

All
London
Green
Grid

Thames Chase, Beam & Ingrebourne
Area framework



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Note:
This area framework should be read in tandem with All London Green Grid SPG Chapter 5 for GGA03 which contains statements in respect of Area Description, Strategic Corridors, Links and Opportunities. The ALGG SPG document is guidance that is supplementary to London Plan policies. While it does not have the same formal development plan status as these policies, it has been formally adopted by the Mayor as supplementary guidance under his powers under the Greater London Authority Act 1999 (as amended). Adoption followed a period of public consultation, and a summary of the comments received and the responses of the Mayor to those comments is available on the Greater London Authority website. It will therefore be a material consideration in drawing up development plan documents and in taking planning decisions. The All London Green Grid SPG was developed in parallel with the area frameworks it can be found at the following link: <http://www.london.gov.uk/publication/all-london-green-grid-spg>.

Foreword

As a key partner, the Thames Chase Trust welcomes the opportunity to continue working with the All London Green Grid through the Area 3 Framework.

The previous framework can be credited with enabling the delivery of a significant number of projects, regenerating local landscapes to enhance the quality of life of local people. These projects include Dagenham Washlands with its environmental and access improvements; Ingrebourne Hill, a restored landfill providing access and recreational facilities for local communities; the wider Ingrebourne Valley Project, linking community engagement, with conservation and enhancement of this unique natural landscape; Wildspace, the major new Thames-side park including public access and restoration of Rainham, Wennington and Aveley marshes; and Connect 2 linking Harold Hill to the River Thames with a continuous pedestrian and cycle path forming part of the National Cycle Network.

There are also many projects for which design and feasibility stages have been completed and where delivery funding is now being sought: Bretons Bridge, Hornchurch Country Park to Belhus Woods Country Park Greenway and the A1306 to Hornchurch Country Park Link.

The Trust recognises that there are great challenges ahead, particularly with funding constraints on both the development and management of green spaces. There is now clear evidence that an enhanced natural and built environment can generate benefit to the local economy. We must use this argument to support the case for continued investment in green space projects.

We also need to find ways of building financial sustainability into projects, such as has been achieved by the Land Trust at Dagenham Washlands, where an endowment structure guarantees the future management costs of the park. The concept of productive landscapes also offers the potential for new financial models for investment and management of green spaces.

To realise these aspirations we must build on our partnership approach. The work already delivered within the Thames Chase Community Forest has demonstrated the effectiveness of partnership working, in particular in delivering benefits across local authority boundaries.



Ann Bartleet
Chair
Thames Chase Trust

The Trust believes that the Green Grid can engage a wide range of partners using the common vocabulary of Sustainable Development. By bringing planners, developers, government, industry and communities together, we can deliver mutual benefit and added value to our projects. By adopting these principles, we believe we can do more for our landscape, our environment and our communities.

Introduction – All London Green Grid Vision and Methodology

Introduction

The various and unique landscapes of London are recognised as an asset that can reinforce character, identity and environmental resilience. Delivered alongside existing infrastructure such as transport, utilities and schools an enhanced network of open spaces and green infrastructure can serve to shape and support new and existing communities, respond to the challenges of climate change, support economic development and deliver an improved quality of life.

The All London Green Grid has been developed to provide a strategic interlinked network of high quality green infrastructure and open spaces that connect with town centre's, public transport nodes, the countryside in the urban fringe, the Thames and major employment and residential areas. This approach has been extremely successful in accelerating delivery of green infrastructure in East London through the East London Green Grid (ELGG).

Policy 2.18 of the London Plan (July 2011), promotes the provision of an integrated green infrastructure network and supports the extension of the Green Grid to the whole of London.

The ALGG objectives are to:

- adapt to climate change and promote urban greening
- increase access to open space
- increase access to nature, and to conserve and enhance biodiversity
- improve sustainable travel connections
- promote healthy living
- conserve and enhance heritage features and landscape character
- enhance distinctive destinations and boost the visitor economy
- promote sustainable design, management and maintenance
- enhance green space and green infrastructure sector skills
- promote sustainable food production
- improve air quality and soundscapes
- improve the quality of and access to the Greenbelt and the urban fringe
- conserve and enhance the Thames and its tributaries riverside spaces

Area Frameworks

Area Frameworks help to support the delivery of the All London Green Grid objectives. By identifying how the All London Green Grid can be delivered at the landscape scale and across administrative boundaries. To achieve this they;

- establish a comprehensive baseline understanding of each area
- define a vision, area objectives and strategic opportunities for each area
- ensure that sub-regional and strategic projects interface with Borough level planning, regeneration, transport and open space strategies and processes
- identify the resources required and form bidding strategies to deliver the funding for strategic projects
- consolidate resources, coordinate efforts and facilitate partnership working
- support the preparation of Delivery Strategies
- address the recommendations of the Drain London research project and ensure that the possible flood and surface water management opportunities are incorporated within the ALGG.

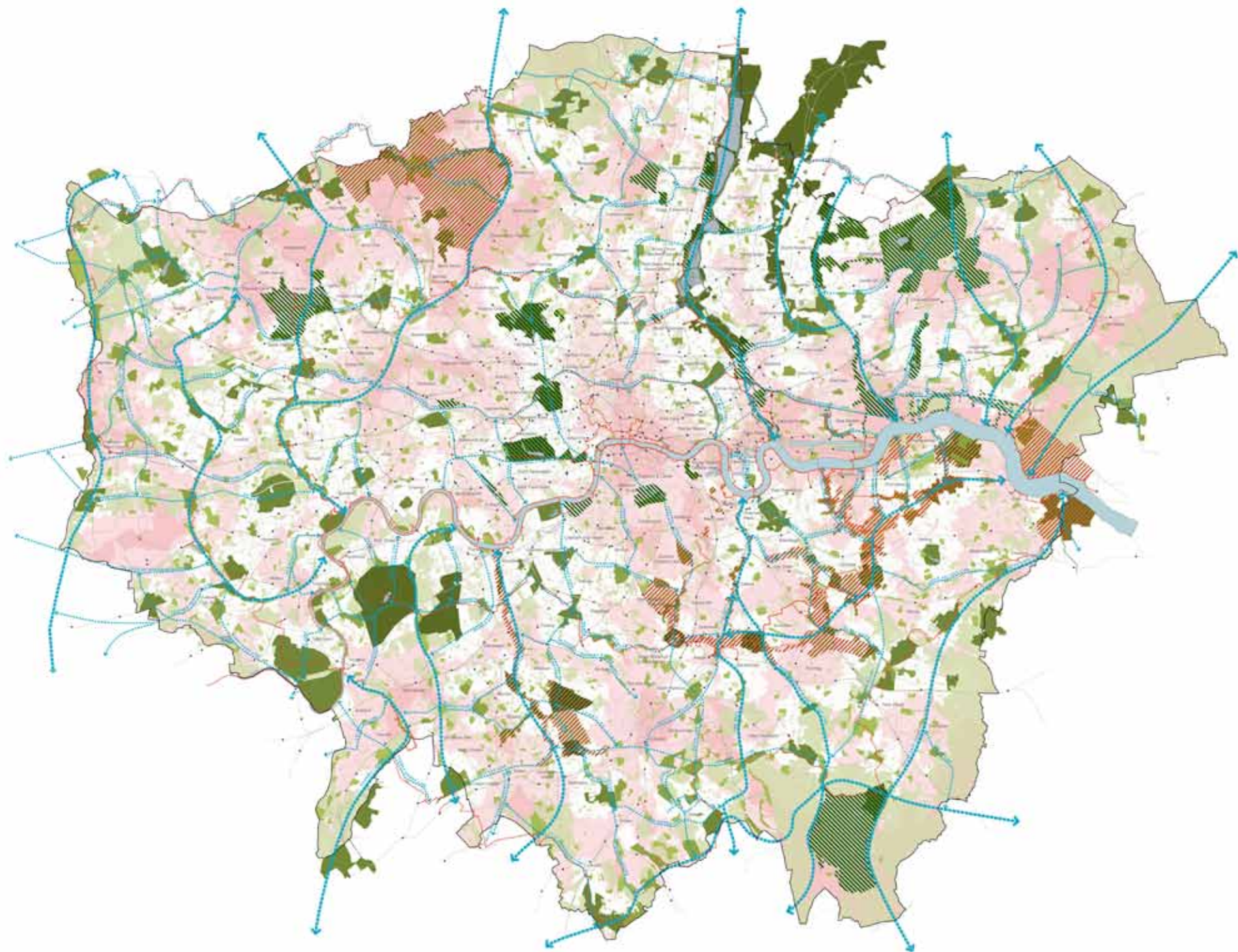
ALGG Area Frameworks expand on the implementation points and strategic opportunities identified in the All London Green Grid Supplementary Planning Guidance to the London Plan. Subject to boroughs agreement ALGG Area Frameworks can also form part of Local Development Plans, Development Plan Documents and or Joint Area Action Plans.

Partnership - Working

Strong and open working relationships with many partners are key to delivering the All London Green Grid. By setting out strategic objectives and opportunities at the sub-regional level, the Area Frameworks help to encourage and facilitate existing and new partnerships that involve regional and local government; government agencies; regeneration and environmental organisations; private green space managers; and the green space jobs and skills sector.

The Green Grid process includes the formation of Area groups, to implement the Green Grid vision, objectives and projects, at the landscape scale. By utilising and expanding existing structures and forming new groups where they do not exist already, 11 ALGG area groups have been established across London. A London-wide Project Board and a Working Group provides the strategic management structure for the ALGG project.

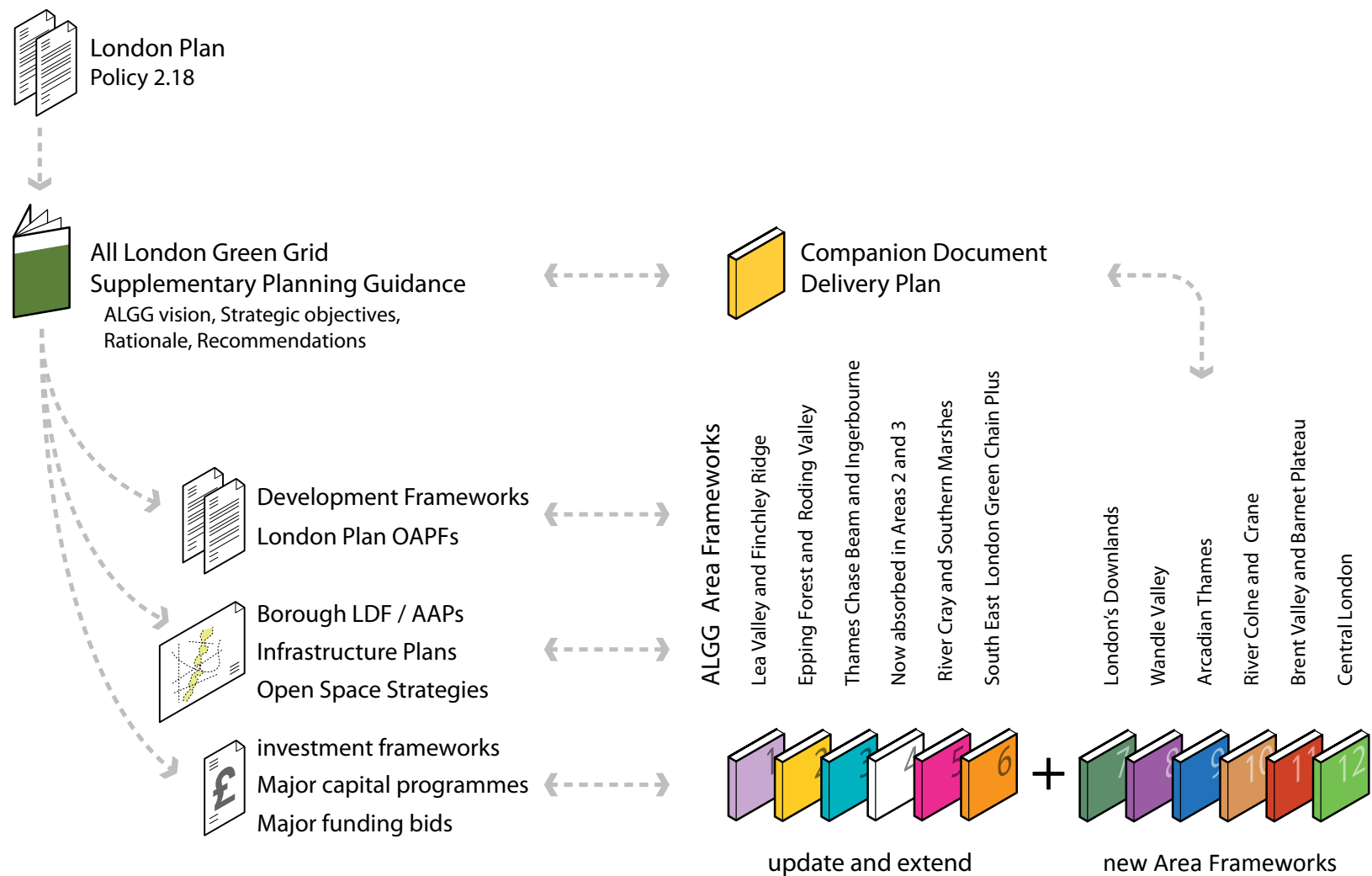




The map above illustrates the strategic Framework Plan for the All London Green Grid SPG to the London Plan. The composite drawing illustrates open space typologies, open space deficiency and primary transport corridors. It identifies strategic opportunities for the Green Grid area.

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- Strategic Corridors
- - - Strategic Links
- Metropolitan Park Opportunities
- Regional Park Opportunities
- Regional Parks
- Metropolitan Parks
- District Parks
- Local Park and Open Spaces
- Small Open Spaces - Pocket Parks
- Other / Private Open Spaces
- Strategic Walking Routes
- Strategic Cycling Routes



Area Frameworks have 4 Sections

Section 1
Area Strategy

This section examines the context and baseline conditions, to propose a vision, area objectives and a set of area strategic opportunities in line with the ALGG SPG. Together these form a framework for future change, project development and evaluation.

Section 2
Project Identification

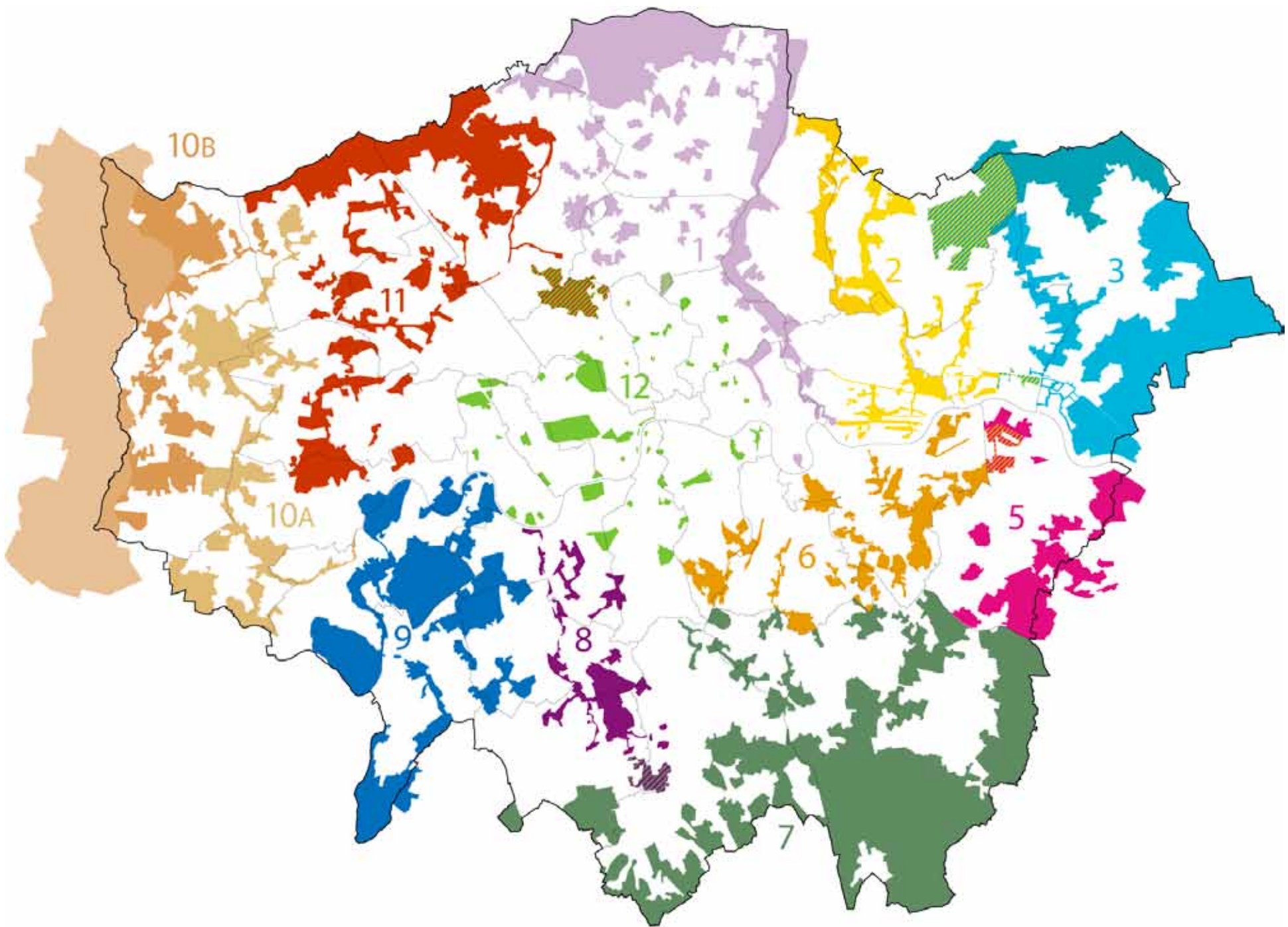
A schedule of project suggestions for consideration by the area group, design advisor and working group. Including interventions to be delivered through development, and those requiring site acquisition. Each project is mapped and described in a rolling project list.

Section 3
Phase Two Delivery

The results of the area's project review and assessment, identifying the projects which best deliver the strategic objectives, as well as those which are feasible and deliverable. Thereby constituting a next phase of delivery.

Section 4
Forward Strategy

The area chair and design advisor summarise a particular delivery and funding strategy to take forward the first phase of delivery.



The ALGG SPG proposes that London be divided into eleven Green Grid Areas as illustrated above. The formation of ALGG Area steering groups bring together the London boroughs, representatives of partner agencies and other stakeholders to develop and implement the Green Grid vision, objectives and projects, area by area.

- | | | | |
|---|------------------------------------|----|---------------------------------|
| 1 | Lea Valley and Finchley Ridge | 7 | London's Downlands |
| 2 | Epping Forest and River Roding | 8 | Wandle Valley |
| 3 | Thames Chase, Beam and Ingrebourne | 9 | Arcadian Thames |
| 4 | Is now absorbed in Area 2 and 3 | 10 | River Colne and Crane |
| 5 | River Cray and Southern Marshes | 11 | Brent Valley and Barnet Plateau |
| 6 | South East London Green Chain Plus | 12 | Central London |

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Looking across Havering and Dagenham to the Thames and beyond

Area Strategy

This section examines the local and strategic context to establish a distinct vision and set of objectives for the area. These have been developed to establish a framework for future change, project development, evaluation and prioritisation.

Area Strategy – Area Description

Area Description

The Fairlop, Beam and Ingrebourne Green Grid Area includes the boroughs of Barking and Dagenham, Redbridge and Havering. The area includes three of the landscape character zones identified by Natural England. The Natural Signatures of each of the relevant landscape zones are as follows:

Essex Plateau

Mosaics of ancient woodland, wood pasture and acid grassland within the former royal hunting ‘forests’ at Epping Forest and Havering.

