and environmental benefits. For example, altered land management practices can encourage wildlife whilst also helping to reduce downstream flood risk and improve water quality in watercourses.

This may also be informed by the outcome of Brexit, and through implementation of the Government's 25 Year Environment Plan.

This project could be piloted by liaising with farmers and landowners who work land either in or within close proximity to Turtle Dove Friendly Zones, as work has already begun in these areas, whilst learning from other organisations such as the National Trust who are implementing such practices within their properties.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Example of land use now



Project output example



Timescale: Medium term (5-10 years)

Estimated Cost: Low (<£10,000)

Potential Partners

- Operation Turtle Dove
- The Farming Wildlife Advisory
- Essex Wildlife Trust
- The Royal Society for the Protection of Birds (RSPB)
- Landowners
- National Farmers' Union (NFU) and local farmers
- Country Land and Business Association (CLA)
- National Trust
- Royal Horticultural Society

Potential Challenges

Balancing the need for the maintenance of profitable and sustainable farms, with set aside land for the creation of habitat and green network corridors.

Connecting Woodlands

Context

Medium priority

This project would aim to increase tree and woodland planting in the District, where this reflects local landscape character, creating enhanced connectivity particularly between Ancient Woodlands, whilst also potentially enhancing upstream flood alleviation and water quality issues associated with agricultural runoff.

In particular there are a number of isolated ancient woodlands located on the rural fringes of Great Totham and Wickham Bishops.

Alongside woodland creation, nearby footpaths could be linked to create a circular trail following the woodland arc.

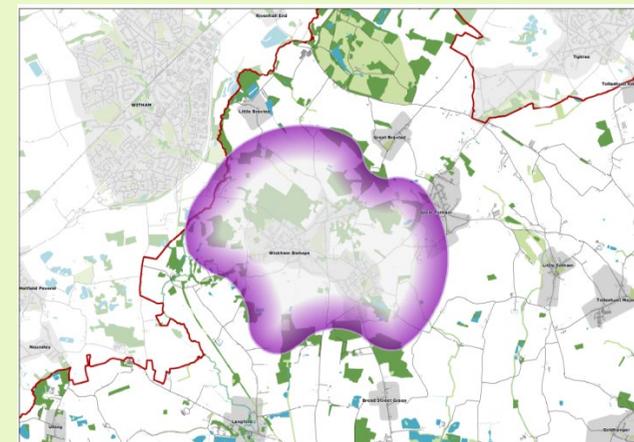
Advice should be sought from the Environment Agency and Essex and Suffolk Water to identify any particular locations where woodland planting may deliver flood alleviation and water quality benefits.

Planting and subsequent management could be undertaken by local communities with landowners, helping connect communities.



Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



© Natural England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Timescale: Medium term (5-10 years) | **Estimated cost:** Low (<£10,000)

Potential Partners

- Community Woodland (Woodland Trust)
- Forestry Commission
- Environment Agency
- Essex and Suffolk Water
- Landowners
- Parish Councils
- National Farmers' Union
- Country Land and Business Association
- DEFRA
- Highways England (A12 corridor environmental enhancements)

Potential Challenges

Landownership of potential planting sites.

The Wick

Context

Medium priority

The 2.4km length of the former Maldon-Woodham Ferrers railway line (The Wick) passes through the South Maldon Garden Suburb is owned and managed by Essex Wildlife Trust. Within the 15 acre site, 28 species of butterfly and 17 species of dragonfly have been recorded and glow worms are also present.

The South Maldon Garden Suburb is set to surround the Wick and therefore recreational pressure is likely to increase. The developer has already agreed to fund a one year membership to the Essex Wildlife Trust for all new residents.

