Green Corridors

Green corridors can encourage exercise and healthy living and link fragmented sites of biodiversity.

Introduction to green corridors

This assessment aims to identify green corridors that provide habitat connections and movement routes through the urban environment and where these are linked to their wider surroundings.

Landscaping, tree and shrub planting and habitats such as woodlands, wetlands, heathland and grassland can provide aesthetic benefits, encourage healthy living and link fragmented sites of biodiversity. Identifying existing locations of habitats and how they relate to existing open spaces in and around the built environment is important to understanding the integrity of the green infrastructure network.

Different elements of green corridors that have been considered are:

- **Biodiversity corridors**
  Areas of ecological importance that provide habitat links with an urban area (may or may not be publicly accessible).

- **Trees, shrubs and hedges**
  Areas with continuous tree/shrub canopy and hedgerows that provide habitat for wildlife (includes areas in the open countryside and areas within the built up area including back gardens).

- **Greenways**
  Off road routes that connect people and wildlife to open spaces and other destinations and are traffic-free routes for shared use.

To identify potential routes for greenway development in the future or enhancing existing green routes there is a need to understand existing open space provision in terms of location, the role it has in the community and how development in the future may impact upon an area. Incorporating biodiversity corridors, greenways and green routes into development proposals can enhance the quality of a proposal, reduce the impact on the local area, improve habitat connections for biodiversity and create quality links between new and existing development and the countryside.

Ecological corridors in Waveney

Ecological corridors are an important part of the green infrastructure network in Waveney and the wider region. Some areas are publicly accessible while others are not, however, in the wider environment it is important to protect areas of ecological importance where so much has been changed and managed over time.

Across the District ecological corridors are important in both the strategic and local context. The Waveney Valley, Blyth Valley and sites of high significance along the coast are protected for their wildlife and habitat value. Ecological corridors connecting these areas are important to enable wildlife species to move between habitats. Within settlements areas of natural and semi-natural character, public open spaces and private gardens all contribute towards green infrastructure and where these areas are contiguous or in close proximity to each other they can create green ecological corridors.

Within built up areas public rights of way and cycle routes provide an opportunity to create attractive travel routes for recreational use and commuting. Greenways provide an opportunity to encourage sustainable transport and improve access to semi-natural areas and locations with high biodiversity value. They also improve the public realm and enhance the wider ecological network.

Provision and distribution of green corridors in the **Beccles** area

Within the built up area there are several green corridors (Figure 9.1). The railway line runs through the town north to south with much of the line bound by vegetation. Outside of the built up area in the north the line travels through the Beccles Marshes and other areas important for their ecological value. South of the town the line is more exposed in the open countryside reducing its value for wildlife.

Rigbourne Hill Lane is a greenway connecting residential areas in the south of the town. The greenway begins near the Beccles Free School and runs south to Cucumber Lane connecting play spaces located at Bramley Rise and Glebe View. The shared use path for pedestrians and cyclists also improves access to the Darby Road play space, the most significant play facility in the vicinity, and schools in the area. The importance of the Rigbourne Hill Lane greenway will increase as development comes forward at Cucumber Lane and the Beccles Southern Relief Road is delivered south of the town. The proposed Beccles Southern Relief Road development is to include cycle lanes and landscape planting which will connect the Ellough Business Park to Cucumber Lane. Encouraging sustainable transport modes, the cycleway will indirectly link to the Rigbourne Hill Lane greenway

and support increased cycling. Currently the greenway path is of a sub-standard condition and to encourage greater use this route should be improved.

Rigbourne Hill Lane provides habitat for wildlife within the built up area by connecting the open countryside to several open spaces in the residential area and enhancing the local green infrastructure network. While there are no significant greenways or wildlife corridors in the vicinity there are other open spaces that act as stepping stones supporting the movement of wildlife.