North Thames Terraces

Flat, open grassland, stepping up from the Thames, with narrow sinuous strips of woodland marking the alignment of tributary creeks.

Lower Thames Floodplain

A vast, flat riverside zone of grazing marsh grading to reedswamp, mudflats and the wide tidal Thames – the most striking and immediately visible natural element in London.

Up until the early twentieth century the area was strongly rural with small village communities whose livelihood was based on market gardening and livestock farming. From the 1920’s onwards major housing and industrial developments completely changed this pattern.

The area to the north of the A13 is now characterised by clusters of post-war housing often in surprising proximity to landfill sites, many of which are now disused and in various stages of re-naturalisation. One example of this is Eastbrookend Country Park and the surrounding housing clusters at Dagenham and Elm Park. Significant housing areas where economic investment is being targeted by the Borough’s include Harold Hill, and the Mardyke Estate. In general, access to green space is good although the quality and level of management within these spaces is very varied.

South of the A13 has a more industrial character interspersed with areas of marsh land while the outer fringes to the east and north, include open countryside where farming and rural industries take the place of urban industry and post-war housing. There are major opportunities for job creation in existing and new enterprises within the London Riverside area. The land north of the A118 is mainly flat arable land, with large open fields, such as Fairlop Plain.

The Plain also contains country parks and areas of gravel extraction and landfill. The Seven Kings water runs through the plain but is largely culverted and is hidden from view.

Open space in and around Dagenham is a mosaic of large scale parks set in urban residential mass. There are significant barriers to north / south and east / west connectivity including road and rail infrastructure and ‘lost’ river corridors. The urban areas present relatively few opportunities to plant trees.

Thames Chase Community Forest covers part of the area. The Beam River valley is predominantly flat, open flood plain with sparse tree cover, although there are pockets of woodland and scattered trees in the parks. Lack of access to the watercourses is a key issue as well as degradation of existing watercourses.

The Ingrebourne valley is a gently sloping landscape at the eastern edge of Hornchurch and Romford with a predominantly rural/urban fringe character. Access along the edge of the Ingrebourne River is good, with the London Outer Orbital Path running almost along its full course. The wetland valley through Hornchurch Country Park is spectacular and regionally important for wildlife. North of Upminster, the Ingrebourne has steeper valley sides, the river meanders more and land use consists mainly of pasture and arable fields. The land is relatively unspoilt, unlike the lower river valley which has been affected by gravel extraction and landfill.

Rainham, Wennington and Aveley Marshes in the south east of the Green Grid Area form the Inner Thames Marshes SSSI. This area comprises flat grazing marshes of grassland and reed beds, intersected by a network of ditches and provide an important wildlife habitat for many species of animals and plants. The central part of the SSSI is a raised area of salt water dredging beds that are now declining in use. The London Riverside Conservation Park (Wildspace) will comprise the marshes and the adjacent restored landfill. Wildspace will be a regional visitor destination promoting access to nature and to open space and contribute to the regeneration of London Riverside. The park will be the culmination of the work of a partnership that includes public and private sector organisations.

Open Space Links

The Ravensbourne River Link follows the Ravensbourne River through the residential area of Emerson Park north of Hornchurch, past Hornchurch Sport Centre and through Harrow Lodge Park. There is currently no public access to the river where it runs through the residential area. The river is heavily engineered and for the most part lacks any green corridor.

The London Riverside Link includes the Barking Reach development site and the Dagenham Docks Industrial Estate. A number of ditches and small water courses run through the area which provide an important habitat for water voles, birds and vegetation. The Thames itself is an important east-west linkage for wildlife with London’s widest mudflats, a UK priority habitat which supports important numbers of overwintering birds.

The Goresbrook Link follows the Goresbrook River from Parsloes Park in Barking and Dagenham, through Goresbrook Park, the industrial and commercial development between the A13 and the railway line, and along the eastern boundary of the Barking Reach development site before reaching the River Thames. There are only two sections of this link where there is public access to the river: Goresbrook Park and the southern end of the link adjacent to the River Thames and Horse Shoe Corner. The river is buried underground in a culvert through Parsloes Park, is more natural through Goresbrook Park but is artificially straight and is poor to the south of the A13, suffering from its post industrial setting.

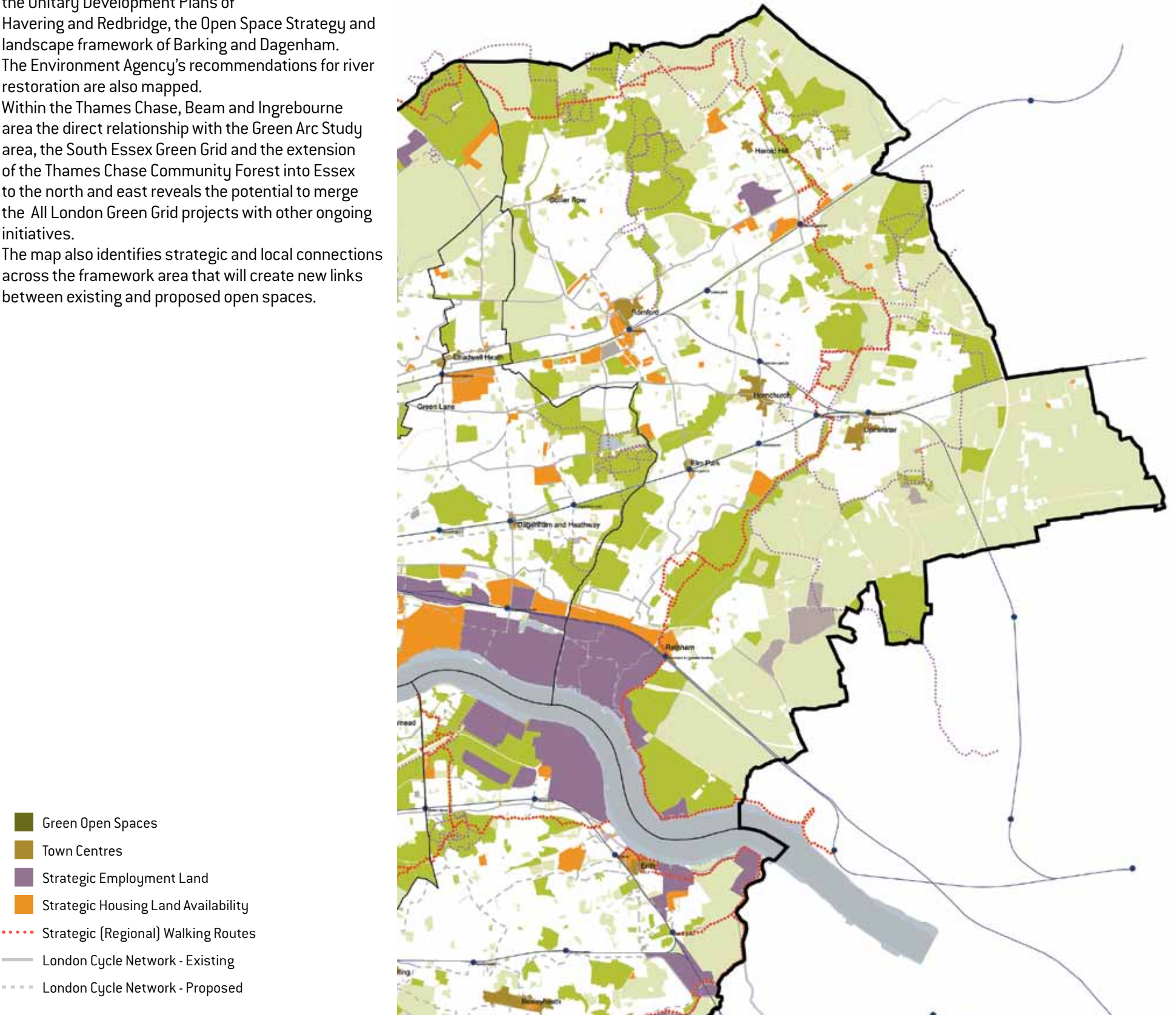
Area Strategy – Strategic Context

Strategic Context

This map illustrates the development context for Area 3 ALGG network. Information has been collected from the Unitary Development Plans of Havering and Redbridge, the Open Space Strategy and landscape framework of Barking and Dagenham. The Environment Agency’s recommendations for river restoration are also mapped.

Within the Thames Chase, Beam and Ingrebourne area the direct relationship with the Green Arc Study area, the South Essex Green Grid and the extension of the Thames Chase Community Forest into Essex to the north and east reveals the potential to merge the All London Green Grid projects with other ongoing initiatives.

The map also identifies strategic and local connections across the framework area that will create new links between existing and proposed open spaces.



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Area Strategy – Strategic Context

London Borough of Havering

Havering is the third largest borough in London, to the north east of London, the borough sits on the rural Essex fringe. The borough has a large proportion of elderly residents over 65, this is expected to decrease in the next ten years due to the increase in new households. However this will be counterbalanced by an increase in the very elderly, those over 85. The Core Strategy identifies the need to provide environments accessible for both the elderly and those with young children. Much of the borough is bordered by Green Belt and there are three SSSI's within the borough boundary including the Inner Thames Marshes which the Core Strategy has identified as of importance for improving informal recreation opportunities in open space and countryside.

London Borough of Barking and Dagenham

Historically the population of Barking and Dagenham has been fairly stable and predominantly white however predictions indicate the population will rapidly increase by around 60,000 and become more ethnically diverse in the next 15 years. The borough is the 9th most deprived in London. The principal areas of growth are identified as Barking Riverside, Dagenham South and Barking Town Centre. The Joint Strategic Needs assessment identified improving health as a significant challenge in the area. The Core Strategy identifies improvements to existing open spaces to enhance user satisfaction through environmental enhancement, water management and flood protection, connectivity between parks via tree lined streets, wildlife corridors, cycle routes and enhanced biodiversity particularly along the banks of the River Roding and River Thames.

Redbridge

The population of Redbridge is expect to grow by around 13% in the next 10 years. The Borough is relatively diverse with some of the most ethnically diverse wards in London. The population density is slightly lower than the London average. The Core Strategy identifies a Green Environment as strategic policy setting out an approach to protecting open spaces and promoting nature conservation and providing recreational areas for residents and visitors. This has informed an approach to urban development that is intensified in centres such as Ilford and Gants Hill thus preserving Green Belt land. A third of the Borough is designated as Green Belt.



River Rom, Romford Town Centre



Vision

The area has a high level of productive landscape located on the rural Greater London fringes. Green space development within the urban and riverside regions will provide increased opportunity to extend productivity towards the river. Present and proposed strategies include re use of municipal green houses, reintroduction of grazing cattle and extension of productive woodlands throughout the Thames Chase.

Much of the landscape within Area 3 is at some stage in a cycle of industrial use and remediation / re use. As these landscapes become redundant / available for use then chances to extend green space and activity will be taken. Landfill sites such as those within the Inner Thames Marshes SSSI and those in and around the Ingrebourne Valley offer opportunities for new green infrastructure. Other landscapes such as the PLA silt lagoons that are now declining in their value to wildlife should be seen as important moments within which the ALGG objectives could be fulfilled.

Many chances exist to create long distance green-routes through and around the area with the London Riverside Conservation Park and the rural fringes as anchors. Routes such as Romford to Havering Atte Bower, link this rural villages to the Thames through the urban centre of Romford. Use of the river corridors and their naturalisation is an efficient and achievable means to facilitate these linkages. Circular routes at new various scales will be achieved through east / west connectivity for instance through the Mardyke, Ingrebourne Valley, Bretons and to the Goresbrook.

Increased linkage creates the possibility of several circular routes beginning or including the London Riverside Conservation Park and with the possibility of arriving at several transport interchanges such as Upminster or Romford. These connections open the area to the wider region and London, offering visitors a chance to access the Thames frontage via foot or cycle. Work to the National Cycle Network route 13 makes long distance cycle journeys into and out of London possible from the area.

Perhaps most importantly the increased access to and quality of green infrastructure in the area will be enhanced by new need for and visibility of green skills. Professionals in the field such as graziers, forestry management teams and wild life conservation workers will be needed within the area and current skills should be extended and passed on. It is possible that these people might become part of the education network available in connection to the areas green space available to local schools and community groups.

Future Change

There are currently several complete or nascent projects within the area that were identified within the ELGG phase one. The future of some significant green spaces have been agreed and are in the process of taking shape but many others have not been agreed and are in need of investment. Further work on linkages and green corridors within urban areas is also needed if these projects are to become embedded. So far, of the spaces that have been invested in, the work has been largely capital, phase two also seeks to begin more investment in community based engagement and green skills and education. Not only could these living landscapes be important habitats but also important places for activity and learning within the communities of Area 3 and the region.



Increase access to open space, the Green Belt and the urban fringe

To improve the quantity and quality of accessible open space and to enable people to access it more easily, especially in areas of deficiency, through;

- Overcoming physical barriers (i.e. rivers and streams, railways, roads) to existing and new open spaces
- Negotiating and enabling access to open space where access to the land is currently restricted by the landowner (e.g. utility companies)
- Completing the north south recreational route down the Ingrebourne valley, connecting Harold Hill to the Thames
- Developing interconnected and linear parks along other existing watercourses such as the Beam, Goresbrook, Rom, Seven King’s Water and Carter’s Brook
- Ensuring all opportunities offered through redevelopment of the urban fabric, particularly existing industrial areas (e.g. London Riverside) optimise the access to and the interface with the open space network
- Developing a network of routes that offers users a range of recreational opportunities and experiences
- Improving access to and through current parks and open spaces such as Bretons and East Brookend Country Park to give benefit to neighbouring urban areas
- Improving routes within existing parks to the north to enhance access to surrounding countryside



Conserve landscape and the natural environment and increase access to nature

To improve visual and physical access to nature, especially in areas of deficiency, through;

- Encouraging connectivity of habitats along the Ingrebourne and its tributaries to encourage biodiversity
- Strategic improvements to river courses including naturalisation, de-canalisation, habitat creation, species re-introduction, and improved management regimes of the water network and surrounding landscapes
- Identification and protection of natural resources and the habitats of protected species, and, where non-disruptive, enabling access to currently inaccessible sites
- Optimising the ecological value of sites of nature conservation importance, especially in Sites of Special Scientific Interest such as the Ingrebourne Valley and Inner Thames Marshes
- Developing public facilities and activities which encourage public understanding and engagement with their local natural landscapes
- Enhancing physical access in and around Rainham Marsh to improve access to nature for residential and business communities in the south



Adapting to climate change

To utilise the open space network to help minimise flood risk and reduce the impact of the ‘heat island effect’, through;

- Increasing flood storage capacity through increased open space provision within the flood zone, and where appropriate the de-canalisation of watercourses such as the Goresbrook within Parsloes Park
- Reducing rates of water run-off by promoting the installation of green roofs and sustainable urban drainage through development policies
- Changing management regimes of amenity open space to cope with increased areas of street tree cover and natural plantscapes to provide shade and counteract the ‘urban heat island’ effect
- Utilising the potential of flood defence structures to create paths and improve access to currently inaccessible open space
- Coordinating project investment with the emerging Drain London strategy to optimise opportunities for flood mitigation



Making sustainable travel connections

To improve connections to and between open spaces, to create an integrated network of green space. This can be implemented through;

- Completing the strategic north south cycle and pedestrian routes down the Ingrebourne and Beam Valleys
- Extending and enhancing cycle routes (e.g. Sustrans Greenways) through the open space network
- Developing pedestrian and cycle routes through the Green Belt as a major sustainable transport route
- Improving routes from urban centres and transport hubs to the open space network
- Capitalising on the routes of watercourses to create characterful pedestrian and cycle routes
- Delivering new pedestrian and cycle routes across existing infrastructural barriers
- Developing routes linking the Beam and Ingrebourne Valleys and beyond for neighbouring communities
- Negotiating access to strategic routes that are currently inaccessible
- Building upon existing walking and cycling routes such as the Capital Ring, the London Loop, the Thames Path, and Sustrans National Routes 13 and Connect 2



Enhancing distinctive visitor destinations and boosting the visitor economy

To improve the quality and range of visitor destinations to attract visitors from near and far through;

- Improving and publicising existing visitor attractions, facilities, and amenities including nature reserves, golf courses, equestrian center, football and athletics pitches, scenic walking routes, heritage features
- Promoting the inherent characteristics of the Thames Chase, Beam and Ingrebourne, with its varied natural and man-made landscapes as a visitor destination
- Encouraging local organisations to maximise the potential of current facilities and introduce new activities within the existing open space network
- Encouraging the coordination of diverse and complementary programmes and facilities by various authorities, landowners, and organisations
- Encouraging and facilitating the organisation of events by local communities and offering open days to encourage a sense of place, ownership and shared local identity
- Developing and supporting new visitor destinations such as Rainham Hall and its gardens, Rainham Marsh, the Three Crowns Café, Bretons Hall and a new riverside space at Dagenham Dock



Promote healthy living

To ensure that the green space network within the area supports the development of healthy communities through;

- Improving existing and creating new play-spaces and sports facilities within the open space network
- Improving the access to the open spaces of the area for healthy recreational opportunities, including walking, gardening, cycling and horse riding
- Maximising the opportunity for the Thames Chase, Beam and Ingrebourne areas to become a focal point for sustainable urban neighbourhoods
- Encouraging the use of sustainable travel connections
- Identifying areas of health inequality and obesity in relation to the open space network, and improving access to open space for those in most need
- Providing suitable facilities and activities for the local demographic such as sports facilities for young people and easily negotiable routes for the elderly



Promote sustainable food production

To build upon the presence of existing productive landscapes within the Thames Chase, Beam and Ingrebourne area through;

- Improving the quality and facilities of existing allotment sites
- Creating new food growing opportunities, allotment sites and community gardens within the open space network
- Encouraging and enabling social enterprise schemes
- Looking for opportunities to extend the provision by exploring possibilities for creating other productive landscapes including coppicing, fish ponds, watercress beds
- Supporting the re-use of public greenhouses such as Central Park to provide new food sources and local employment
- Develop the Railway Allotments project to provide new growing space
- Upgrade and extend existing bee keeping facilities (e.g. under the Ingrebourne Catchment Engagement Programme)
- Support proposals for the introduction of short rotation forestry by the Forestry Commission

Promote green skills and sustainable design, management and maintenance

To develop green space and green infrastructure sector skills in order to maintain a high quality green space network and support London’s transition to the low carbon economy through;

- Engaging the public with open days, short courses, and opportunities for voluntary work
- Integrating climate change mitigation and adaptation into all areas of green skills education and training
- Providing coordination, access to expert advice, training and knowledge transfer across various green space organisations
- Providing instructional signage and interpretation throughout the green space network



1

Fairlop & Seven Kings
Access

Improve the access to and the landscape quality of Fairlop Plain as part of the Redbridge Link and open up the Seven Kings water running through the site to add to the diversity of the landscape.