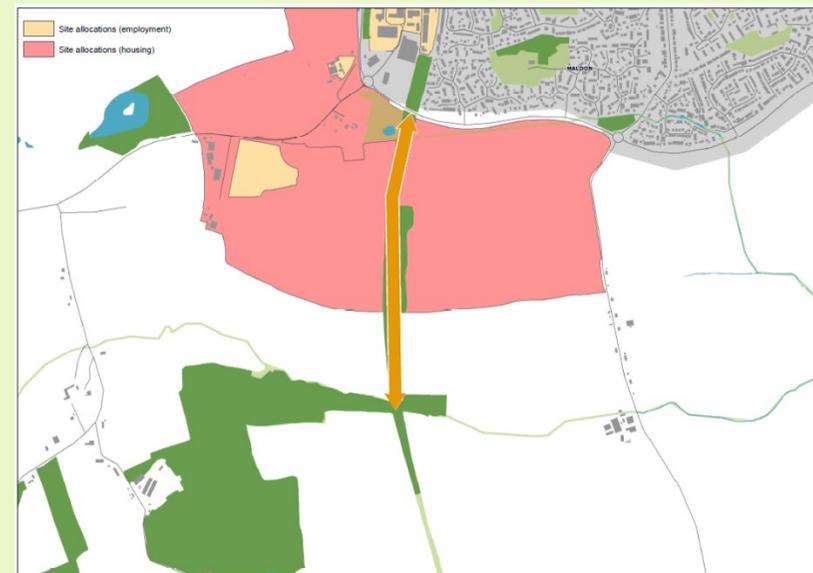


Ringlet butterfly (Aphantopus hyperantus) cc-by-sa/2.0
© Evelyn Simak - geograph.org.uk/p/1396254

This project will be used to prepare and deliver a management plan for 'The Wick' to ensure that its biodiversity integrity and landscape value are protected and enhanced whilst also providing access to nature for local communities, and opportunities for environmental education. This would have subsequent knock on benefits for wildlife by engendering understanding and a sense of ownership/ responsibility for local wildlife.

Protecting and enhancing wildlife 	Creating resilient water environments 	Supporting local landscape character 	Celebrating cultural heritage 	Promoting healthy living 	Nurturing communities 	Sustaining productive landscapes 	Supporting economic progress and tourism
--	--	---	--	-------------------------------------	----------------------------------	---	---

Project Map



© Natural England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Timescale: Quick win (< 2 years)		Estimated Cost: Low (<£10,000)
Potential Partners	Essex Wildlife Trust and other Landowners Maldon & District Council for Voluntary Services Essex Highways Local businesses (as potential sponsors of ongoing maintenance)	
Potential Challenges	Conflict between recreational aspirations and biodiversity enhancement. Access to the embankment is not possible for those with disabilities or with pushchairs.	

Water Sports Awareness Programme

Context

Medium priority

Areas along the banks of the River Blackwater that are inaccessible on land are being used as ad hoc sites for the boating community for recreational activities such as enjoying picnics and playing ball games. This can cause significant damage to habitats and disturbance to bird populations. Although raised with respect to the Blackwater specifically, there is potential for this to impact other areas of the Maldon coast, and indeed wider.



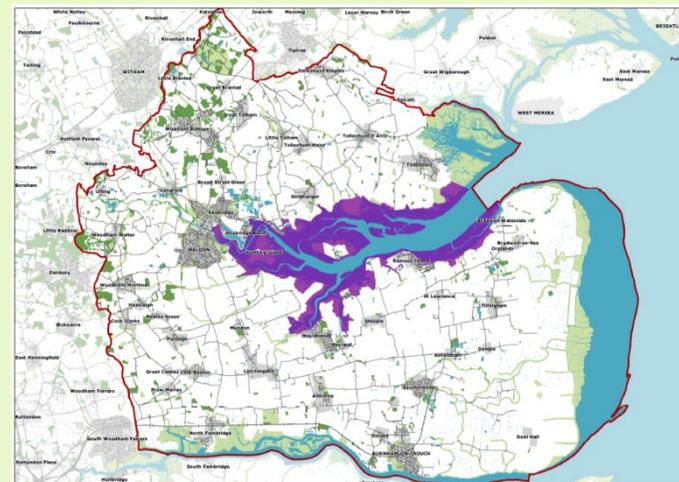
This project would aim to increase awareness within the boating community of this as an issue and engender a sense of responsibility, whilst identifying specific areas that should be avoided by people and promoting target areas that can be used for recreational activities.