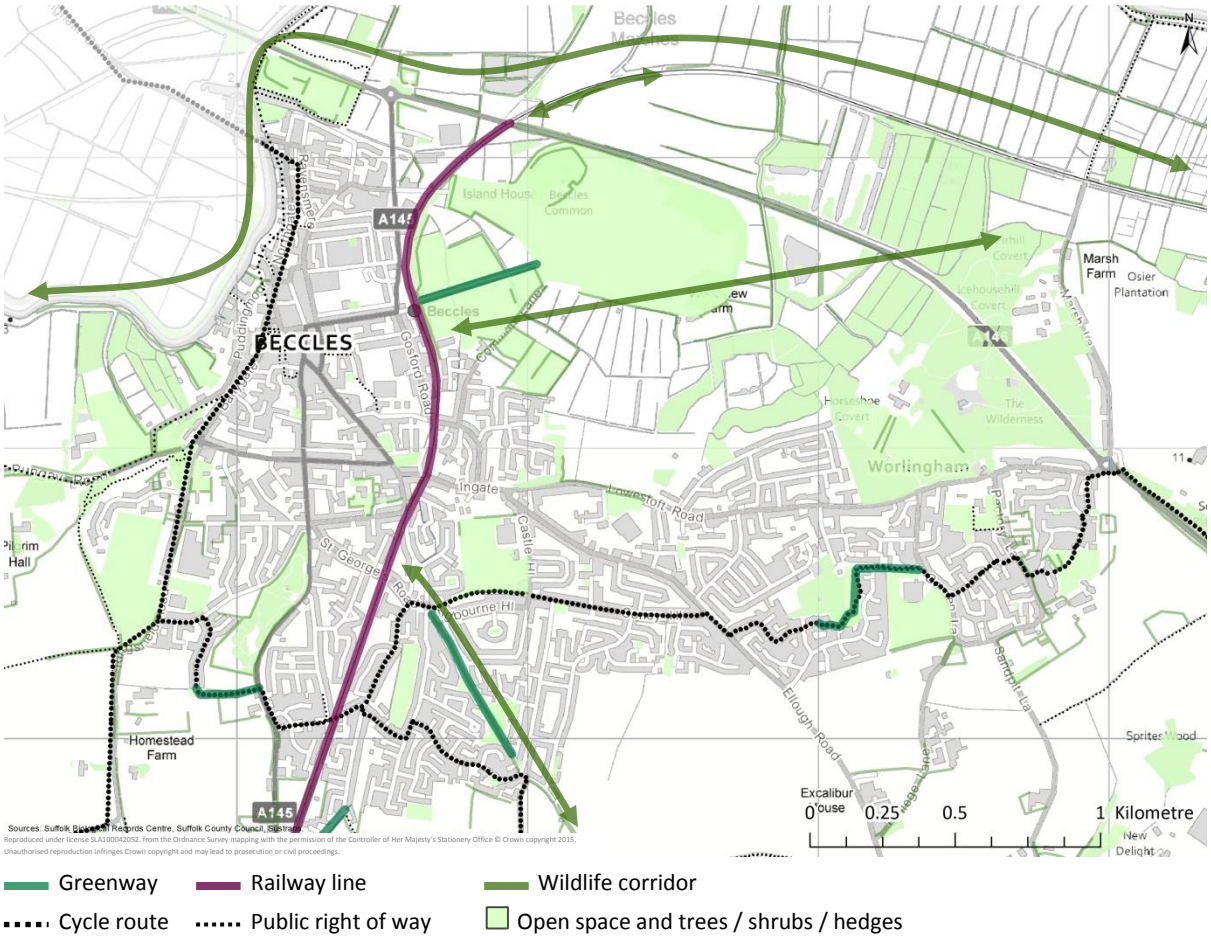
In the south east of Beccles part of Wash Lane is a greenway that connects Darby Road to the A145 and an employment area. The site provides good vegetation for wildlife but has less value than Rigbourne Hill Lane as a movement corridor for people as it is not set within the residential area. For both Wash Lane and Rigbourne Hill Lane any future development in the area of south Beccles should provide connections to these greenways if feasible.

Away from greenways and the railway line there are few routes with continuous canopy cover that could provide quality wildlife habitats. Many of the streets have trees and planting to enhance the visual amenity of an area but they have limited biodiversity value. There are sections of transport routes that provide quality tree cover in the areas of The Dell (Bungay Road, Ringsfield Road and Puddingmoor) and roads adjacent to Beccles Cemetery. However, none of these are significantly continuous to be considered quality green corridors. A similar pattern is reflected by the diffuse coverage of dense tree canopy within the built up area.

In Worlingham there is a network of green spaces comprised of several small parks, schools and traffic-free walk/cycle ways. These provide good connections for local residents to move around the urban area and encourage people to be active and use community facilities and support wildlife movement.

