

The Holton-le-Clay Green Plan 2017 - 2029

Securing a coherent, structured and sustainable Green Infrastructure for the community



1.1 Contents

1. Revision History.....	3
2. Introduction & Scope	4
3. The Green Plan Concept.....	5
3.1. Green Spaces.....	5
3.2. Green breaks between developments.....	5
3.3. Hedgerows and trees.....	6
3.4. Footpaths, Cycleways and Bridleways	6
3.5. Access to countryside.....	6
3.6. Biodiversity	7
4. Existing Green Infrastructure	7
5. Appendix 1 - Maps	11
6. Appendix 2 – Green Plan Design Guide	13
7. Appendix 3 - Green Plan Design Guide Standards & Specifications.....	14
7.1. Widths.....	14
7.2. Surfacing standards for new paths:	15
7.3. Structures	15
7.4. Gradients	16
7.5. Junctions and road crossings	16
7.6. Signage	16
7.7. Fencing and hedges	17
7.8. Green Space Standards	17
7.9. Wider landscape.....	18
7.10. Maintenance.....	18
7.11. Impacts and Constraints	18
8. References.....	19

1. Revision History

Revision	Date	Comments	Author	Approval
0.1	28/09/2015	First Draft	K Hammond	
0.2	18/10/2015	Updated based on P Kisby comments and NDP team meeting review. Addition of Green Site photos.	K Hammond	
0.3	16/04/2016	Updated to include existing and proposed GI map and boundary map.	K Hammond	
0.4	4/6/16	Checked by Carol	Carol	

2. Introduction & Scope

Green infrastructure (GI) assets range from country parks, lakes and woodlands to urban features such as green roofs, street trees and grassed verges. They can be specific sites at the local level such as playing fields and village greens or they may be broader environmental features at the landscape scale such as the Wolds, large scale agriculture or the coast and marshes.

GI contributes to the aesthetic quality of urban areas, reduction of air pollution and the management of surface water. GI provides opportunities for health and wellbeing as well as improving biodiversity and wildlife habitat. Tree lined streets, grassed verges, wide open approach junctions, green spaces, defined front gardens, playing fields, parks and agricultural boundaries are all examples of GI within the Holton Le Clay Parish. The lack of quality GI provision within new developments in the Parish would detract from the semi-rural and individual character of the village.

This plan identifies the existing GI assets along with the issues to be addressed and actions necessary to secure a coherent, structured and sustainable GI for the community and aid the delivery of this key aspect of Neighbourhood Development Plan.

This plan will guide future development embedding GI within the village making it a desirable place to live, work and visit.

This plan focuses on the principal elements of public access and green space in and around the village connecting people with their environment and also includes other Green Infrastructure themes of biodiversity, heritage and landscape. The promotion of non-vehicular connections to adjoining towns, villages, businesses, schools and tourist attractions such as cycle ways and public footpaths.

3. The Green Plan Concept

The Holton Le Clay Green Plan aims to create a coherent, structured and sustainable Green Infrastructure (GI) which addresses the issues seen within new developments and upholds the requirements of the community. It is also intended that this Green Plan will inspire the thinking of landowners and managers in the area to improve the visual appearance, accessibility and ecological quality of land within their management.

Key elements that contribute to ensuring that GI is embedded within new developments and therefore addressing the issues described with new development are discussed in the following sections.

3.1. Green Spaces

The creation of new green and publicly accessible spaces will enhance the local environment and landscape quality. The management of new green spaces should be incorporated into any new development to ensure that it achieves the intended improvement to the environment and opportunities for nature and the community.

Shared open Green Spaces and associated features forming the Green Plan may both be trip destinations in their own right such as parks and sports facilities; or may be part of links to other attractions further afield such as the North and North East Lincolnshire coast, Lincolnshire Wolds as well as surrounding towns and villages.