This could include the installation of discrete signage that can be seen by river users, whilst publications/ guidance, including online access, could be distributed to marinas, hire shops that loan out canoes, kayaks, paddle boards and jet skis etc. and other hubs.

Locations for this project could be guided by the Wetland Vision (see www.wetlandvision.org.uk), a project that sets out a 50-year vision for England's freshwater wetlands. The Wetland Vision's 'Future Wetlands' map shows the current extent of wetland in England and it also identifies areas that have the greatest potential to benefit biodiversity for potential future wetland. A number of potential future wetland areas have been identified along Maldon's coastline.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



© Natural England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Timescale: Longer term (10-20 years) | **Estimated Cost:** Low (<£10,000)

Potential Partners

- The Royal Society for the Protection of Birds (RSPB)
- Environment Agency
- Maldon District Council (owners of the River)
- Natural England
- Local Yacht Clubs and Sailing Clubs
- Maldon Harbour Improvement Commissioners
- The River Bailiff
- RAMS Project Board (Essex Councils)

Potential Challenges

- Risk of highlighting areas of sensitivity increasing visitors.
- Difficulty communicating with a potentially dispersed user group.
- Risk to wild beauty of estuary through addition of intrusive signage.
- Management of conflict between estuary users and wildlife/habitats (RAMS).

Southminster to Burnham-on-Crouch Greenway

Context

Medium priority

This project promotes walking and cycling between Southminster and the secondary school, Ormiston Rivers Academy in Burnham-on-Crouch. Currently there is limited opportunity for pupils living in Southminster to travel to school using active modes of transport as the road (B1021) is considered to be dangerous.

There is an existing Public Right of Way network linking the two settlements (including Southminster footpaths 5 and 15 and Burnham-on-Crouch footpath 14) but as these are designated as footpaths, cycling is not permitted. Furthermore these footpaths are poorly surfaced and are unusable after periods of wet weather, so re-surfacing would also need to be considered if these routes are to be used.

In addition to providing this route, the project should also provide secure bike racks on the school premises and also include initiatives in the school to change pupil's attitudes towards active travel. This could include cycling lessons, route planning and rewards for walking/ cycling to school (e.g. bike breakfasts).

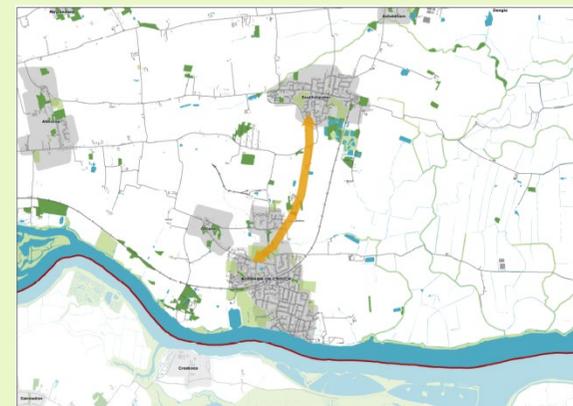
There are opportunities within this project to reinstate or restore historic field patterns and create guides to identify features along route and in the local vicinity.

The infrastructure element of this project directly reflects one of the priority projects in the 'Maldon District Cycling Action Plan' (2018), see section 4.2 and Figure 4.7 and Recommendation 4 in the District's Green Infrastructure Study (2011).

Section 106 could be one potential funding stream option for this project.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
							

Project Map



© Natural England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Timescale: Medium term (5-10 years) **Estimated Cost:** High (£50,000+)

Potential Partners

- Sustrans
- Active Essex/ Sport England
- Groundwork
- Essex County Council (Public Rights of Way team)
- Essex Highways
- Department for Transport's cycling and walking programmes (as part of their 'Cycling and walking investment Strategy 2017')
- Heritage Lottery Fund
- Southminster and Burnham-on-Crouch parish councils
- Landowners
- Ormiston River Academy and local primary schools
- DEFRA (e.g. through future stewardship)

Potential Challenges

Road crossings and road safety will need to be factored into the design.