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2	3	4	5	6	7
<p>Ingrebourne Improvement</p> <p>Improve and protect the landscape value of the Ingrebourne valley, providing for informal recreation, reinforcing woodland planting, conserving and re-creating habitats.</p>	<p>Fairlop to the Thames</p> <p>Create an accessible open space network through the Dagenham corridor, linking Hainault and Fairlop with the Thames, providing long distance paths and strengthening east-west connections.</p>	<p>River Corridor Links</p> <p>Improving links, north to south along river corridors such as Gores, Wantz, Ravensbourne, Mardyke and Beam by upgrading access infrastructure and transforming parks en route.</p>	<p>East - West Borough Links</p> <p>Improve and strengthen east/west links across neighbouring boroughs by increasing access and connectivity along major east/west infrastructure corridors such as the A13, A1306 and railway lines and by opening new cycle corridors and tree lined streets.</p>	<p>Romford Park</p> <p>Provide a new public park, civic square and tree lined streets within Romford Town Centre and enhance pedestrian and cycle routes to surrounding green spaces as well as restore and enhance access to the River Rom in Romford town centre through opening up of culverts, naturalising over channels and enhancing the recreational potential of the river.</p>	<p>Thames Chase Mosaic</p> <p>Create a mosaic of open spaces and woodland in Thames Chase, that might be used for biomass, orchards for food production, allotments, wet woodlands and screening and improved access to the open countryside.</p>
8	9	10	11	12	13
<p>Landfill & Quarry Remediation</p> <p>Restore previous mineral extractions and landfill sites with an accessible landscape structure of woods and hedgerows for instance Pinch Mountain and the landfill site at Rainham when this becomes inactive.</p>	<p>London Riverside Conservation Park</p> <p>Create the London Riverside Conservation Park as an exemplar sustainable regional park for the 21st century, restoring and enhancing biodiversity and floodplains and providing informal opportunities for recreation in the countryside</p>	<p>Ingrebourne Education and Engagement</p> <p>Promote community engagement, teaching and events within open spaces along the Ingrebourne catchment. Provide educational access to professionals working within the natural landscape.</p>	<p>London Riverside Link</p> <p>Create a linked network of accessible open spaces with a strong wetland character, along the London Riverside Link.</p>	<p>Natural Goresbrook</p> <p>Open up the culverted sections of the Goresbrook restoring naturalised river banks and floodplains, providing access along the Goresbrook Link from Parsloes Park through Goresbrook Park and the Barking Riverside development site to the Thames.</p>	<p>London Outer Orbital Path</p> <p>Improve the London Loop long distance footpath linking Rainham village and the Thames and integrating other foot and cycle routes and destination points within the Green Grid Area</p>



Dagenham Dock



Project Identification

This section details all Thames Chase, Beam and Ingrebourne project suggestions: public authority projects, interventions delivered through development, and site acquisitions. Each project is mapped, described within a rolling project list and assessed against this area's strategic opportunities. There is also an update on progress of key projects within the previous Area Framework.



Rainham to Purfleet Path

The new path, part of the Rainham to the River and National Cycle Network Route 13 projects, connects Rainham to Purfleet via Rainham Marshes and the Thames riverside. The path requires several bridges on the Rainham Marsh section as well as new pedestrian crossing structures beneath the A13 fly-over.



Washlands Bridge

Strategically important new bridge link on Dagenham Washlands across the Beam. The project, opened in 2010 was delivered with the help of the Environment Agency and the Veolia Landfill Trust as part of the Dagenham Washlands project (3.1.01).



Three Crowns Link Path

Important link connecting Rainham with the Thames and forming part of the Rainham to the River project. The path runs across Rainham Marsh Local Nature Reserve which will be leased and managed by the RSPB.



Three Crowns Riverside Space

A new riverside space forming the final moment in the Rainham to the River Cluster. New landscaping and provision for a cafe facility in the future enhance a space that offers extraordinary views across the Thames and on the Dartford.



Marshland Discovery Zone

Located at Wennington Marsh, a classroom and learning area for the RSPB as part of the Wildspace project. This project facilitates educational visits to the RSPB run marshes by school groups from London and other parts of the country.



Mardyke Bridge

A strategically important new bridge link across the Mardyke River linking Wennington / Aveley Marshes to Purfleet. The bridge provides improved access to the marshes and the RSPB centre from Purfleet.

Project Identification – Project Update



Rainham Marsh Local Nature Reserve

Two parcels of marsh land have now been formally declared a local nature reserve and have had a significant capital project of landscape work and visitor / farm infrastructure undertaken.



Chequers Lane

Public realm and highways work along Chequers Lane, Dagenham. The work creates new linkages to the Thames waterfront from Dagenham Dock rail station.



Rainham Hall Gardens

Renovation of the gardens at Rainham Hall for the national trust. The work will offer visitor access for the first time.



Rainham Trackway Bridge

Replacement of a concrete CTRL rail ramp with a new pedestrian footbridge that lands directly on Rainham Marsh. Work began on site in January 2011.



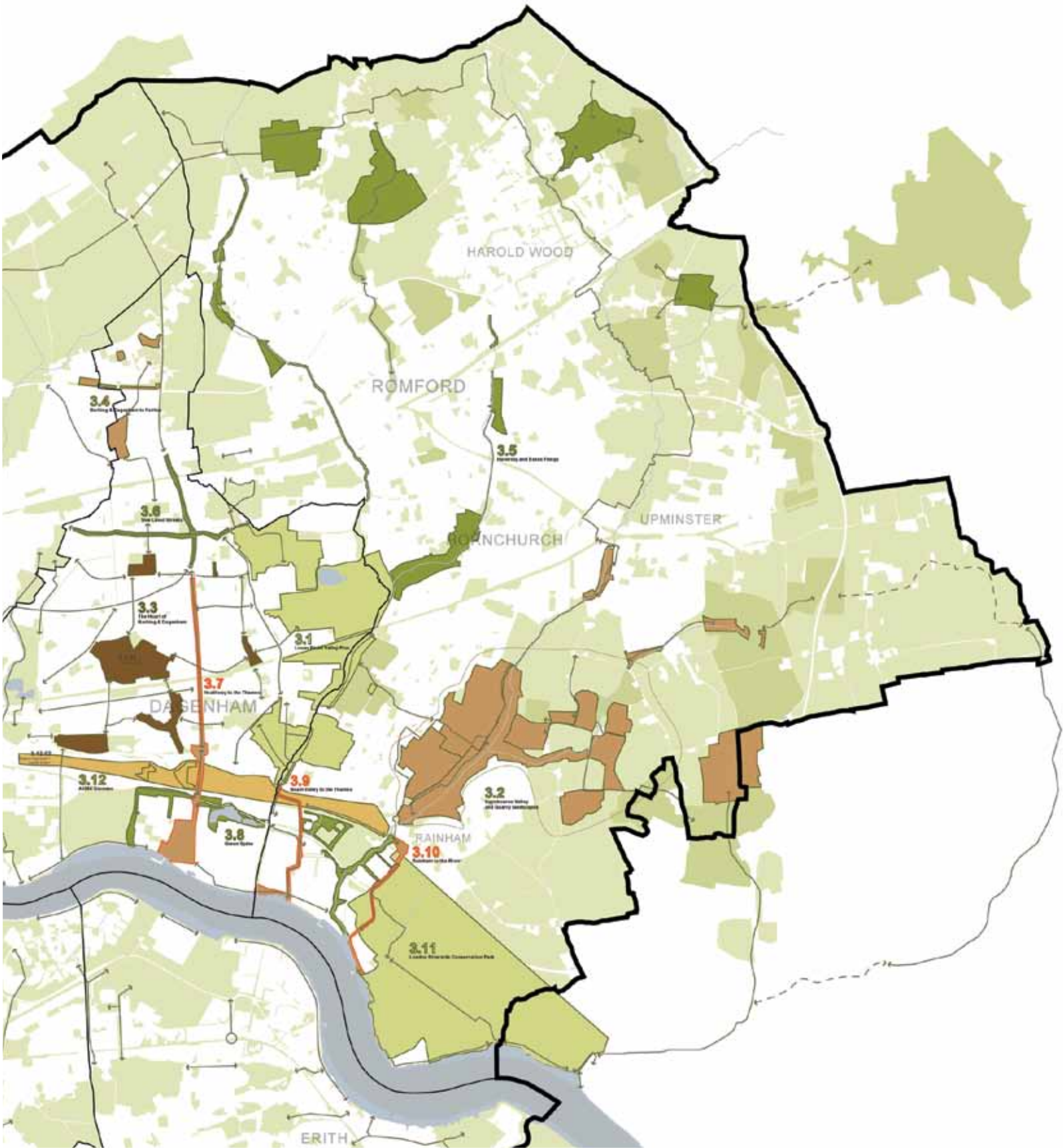
Rainham Transport Interchange

New public realm work associated with a new transport interchange and site of future library.



Rainham Village Walkway

Public realm upgrade, new public space and walkway between Rainham village and the neighbouring supermarket.



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Clusters
The projects identified for the Area 3 Framework have been arranged into clusters that are either related in terms of geographic proximity, landscape character or where one cluster becomes the parent project of a number of smaller projects that can be implemented independently but have an over arching strategy that will deliver an interconnected project of strategic significance. The clusters are summarised on the opposite page.

Project Identification – Clusters

3.1 Lower Beam Valley Plus

At the lower reaches of the River Beam just prior to meeting the River Thames there lies a patchwork of project opportunities clustered around the Dagenham Washland project. Largely characterised by landfill landscapes the projects seek to address access across borough boundaries and the river itself through the creation of greenways and the design of bridges.

3.4 Barking & Dagenham to Fairlop

In the north of Barking and Dagenham there are a number of projects that respond to the infrastructural division that is created by the A12. The projects that flank the northern edge of the arterial road seek to create a landscape that is of use to local communities and an environmental buffer between the road and the adjacent housing.

3.7 Heathway to the Thames

A phased programme of works to improve the quality of the public realm between the Heathway District Centre and the River Thames at Dagenham Dock.

3.10 Rainham to the River

Enhanced public realm and foot and cycle linkages connecting the Ingrebourne Valley and Rainham Village centre to the Thames frontage at Three Crowns.

3.2 Ingrebourne Valley and Quarry Landscapes

These landscapes are the product of gravel extraction, landfill and land reclamation process. Many of these landscapes have already been remediated but this process occurs in isolation, creating a fragmented landscape. Projects in this cluster seek to redress disconnection through the creation of Greenways, opening up access points to the sites, to create landscape strategies and environmental designs for those areas that have not been remediated.

3.5 Havering & Essex Fringe

This cluster is encapsulated by the M25 and is the boundary landscape between Greater London and south Essex. The projects in this cluster primarily concern connectivity between disparate local open spaces with the strategic intention of creating a continuous green corridor along the length of the River Ingrebourne. There are also a number of Victorian Parks that are in need of enhancement and improved access.

3.8 Green Spine

A range of projects forming the core of London Riverside between the A1306 and the north bank of the Thames. This includes new public parks, enhanced river corridors and east-west foot and cycle linkages.

3.11 London Riverside Conservation Park - Wildspace

The public and wild spaces of Rainham Wennington and Aveley Marshes are a high priority project and as such is one of the most strategically significant projects in the East London section of the All London Green Grid.

3.3 The Heart of Barking & Dagenham

The projects identified within this cluster are primarily related to existing public parks. In parallel there are a number greenway projects that will provide greater connectivity between these parks. The existing parks are a rich historic and cultural asset that require a review of programme and a redefined approach to biodiversity, management and maintenance.

3.6 Tree Lined Streets

The tree lined streets will create verdant boulevards throughout the borough of Barking and Dagenham, providing a hierarchy of playful and safe route opportunities between parks, schools, hospitals, shops and places of work, rest and play. These streets reinforce the green infrastructure that links key Green Grid projects within the borough.

3.9 Beam Valley to the Thames

A strategic north-south axis of new and enhanced public realm and foot and cycle linkages connecting Dagenham Washlands with the Thames.

3.12 A1306 Corridor

Enhancement of road corridor and new public realm projects associated with major development sites of Castle Green, Chequer's Corner, South Dagenham, and Rainham Village Extension.

Project Identification – Projects Map

Identified projects

The Area 3 Framework is composed of a number of projects of various types including: open space improvements, open space creation, new access points to open spaces, habitat or riverine improvements, community engagement, feasibility studies and promotion projects.

The following map illustrates the disposition of the projects in the framework area. This is followed by the rolling projects list, which provides a description of each project alongside delivery arrangements.

Project Mapping

Open space projects

Phase two project

Completed project

Linking projects

Phase two link

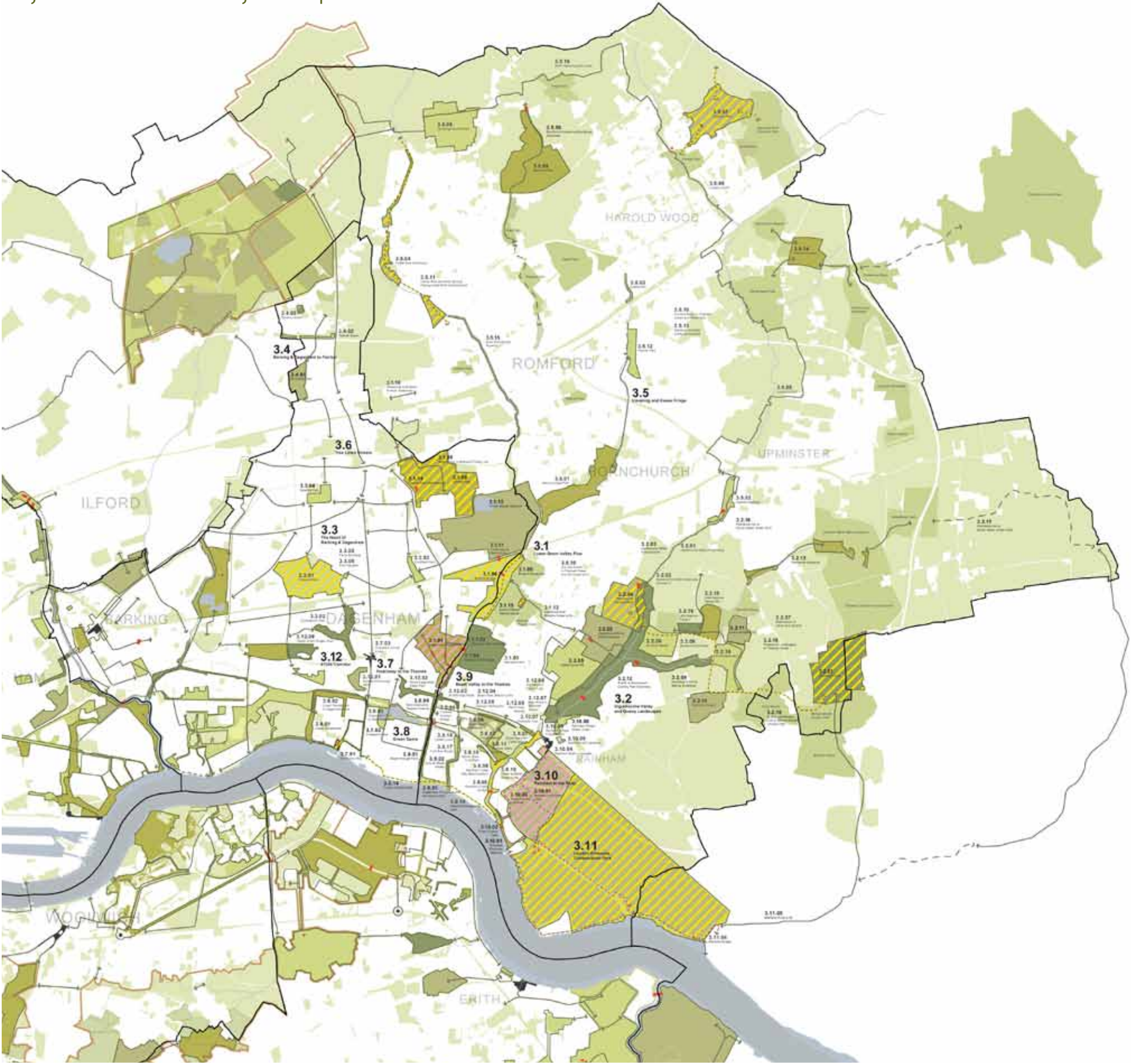
Buildings and structures

Regional park study

3.1.03 Project code

Related open space

Project Identification – Projects Map



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Project Identification – Rolling Projects List