Existing Green Spaces in and around Holton Le Clay which will contribute to the Green Plan are currently limited however existing public footpaths and public rights of way along with existing green spaces such as the 8 Acre playing field and Junior Playing field will contribute to the Green Plan.

Existing Green Infrastructure features and potential sites for new Green Spaces and Interconnecting Routes are shown in Figure 3 : Map 1.

3.2. Green breaks between developments

In order to maintain the Semi-Rural character of the village it is important that the village boundary is well defined. This theme should also be carried forward within the village by creating Green Breaks between any new development and the existing village. These Green Breaks shall utilise existing features such as hedgerows and trees where appropriate. Additional GI features such as Cycleways, Green Spaces, Ponds and Ditches may also be used.

Map 2 shows an indicative green village boundary that if maintained would help delineate Holton Le Clay from surrounding villages.

3.3. Hedgerows and trees



Figure 1: Tetney Lane

Hedgerows and street trees create valuable wildlife corridors enabling species migration as well providing significant aesthetic value. They also feature strongly throughout the village such as the tree lined Louth Road and Tetney Lane (Figure 1) as well as the hedgerows delineating the fields surrounding the village.

Therefore streets and roads shall be tree-lined and/or contain hedgerows appropriate to the local character, habitats and species. Allowance should be made for installation of large trees along key access roads. Where appropriate and feasible, any street trees that are lost should be replaced by at least two trees which will reach the same stature and provide similar ecosystem services in the long term.

Holton Le Clay is also characterized by many private gardens containing medium to large trees as well as hedges therefore in order to maintain this character within new developments these features should be provided.

3.4. Footpaths, Cycle Ways and Bridleways

The Plan is considered 'green' due to both the natural environment forming it and the combination of recreational and commuting trips using healthy, non-motorised forms of sustainable 'transport' such as cycle links to New Waltham and Grimsby beyond.

Footpaths, cycle ways and bridleways are key conduits enabling the linking of publicly accessible green spaces in and around the village. New routes should be considered with any new development linking existing and new features as well as joining with routes to the wider countryside. Existing public footpaths and potential new routes can be seen in Map 1.



Figure 2: Footpath Tetney Lane to 8 Acre

The Green Plan promotes access to the countryside for both walkers and cyclists meeting recreational and commuting needs. Whilst it is recognised that there are currently no bridleways within the Parish it is an ambition to provide suitable routes and connections to the wider bridleway network in the county. In the short term, some routes may only cater for walkers, but the long term aim is to create a complete circuit available to cyclists, including the provision of links to the Lincolnshire Coast, Grimsby Town via New Waltham, nearby Humberston and to provide safe access to a variety of public footpaths and bridleways on the edge of the Lincolnshire Wolds.

3.6. Biodiversity

Biodiversity describes 'the variety of life on Earth [encompassing] the whole of the natural world and all living things with which we share the planet'

(Natural England Biodiversity webpage)

<http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/default.aspx>

In addition to delivering enhanced public access any new development shall protect, manage, enhance biodiversity. New habitats, landscape features and accessible green spaces shall be created to offset any loss habitat caused by new development.

The development of a Community Forest for example would create a new landscape framework blending any new developments with surrounding degraded landscapes. Additionally the creation of ponds formed as part of a sustainable urban drainage network would enhance the environment.

The creation of a Biodiversity Opportunity Map would assist developers in identifying important habitats to be protected as well as the opportunities for enhancement.

4. Existing Green Infrastructure

Key existing GI elements within the Parish that provide the building blocks for the enhanced GI provision enabled by future developments are identified in Figure 3 : Map 1. There are many more small green components such as verges, hedgerows, small open green spaces which are not individually mentioned however their combined contribution is significant. The key features are described below:-

- Copse

Whilst the Copse to the north of the village by the A16 is technically outside of the parish boundary it offers significant benefit as a green division between Holton Le Clay and New Waltham and a haven for wildlife.