The project would require upgrading footpaths to a cycle route or adding permissive cycling rights to the footpath or determining a new route.

Careful consideration will need to be given to sensitive lighting design, as lighting would not be appropriate in open countryside.

River Crouch Greenway

Context

Medium priority

Rochford District Council is currently implementing a cycle route along the footpath (Ashingdon footpath 12) that follows the southern banks of the River Crouch. This project would comprise a scoping study to investigate options for the creation of a corresponding cycle route, comprising cycle permissive rights, along the north banks of the River Crouch using the following footpaths:

- North Fambridge footpaths 13 and 14;
- Purleigh footpath 50;
- Latchington footpath 18;
- Althorne footpaths 11 and 12; and,
- Burnham-on-Crouch footpath 7.

These footpaths form part of the proposed England Coast Path.

There would be opportunities to link the cycle route with the national railway line, creating visitor/ tourism attractions including day trips/ weekend breaks. There may also be opportunities, subject to further investigation as part of the scoping study, for ferry/ boat crossings at North Fambridge and another at Burnham-on-Crouch to link to the route with along the southern side of the River Crouch which is currently being developed by Rochford District Council. This project also offers the opportunity to enhance the interpretation of the historic environment for visitors.

This project relates to Recommendation 4 of the 2011 Green Infrastructure Study.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
							

Project Map



© Natural England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Timescale: Medium term (5-10 years)

Estimated Cost: Medium (£10,000 - £50,000)

Potential Partners

- Natural England (England Coast Path)
- Essex Coast RAMS project
- Essex County Council (Public Rights of Way Team team)
- Parish Councils
- Rochford District Council
- Environment Agency
- Harbour Authority
- Landowners

Potential Challenges

- Difficulties identifying a safe, simple route given existing road conditions and other natural barriers.
- Issues around viability of ferry/ boat crossings, particularly the crossing at North Fambridge.
- Consideration of potential for increased access and recreational pressure to international designations, although with careful consideration this could act to reduce pressure.

Northey Island/ Battle of Maldon

Context

Medium priority

The National Trust is exploring ways to look after these special sites in the future whilst maintaining public access. Working in partnership with the National Trust, local businesses and engaging with local people and visitors will continue to play a key role in this process. The aim is to give greater access along coastal footpaths whilst preserving the sense of wildness; to adapt the coastline to make it more resilient to sea level rises and to tell the stories of Northey Island.



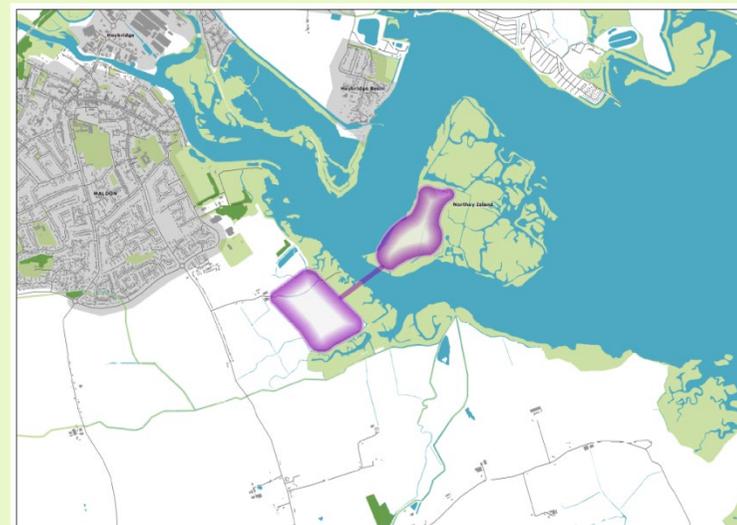
The opportunity to deliver a destination hub at Promenade Park/ Hythe Quay has the scope to support these efforts and provides opportunities for interpretation. Additional interpretation could be provided at key points along the route to Northey Island.