Complete

Phase two

Project Number	Project Name	Project Description	Next Steps	Project Size (Ha/Km)	Project Owner	Estimated Cost	Funding in Place	Funding Required	Stage *
3.1	Lower Beam Valley Plus								
3.1.01	Dagenham Washlands	The Dagenham Washlands is a partnership project between the Environment Agency, the Land Restoration Trust and the LB Barking & Dagenham, including access and habitat enhancements to a 53 Hectare area of open space. Dagenham Washlands functions as a flood storage area (FSA). The EA is investing over £12.5m to further reduce flood risk to the South Dagenham area by increasing the capacity and integrity of the FSA. The works to the washlands and its margins are being designed and implemented to provide a substantial new parkland for existing and future communities, accommodating not just flood water but also people and wildlife. Outcomes will include: improving and formalising public access; providing a strong greenspace identity and routeways; delivering and sustaining significant habitat enhancements; engaging local communities to maximise participation; establishing a single management regime.		125.3 ha	Land Trust	£3,400,000	complete	complete	7
3.1.02	Mardyke Farm Greenway	Safeguard the extension of a greenway from South Dagenham Road to A1306, pending closure of landfill		694 m	LB Havering				0
3.1.03	Mardyke Farm	Land restoration scheme currently being implemented on privately owned land. The agreed restoration scheme has been designed to create opportunities for both public access and nature conservation in this part of the Dagenham Corridor. A long term development and management plan are required which could include further restoration and habitat creation. Uncertainty of landfill restoration programme.		47.7 ha	LB Havering				2
3.1.04	Mardyke Farm Bridge	New bridge between LB Barking and Dagenham and LB Havering across the Beam River adjacent to Mardyke farm restoration site.		0.5 ha	LB Havering	£80,000	complete	complete	7
3.1.05	Bretons Greenway	North - South Greenway Consultation. Detailed Designs New Bridge, New Greenways, New signage showing connections between Bretons and Ingrebourne Valley Forestry Commission land, New surfaced path, Improvement to crossings on Rainham Road and South End Road, Marketing.		1178 m	LB Havering	£376,000	£0	£376,000	3
3.1.06	Bretons Bridge	A new foot or equestrian bridge across the River Beam to connect Beam Country Park to LB Havering's Bretons complex. This is a vital link for the Thames Chase Forest circle. Feasibility/scoping complete.	Review existing feasibility and prepare RIBA stage C/D design for planning submission	0.6 ha	Thames Chase Trust/LB Barking and Dagenham/LB Havering	£150,000	£0	£150,000	2
3.1.07	Dagenham Green Corridor	Programme of improvements throughout the Beam valley focusing on the signage, paths, entrance ways and lakes.	Secure funding and begin work.	111.7 ha	LB Barking and Dagenham	£450,000	£0	£450,000	3
3.1.08	Central Park	Existing District Park requires a landscape masterplan consultation and implementation programme.	£50k has been spent but further work is needed and would have to begin with feasibility/ consultation and a masterplanning exercise. This project is a priority for LBBED.	80.7 ha	LB Barking and Dagenham	£1,000,000	£0	£1,000,000	1
3.1.09	Beam River to Hainault Forest Link	To create a Greenway (cycle/bridge/footpath) link throughout the length of the Beam Dagenham Corridor to Hainault Forest. 3.1.9.a Central Park Greenway (Timberland Trail) 1300mx2m tarmac repair £40,000 3.1.9.b Crowland Golf Course Greenway 1750mx2m tarmac repair £52,000 3.1.9.c Dagenham Corridor (Beam and Rom) Interpretation and signage throughout £50,000		3675 m	LB Barking and Dagenham	£142,000	£0	£142,000	2
3.1.10	Westlands to Bridport Avenue Greenway	Uncertainty of Westlands Playing fields and lack of permission.		519 m	LB Havering				0
3.1.11	Footbridge at District Line	New footbridge over the District Line connecting the Beam Valley and Chase Local Nature Reserve. The existing bridge is an eyesore and an unpleasant and unsafe environment. It should be upgraded or ideally replaced with a green cycle bridge or underpass which could cost millions and take years due to London Underground. The £20k allocated would only fund an initial study into feasibility.			LB Barking and Dagenham	£1,020,000	£20,000	£1,000,000	0
3.1.12	Ingrebourne Valley to Bretons Bridge Green Link	Creation of an east to west Greenway to connect, via the Bretons Bridge, open spaces within LB Barking and Dagenham and Havering. These open spaces include: Beam Valley Country Park, Eastbrookend Country Park, The Chase, Bretons Complex, Brittons Playing Fields, Ingrebourne Hill, Hornchurch Country Park and the Ingrebourne Valley.			Thames Chase Trust/Forestry Commission/LB Havering				1
3.1.13	Chase Nature Reserve	Physical improvements to the river and floodplain to create wetland features	Works will be carried out in phases. One backwater on right bank of Rom will be carried out 2011. For YMCA land a planning process will be followed.		YMCA/ Environment Agency	£50,000 - £100,000	£20,000	£30,000 - £80,000	1
3.1.14	Central Park Greenhouses	Re-use of existing greenhouses in central park, possibly for production of food by a local social enterprise.	The borough has applied for £30k to pay for works required to separate the greenhouses from the other council facilities. This includes gas, water, electric supply and boundary / security treatments. Once this work has been done expressions of interest will be invited from potential occupants.		LB Barking and Dagenham	£30,000	£0	£30,000	2
3.1.15	Bretons Manor – Walled Garden	Restoration of historic walled garden and out buildings in terrible disrepair. The garden is part of an historic manor house grounds that are currently under used and in need of investment. The garden could be an attractive and significant visitor attraction with the possibility of restoring it to a kitchen garden with bee keeping and fruit growing.			LB Havering				0
3.2	Ingrebourne Valley and Quarry Landscapes								
3.2.01	Ingrebourne Valley Wayfinding	New signage, motorbike barriers and interpretation at several entrances.							
3.2.02	Ingrebourne Valley Greenway - Connect 2	This path connects Harold Hill in the north and the River Thames in the south. It is divided into 3 elements. 1 M25 to Hall Lane, 2 Hacton Lane to Thames, 3 Hall Lane to Upminster Road. Element 1 will be delivered by March 2011 and the entire scheme by 31st March 2013.		21km	LB Havering/Sustrans	£1,558,000	£1,558,000	£0	3
3.2.03	Ingrebourne Valley Enhancement	The Ingrebourne Valley is the most significant geographical feature in Havering, extending 15km between Harold Hill and the River Thames. A funding application is being submitted to the Heritage Lottery Fund towards the costs of a £700,000 project to increase access to and understanding of the Ingrebourne Marshes, LB Havering and Essex Wildlife Trust are seeking additional funds to improve physical and intellectual access to the Ingrebourne Valley north of the Marshes.	The partnership has secured funding from HLF and others. Delivery anticipated by March 2012	76 ha	Environment Agency/Essex Wildlife Trust/LB Havering	£1,500,000	£100,000	£1,400,000	4
3.2.04	Hornchurch Country Park	Supporting future developments within the Ingrebourne Valley, primarily proposals to develop a "Heritage Centre" in Hornchurch Country Park adjacent to the nationally important Ingrebourne Marshes. It is envisaged that this centre will provide much needed visitor facilities including toilets, a café and play equipment. The main purpose of the centre will be to promote the importance and increase understanding of the diverse heritage of the area. Not only is the site adjacent to a nationally important SSSI, but HCP was the base for RAF Hornchurch during the 1st and 2nd World Wars. Next Steps: design work and plans for proposed "Heritage Centre" landscaping, improved access including car park, signage and publicity.	Tender brief to be sent out by Essex Wildlife Trust to prospective companies to provide a build for the budget required. Planning application to be submitted. Planning surveys are complete.		Essex Wildlife Trust/LB Havering	£1,048,000	£648,000	£400,000	5
3.2.05	Ingrebourne Hill	Ingrebourne Hill was recently opened to public access by the Forestry Commission as part of the Thames Chase Community Forest. The remaining operational landfill area is to be restored and incorporated into public open space.							
3.2.06	Berwick Woods	To improve access, and undertake improvements to the footpath system following completed landfill restoration. 3.2.06.a New gateway from Rainham village £10,000 3.2.06.b Footpath enhancement surfacing 5000mx2m granite surface dressing £55,000		25.1 ha	Thames Chase Trust	£65,000	£0	£65,000	3
3.2.07	Restoration of Lanes and verges	Transport feasibility study assessing the ability to create a greenway and quiet roads in Rainham and Upminster with consideration of the legacy of heavy vehicles damage caused, associated with mineral extraction and landfill.		1.5 ha	LB Havering	£60,000	£0	£60,000	2
3.2.08	Berwick Pond Road	A new greenway from Berwick Woods and Little Gerpins Lane. Creation of footpath and crossings. 3.2.08.a Creation of a surfaced pathway (400x3m granite) £30,000 3.2.08.b Design of a crossing of Berwick Pond Road in Little Gerpins Lane £55,000		1617 m	Forestry Commission	£85,000	£0	£85,000	3
3.2.09	Hornchurch to Belhus Greenway	Part of the Thames Chase Forest Circle. Development of this route towards Belhus Woods Country Park began in 1997. Relies on two completed landfills. Link could be completed through two sub-projects. Link should terminate in Hornchurch CP 3.2.09.a Design of a crossing into and signage for use of Little Gerpins Lane and Gerpins Lane £55,000. 3.2.09.b Design of a crossing of Warwick Lane Landfill to Rainham quarry, with associated pathway works and crossing controls £105,000.		1617 m	Thames Chase Trust/Forestry Commission/LB Havering	£395,000	£0	£395,000	3
3.2.10	Pinch Mountain	Long term environmental and public access improvements to landfill site. Plans include afforestation, habitat improvement and amenity. Subject to planning application. The Forestry Commission are exploring opportunities to develop a project in partnership with the Thames Chase Community Forest and land owner. Development of this project will be subject to securing necessary funding, due diligence and an acceptable partnership agreement.		17.3ha	Thames Chase Trust/Forestry Commission/LB Havering	£325,000	£0	£325,000	2
3.2.11	Gerpins Waste Tip	Restoration of the former landfill site to a publically accessible green space. Land owned by LB Havering and East London Waste Authority. 3.2.11.a Risk assessment requires a full health and safety survey of tipped material £65,500 3.2.11.b Creation of new access points and pathways £75,000 3.2.11.c General landscape improvements to include signage and habitat creation £84,500		16.2 ha	Thames Chase Trust/Forestry Commission/LB Havering	£225,000	£0	£225,000	2
3.2.12	Ingrebourne Valley Greenway - A1306 to Hornchurch Country Park	A component of the Ingrebourne Valley Enhancement programme. Fully costed scheme which includes path construction, bridges and a timber boardwalk. Purpose to re-direct the London LOOP across Ingrebourne Hill newly opened to public access by the Forestry Commission as part of the Thames Chase Community Forest and link with council owned site north of the A1306.		1747 m	LB Havering	£420,000	£0	£420,000	4

Project Identification – Rolling Projects List

Complete

Phase two

Project Number	Project Name	Project Description	Next Steps	Project Size (Ha/Km)	Project Owner	Estimated Cost	Funding in Place	Funding Required	Stage *
3.2.13	Parklands Greenlink	To create a greenway linking Bonnets Wood to Parklands to Essex Wildlife Trust managed Cranham Marsh Nature Reserve. Signage and interpretation. Second element is the creation of a reservoir on LB Havering owned land between two pieces of land that form Cranham Marsh. Aim to provide more stable water levels for water voles to aid breeding success, and to clean up the surface water and reduce enrichment which is affecting the sedge fen plant communities. Access & interpretation enhancements at Parklands (including seating, signage and footpath) £55,000. Development and creation of reservoir at Cranham Marsh £150,000.		1293 m	LB Havering	£205,000	£0	£205,000	2
3.2.14	Rainham Quarry	Practically complete landfill restoration to benefit from the following sub-projects. 3.2.14.a Greenway Paths £65,000 3.2.14.b Hew Gateway Enhancement signage £15,000		30.2 ha	LB Havering	£80,000	£0	£80,000	3
3.2.15	Little Gerpins Waste site	Landfill site re-restoration, to include afforestation, habitat improvement, public access and amenity. The Forestry Commission are exploring opportunities to develop a project in partnership with the Thames Chase Community Forest and land owner. Development of this project will be subject to securing necessary funding, due diligence and an acceptable partnership agreement.		17.2 ha	Thames Chase Trust/Forestry Commission/LB Havering	£280,000	£0	£280,000	1
3.2.16	Little Gerpins Phase 2	Long term environmental and public access improvements to landfill site. Plans include forestation, habitat improvement and amenity. Subject to planning application. The Forestry Commission are exploring opportunities to develop a project in partnership with the Thames Chase Community Forest and land owner. Development of this project will be subject to securing necessary funding, due diligence and an acceptable partnership agreement.	Exploratory discussion with Land Owner and feasibility study.	14ha	Forestry Commission	£245,000	£0	£245,000	2
3.2.17	Parklands Link to South Essex Green Grid	Creation of Greenway to connect the landscapes of Thames Chase with the South Essex Green Grid. Potential new open spaces around the M25 and methods of crossing the motorway should be explored.							0
3.2.18	Quarry Landscapes Link to Belhus Country Park	Creation of a Greenway to connect the post-quarry landscapes of Thames Chase with Belhus Country Park.							0
3.2.19	Productive landscapes of Thames Chase	A strategy to identify opportunities for the creation of publicly accessible productive landscapes within Thames Chase. Potential to create educational resources and job creation should be explored. Forestry Commission interested in participating as a partner							0
3.2.20	Ingrebourne River Enhancements	A package of improvements such as ponds, backwaters regraded river banks along the Ingrebourne from Gaynes Parkway to Ingrebourne Marshes SSSI. Ties into 3.2.02	A basic in-house opportunity report has been produced.		Environment Agency/LB Havering				2
3.2.21	Baldwins Farm	Long term environmental and public access improvements to landfill site. Plans include afforestation (possibly Short Rotation Forestry), habitat improvement and amenity. Subject to planning application. The Forestry Commission are exploring opportunities to develop a project in partnership with the Thames Chase Community Forest and land owner. Development of this project will be subject to securing necessary funding, due diligence and an acceptable partnership agreement.	Exploratory discussion with Land Owner and feasibility study.	70ha	Thames Chase Trust/Forestry Commission	£1.3M		£0 £1.3M	2
3.3	The Heart of Barking and Dagenham								
3.3.01	Parsloes Park	Comprehensive heritage park redevelopment project to include new cycle path construction. The borough's largest park and proposed home of Community Sporting Hub. Local Nature Reserve: Parsloes Park "Squatts". Potential for biodiversity enhancement to include: wild flower meadows, increased native species and hedgerow, and planting a spinney of native trees. Decanalise the Goresbrook through Goresbrook Park (3.3.04) with associated new cycle and walking routes connecting over and adjoining bridge for significant connectivity and flood storage. However the project relies entirely upon EA prioritisation and external funds. TYS adventure play area delivered in partnership with Groundwork East London 2004/05. Consultation and Masterplan by PMP in 2005/06.	Masterplan update and consultation process.	59 ha	LB Barking and Dagenham	£5,000,000	£0	£5,000,000	3
3.3.02	Goresbrook Park	Comprehensive park development project. Biodiversity enhancement potential include: shrub willow plant next to the stream, additional waterside tree species. Diversify grass mowing to encourage wildflowers. Planting to attract bees and butterflies. £600k has been spent over the last 2 years on play and boundary improvements. See 3.3.2		15.4 ha	LB Barking and Dagenham	£400,000	£0	£400,000	3
3.3.03	Pondfield Park	Park development project. Groundwork East London's masterplan has been costed at £1,650,000 £140k spent on play provision last year with £67,500 BLF people's millions. LBBD have £80k to attract match funding and deliver phases 2 and 3 of masterplan for the site.		5.7 ha	LB Barking and Dagenham	£1,615,263	£80,000	£1,395,263	4
3.3.04	Valence Park	Project to develop park in terms of heritage importance. Biodiversity enhancement could include: improvements to the moat and marginal planting. Wildflower meadow, structure planting include native species. Plant up shrubbery/ hedgerows.	£100k spent but work still to be done. Restoration of Valence House has been completed but further works within the park are planned. A masterplan has been developed for the project.	9.7 ha	LB Barking and Dagenham	£500,000	£0	£500,000	1
3.3.05	Parks Buildings	Programme of improvements and refurbishments to park buildings across the Dagenham park network including buildings in Central Park, Goresbrook and Parsloes Park, along with others. These buildings have suffered from low to no maintenance for many years.	Feasibility study and initial scoping document to identify candidates and scope of work.	N/A	LB Barking and Dagenham	£5,000,000	£0	£5,000,000	1
3.3.06	Park Rangers	A permanent park ranger is currently operating in Eastbrookend Country Park with excellent results. Two more park rangers covering 3-5 of the major parks in LBBD are required over an initial period of 5 years. This will allow LBBD Parks to have greater control over the maintenance and management of the other parks as well as greater possibility for community events and activities to be organised.	Funding bids for revenue to pay rangers.	N/A	LB Barking and Dagenham	£400,000	£0	£400,000	2
3.4	Barking and Dagenham to Fairlop								
3.4.01	St Chad's Park	Park development project. LB Barking & Dagenham have allocated £50k to take forward consultation and masterplan work for St. Chad's Park.		14.6 ha	LB Barking and Dagenham	£1,540,000	£50,000	£1,490,000	0
3.4.02	Padnall Green	Comprehensive redevelopment of housing amenity, lake and green space. Lakes improvements were carried out in 2006. The project includes woodland planting to create a wildlife corridor in the strip between housing and A12 Eastern Avenue between Whalebone Lane North and Padnall Lake. Internal ownership issues to be resolved. Biodiversity improvements could include: picture meadows around verges, reed bed to filter road run off to roadside lakes, seating and improved access to waterside, planting native species to screen traffic noise, developing western 'roughland' as nature area, with emphasis on wild area for natural play.		3.3 ha	LB Barking and Dagenham	£550,000	£0	£550,000	2
3.4.03	Tantony Green	Park development project, completed a number of years ago.		1.4 ha	LB Barking and Dagenham			£0	7
3.5	Havering and Essex Fringe								
3.5.01	Harrow Lodge Park	River Ravensbourne: Removal of concrete slabs on the banks and concrete river bed to renaturalise the river's banks and channel. Further investigation of the potential to create meandering channel with marginal and aquatic planting while not comprising channel capacity. Flood modelling may be required.		65.6 ha	Environment Agency	£80,000	£0	£80,000	2
3.5.02	Gaynes Parkway	Greenway scheme with new bridge on London Borough of Havering land. 3.5.2.a New surfaced tarmac pathway (500x2m) £60,000. 3.5.2.b Replacement bridges £46,300.		10.4 ha	LB Havering	£106,300	£0	£106,300	3
3.5.03	Gidea Park	Installation of reed rafts. Creation of a vegetative margin between path and water body. Concrete edges to the river channel should be broken out and replaced with soft engineering techniques. Bed levels in the ponds could be raised in pockets along the river bank and planted with aquatic plants. View platforms to be installed.		0.3 ha	Environment Agency				0
3.5.04	Collier Row Greenway	Development of the River Rom corridor in Collier Row as a greenway providing an off-road link between residential areas, local shops, Havering Country Park, and the rural footpath system beyond. 3.5.4.a River Rom Greenway (900x2m granite) £54,000. 3.5.4.b Creation of four entrance gateways to the greenway £10,000.		30.3 ha	LB Havering	£64,000	£0	£64,000	3
3.5.05	Havering Country Park	Existing Country Park and site of Metropolitan Importance for Nature Conservation. The park would benefit from new entrance signage, access barriers, interpretation and promotional material.		66.9 ha	LB Havering	£50,000	£0	£50,000	3
3.5.06	Romford to Havering Atte-Bower Greenway	Havering Council has taken the lead in developing a greenway between Romford and Havering-atte-Bower village. In 1998 a new crossing was installed on the A118 linking cycle/footpaths in Lodge Farm Park and Raphael Park. There are proposals to further develop this route across the A12, linking with an existing cycle path through Rise Park to Bedfords Park, site of the new Essex Wildlife Trust Visitor Centre. From here the greenway would link with an existing recreational route to Hainault Forest Country Park via Havering Country Park. Create a strategic link from Town Centre to north of the Borough is substantially completed. Two sub-projects need funding at present. 3.5.06.a Greenway plus entrance features and signage £73,500. 3.5.06.b Pegasus crossing on Broxhill Road £80,000. 3.5.06.c Signage from Romford Station.		2170 m	LB Havering	£180,000	£0	£180,000	4
3.5.07	Dagnam Park	Existing park with rich heritage, being a former stately garden and diverse wildlife habitats. The park offers excellent links into neighbouring open spaces but suffers from under-utilisation and neglect due partly to poor links into Harold Wood. a. Promotion / interpretation programme. b. Habitat creation / improvement and other environmental improvements. c. Links into Harold Wood and improved visitor access infrastructure. d. Shop front visitor centre using unoccupied space in Harold Wood.		59.8 ha	LB Havering				2
3.5.08	London LOOP	The LOOP is a 138 mile walk following London's outer edge. LB Havering has the longest single section of LOOP of any London Borough. The section of LOOP would benefit from signing/ promotion. Subject to discussion with London Loop officer.		34317 m	London Loop Officer				1

* Project stage: 0 = notional, 1 = scoping/briefing, 2 = feasibility study, 3 = outline designs, 4 = detailed designs, 5 = tender, 6 = implementation, 7 = management plans