- War Memorial

The War Memorial site mark the Northern entrance to Holton Le Clay from the A16 the site is a popular destination for dog walkers and people looking to walk across the air field to the west of the village. There is a small relatively young copse along with hedgerows, benches and the war memorial itself.

- 8 Acre Playing Field

Large open playing field surrounded by hedgerows and agricultural land. Football pitches, a BMX track on the former disused bowling green and tennis courts in disrepair make up the recreational facilities. The field is used frequently by dog walkers and links with public footpaths and proposed cycle ways form part of the Green Plan. The site has significant potential to be upgraded in terms biodiversity and landscape features as well as sports provision.



- Junior Playing Field

A medium sized playing field surrounded by housing close to the village center with access from Louth Road and Pinfold Lane. The field has some basic playing facilities including climbing frames and swings. This site is ideally positioned to serve the community but is not easily linked to proposed Green Plan routes other than via normal village footpaths.

- Cricket Club

The Cricket Club is a privately run enterprise which provides social and recreational services to the village including Fireworks displays and Music Festivals as well as the more obvious Cricket related activities. The site links well with public footpaths and the disused railway line and the site is considered to be an important Green Infrastructure feature of this plan.



- Parish Gardens and Cemetery

The Parish Gardens (Allotments) and Cemetery provide both a recreational service and natural habitat for wildlife.

- Old Bull Field & Ponds

A public footpath leads from the village Church along the side of the Parish Gardens through the Old Bull Field, it crosses the disused Louth railway line towards the Cricket Club and Millennium Farm. The footpath then splits and heads northwards toward Humberston and it's Churches and Southwards to Tetney Lane. This footpath is a key link which could easily be upgraded to cater for cycles and wheelchairs. The Old Bull Field is also a primary site for conversion into a high quality biodiverse green space with its established hedges, ponds and grassland.





- Clay Lane Paddocks /
Equestrian Facilities

The paddocks at the end of clay lane provide equestrian facilities as well as open green views to be enjoyed by walkers along Clay lane or the disused railway line.

- Railway Line

The disused railway lines runs roughly north to south through the village and in addition to providing a green corridor has the potential to provide the spine for the development of footpath network.