This project features within the Maldon and Heybridge Central Area Masterplan where it is identified as Project 18: 'England Coast Path and Northey Island'.

- Protecting and enhancing wildlife
- Creating resilient water environments
- Supporting local landscape character
- Celebrating cultural heritage
- Promoting healthy living
- Nurturing communities
- Sustaining productive landscapes
- Supporting economic progress and tourism



Project Map



© Natural England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Timescale: Short term (1-5 years)

Estimated Cost: Low (<£10,000)

Potential Partners

- Essex Coast RAMS project
- Landowners
- Maldon District Council
- National Trust
- Historic England
- The Battlefields Trust

Potential Challenges

- Reliance on National Trust timescales/ project plans.
- Consideration of potential for increased access and recreational pressure to international designations, although with careful consideration this could act to reduce pressure.
- Protection of heritage assets.

'Get Active Maldon' - an interactive online map/ app

Context

Medium priority

The purpose of this project is to combine Maldon's GI offer and present it in an interactive map that would inform local resident's opportunities on their doorstep as well as promote these activities for tourists. This interactive map could be accessible via the Visit Maldon District website.

- Accessible walking routes and cycling routes should be clearly shown. As well as showing cultural and landscape features that can be found along the specified routes, the map should also identify toilet facilities, cafes and viewpoints.
- There are opportunities within this project to promote the use of Maldon's blue infrastructure. The map could include a layer focusing on the promoting water sports including canoeing, kayaking, paddle boarding in the District. Routes could be advertised and when considering the tide, canals could be integrated to create circular routes. Laminated copies showing water activity routes should be made available in hire shops.
- The map could be themed to show the wildlife and ecosystem offer in Maldon, in particular steering people towards those areas where recreational impacts are well managed and releasing pressure on other more sensitive sites.
- Other layers could show cultural and heritage features and different landscape characters.
- Art could be used in green spaces and wayfinding to bring a unifying theme, building on the Destination Marketing Strategy for Maldon District 2017-2022 (Visit Maldon).

The 'Movement and Connections' section of the Maldon and Heybridge Central Area Masterplan promotes projects that encourage walking and cycling.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
							

Project output example



By Bureau of Land Management [CC BY 2.0 (https://creativecommons.org/licenses/by/2.0) or Public domain], via Wikimedia Commons

Timescale: Quick win (<2 years)	Estimated Cost: Low (<£10,000)
Potential Partners	<p>Visit Maldon</p> <p>Local businesses who would feature on the map</p> <p>Parish Councils</p> <p>Local art groups</p> <p>Schools (both secondary schools in the District deliver IT and media courses at GCSE and further education level.</p>
Potential Challenges	<p>The project would need to be updated frequently.</p> <p>It would need to be advertised when the app is realised.</p>

Country Park

Context

Low priority

The purpose of this project is to provide a new recreation destination for communities of Maldon. This would help address the proposed increases in population in the District, providing new recreational opportunities, whilst also helping to reduce the recreational pressure on sensitive habitats and nature conservation sites by providing an alternative. This may therefore contribute towards the aims of the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy.

Appropriately designed, such a new greenspace could also provide new habitats for priority species, opportunities to improve flood alleviation and water quality enhancements and new community facilities.



Beeleigh Falls cc-by-sa/2.0 - © Ashley Dace - geograph.org.uk/p/5530905

Project output example



"The cherry tree on Horsepool Hill" By "Joe Flintham" Attribution 2.0 Generic (CC BY 2.0)

Timescale: Longer term (10-20 years)

Estimated Cost: High (£50,000+)

Potential Partners

- Essex Waterways Ltd
- Essex County Council
- Maldon District Council
- Community groups
- Landowners and Parish/Town Councils
- Environment Agency
- Natural England
- Historic England
- Local museums

Potential Challenges

- There are a number of country parks already in Essex, and creating one in Maldon could generate additional traffic in the District.
- Protection of heritage assets.
- Potential conflict between increased visitor numbers and the existing biodiversity value of the area.