Outside of the built up area of Beccles and Worlingham there is a significant amount of habitat that is likely to support wildlife, particularly north of the town. Beccles Marshes and Beccles Common are identified as having significant wildlife value and these areas are closely linked to other expansive wildlife habitats along the River Waveney to the west and the open area north of Worlingham. These areas should continue to be protected to retain the biodiversity of the area. To the south and west of the town tree and shrub canopy cover tends to be smaller and more sporadic. These habitats will support wildlife and act as stepping stones for species moving through the open countryside. These areas should be protected to support existing wildlife and enhance the mosaic of habitats in the wider area.

Figure 9.1: Existing green corridors in Beccles



Provision and distribution of green corridors in the **Bungay** area

There are a limited number of publicly accessible open spaces in Bungay with the larger sites being school playing fields (Figure 9.2). There are no greenways in the town. Open spaces near the town centre are particularly isolated. In this area the focus should be on improving the quality of green infrastructure as there is limited potential to provide new open space or landscaping outside of existing open space.

Within the built up area west of Lower Olland Street there are several open spaces and open areas that contribute towards the green infrastructure and the character of the area. These spaces are physically connected through landscaping and the layout of the land but are isolated in terms of movement for people. In this way these sites have more value for wildlife than for local residents. Land located north of Hillside Road East (Skinner's Meadow) acts as an open break in the urban area and connects to small grazing fields to the north. The Garden Close play space provides an area for equipped and unequipped play with thoroughfares linking the residential streets of Pilgrim's Way, Garden Close and, once the allotments come forward on the vacant land to the north, Wingfield Street.

There is potential to improve connectivity within the residential areas and improve access to services and facilities in the town centre. When the allotments off Wingfield Street are delivered there is significant potential to improve connectivity within the residential area and towards the town centre while also enhancing the public realm. Pedestrian and cycle access through (adjacent to) the Garden Close play space will connect residential streets. Access along the edge of the grazing fields and into Skinner's Meadow would connect to residential areas south of Hillside Road East and to the community centre and equipped play space to be delivered on the site of the former Old Grammar School. Access to Skinner's Meadow has been a long standing aspiration of the community. This potential corridor would also link into Bungay Cemetery which is connected to the residential area around King's Road, Bungay High School and the King's Road play space.

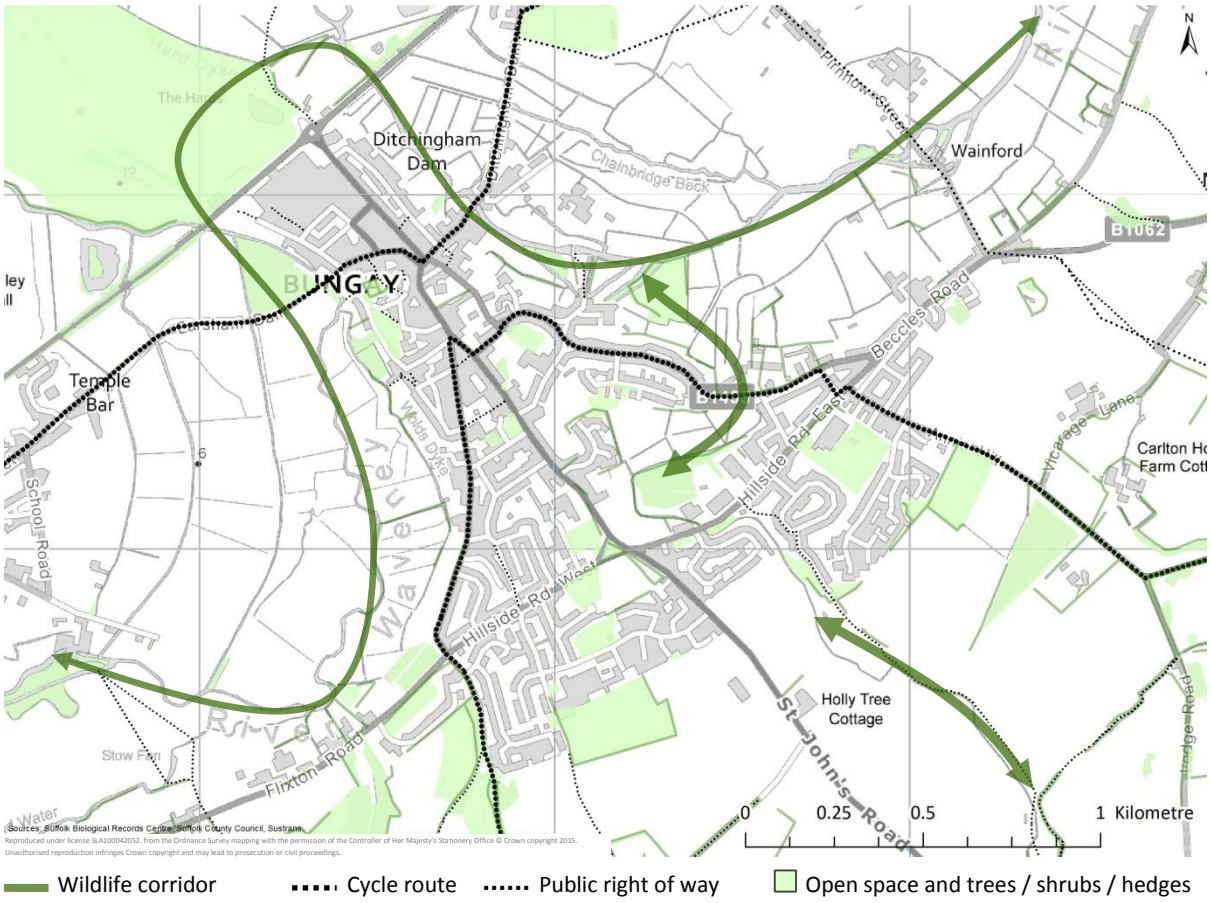
South of Hillside Road East and Hillside Road West connectivity between open spaces is limited with the exception of the cemetery and the King's Road play space. The Tin River basin provides habitat for wildlife, however, there is little connectivity along green routes for people to use. The urban fringe where the built up area meets the countryside is poorly integrated with the surroundings. The only area that provides a corridor for wildlife to move in/out of the urban area is along the Tin River at Meadow Road and along St Margaret's Road to the west.