5. Appendix 1 - Maps

Figure 3 : Map 1

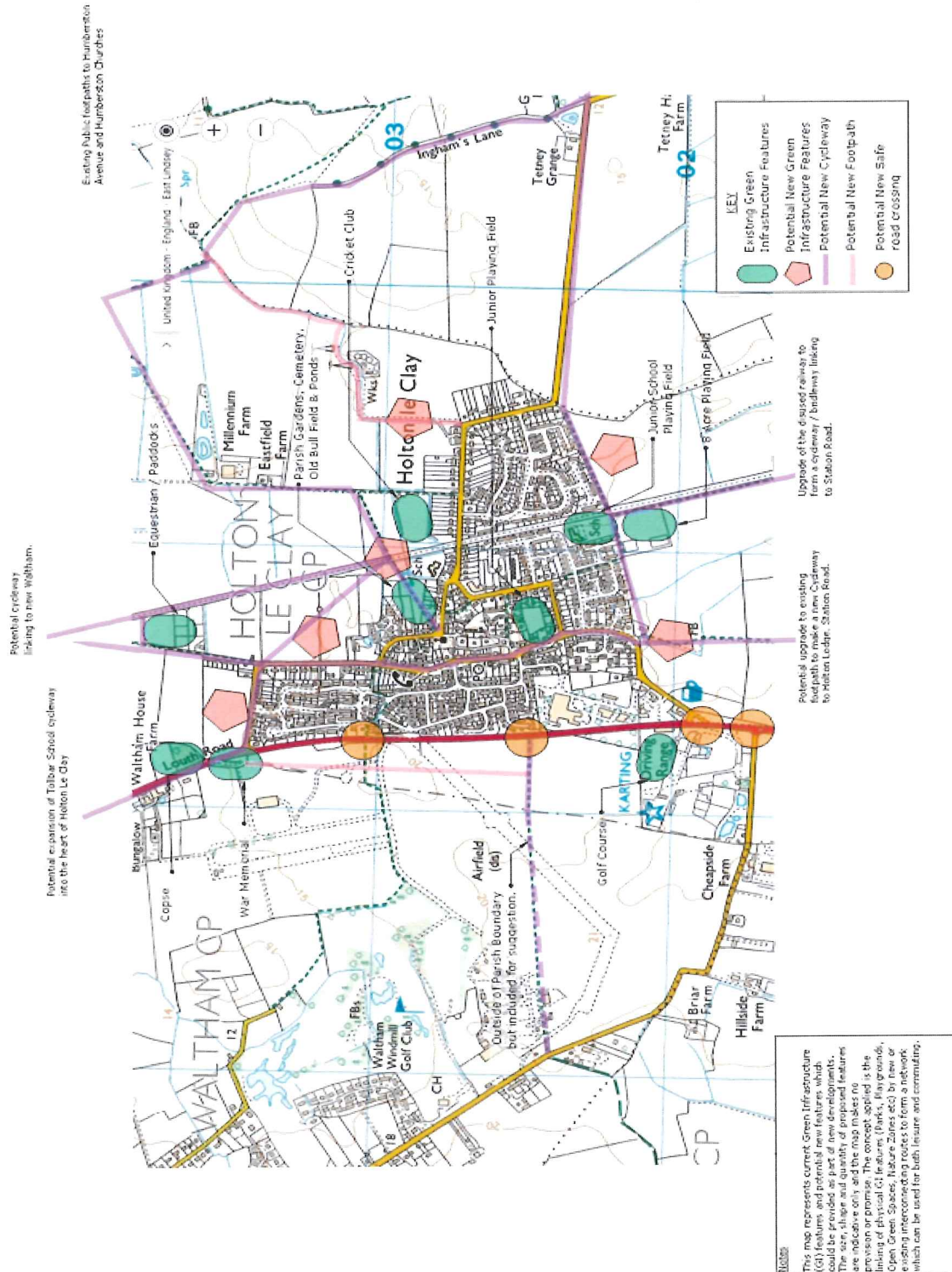
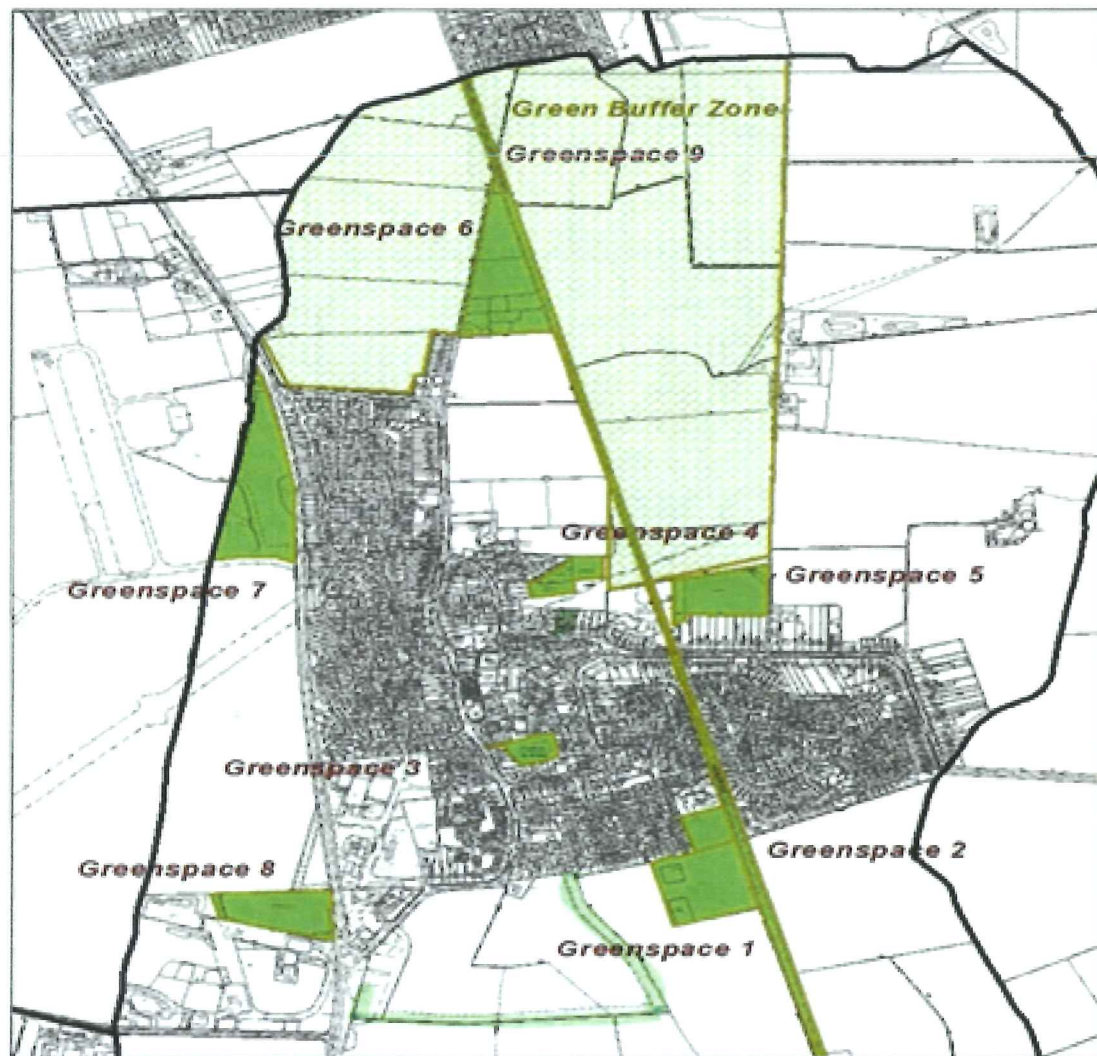