- Protecting and enhancing wildlife
- Creating resilient water environments
- Supporting local landscape character
- Celebrating cultural heritage
- Promoting healthy living
- Nurturing communities
- Sustaining productive landscapes
- Supporting economic progress and tourism



Quiet Lanes

Context

Low priority

Footpaths are the main designation of the Public Right of Way network in Maldon and therefore cycling and horse riding are not permitted. In general, the main roads are dangerous for cyclists and horse riders so there are few areas in the District where these activities can be enjoyed safely.

There are opportunities for Quiet Lanes (those used by few cars) to be promoted and enhanced for use by walkers, cyclists and horse riders. The project should consider seeking Protected Lanes status for potential Quiet Lanes using criteria developed by Essex County Council.

Furthermore, as there are currently only a few Quiet Lanes in the District, this project could link with protected lanes (a separate designation that recognises either the heritage, environmental or ecological value of lanes, for example historical trade routes or verges rich in biodiversity).

Existing Protected lanes in the District are located to the:

- west and another to the south east of Tillingham;
- south east of Cold Norton;
- north and another to the north west of Woodham Walter;
- north west of Great Totham;
- west of Rivenhall end (but within the Maldon District boundary);
- south of Tolleshunt Knights; and,
- north west of Tolleshunt D'Arcy

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
							

Project output example



Timescale: Medium term (5-10 years)

Estimated Cost: Medium (£10,000 - £50,000)

Potential Partners

Essex Highways
 Essex County Council (Public Rights of Way team)
 Campaign to Protect Rural England (CPRE)
 Parish councils
 Landowners

Potential Challenges

Resourcing this project would need to consider an assessment into the potential increase of recreational pressure on designated and sensitive sites, although by providing alternative circular walking routes away from (at least in part) the impact of recreational pressure could be reduced.

Safety issues increasing pedestrian, cyclist and equestrian access to the narrow lane network, and potential for impacts on landscape/ heritage/ biodiversity features, for example should this require localised road widening of other measures.

Connections to Wallasea Island

Context

Low priority

Wallasea Island is a RSPB nature reserve that lies just beyond the District's boundary, to the South of the River Crouch. The Wallasea Island Wild Coast Project is currently under way, under which 3 million tonnes of soil from the Crossrail scheme in London has been transported to Wallasea Island to facilitate the creation of the Jubilee Marsh, comprising 115ha of new intertidal saltmarsh, islands and mudflats. Wallasea Island can currently be accessed by an intermittent boat service from Burnham-on-Crouch.

There are opportunities to increase visitor access to Wallasea Island from Maldon as a destination attractive for those interested in seeing wildlife, and for those accessing Wallasea Island from the Rochford side to cross over the Crouch and visit Burnham. Further opportunities could be investigated to increase access. This could provide a popular day trip/ visitor attraction, with good railway connectivity to London.

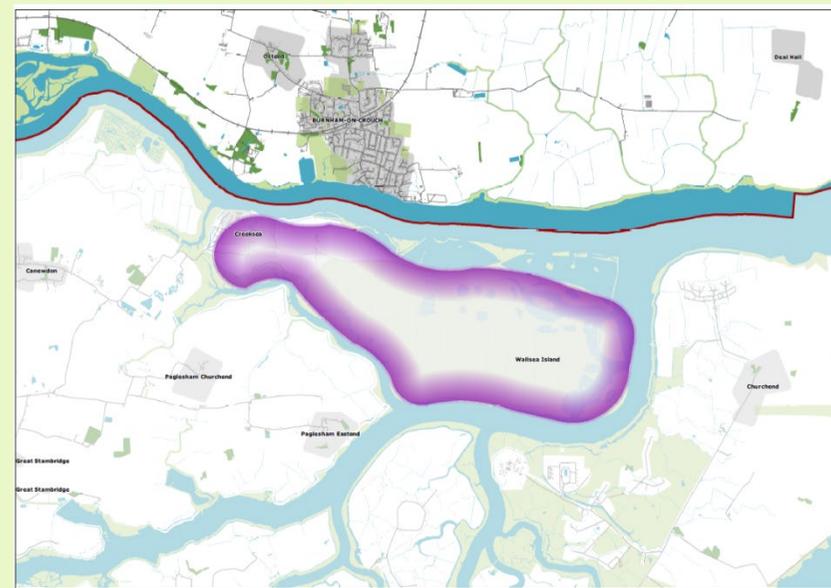


Wallasea Island: Wreck on the saltings cc-by-sa/2.0 - © Nigel Cox - geograph.org.uk/p/3293203