Project Identification – Rolling Projects List

Complete

Phase two

Project Number	Project Name	Project Description	Next Steps	Project Size (Ha/Km)	Project Owner	Estimated Cost	Funding in Place	Funding Required	Stage	
3.5.09	Bedfords Park	This existing park forms part of the Romford to Havering-atte-Bower greenway. The park is a historic landscape and a site of Metropolitan Importance for Nature Conservation. The park would benefit from new entrance signage, access barriers, interpretation and promotional material.		73.3 ha	LB Havering	£50,000		£0	£50,000	2
3.5.10	Out and About in Thames Chase and Green Grid	To produce a leaflet to include the whole sub-region, including 8 new maps of the green spaces, a new map of North Havering and LB Barking & Dagenham. 30,000 copies.		6.4 ha	Thames Chase Trust	£75,000		£0	£75,000	4
3.5.11	EA at Collier Row and King George Playing Fields	3.5.11.a Collier Row The addition of small deflectors placed within the channel to help encourage the creation of some pool riffle sequences within the channel. Any future design should encourage flood alleviation and habitat enhancement. River bank reprofiling within the recreation ground to create shelves for aquatic planting. 3.5.11.b King George Playing Fields Lowering of shelves and additional aquatic planting. Some tree works required to improve light to channel. Creation of a small path adjacent to the river channel. Possible creation of a back water subject to further feasibility work. Removal of the weir and concrete banks should also be considered.			Environment Agency					1
3.5.12	Haynes Park	River Ravensbourne: Removal of concrete slabs on the banks and concrete river bed to renaturalise the river's banks and channel. Further investigation of the potential to create meandering channel with marginal and aquatic planting while not comprising channel capacity. Flood modelling may be required.			Environment Agency	£80,000		£0	£80,000	2
3.5.13	Ingrebourne Valley Living Landscapes	A programme of community engagement events and programmes aimed at increasing use and understanding of natural and open spaces and their management. The programme will cover the Ingrebourne rivers catchment from Dagnam Park in Harold Wood to Rainham Marsh. A project officer will be employed to organise and run events throughout the catchment area. The following are examples of projects that fall within the IRCEP programme: a. Hornchurch Hullabaloo – a one day event focussing on Hornchurch's war time heritage, held in Hornchurch country park. b. Romford Division of Essex Beekeepers Association – an existing club with a site that has suffered from vandalism and theft. The club has a long waiting list and plans to expand to other sites in the area. c. Bushcraft Days – a series of educational days for local schools and community groups that invite natural and open space professionals working in the area to give classes to youth groups on topics such as animal husbandry, fire safety and forestry. d. National Wildlife Database – training of groups and individual volunteers in the recording of wildlife in the area with the aim of contributing to a national wildlife database. Entries will need to be coordinated by a project officer. e. Work experience placements for young people in the natural environment. f. Public Event at Rainham Marsh g. Raiham Herbarium – a herbarium possibly located in Rainham Hall that would hold rare plant species collected from Rainham Marsh h. Bronze Age Trackway – a replica bronze age built by students from the local area	An HLF bid is being prepared along with a bid to the LIFE+ fund but revenue funding for an officer is proving hard to find without which it will be very hard to undertake these types of projects.		Essex Wildlife Trust/LB Havering				1	
3.5.14	Tylers Common	The key biodiversity aims for Tylers Common should be to reverse the deterioration of recent years and institute a management regime to ensure that the gains are maintained, i.e. a) a programme of selective scrub clearance with the particular aim of providing adder habitat and safeguarding colonies of rare heathland plants known to be present; b) installation of fencing to create grazing compartments so that the common can be grazed more easily and safely, and on rotation (at present the accessible parts are over-grazed and the rest under-grazed). To support this, public perception of the site needs to be enhanced: c) by tidying up the car park and installing bunds to prevent abuse; d) by re-proffiling and loose-surfacing the most-used footpaths and e) by installing (robust) interpretation panels to make visitors aware of the value of the site.			LB Havering	£250,000		£0	£0	1
3.5.15	River Rom through Romford	Naturalisation and public access along the river Rom through Romford town centre, linking Eastbrookend Country Park to Colliers Row Greenway.			LB Havering					1
3.5.16	North Havering Park Links	Development of a Greenway to connect Havering Country Park, Bedfords Park, and Dagnam Park using the London LOOP as a regional connector.			LB Havering					1
3.5.17	Raphael Park resoration project	Raphael Park, in Romford, Essex, represents a fine example of the endurance of original parkland, part of the historically important Gidea Park estate. The project involves it resoration using secured HLF parks for people Funding	Procurement of the main contractor.The feasibility has been undertaken by 17.8 ha Havering's procurement team		LB Havering	£2.2 million	£2.2 million		£0	6
3.6	Tree Lined Streets									
3.6.01	Tree Lined Streets Phase 1	Tree lined streets throughout the LBBD, these streets provide green connectivity throughout the borough on east-west routes to connect north-south river corridors.		N/A	LB Barking and Dagenham	£1,000,000	£1,000,000		£0	6
3.6.02	Tree Lined Streets Phase 2	Tree lined streets throughout the LBBD, these streets provide green connectivity throughout the borough on east-west routes to connect north-south river corridors. Continuation of the programme to further increase green connectivity.		N/A	LB Barking and Dagenham	£1,000,000		£0	£1,000,000	4
3.7	Heathway to the Thames									
3.7.01	Hindmans Way	Identified as one of the Mayor's 100 Spaces, a phased programme of works to improve the quality of the public realm between the Heathway District Centre and the River Thames at Dagenham Dock. Works are linked to improvements on the Heathway itself, a new linkage through the South Dagenham West Ax) development and Dagenham Dock via the proposed station Interchange, terminating at a new compact public open space on the River as part of the Dagenham Dock Sustainable Industrial Park		3218 m	LB Barking and Dagenham			Call Peter Watson		1
3.7.02	Chequers Lane	Public Realm and road engineering improvements to Chequers Lane have been carried out. The public realm improvements on Dagenham Heathway have also been carried out.		2 km						6
3.7.03	Chequers Corner Links	upgrade the public realm along Chequers Lane to Dagenham Dock station and safeguard important diagonal connection to ASDA, as part of making a more coherent retail area in the refurbishment of AXA site.								
3.8	Green Spine									
3.8.01	Lower Gores Brook	Habitat enhancements to existing watercourse along western edge of Dagenham Dock Sustainable Industrial Park. The existing channel is in fairly good ecological condition, with nesting black redstarts and marsh warblers using this site. A new foot and cyclepath connection to Barking Riverside Foreshore Park will seek to provide a wider wildlife corridor.		2.6 ha	London Thames Gateway Development Corporation	£2,000,000		£0	£2,000,000	0
3.8.02	Lower Gores Brook to Dagenham Dock	Development of new green space proposals linking lower Goresbrook through to Dagenham Dock station.		13.1 ha	Sustrans					0
3.8.03	Dagenham Dock to Kent Avenue cycle link	Key element of Sustrans route 13, a new public foot and cyclepath through The Vale - a small greenspace owned by the Ford motor company on the northwestern corner of Dagenham Breach. 350m greenway and bridge.		375 m	Sustrans					0
3.8.04	Kent Avenue to Thames Avenue via Dagenham Breach	Additional link section of Sustrans route 13 running between Kent Avenue and CEME. This route include a new bridge over the River Beam adjacent to the LDA's Beam Reach 5 site.		1002 m	Sustrans					3
3.8.05	Thames Avenue Bridge	A new footbridge across the lower Beam linking existing foot and cycleways along Thames Avenue with public foot and cycleway: running through the LDA's Beam Reach development.		0.1 ha	Sustrans	£500,000		£0	£500,000	3
3.8.06	Beam Reach Wetlands	Habitat conservation and enhancement within the LDA's Beam Reach development. Includes extensive new areas of open greenspace together with foot and cycleways. Improvements should not compromise the existing habitat of the Site of Borough Importance.		57.5 ha	London Development Agency	£100,000		£0	£100,000	3
3.8.07	Upper Rainham Creek Spaces	safeguard new route along Rainham Creek. Agreement with Thames Water is in place to access west bank from Lamson Road. The northern section from Rainham Village and Creekside Park would continue under railways to Lamson Road on the eastern side of the Creek.								
3.8.08	Rainham Creek Way Naturalisation	Provision of public access from CEME to proposed Rainham Creek Bridge along Creek Way on the western side of Rainham Creek. Creek Way is a private road serving one occupier on Frog Island. Private access to Frog Island will be provided for from the proposed bridge. Public access to this section of Creek Way will allow the connection of a the path along Rainham Creek on the western side continuing the path along the Thames Water site.								0
3.8.09	Rainham Creek Bridge	Bus, foot and cycle crossing of Rainham Creek to support east west linkage This is likely to be a free spanning bridge with abutments set back from the top of bank. The creek supports many bird species and reedbed habitat (London priority habitat). The project will be considered alongside proposals for opening up the creek and other environmental and access enhancements the vicinity.	GLA (formerly LDA) and PLA land ownerships	1.4 ha	GLA/LB Havering	£10,000,000		£0	£6,000,000	0
3.8.10	Marsh View Link Path	Safeguard route along Marsh View site, to run on eastern side of Rainham Creek forming the connection from Rainham Creek Bridge to Rainham Riverside Walkway								
3.8.11	Thames Water Spaces	Safeguard nature conservation sites to provide open space connections to Rainham Creek path from Pooles Sewer and Manor Way crossing of CTRL and communities of South Hornchurch								0
3.8.12	Creek to Marsh Links	Safeguard the creation of new links and wildlife corridors between Rainham Marshes and the Creek, to come forward with the incremental redevelopment of 'poor neighbour' industries (open storage, car breakers etc)								
3.8.13	Pooles Sewer	Improve biodiversity and water course to provide water management for Beam Reach 5 site, and ecological connections. Existing path along Pooles Sewer can connect Rainham Creek with Thames Water spaces with small culvert bridges.								0

Project Identification – Rolling Projects List

Complete

Phase two

Project Number	Project Name	Project Description	Next Steps	Project Size (Ha/Km)	Project Owner	Estimated Cost	Funding in Place	Funding Required	Stage *
3.8.15	Havering Thameside Path	East-west cycleway and green linkage between CEME/LDA Beam Reach sites and the Havering Riverside Path. Final preferred route yet to be established but likely to include sections of Rainham Creek and Frog Island. Potential for extended riverside access adjacent to new recycling centre at Frog Island. Long term aspiration for riverside access adjacent to Ford car compounds east of Havering New Sewer. This forms part of Sustrans route 13. Access along Rainham Creek and Frog Island: The only road along the lower end of Rainham Creek is Creek Way. This road sits directly on top of bank and frequented by heavy waste lorries visiting the waste plant. There is no scope to widen this road to provide a cycle path due to its initial positioning within the river corridor and developments on the landward side. The Environment Agency is currently dealing with a proposed Land Drainage Consent application for Creek Way and the access road to the Waste Transfer Centre along Rainham Creek. The consent application is for remedial works to prevent the road slipping into the channel that will lead to some encroachment into the Creek.		1623 m	Sustrans	£4,000,000		£0 £4,000,000	1
3.8.16	CEME Links	opportunities to reroute cycle path through CEME to be more direct and visible, improvements to the green spaces of associated slopes							
3.8.17	Ford Bus Route	Long term possibility of a public bus route running through the Ford compound on private roads. Would contribute to the enhancement of public transport serving industrial areas.							0
3.9	Beam Valley to the Thames								
3.9.01	Beam through Ford	Safeguard the open space around Beam River through Ford land. Unlikely to be opened for public access, as northern section causes a pinch point.		1832 m					1
3.9.02	Courier Road Valley	The easterly of the parallel roads is to be removed as part of Beam Reach 6 development to create a significant open space in the valley between Beam Reach 6 and CEME. Improve public access to this area with a diagonal access ramp for pedestrians and cyclists providing direct access from Marsh Way roundabouts and linking CEME							
3.9.03	Havering New Sewer	Safeguard open space and establish public access route to the River							0
3.9.04	Dagenham Flying Ground Foreshore Park	Safeguard open space and public access in this naturalised section of Thames foreshore.							0
3.10	Rainham to the River								
3.10.01	Rainham Riverside Walkway	Increasing access to the River Thames through provision of an accessible riverpath, improved flood defence environment and creation of sustainable habitats are part of the Beam Reach 8 Industrial development.		1 ha	LDA				6
3.10.02	Three Crowns Café	A riverside cafe for visitors and industrial workers, associated with improved open space and riverside walkway on the site of the former Three Crowns Pub.	Stage D designs developed by EAST Architecture, Landscape, Urban Design	1 ha	LDA				6
3.10.03	Three Crowns Link Path	Additional foot and cycle path to connect directly to the Rainham Riverside Walkway and Three Crowns Cafe, as part of Rainham to the River strategic north-south connection of the Ingrebourne Valley and Rainham Village with the Thames.		2 km	LB Havering				6
3.10.04	Rainham Station Upgrade	As part of an upgrade of the Station, the bridge across both platforms should be built to align with the bridge across the CTRL, and be accessed with a lift on the north, village side		240m	LB Havering				6
3.10.05	Rainham Hall Gardens	Restoration and establishment of public access to historic gardens owned by National Trust.		1 ha	National Trust/LB Havering				6
3.10.06	Rainham Village Public Realm	Extension of Viking Way to allow better traffic management through the Village, and new public space around the war memorial and Rainham Station Square, upgrades to Upminster Road South and the Broadway.		2 ha	LB Havering				6
3.10.07	Creekside Park	Improvements to the public realm environment and safety of the Creekside Park, with opportunities to increase understanding of the heritage of the historic quays and wharves on Rainham Creek with a projecting boardwalk. Improvements and public access required to the northern part of Creekside Park, including car wash site, which will need to be relocated.							0
3.10.08	Rainham Village Green Collar	Safeguarding and enhancement of string of green spaces forming a mini green belt around the historic village core. Improve connectivity between spaces.							0
3.11	London Riverside Conservation Park								
3.11.01	London Riverside Conservation Park - Wildspace phase 1	The public and wild spaces of Rainham, Wennington and Aveley marshes are a high profile and strategically significant opportunity. The project will bring together the inner Thames Marshes SSSI, most of which are already an RSPB nature reserve, and a new country park beside the Thames, which will be created from the current landfill site. This will eventually provide a regionally important ecological and leisure asset for London Riverside, extending over 640 hectares, with new visitor facilities and much improved access. To date this has included the opening of the RSPB reserve at Aveley Marshes and the environment and education centre, implementation of the Rainham to Purfleet path, the restoration of the western marshes by the London Borough of Havering, and declaration of the Rainham Marshes Local Nature Reserve. The Marsh Trackway linking Rainham village to the western marshes is due for completion in December 2011.		640 ha	Wildspace Group	>£10M			6
3.11.02	London Riverside Conservation Park - Wildspace phase 2	Creation of regional visitor destination – details of these developments are subject to and ongoing business and destination planning process being carried forward by the Wildspace Group. Elements which have been actively considered to date include: green transport proposals, new conservation park visitor centre, a new beach on the Thames frontage, children's play facilities, café, open farm, and a wildlife study centre.	Adoption of agreed Wildspace Business and Transport Plans by Wildspace 640ha partners. Funding bids to secure grant for capital works and associated revenue costs. Secure appropriate governance for project. Draft scoping study for Wildspace Zones 1 7 2 prepared.		Wildspace Group	£11m	£0	£11m	1
3.11.03	London Riverside Conservation Park - Wildspace phase 3	Further development of park to 2050		640ha	Wildspace Group				1
3.11.04	Mardyke Bridge	A strategically important bridge crossing linking Purfleet to Aveley marshes and the RSPB visitor centre across the mouth of the Mardyke.		30 m	RSPB/Sustrans/Thurrock UDC				6
3.11.05	Mardyke River Link	A link from the Mardyke bridge along the river and back into the Ingrebourne Valley via the Thames Chase. This would create a long distance circular route encompassing the Ingrebourne valley, Thames Chase and Wildspace.			LB Havering				1
3.12	A1306 Corridor								
3.12.01	Gores Brook through AXA	Restoration and enhancement of existing watercourse through AXA site. Opportunity to widen the habitat corridor particularly around northern ASDA site, through relocation of petrol station. Improvements to pedestrian experience		2 ha					0
3.12.02	South Dagenham water Park	New public open space to be provided as part of South Dagenham East development, contributing to sustainable urban drainage measures for the new development. The arrangement of the park would correspond and reinforce the width of the Beam valley at Dagenham Washlands.		11 ha	LDA	£15,000,000	£0	£15,000,000 0	
3.12.03	A1306 High Road	Public realm proposals to further scale down and humanise the environment to create a tighter High Road condition. This would involve considering additional right turn junctions, removal of central reservation, etc. Incremental improvements should be coordinated with development sites.		2 ha					0
3.12.04	Beam Park Station Links	foot and cycle paths along roads and green strips through development sites, providing shorter access to the proposed station. Bridge and ramp/stair connections to Marsh Way							
3.12.05	Railway Allotments	Notional proposal to utilise land between C2C and CTRL rail lines.							
3.12.06	Rail Fringe Spaces	A series of green and open spaces to be delivered through redevelopment, which provides local amenity, playspace, and sustainable urban drainage benefits.							
3.12.07	New Road to Rainham Station	direct pedestrian and cycle route from New Road A1306 to Rainham Village and Station, which avoids large roundabout., and improves legibility and safety in the area.							
3.12.08	Ingrebourne Valley Cusp	Create a more coherent green space to improve the landscape connection between the Ingrebourne Valley and Rainham Creek, by enhancing and creating a series of a smaller green spaces.							
3.12.09	Castle Green Rugby Club	improvements to Rugby Club grounds to strengthen relationship to 'scruffy' surrounding spaces and improve local access.							

* Project stage: 0 = notional, 1 = scoping/briefing, 2 = feasibility study, 3 = outline designs, 4 = detailed designs, 5 = tender, 6 = implementation, 7 = management plans



River Rom through Colliers Row

A photograph of a residential area. In the background, a white house is partially visible behind a large, leafy green tree. In the middle ground, a red car is parked on a wooden trailer. The foreground is dominated by dense green foliage and a brick wall. The text "Phase Two Projects" is overlaid on the right side of the image.

Phase Two Projects

This section identifies a phase of projects to deliver area objectives and opportunities.



View across the Beam from Bretons to Eastbrookend.

3.1.05 Bretons Greenway / 3.1.06 Bretons Bridge

This project is comprised of three main elements:

- Bretons Greenway - a north / south link through Bretons Park, linking Dagenham Washlands to Eastbrookend Country Park.
- Bretons Bridge - a new bridge (possibly for equestrian use) across the river Beam linking the neighbouring open spaces which are owned by LB Barking and Dagenham and LB Havering. The bridge will open up a much needed east / west route.
- Crossings and Signage - improved road crossings to the north and south to improve linkage to other open spaces. Improved signage across the whole site.

The project has two supporting boroughs and had a completed feasibility study. The stakeholders are supportive and there is no reason why this project should not go ahead.

Associated Projects:
Ingrebourne Valley to Bretons Bridge Green Link

Partners / Supportive Organisations / Funders:
Thames Chase Community Forest
Environment Agency

Governance:
LB Barking & Dagenham / LB Havering

Project Owner:
LB Barking & Dagenham / LB Havering

Land Ownership:
LB Dagenham
LB Havering

Planning Issues / Designations:
The river is the administrative border between the two boroughs, possible issues around adoption of structure. The LBBD side is a Local Nature Reserve.

Borough: LB Barking & Dagenham / LB Havering

Location: TQ 551185

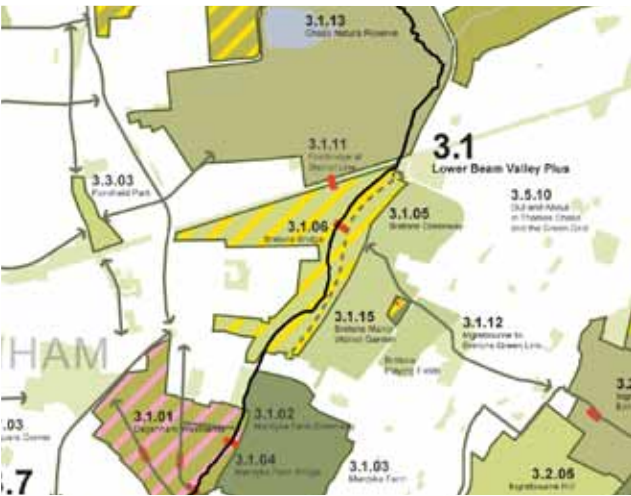
Size: 3 km

Next Steps:
Boroughs and stakeholders consulted and scoping / feasibility document along with reference design have been issued. Development of design to planning and delivery subject to funding.

Total Cost: Large (< £1M)

Funding in Place: £0

Funding Required:-





Associated Projects:
Dagenham Corridor, Chase Nature Reserve, Central Park Greenhouses, Tree Lined Streets, Parks Buildings, Park Rangers

Partners / Supportive Organisations / Funders:
LB Barking & Dagenham

Governance:
LB Barking & Dagenham

Project Owner:
LB Barking & Dagenham

Land Ownership:
LB Barking & Dagenham

Planning Issues / Designations:
N/A

Borough: LB Barking & Dagenham

Location: TQ 550186

Size: 80.7Ha

Next Steps:
Assessment of current masterplan and any necessary updates

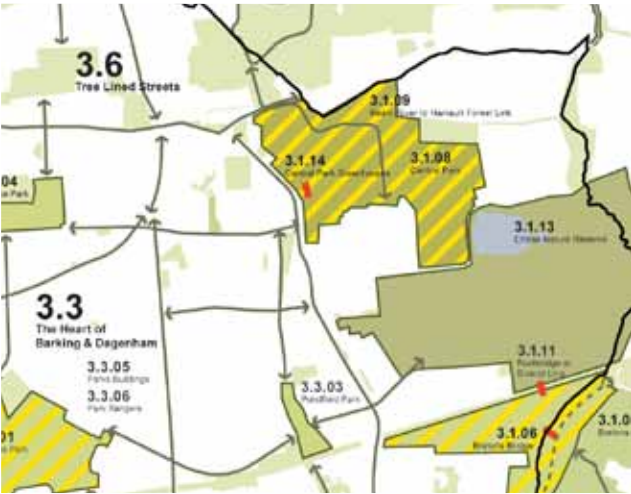
Total Cost: £1.0M

Funding in Place: £0

Funding Required: £1.0M

3.1.08 Central Park

Central Park is a large, centrally located municipal park that would benefit greatly from a programme of investment. A masterplan and consultation exercise has been undertaken but might need to be renewed. The Parks Buildings and Park Rangers projects are necessary to complement this work.