Figure 4 : Map 2



Holton le Clay Protected Greenspace and Green Buffer Zone

© Crown Copyright and database rights (2016) Ordnance Survey (East Lindsey District Council Licence Number 100019809)

6. Appendix 2 – Green Plan Design Guide

Where possible, linear routes (Footpaths, Cycleways, Bridleways) should:

1. Be traffic free
2. Be safe and inspire confidence in users
3. Offer 'easy access' i.e. be reasonably easy to use for users with a wide range of mobility levels, including pushchairs and walking aids
4. Where necessary have the potential for future upgrade to use by cyclists
5. Have designated, safe crossing points over major motorised routes (e.g A16)
6. Provide direct and efficient connections between where people live and where they want to travel for employment purposes.
7. Provide attractive enjoyable connections between other Green Infrastructure assets (Green Spaces)
8. Be clearly signed and easy to follow
9. Be maintainable and well maintained
10. Provide enhanced user enjoyment through the provision of information boards, benches, artistic and fun features in attractive locations
11. Where possible provide access for horses, particularly links to existing bridleways
12. Be protected from future development.
13. Complement and enhance the natural landscape.

Accessible green spaces should:

1. Be safe spaces that inspire confidence in users
2. Cater for a wide range of user-types (dog walkers, playing children, joggers, family groups, community groups and older people)
3. Provide attractive landscapes
4. Provide opportunities for wildlife, biodiversity and conservation
5. Provide informal recreation opportunities (including playing, bird watching, etc)
6. Provide user interaction through information boards, play structures/ environments and art features to encourage more people and a wider audience.