This would also provide opportunities for environmental education, in turn benefitting wildlife through increasing understanding and appreciation of nature.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



© Natural England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Timescale: Longer term (10-20 years) **Estimated Cost:** Low (<£10,000)

Potential Partners

- The Royal Society for the Protection of Birds (RSPB)
- Harbour Authority
- Burnham-on-Crouch marina
- Burnham-on-Crouch Town Council
- Rochford District Council
- Private operators (for ferry service)
- Canewdon Parish Council

Potential Challenges

- Recreational pressure on habitats at the RSPB reserve, and international nature conservation designation.
- Commercial viability of ferry crossings.

St Peters and Bradwell circular walk

Context

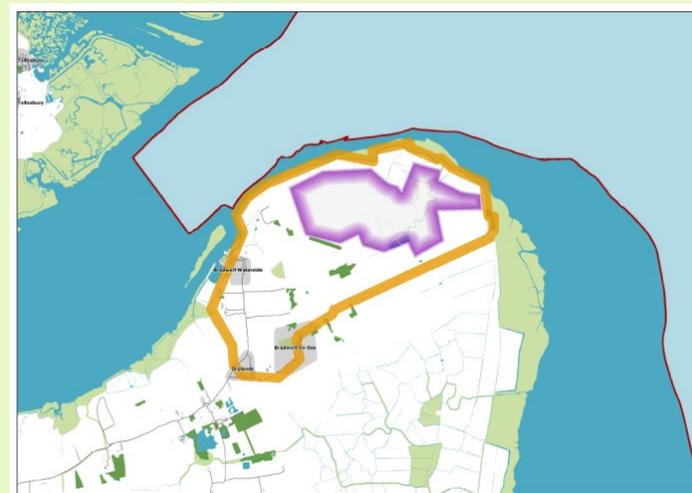
Low priority



This project would promote a circular walk linking the Chapel of St Peter on the Wall, Bradwell Nuclear Power Station, the facilities at Bradwell waterside and Bradwell-on-Sea. It would be a legacy project that would be implemented once the Bradwell B phase has been constructed. Improved signage should be provided for this project along the Bradwell-on-Sea footpaths 2, 3, 4, 5, and 15. The coastal sections of this proposed route follow the 'Bradwell' 12 mile walk which is promoted on the Essex Walks website.

This walk would specifically seek to provide access to and understanding of some of Maldon's heritage features including the Chapel of St Peter on the Wall, and historic field patterns. There are also opportunities to restore or enhance lost hedgerows and other landscape features.

Project Map



© Natural England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Timescale: Longer term (10-20 years)

Estimated Cost: Low (<£10,000)

Potential Partners

- Bradwell B Nuclear Power Station (CGN and EDF Energy)
- Essex County Council (Public Rights of Way team)
- Visit Maldon
- Heritage Lottery Fund
- Landowners
- DEFRA
- Essex Coast RAMS project

Potential Challenges

The exact proposals for the Bradwell Nuclear Power Station B are currently unknown. It is therefore suggested this GI project is promoted at this stage, allowing for flexibility as design emerges and presenting this project as an appropriate receipt of funding associated with the development proposals (for example, S106 or CIL).
Protection of heritage and archaeological assets.

Protecting and enhancing wildlife



Creating resilient water environments



Supporting local landscape character



Celebrating cultural heritage



Promoting healthy living



Nurturing communities



Sustaining productive landscapes



Supporting economic progress and tourism