Greenhouses at Central Park, Dagenham.

Associated Projects:
Central Park

Partners / Supportive Organisations / Funders:
LB Barking & Dagenham, tbc

Governance:
LB Barking & Dagenham

Project Owner:
LB Barking & Dagenham

Land Ownership:
LB Barking & Dagenham

Planning Issues / Designations:
-

Borough: LB Barking & Dagenham

Location: TQ 549186

Size: 1 Ha

Next Steps:
Identification of potential organisations or groups that might occupy the site and fund the work.

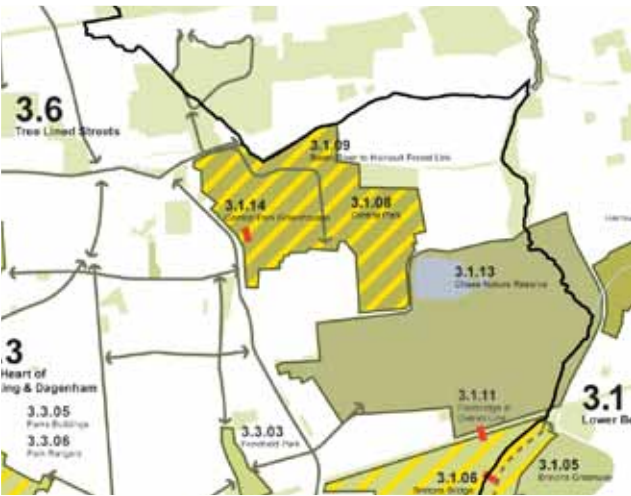
Total Cost: Small (<£50k)

Funding in Place: £30k

Funding Required: -

3.1.14 Central Park Greenhouses

A plan to reuse municipal greenhouses located in central park for urban food production. The borough has identified the structures as a potential site for an organisation or social enterprise to run and would support any serious proposal. It is envisaged that a local social enterprise might take the site, rent free. LBBD has applied for £30k funding in order to prepare the site for occupation. This includes separating gas, electricity and water from neighbouring council facility and providing appropriate boundaries.





Pear Tree, Bretons Manor - Walled Garden

3.1.15 Bretons Manor House - Walled Garden

Restoration of historic walled garden and out buildings in significant disrepair. The garden is part of an historic manor house grounds that are currently under used and in need of investment. The manor house is grade II listed and it is assumed the walled garden and neighbouring 16th century barn are part of the curtilage.

The garden could be an attractive and significant visitor attraction with the possibility of restoring it to a working kitchen garden with bee keeping and fruit growing. This project is a strong candidate for HLF funding.

Associated Projects:
Bretons Greenway, Bretons Bridge, Ingrebourne to Bretons Green Link

Partners / Supportive Organisations / Funders:
LB Havering

Governance:
LB Havering

Project Owner:
LB Havering

Land Ownership:
LB Havering

Planning Issues / Designations:
The manor house is Grade II listed, it is very likely that the garden walls and Noble barn (C16) is listed in the curtilage.

Borough: LB Havering

Location: TQ 551184

Size: 2 ha

Next Steps:
Consultation with land owners leading to feasibility study.
Possible HLF bid due to historic environment.

Total Cost: X Large (<£2.5M)

Funding in Place: £0

Funding Required: -





Healthy Living Walk - Hornchurch Country Park

3.2.04 Hornchurch Country Park

Essex Wildlife Trust and the London Borough of Havering have been working in partnership to provide a visitor centre to Hornchurch Country Park. The service track to the centre location has been refurbished and the design layout of the centre has been identified.

A tender brief has been developed to request interested companies to provide build options within a certain budget. The centre will provide much needed facilities for the users of the park and the surrounding communities, these will include:

- Hall & Observation room
- Wildlife & heritage education opportunities and

- activities
- Recreation & leisure opportunities
 - Education room
 - Toilets
 - Essex Wildlife Trust heritage sales
 - Refreshments
 - Community hire of rooms & training facilities
 - Information & experiences of the site’s culture & history, landscape and natural environmental Interpretation
 - Communication of sustainable living to its visitors by education and demonstration
 - A focal point promoting a network of paths (foot, cycle & bridle)
 - Opportunities for community participation

Associated Projects:
Ingrebourne Valley Enhancement Project, Rainham to the River

Partners / Supportive Organisations / Funders:
LB Havering, Environment Agency, Natural England, Veolia, HLF, Design For London

Governance:
LB Havering

Project Owner:
Essex Wildlife Trust

Land Ownership:
LB Havering

Planning Issues / Designations:
Site of special scientific interest

Borough: LB Havering

Location: TQ 535848

Size: 420m2 visitor centre (97 ha)

Next Steps:
Tender brief to be sent out to prospective companies to provide a build for the budget required. Planning application to be submitted. Planning surveys are complete. An HLF application has already been made.

Total Cost: £1.048M

Funding in Place: £648k

Funding Required: £400k





Runner on part of the Greenway - J&L Gibbons

Associated Projects:
Baldwins Farm, Hornchurch Country Park, Gerpins Waste Tip

Partners / Supportive Organisations / Funders:
LB Havering
Thames Chase Community Forest
Forestry Commission

Governance:
LB Havering

Project Owner:
LB Havering

Land Ownership:
LB Havering

Planning Issues / Designations:
Much of the route is designated as a Local Nature Reserve and potentially in multiple ownership.

Borough: LB Havering

Location: TQ 556182

Size: 3km

Next Steps:
Link route has been identified and scoping document / feasibility study produced. Subject to funding phased implementation could start immediately.

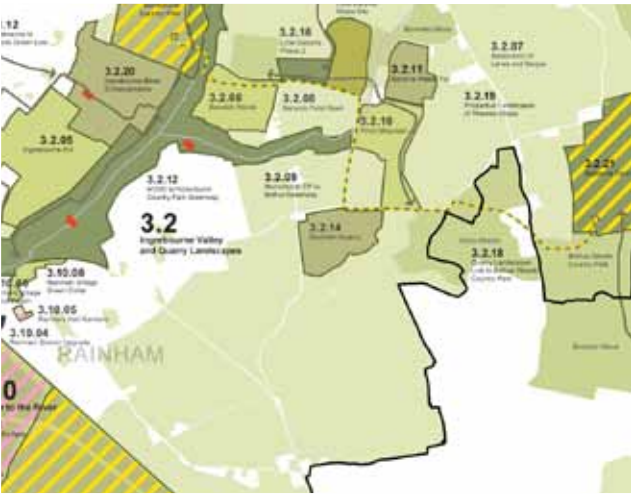
Total Cost: £395k

Funding in Place: £0

Funding Required: £395k

3.2.09 Hornchurch to Belhus Greeway

A greenway cycle route, possibly with equestrian access, connecting Hornchurch Country Park to Belhus woods via the landfill landscape of Gerpins and Pinch Mountain. This link is an important east / west link providing access to the country side on the greater London fringe.





Little Gerpins Restoration

Associated Projects:
None

Partners / Supportive Organisations / Funders:
Private Developer; Thames Chase Community Forest, East London Green Grid. Funders: Ingrebourne Valley limited, Forestry Commission, All London Green Grid.

Governance:
Forestry Commission

Project Owner:
Forestry Commission

Land Ownership:
Private company

Planning Issues / Designations:
Full planning permission in place

Borough:
LB Havering

Location: TQ 548 839

Size: 17ha

Next Steps:
Site works

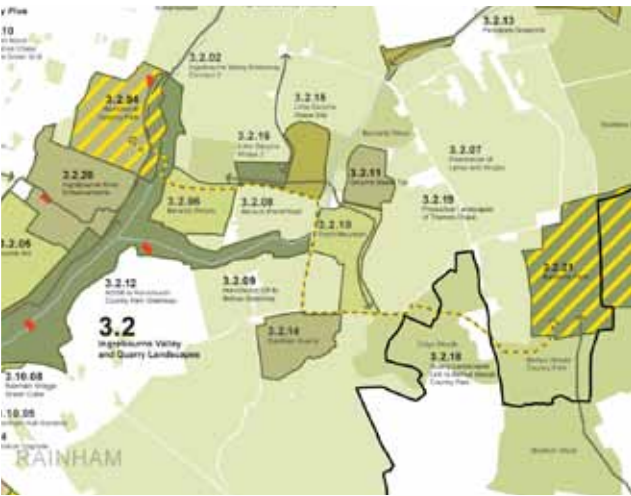
Total Cost: L - £500k

Funding in Place: £500k

Funding Required: - no additional funding required

3.2.16 Little Gerpins Restoration

Little Gerpins is a 17 ha former landfill that is currently being re-restored by a private developer. As part of the planning permission, the site must be reverted to publicly accessible green space. A master plan has been developed for the site that will see new habitats created (woodland, hedges, wildflower meadows) and access improved (a new all ability trail). Bio-mass production through short rotation forestry will also form part of the project. A comprehensive community engagement programme is planned to maximise the benefits to local people.





Tractor at Baldwin's Farm

- Associated Projects:**
Pinch Mountain / Gerpins
- Partners / Supportive Organisations / Funders:**
Thames Chase Community Forest
Forestry Commission
- Governance:**
Forestry Commission
- Project Owner:**
Forestry Commission
- Land Ownership:**
Private
Thames Chase Community Forest
- Planning Issues / Designations:**
Land in private ownership. Part of the Thames Chase Community Forest
- Borough:** LB Havering
- Location:** TQ 557183
- Size:** 70 Ha
- Next Steps:**
Consultation with land owners leading to feasibility study.
- Total Cost:** £1.3M
- Funding in Place:** £0
- Funding Required:** £1.3M

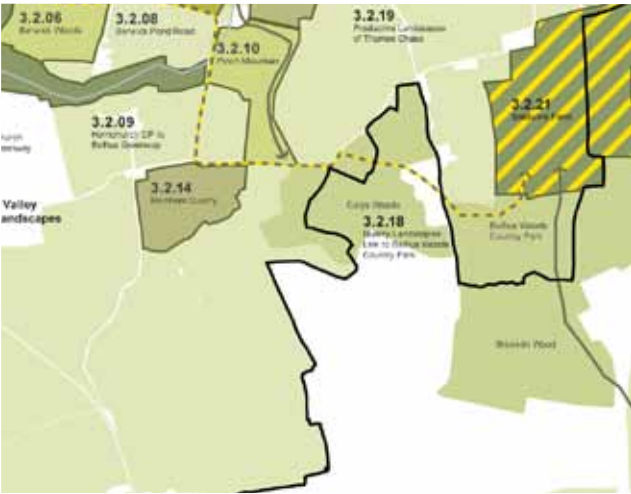
3.2.21 Baldwins Farm

Baldwin's Farm is a circa 70 ha former landfill site on the northern boundary of Belhus Woods Country Park. It well located to offer excellent connectivity to surrounding green spaces (including the Forestry Commission's Pages Wood). It is also within the Thames Chase Community Forest.

The site has been subject to a restoration scheme following landfill operations, although there is limited public access. The site has huge potential and would likely benefit from further reclamation works to create high quality publicly accessible green space. It is envisaged that the site could become part of the Thames Chase Community Forest in the future. The restoration of Baldwin's Farm could provide

a significant focal point for local people, offer biodiversity gains through habitat creation and restoration, and offer financial security through productive landscapes (such as Short Rotation Forestry) or other commercial opportunities.

A full feasibility study is required before any definitive plans can be developed. Specifically, there needs to be an understanding of the benefits that could be derived from the site. This will be followed by appropriate due diligence including an analysis of the tipped material to ensure the site is fit for public access.





Parsloes Park, Dagenham

Associated Projects:
Tree Lined Streets, Goresbrook Park, Parks Buildings
Park Rangers

Partners / Supportive Organisations / Funders:
LB Barking & Dagenham
Environment Agency

Governance:
LB Barking & Dagenham

Project Owner:
LB Barking & Dagenham

Land Ownership:
LB Barking & Dagenham

Planning Issues / Designations:
Local Nature Reserve

Borough: LB Barking & Dagenham

Location: TQ 548185

Size: 59Ha

Next Steps:
Funding for work to Goresbrook must be found as this is the priority element.

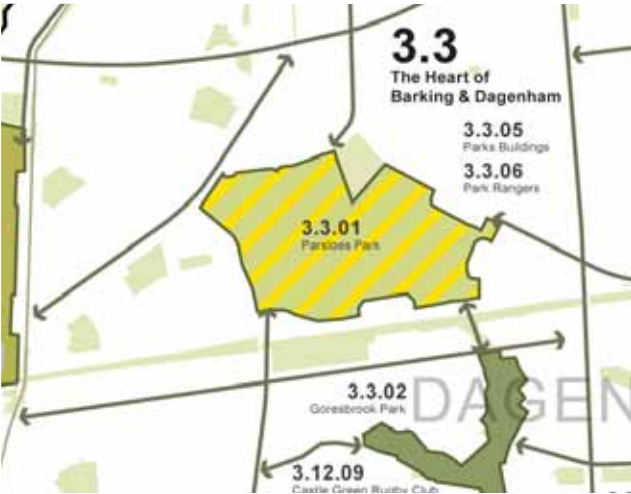
Total Cost: £1M

Funding in Place: £0

Funding Required: £1M

3.3.01 Parsloes Park

Parsloes Park is the largest of the formal parks created during the 1930's as public amenity space for the London County Council's inter-war housing developments in and around Dagenham. It is located in the centre of the borough and is the proposed home of the Community Sporting Hub. The park could benefit from a range of biodiversity improvements including tree planting and wild flower meadows. A priority for the borough and the EA is the de-culverting of the Goresbrook through the park, this would give very significant environmental benefits.





View along the bank of the Rom in Mawney Park

- Associated Projects:**
Havering Country Park, River Rom through Romford
- Partners / Supportive Organisations / Funders:**
LB Havering
- Governance:**
LB Havering
- Project Owner:**
LB Havering
- Land Ownership:**
LB Havering
- Planning Issues / Designations:**
-
- Borough:** LB Havering
- Location:** TQ 5492 1904
- Size:** 30 Ha
- Next Steps:**
Feasibility study required
- Total Cost:** £64k
- Funding in Place:** £0
- Funding Required:** £0

3.5.04 Colliers Row Greenway
Development of the River Rom corridor in Collier Row as a Greenway providing an off-road link between residential areas, local shops, Havering Country Park, and the rural footpath system beyond.





Part of the Romantic landscape designed by Repton at Dagham Park.

Associated Projects:
London Outer Orbital Path
Ingrebourne Valley Living Landscapes

Partners / Supportive Organisations / Funders:
LB Havering

Governance:
LB Havering

Project Owner:
LB Havering

Land Ownership:
LB Havering

Planning Issues / Designations:
Local Nature Reserve with Scheduled Ancient Monument (moat) within the site.
Metropolitan Importance for Nature Conservation.

Borough: LB Havering

Location: TQ 555193

Size: 68 Ha

Next Steps:
Strong candidate for HLF bid (the landscape was designed by Repton). LBH have also identified other funding streams that might be applicable. Consultation with borough / stakeholders and, subject to funding a feasibility study and outline designs

Total Cost: Large (< £1M)

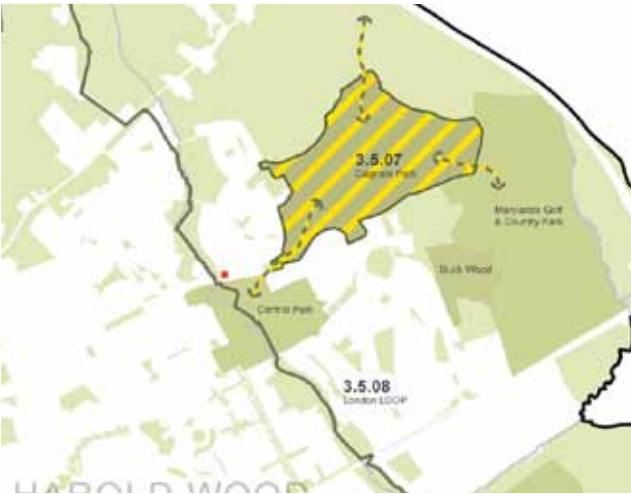
Funding in Place: £0

Funding Required: -

3.5.07 Dagnam Park

Dagnam park and the adjoining Hatters Wood and Duck Wood provide an important area of open space to the north of Harold Hill in Havering. The historic park landscape, designed by landscape architect Humphrey Repton, contains a diversity of semi-natural habitats including unimproved meadows, veteran trees, ponds and ancient woodland. The site has suffered neglect and lack of management in the past but retains its position as something of a hidden gem in Havering. There are opportunities here to this would be complemented by the Harold Hill Ambitions regeneration agenda and the Sustrans Connect 2 project which has already forged new physical links into the park from the surrounding residential areas.

This project would aim to reduce the deficiency in access to green space and access to nature as identified by the GLA. This would be achieved through improving the quality of these existing sites, improving the links across them and improve the access to existing sites, either by creating new entrance points or tackling barriers in the surrounding area, improving the natural value of these already accessible sites; providing new entrance points to a site providing a significant experience of nature; opening up access to a restricted site; or improving the walking access through areas surrounding a site, extending the catchment area.



Phase Two – Project Details



Educational event - Hornchurch Country Park

Associated Projects:

Rainham to the River
Dagham Park
Hornchurch Country Park

Partners / Supportive Organisations / Funders:

LB Havering, RSPB, Environment Agency, Natural England, Essex Wildlife Trust

Governance:

LB Havering

Project Owner:

LB Havering

Land Ownership:

LB Havering

Planning Issues / Designations:

-

Borough: LB Havering

Location: -

Size: -

Next Steps:

Revenue funding for project officer is urgently needed if an ongoing series of events and educational programmes are to be developed

Total Cost: Medium (<£250k)

Funding in Place: £0

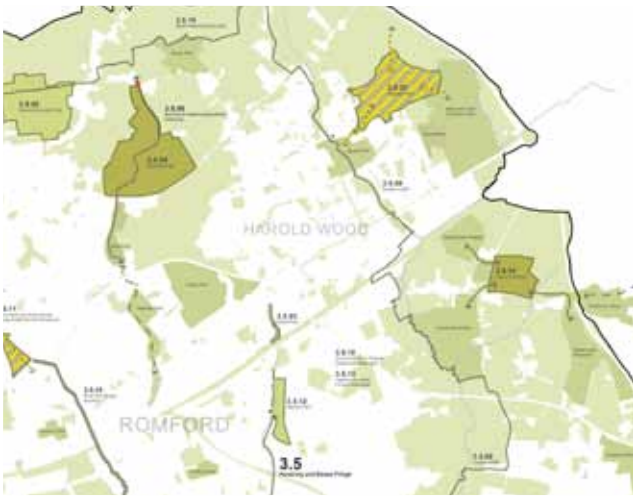
Funding Required: -

3.5.13 Ingrebourne Valley Living Landscapes

The purpose of this project would be the re-connection of the local population along the length of the Ingrebourne in Havering with the natural environment.

With a focus on three strategic regeneration areas in Havering – Harold Hill Ambitions, Ingrebourne Valley Project & Rainham Compass, the project would target both schools and community groups delivering a range of projects aimed at increasing awareness and appreciation of the natural environment. Raising the profile of greenspaces and education at KS1 & 2 to re-inforce the value of greenspaces in adapting to climate change.

The kind of project events and activities that could be developed would tie in closely to a number of strategic objectives for the ALGG including the promotion of strategic transport strategies for example by holding events and activities focused on the London Loop – 4 sections run adjacent to the River Ingrebourne in Havering and the Sustrans Connect2 walking and cycling route (National Cycle Route 13); Activities that increase environmental awareness for example Outdoor Classroom and participation in formal and informal recreation activities for example walking and cycling links to the promotion of healthy living and the contribution that greenspaces can have towards the psychological and social well-being of communities;



Vacant site beside the Thames at Hindman's way.