The wider landscape should:

1. Protect, enhance and create aesthetically pleasing views
2. Have well maintained hedges and grass verges
3. Enable interconnectivity of habitats

7. Appendix 3 - Green Plan Design Guide Standards & Specifications

To support the creation of the Green Plan, a series of standards & specifications based on national guidance are proposed below. The proposed standards and specifications are based on those within similar Green Plans which have been adopted / incorporated into other Neighbourhood Development Plans.

7.1. Widths

Widths for an un-segregated, shared use path, guidance generally points towards a preferred minimum width of 3m, although a minimum width of 2m may be acceptable where usage is low, provided there are no side constraints (i.e., there should be space to the side of the path to use to allow passing). A greater width will provide an improved level of service.

	Standard	Minimum	Where width is physically restricted*
Shared use path	3m	2.5m	2m
Footpath	2.5m	2m	1.5m

*Restricted access will usually be where all or part of the route is using a pre-existing alley way or where there are other significant structures which physically prevent the allocation of a greater width. Paths should conform to the general policy in as far as possible. Where there are localised intrusions and/or short lengths over which the path would be less than 2m wide this may be acceptable depending on the circumstances.

In keeping with the Green Plan principles, where possible the route should be set within a landscape and wildlife corridor; and not be limited to the width of a path.

7.2. Surfacing standards for new paths:

It is anticipated that the Green Plan routes will have a range of surfacing types. This range of surfacing will form a hierarchy of standards based on the level of expected use, landscape sensitivity and other factors. The optimum level of surface should always be sought for the expected level of use:

Level 1: Bound surface – e.g. Bitmac Tar/Mac

Level 2: Unbound surface – e.g. road planings and granite dust blinding

Level 3:

a) Re-enforced grass

b) Well maintained farm track

Level 4: Rolled/consolidated grass or compacted suitable ground

Routes which are more urban in setting and expected to have high levels of use should be Level 1 (Level 2 minimum). Routes which are more rural in setting and expected to have lower levels of use could utilise Levels 3 and 4. Consideration should be given to permeable and semi permeable surfaces.

7.3. Structures

Structures will be required at many locations for a range of purposes including, stock control, limiting unauthorized / vehicular access and safety (to reduce speed at junctions with roads).

With the exceptions of highway safety, barriers, including motor cycle/ staggered/ kissing gates, should only be a last resort. They should only be used to address actual problems, not to alleviate fears of future potential problems. They should only be installed when other methods have been considered or trialed and been discounted, or have proved to be ineffective. Even when a barrier is installed, it should ideally only be in place for a limited period until the problem has stopped or considerably reduced.

Design solutions should minimise the obstacle to legitimate users as barriers which stop motorcyclists are likely to also exclude wheelchair / scooter users, parents with prams and pushchairs, some users with mobility impairments (for example, sticks and crutches) and some visually impaired people.

7.4. Gradients

Green Plan routes should be designed to achieve a maximum gradient of 3% with the absolute maximum 5% for lengths up to 100m. On the approach to priority junctions this should not exceed 3%. Where steeper slopes are unavoidable the limiting gradient is 7% for lengths up to 30m.

7.5. Junctions and road crossings

Where Green Plan routes meet or cross the public highway, extra consideration to safety must be given; and Road Safety Officers consulted. Clear signage must be provided, for both users of the Green Plan and the public highway. Dependent upon sight lines, gradients and other local factors, structures may be required to reduce the speed of users of the Green Plan on approaches to roads and pavements.

Dropped kerbs at road crossings should be used to improve ease of use and safety, improving comfort for all users, especially cyclists and pushchair/ Wheelchair users.

7.6. Signage

Way marking and mapping Signage for the Green Plan should be clear, informative and consistent. A Green Plan symbol/logo and colour scheme should be developed and utilised throughout for a consistent look and feel.

Signposts with destinations and distances should be used at all junctions and access points.

Way marking should be used to supplement the main signage and should provide directional information. Way marking should be undertaken in accordance with CBC's Countryside Access Way marking Policy.