3.7.01 Hindmans Way

Associated Projects:

Partners / Supportive Organisations / Funders:

Governance:

Project Owner:

Land Ownership:

Planning Issues / Designations:

Location: TQ 548182

Next Steps:

Total Cost: Large (<£1M)

Funding in Place: £0

Funding Required: -



Phase Two – Project Details



Public realm at Rainham Creek

- Associated Projects:**
London Riverside Conservation Park, Rainham to the River
- Partners / Supportive Organisations / Funders:**
LB Havering, Environment Agency
- Governance:**
LB Havering
- Project Owner:**
LB Havering
- Land Ownership:**
LB Havering
Private tbc
- Planning Issues / Designations:**
Site of Nature Conservation
- Borough:** LB Havering
- Location:** TQ 5514 1818
- Size:** 55.3Ha
- Next Steps:**
Feasibility / reference designs
- Total Cost:** £10M
- Funding in Place:** £0
- Funding Required:** £10m, phase 1 (£1m)

3.8.07 Upper Rainham Creek Spaces, 3.8.08 Rainham Creek Way Naturalisation

Linkage between Rainham Village and the River Thames frontage (Havering Riverside Path) along the southernmost section of the Ingrebourne valley. Known as Rainham Creek at this point, the watercourse is bounded by ‘poor neighbour’ industries (open storage, car breakers etc). The EA’s Local Plan for the Ingrebourne had identified the need for public access provision along the Creek, an approach consistent with LB Havering’s wish for a greenway along the west bank of the Creek.

However several new obstacles have arisen including the CTRL crossing and low culvert. There is an opportunity to undertake some path construction,

preferably routed through existing properties, to avoid a negative impact on wildlife. Landscaping and the development of amenity areas is subject to the agreement of landowners. This project also includes the potential for river restoration options and deculverting the creek where it meets the Thames at Frog Island.





Part of the Thames side access to the west of Rainham.

- Associated Projects:**
Heathway to the Thames, Three Crowns Riverside Space
- Partners / Supportive Organisations / Funders:**
LB Barking & Dagenham, LB Havering, Sustrans
- Governance:**
LB Barking & Dagenham / LB Havering
- Project Owner:**
Sustrans
- Land Ownership:**
LB Dagenham/LB Havering/LDA
- Planning Issues / Designations:**
-
- Borough:**
LB Barking & Dagenham / LB Havering
- Location:** TQ 5485 1820
- Size:** 30Km
- Next Steps:**
Feasibility study
- Total Cost:** Medium (< £250k)
- Funding in Place:** £0
- Funding Required:** -

3.8.01, 3.8.02, 3.8.03, 3.8.04, 3.8.16 Links Routes in London Riverside

National Cycle Network route 13 will connect Tower Bridge with Norwich. Much of the work in the area has been completed and an accessible route from the riverside at Rainham to the north of the area and out of London has been opened. There is however a significant missing link between Barking Riverside and Rainham Marsh. This route would ideally be made along the riverfront but difficulties with incorporating a new route with existing uses might make an inland route via Dagenham Breach more viable.





View across Rainham Marsh.

Associated Projects:
Rainham to the River

Partners / Supportive Organisations / Funders:
LB Havering, RSPB, Environment Agency, Natural England, Veolia Landfill Trust

Governance:
LB Havering

Project Owner:
LB Havering

Land Ownership:
LB Havering
Port of London Authority
RSPB + other private

Planning Issues / Designations:
Site of Special Scientific Interest
Local Nature Reserve

Borough: LB Havering

Location: TQ 552179

Size: 640 Ha

Next Steps:
Development and implementation of model based on business model report

Total Cost: £11M

Funding in Place: £0

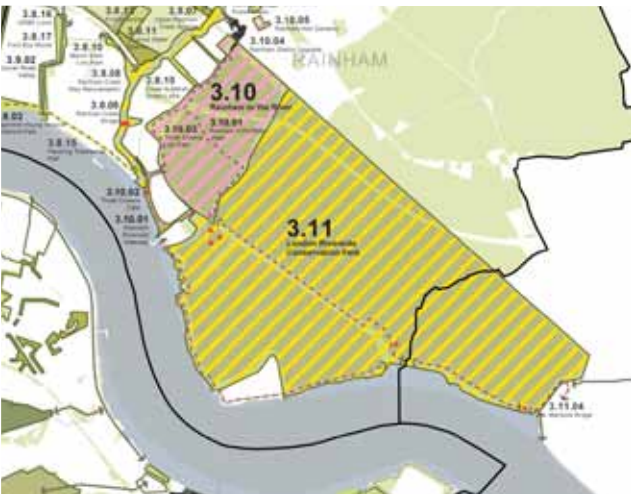
Funding Required: £11M

3.11.02 London Riverside Conservation Park (Wildspace Phase 2)

The public and wild spaces of Rainham, Wennington and Aveley marshes will be the most high profile and strategically significant project in the Green Grid, and a key component in the wider strategy for the London Marshes cluster of the Green Grid. London Riverside

Conservation Park will bring together the Inner Thames Marshes SSSI, most of which are already an RSPB nature reserve, and a new country park beside the Thames, which will be created from the current landfill site. This will provide a regionally important ecological and leisure asset for London Riverside, extending over an area of 640 hectares, with new visitor facilities and much improved access. It is

predicted that the spaces and attractions at Rainham will attract 1 million visitors a year. The Havering and Thurrock Riverside Environmental Strategy Group has been formed to steer the development of the Conservation Park. Its members include the local authorities, local landowners, English Nature, Environment Agency, Veolia Havering Riverside Trust together with representation from the GLA.





Dagnam Park, Harold Wood

A photograph of a forest with bare trees and a body of water in the foreground. The trees are mostly without leaves, and the ground is covered in dry grass and fallen leaves. The water in the foreground is calm, reflecting the trees and the sky. The overall scene is peaceful and natural.

Forward Strategy

This section concludes the Area Framework with a series of recommendations for further action, including funding and governance arrangements.

Forward Strategy – Gap Analysis

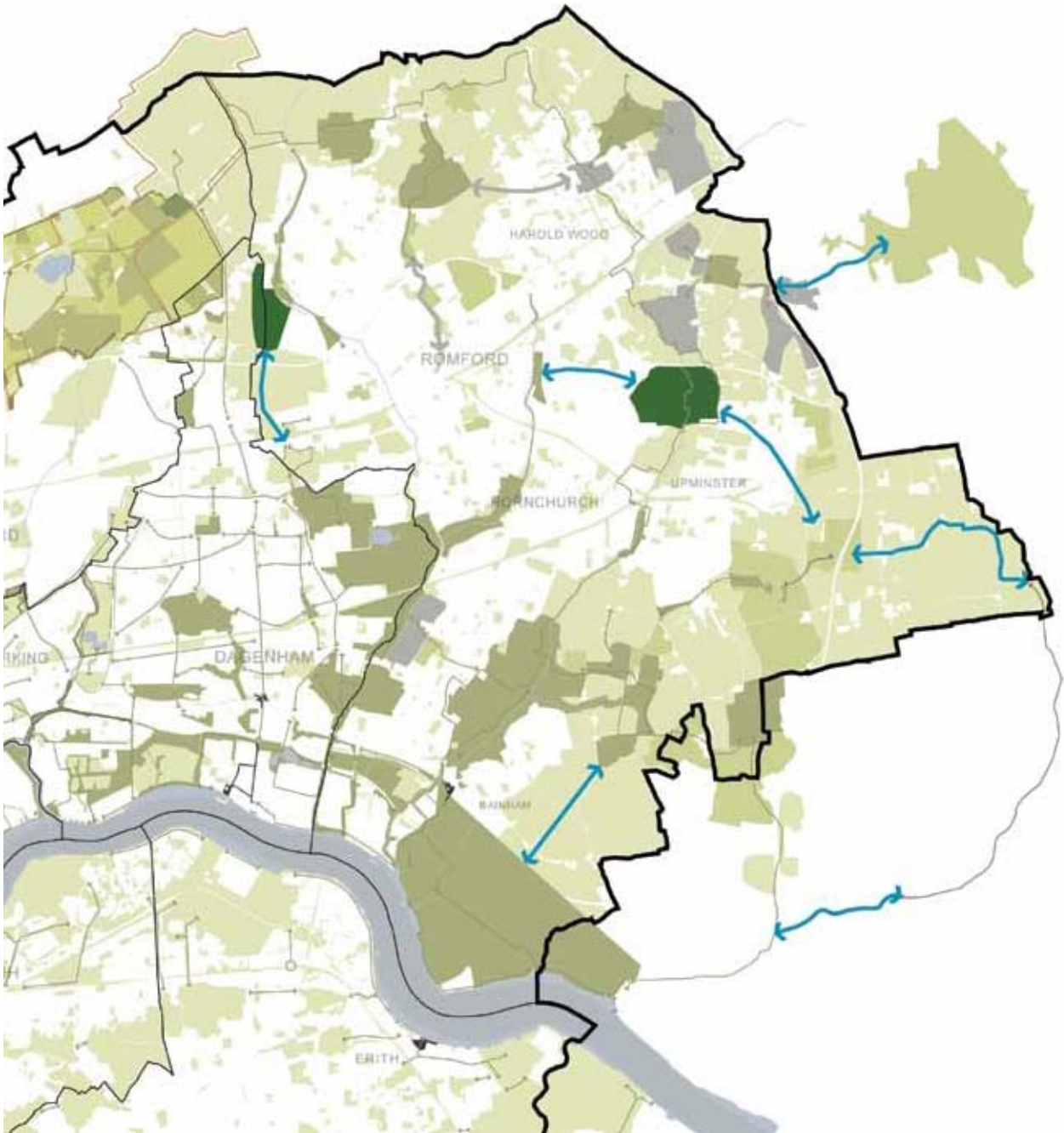
Gap Analysis

The projects identified in the rolling projects list seek to deliver the strategic objectives and opportunities identified within the Thames Chase, Beam and Ingrebourne area.

The gap analysis seeks to identify gaps where no projects currently exist but the open space offer of the area might be enhanced should a link or other project be established.

Broadly speaking there are two types of project gap defined. Those that enhance linkages or the chain of spaces which might be used to travel between the Thames and the outer fringes of London. Examples include the link running north from Romford towards Bedford’s Park or the group of project suggestions that connect the LOOP to Thorndon Country Park which lies outside of the Greater London Boundary.

The second type are those that seek to create circular routes around the area. Examples include the Mardyke links that connect Purfleet to Upminster and those east / west links through the Thames Chase. Finally there are two strategic project gaps identified these relate to the emerging Drain London reports which identify Havering as having potential urban flood issues and suggest two locations at which flood mitigation work might be undertaken. These location are on the Ravensbourne north of Upminster and the Rom north of Romford.



- Identified Project / Link
- Strategic Gap in Links
- Project Recommendations
- Strategic Gap in Area Projects

Forward Strategy – Recommendations

Recommendations

It is now some five years since the original area framework was produced. Independent evaluation of the earlier East London Green Grid programme has confirmed its role in enabling the various partners and stakeholders to work collectively, to assist in securing funds, and encourage organisations to think about how their activities contribute to the collective benefits across the wider area.

The rationale for this update was to:

- review progress, recognise successes to date and identify reasons for any projects that have progressed more slowly than intended
- refresh the existing area analysis, project programme and delivery strategy in light of current economic operating environment
- integrate the eastern areas of the old Area 4 London Riverside area framework into Area 3
- increase the range of partners to deliver the programme, fund it and champion it to support future sustainability
- use the refresh process to engage with strategic private sector partners such as the utility companies and selected developers etc to steer their future investments to realise the potential of GI
- ensure close alignment with GLA key programmes the Mayor’s Low Carbon agenda plus existing housing development and regeneration priorities
- continue to embed the GG into local planning policy to maximise sustainability
- support future exit strategies for the Green Grid to reflect the current Localism and Big Society agendas
- take on board additional objectives which offer the capability to support economic development, such as increasing the value of the visitor economy, developing social enterprise models to deliver green space management and maintenance, support the green skills agenda and enable strategic productive landscape projects
- support the assimilation of the ELGG programme into the All London Green Grid

Governance

This updated Area 3 framework has been prepared by a diverse range of stakeholders including members of the earlier Area 3 and 4 groups.

The role of this group is to:

- ensure the outcomes from the area framework refresh are locally embedded and endorsed
- enable groups to be expanded/consolidated where

- required to take on board partners in the new areas and maximise future sustainability
- encourage the projects to be underpinned by robust local funding strategies
- maximise partnership processes to assist in delivery

It is proposed that this group continue to provide the ongoing governance requirements for this area framework supported by other local partnerships such as those focusing on the London Riverside Conservation Park and adjoining districts.

The current governance requirements of the framework have previously been supported by funding from the earlier East London Green Grid programme to fund the role of Area Chair. Future funding for this task is currently not available. In the short term therefore we see a reduced set of support activities continuing until further funding can be identified.

Programme Overview

The main thrust of the Area Framework is encapsulated in two key themes:

- to create new and exciting green spaces
- to improve the quality of existing green spaces and their connections.

We therefore envisage that the Area Framework will facilitate an extensive network of Greenways or links, which will enable users to travel from one green space to another and from the inner city areas of east London to the Green Belt and beyond. This will be achieved by strengthening east west linkages from Barking and Dagenham (Bretons Bridge) and connections on the borders of Havering. The Area framework will result in improved recreational opportunities for local residents by improving greater access to the countryside for walkers, cyclists and horse-riders and safer and greener footpath links for commuters.

In the short term (1-2 yrs) in we propose to continue to provide a number of ‘quick wins’ in order to maintain momentum and interest in the programme.

In the London Riverside area we will continue to improve major new open spaces such as the London Riverside Conservation Park delivering identified future phases post the completion of the Thames Gateway Parklands programme. We will also maximise the benefit of open spaces that have been

created or improved as part of the Ingrebourne Valley programme.

There are opportunities in the short term to create a number of new publically accessible open spaces as part of an innovative programme led by the Forestry Commission. This will seek to provide sustainable maintenance for a number completed landfill sites. The sites will help deliver the productive landscapes objective by providing examples of short rotation forestry whilst maximising the social and environmental gains to be won from landfill restoration programmes.

We will continue to deliver projects to improve connections within the Area, helping to better connect spaces to their neighbouring communities; creating a place which encourages use and a sense of ownership amongst local residents and provide better sub regional sustainable transport connections. This includes completion of the north south Greenway programme funded through Connect 2 and running between Upminster and Rainham. (Ingrebourne Greenway)

In the medium term (2-5 yrs) we will seek to take forward a number of earlier ELGG supported projects to fruition such as Breton’s Bridge which provides a significant opportunity to open up access for residents of Barking and Dagenham to a number of high quality open spaces in Havering and cement an important sub regional sustainable transport connection. We will undertake future stages of development of some of the heritage assets of the framework such as the Repton associated landscape in Dagnam Park and Breton Manor. We will continue where possible the lining of streets in LBBB with new tree planting.

Within the Thames Chase Community Forest we will create a mosaic of open spaces and woodland, that might be used for biomass, orchards for food production, allotments, wet woodlands and screening and improved access to the open countryside under the revised leadership of the Thames Chase Trust.

In the longer term (5-10 yrs) there are desires to link successfully with other key open spaces in the Green Belt reflecting Green Arc ambitions. The Green Grid has always sought to maximise the capacity for spaces to become better connected and this will continue to be an overarching ambition.

Funding

The current economic operating environment presents a number of challenges to deliver the framework’s vision. We will need to look carefully at external funding sources and package projects successfully to maximise the capacity to lever in funding support and attract green grid investors.

This aspect has already been a significant feature of the delivery of the earlier framework but we anticipate we will have to work even harder to secure this funding in an increasingly competitive environment. Some of the key sources of potential capital funding are summarised below:

- Private sector including Planning Obligations and its successor Community Infrastructure Levy as well as innovative approaches to land management such as use of dowries
- Specific private sector organisations where they are the landowner
- Landfill Operators and the Landfill Communities Fund.
- National bodies such as Natural England, Environment Agency, English Heritage
- The Mayor of London/Transport for London
- Local councils through forward capital programmes and reuse of capital receipts
- The Heritage Lottery Fund (Heritage Grants and Parks for People)
- The BIG Lottery
- European Structural Funds (ERDF, Intereg and LIFE+)
- Regional Growth Funds through the Local Enterprise Partnerships

Many of the projects in the Phase 1 programme were compiled largely on the basis of deliverability: projects where the funds were substantially in place or where a credible bidding strategy had already been developed, and where there was a project sponsor willing and able to see the project through to completion. As a result of the reduction in available external funding, phase 2 projects contain a greater number of proposals at an early stage which will require further investment to fully develop the scope, viability and funding requirements..

Project Delivery

The existing established partnerships throughout the area are key to delivering the future programme and in many cases comprise organisations who are leading on the delivery of individual projects.

We hope to be able to maximise the value of these partnerships by enabling better co-ordination of the smaller projects, building them where relevant into more cohesive packages that deliver better synergy and ultimately a bigger end product. The work by partners in Rainham is an excellent example of this approach.

Earlier integration with schemes which address flood alleviation in the framework presents a number of opportunities to align them with wider green infrastructure improvements complementing future proposals evolving out of the Drain London assessments. In this respect the Environment Agency will be a key delivery partner.

The broadening of membership to include the private sector will produce a number of opportunities to increase the level of private sector contribution to deliver green grid projects.

Stakeholder and community engagement

Organisational stakeholders have been actively engaged in the preparation of the updated Framework through direct involvement in a working group that has met on a number of occasions to oversee progress and input to the development of the vision and provided specific project details. This has been complemented by a series of one to one engagements with specific key stakeholders where required. The wider group has also been involved in the selection of projects which will act as a focus for delivery of phase 2.

The strategic nature of the green grid process does not always lend itself to meaningful community engagement however it is priority that engagement forms an underpinning element of the development and delivery of all projects within the rolling project list. The current agendas around Big Society and Localism are clearly evident within open spaces and we will seek to use these priorities to underpin our approach and future delivery. Specific projects have had detailed community engagement throughout their development such as the London Riverside Conservation Park and the Ingrebourne Valley programme. The completion of a number of key projects within the earlier framework means that their future value will rely on meeting ongoing community needs.

Programme management

The Rolling project list represents a large and complex programme of diverse projects spanning at least a decade. Management of this programme as a whole is a task beyond the capacity of the local stakeholder groups at present. Additional support, in terms of staff and systems is required to perform this task competently.

The Green Grid programme to date has therefore involved an overarching programme management function provided by Design for London. This has enabled the co-ordination of seed funding packages to increase momentum within projects and central collection of outputs and impacts from the programme to demonstrate its value. Whilst the current economic environment has in the short term reduced the resources to carry out these tasks. It is felt that in order to ensure a coherent future programme external funding should be obtained to continue this function.

Long term management and maintenance

The green grid programme in the past five years has had to consider explicitly the issues of long term management and maintenance. There are a number of innovative examples such as the use of dowries that have met these requirements on projects.

The major nationally significant projects within Area 3 will hopefully be well provided for in the aspect, however the challenge will be to ensure the smaller adjoining spaces and connections are addressed too as there will clearly be a reduced value and knock on impacts if these issues are not resolved. The area framework will continue to address this on a project by project basis.



Appendices – Baseline Description

Accessible Open Space

This map shows the distribution of open space in area 3 with typologies set out according to the London Plan. Whilst there are some clusters of good public open space around town centres there are also areas with either very little or no access to open space. These include the London / Essex fringe which has a vast area of private open space but little or no public and riverside area west of Rainham which has almost no public open space and very little private open space.