Additional information about the Green Plan, including a map of the entire Plan, should be provided at key access points.

The issues of signage, way marking and mapping, along with identity, marketing, promotion and information provision will be addressed more fully in a supporting document (to be produced once this document is adopted).

7.7. Fencing and hedges

The route of the Green Plan should be aesthetically pleasing, wherever possible maintaining a 'green' setting through appropriate planting and landscaping.

Planting and landscaping requirements will vary greatly around the Green Plan, influenced primarily by available space and setting.

All planting along the 'rim' and the more rural 'spokes' should be of native, locally distinctive species. Planting within more urban settings should be decided with robustness and maintenance as key factors.

Wherever possible, Green Plan routes should not be 'fenced-in', with users having a feeling of being contained or funneled. However, at certain access points and other areas, such as where stock is grazing or for safety, fencing will be required (although the route and adjacent land should provide a corridor feel).

Fencing specifications should be robust and in keeping with their immediate setting. In general any fencing should be hardwood Lincolnshire post and rail. Where no existing fencing is present, posts should measure a minimum 125mm x 75mm and rails 100 x 50mm.

7.8. Green Space Standards

Green spaces forming the Green Plan will range from linear paths and corridors, through amenity green spaces to natural and semi-natural open spaces in the wider countryside. All components of the Green Plan should deliver multiple green infrastructure benefits combining and enhancing the quality and value of access, landscape, biodiversity and heritage. Sites forming the Green Plan will:

1. be clearly signposted to and from the Green Plan and the wider network
2. be welcoming, clean and safe.
3. may incorporate public realm features (e.g. sculptures)
4. will provide seating, in both sunny and shaded areas
5. have a naturalistic appearance
6. have attractive views out of or across the site
7. make good use of topography, space and planting
8. protect, manage and provide opportunities for interpreting the historic environment
9. provide informal and engaging activities for people of all ages
10. seek to maximise ecological value and opportunities

7.9. Wider landscape

As part of this project we are seeking to increase the quality of the environment surrounding Holton Le Clay. It is critical that this Green Plan acts as a challenge to all land managers to seek to maintain and develop the quality of the land they manage through the restoration and creation of interconnecting habitats, hedges and woodlands, wetlands and ponds

7.10. Maintenance

To guarantee maximum value, use and longevity of the Green Plan once it is developed, it will need to be maintained to a proper standard to encourage people to use it. Ongoing maintenance work will include verge cutting and surface spraying for which revenue funding will be required. Careful consideration should be given when any planting or landscaping is proposed to ensure that it will not become a problem in the future. Appropriate surfaces should be considered at the development stage to reduce maintenance liabilities in the future.

7.11. Impacts and Constraints

It is acknowledged that the standards and specifications held within this document could potentially have a negative impact on existing features of ecological, heritage or landscape merit. Where this is the case deviation from the standards and specifications within this plan may be permitted with approval from the community.

8. References

- 8.1. Horncastle Green Infrastructure Study: How to Create a Green Wheel for Horncastle (Sept 2014)

<http://horncastleneighbourhooddevelopmentplan.co.uk/wp-content/uploads/2014/10/HorncastleGreenInfrastructureStudy.pdf>

- 8.2. Biggleswade Green Wheel Greenspace Masterplan 2013

http://www.centralbedfordshire.gov.uk/Images/BGW%20masterplan%20250213_tcm6-43375.pdf

- 8.3. Wildlife Trust Green Infrastructure Guide

<http://www.wildlifetrusts.org/sites/default/files/Green-Infrastructure-Guide-TCPA-TheWildlifeTrusts.pdf>

- 8.4. Landscape Institute Position – Green Infrastructure

[Statementhttp://www.landscapeinstitute.co.uk/PDF/Contribute/2013GreenInfrastructureLIPositionStatement.pdf](http://www.landscapeinstitute.co.uk/PDF/Contribute/2013GreenInfrastructureLIPositionStatement.pdf)