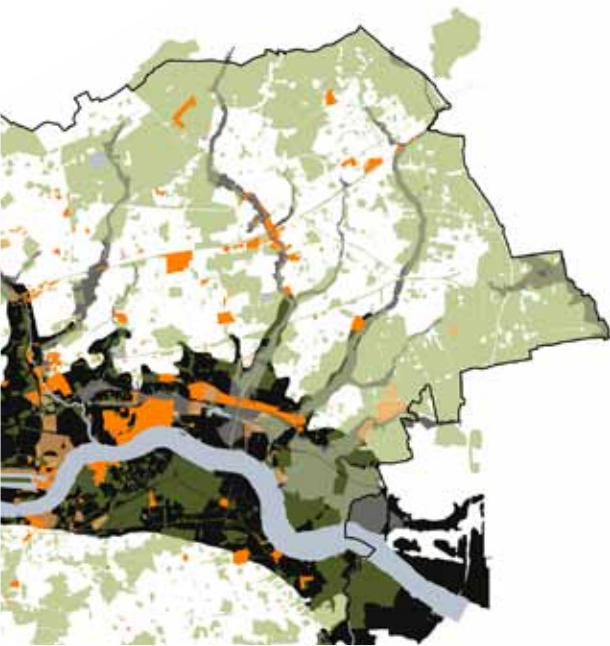
- Regional Parks
- Metropolitan Parks
- District Parks
- Local Parks And Open Spaces
- Small Open Spaces
- Pocket Parks
- Other / Private Open Spaces



Managing Climate Change

Whilst the north of the area is relatively high and has little risk of flood part from fluvial risk around river corridors the southern portion of the area is extremely high flood risk. It should also be noted that these high risk areas contain much of the strategic housing designations.

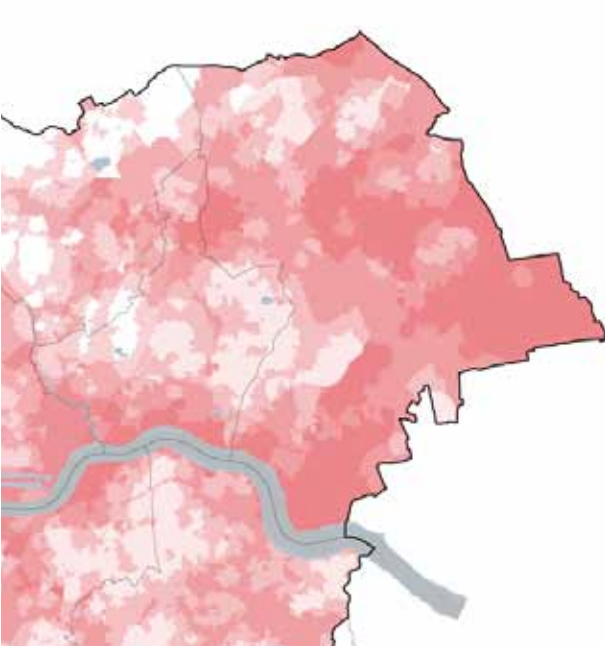
- Strategic Housing Land Availability
- Brownfield Land Database
- Indicative Fluvial Flooding
- Indicative Tidal Flooding
- Open space



Regional, Metropolitan, District and local composite open space deficiency plan

As previously mentioned the areas to the east of Area 3, on the London / Essex fringe are low in public access open space, along with patches to the west of Rainham and around Romford and Harold Hill.

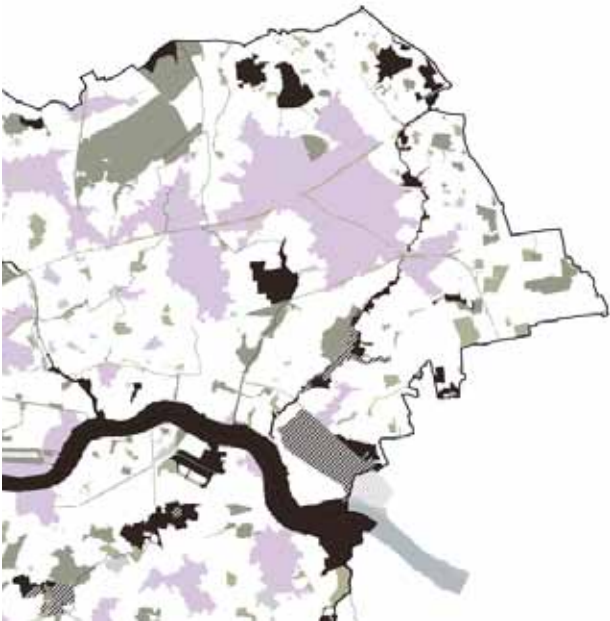
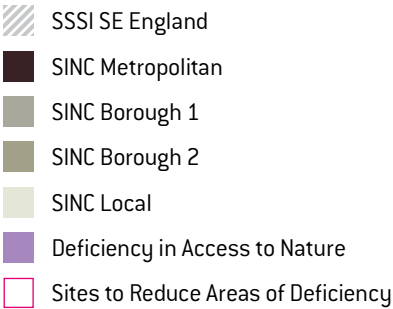
- + Overlaid Deficiency in Access to Public Open Space
-



Appendices – Baseline Description

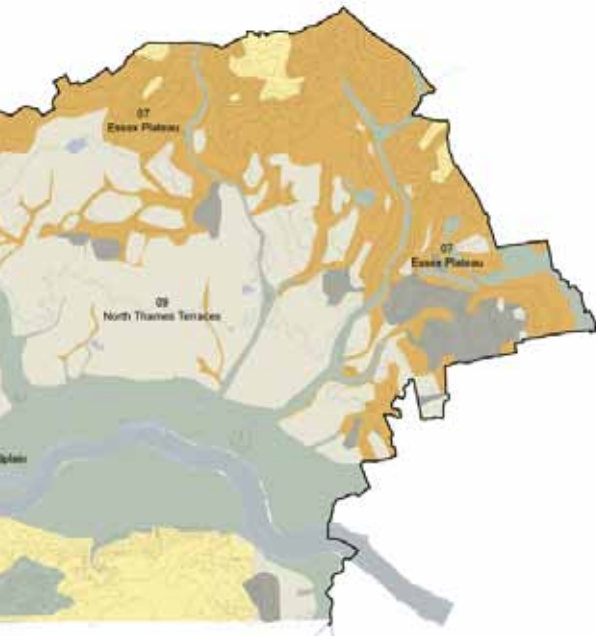
Access to Nature

Proposals and projects within the Area 3 should seek to alleviate the deficiencies in access to nature suffered by some neighbouring communities as shown in this mapping. This could be achieved through increasing the environmental value and biodiversity of existing and new green space, and forming accessible links into the green corridor and local parks network from these areas of deficiency.



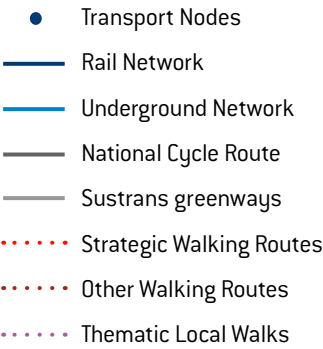
Ecological and Landscape zones

The area is characterised by a slow graduation in landscape moving towards the river Thames. Clays and sandy hilltops on the Essex Plateau give way to Low Level Gravels and Floodplain soils along the Thames corridor.



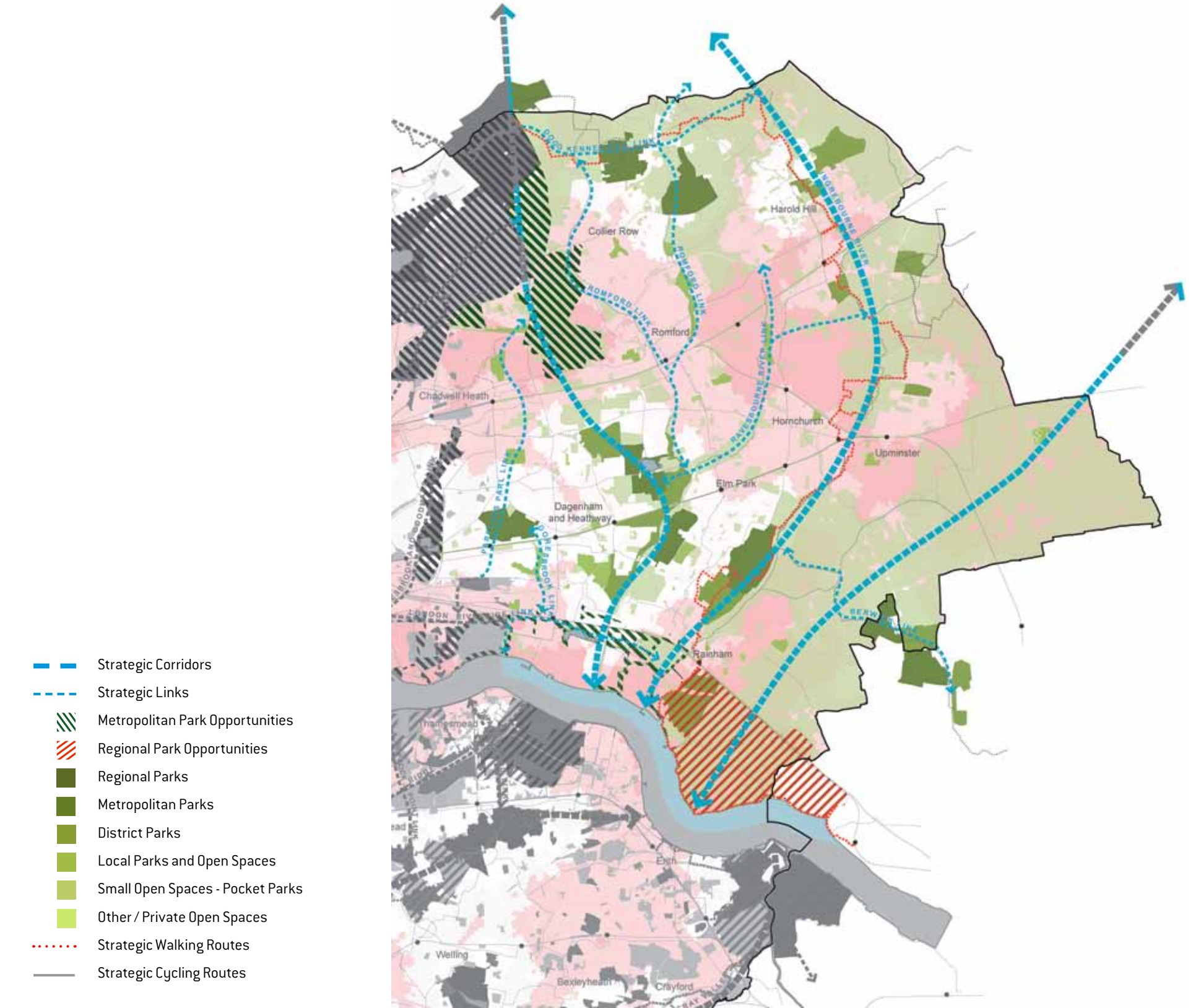
Making Connections

This map illustrates the strategic networks of cycling and walking routes that connect the open space network. Green Grid projects seek to complete routes and provide attractive, well signed, sheltered, safe and well maintained connections. The London LOOP covers much of the area and links well into transport links. The National Cycle Network route 13 follows much of the LOOP and offers routes out of London into the countryside.



Appendices – All London Green Grid SPG Chapter 5 GGA03 Links

This Appendix is an unabridged copy of the relevant links for GGA 03, the ALGG SPG was published on 16 March 2012.



Map derived from GIGL data 2011 - © Crown Copyright and database right 2011. Ordnance Survey 100032216.

Appendices – All London Green Grid SPG Chapter 5 GGA03 Links

[The Dogg Kennel Hill Link](#)

follows the London LOOP through the Green Belt, connecting Hainault Forest Country Park in the east with Havering Country Park and Bedfords Park, through to Dagenham Park and the Ingrebourne Valley in the east.

[The Romford Link](#)

follows the River Rom from Eastbrookend Country Park in the south to Romford town centre where the river becomes culverted. As it goes north the Link branches into two routes. The west route continues to follow the River Rom, though it is partly channelised and inaccessible behind residential development, before emerging into the Green Belt and connecting to the London LOOP. The east branch follows Blacks Brook which runs through a mainly green corridor that connects to Bedford Park in the north.

[The Ravensbourne River Link](#)

follows the Ravensbourne River which is in poor condition and lacks any green corridor for most of its length through the residential area north of Hornchurch, past Hornchurch Sport Centre and through Harrow Lodge Park. There is currently no public access to the river where it runs through the residential area.

[The London Riverside Link](#)

includes the Barking Reach development site and the Dagenham Dock Sustainable Industries Park and Rainham Creek. The redevelopment of the area will provide a new green space network through the district. A number of ditches and small water courses run through the area which provides an important habitat for water voles, wetland birds and estuarine vegetation.

[The Berwick Link](#)

runs through the Green Belt from Hornchurch Country Park in the Ingrebourne Valley to accessible countryside in the Thames Chase Community Forest.

Appendices – Group Membership

Sub-area chair

Tristram Hilborn tristram.hilborn@forestry.gsi.gov.uk

As the Forestry Commission Team Leader for Thames Chase and the Thames Gateway, Tristram is tasked with delivering the social, environmental & economic benefits that green spaces can offer. This is achieved through land acquisitions, development and management. His responsibilities include management of a 500 ha urban green space estate and project-managing the area’s development programme.

As Area Chair, Tristram is representing and working on behalf of the Thames Chase Trust. The Trust is a volunteer-led organisation that has recently been handed the management of the Thames Chase Community Forest. During the transition from local authority control to the point where the Trust is ready to employ its own staff to manage the project, the Forestry Commission has stepped in to facilitate the handover process, and it is as part of this process that Tristram has been invited to chair the area framework. Tristram has worked with the Forestry Commission in his current role for two years, prior to which he was, for eight years, based in East Anglia Forest District as the Operations Manager. Tristram has a HND in Forestry and Lowland Management, and has extensive training in project management.

Design for London design advisor

Peter Beard landroom@peterbeard.demon.co.uk

Peter is an architect specialising in the redevelopment of post-industrial and post-military landscape sites. Current work includes the design of visitor infrastructure and advice on heritage for the RSPB’s reserve at Rainham Marshes.

Glossary of terms

- ALGG All London Green Grid
- EA Environment Agency
- ELGG East London Green Grid
- EU European Union
- GAF Growth Area Funding
- GI Green Infrastructure
- GLA Greater London Authority
- HLF Heritage Lottery Fund
- LDA London Development Agency
- LDF Local development framework
- LWT London Wildlife Trust
- NE Natural England
- NT National Trust
- TfL Transport for London

Members

- | | |
|--------------------|---|
| David Theakston | LB Barking and Dagenham |
| Bob Flindall | LB Havering |
| Benjamin Sanderson | LB Havering |
| Katy Haines | LB Havering |
| Martin Stanton | LB Havering |
| Stefania Horne | LB Redbridge |
| Matthew Mople | LB Redbridge |
| Jamie Dean | Design for London |
| Jennifer Norman | London Thames Gateway Development Corporation |
| Alan Shearring | Essex Wildlife Trust |
| Sue Cumming | Essex Wildlife Trust |
| Rebecca O’Shea | Environment Agency |
| Nick Walker | Environmental Services |
| Tristram Hilborn | Forestry Commission |
| Hettie Hirst | RSPB |
| Tom Sharland | Sustrans |
| Robert Jennings | Thames Chase |
| Helen Brockwell | Thames Chase |
| Jonathan Ducker | The Land Trust |
| Julie Dye | Transport for London |

Credits:

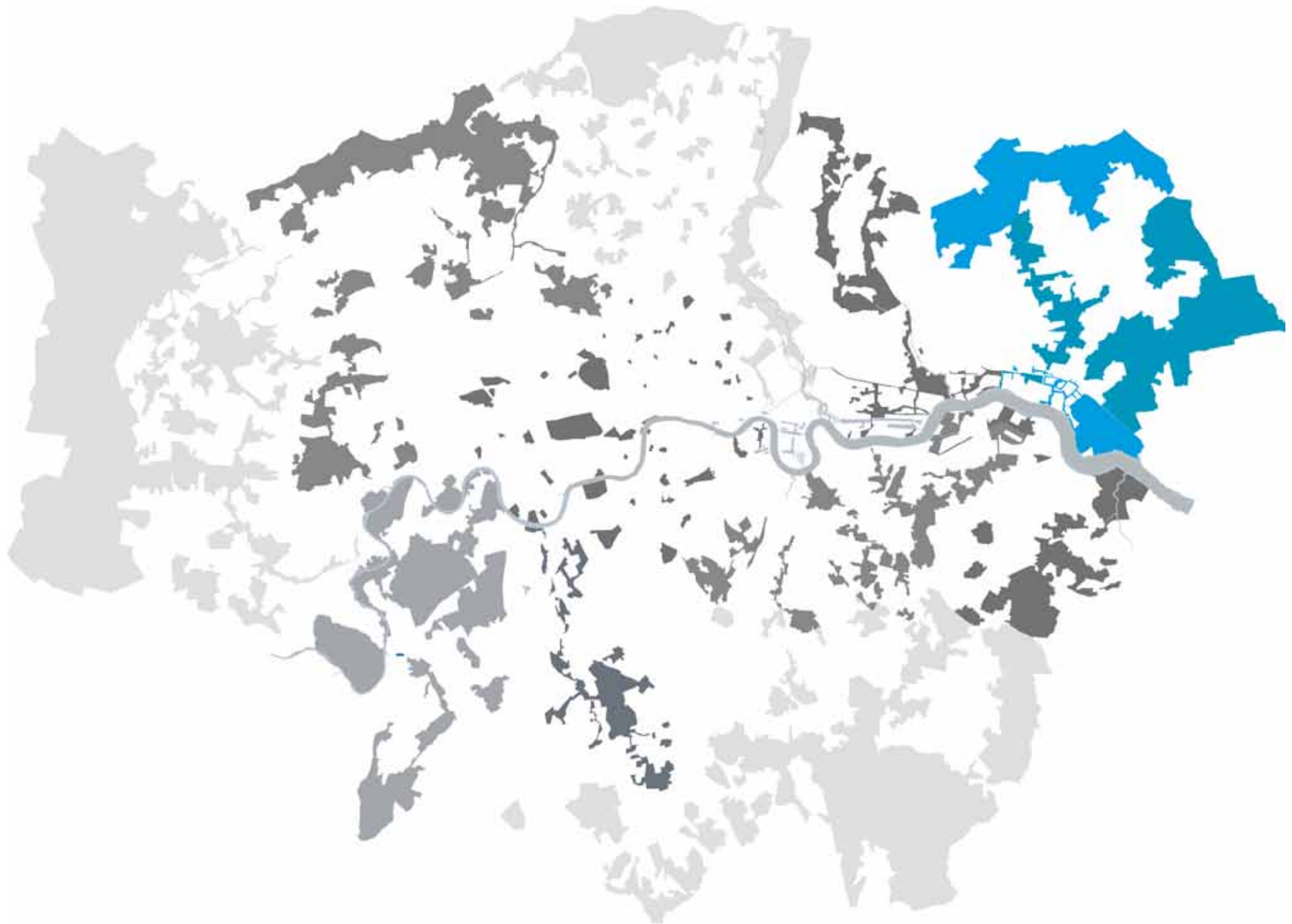
Authors: Peter Beard LANDROOM and Design for London in dialogue with stakeholder representatives and area chair.

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Notes:

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All projects are considered to be projects of significant benefit to the All London Green Grid. All projects were identified by project owners either through consultation of the 2007 Thames Chase, Beam and Ingrebourne Area Framework, the 2007 London Riverside Area Framework, or through consultation for this document between September 2010 and May 2011.



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