There are three residential allocations in the town with two of these small sites located within the existing built up area offering little opportunity to significantly enhance the green infrastructure of the area. The land south of the southern urban boundary is the most likely area to support development in the future. Land west of St John's Road has been allocated for industrial and

residential development. This has the potential to improve connections within the residential area for pedestrians and cyclists and enhance the green infrastructure along the urban boundary with the countryside. New greenways located along the existing development boundary between Bungay High School/Sports Centre and St John's Road and between St John's Road and the Meadow Road play space would significantly benefit the area. This would improve access to equipped play spaces and community facilities such as the High School/sports centre and the former Bungay Middle School. This would also act to soften the urban boundary and enhance an area that could be used by wildlife. Delivery of greenways in the area is likely to not only benefit existing residential areas but also add value to any development in the future.

The Waveney Valley is the defining landscape and habitat feature in the Bungay area. North of the town is Outney Common which provides an area containing several different habitats including heathland, trees and water. Around the perimeter are located several other habitat areas such as woodlands which cumulatively are likely to be important for the quality of green infrastructure in the area. South west of the town are several small wooded areas that supplement the larger open space of Stow Fen. Immediately adjacent to the town are several habitat areas including north of the allotments (Flixton Road), north of Beccles Road/Staithe Road and the area around Ditchingham Dam. West of Bungay the pedestrian/cycleway along the south side of the A143 provides a quality route for people to use recreationally and to travel to Maltings Meadow Sports Ground and the village of Ditchingham. To improve connectivity between Bungay and Ditchingham potential enhancements to the pedestrian and cycle route along Ditchingham Dam could be explored.

Figure 9.2: Existing green corridors in Bungay



Provision and distribution of green corridors in the **Halesworth** area

The network of open spaces connected north to south through the town is the defining green infrastructure feature in Halesworth (Figure 9.3). These sites are split into two distinct areas north and south of Quay Street and Holton Road. North of Holton Road the former Halesworth Middle School is connected to the Dairy Hill sports field. These spaces are open in character with trees providing amenity and wildlife value to the surroundings. South of these sites is the land formerly used as allotments.

South of Quay Street and Holton Road are Town Park, Millennium Green and Bird's Folly. This network of spaces provides several different habitats including tree canopy, grassland and wetland. The interconnected sites are of different character and provide different recreational uses including amenity and play. A quality shared use path encourages people to use the area and it provides an attractive and functional connection between the town centre, residential areas near Swan Lane and an employment area. These open spaces create a buffer between the Blyth Road Industrial Estate, the town centre and nearby residential areas contribute positively to the character of the area and the settlement's connection with the surrounding countryside. This network of green infrastructure should be protected.

The railway line running north to south through the town forms part of the green infrastructure network and acts to connect many of the open spaces in different parts of the town. The railway line also provides a green corridor for wildlife to move through the urban environment.

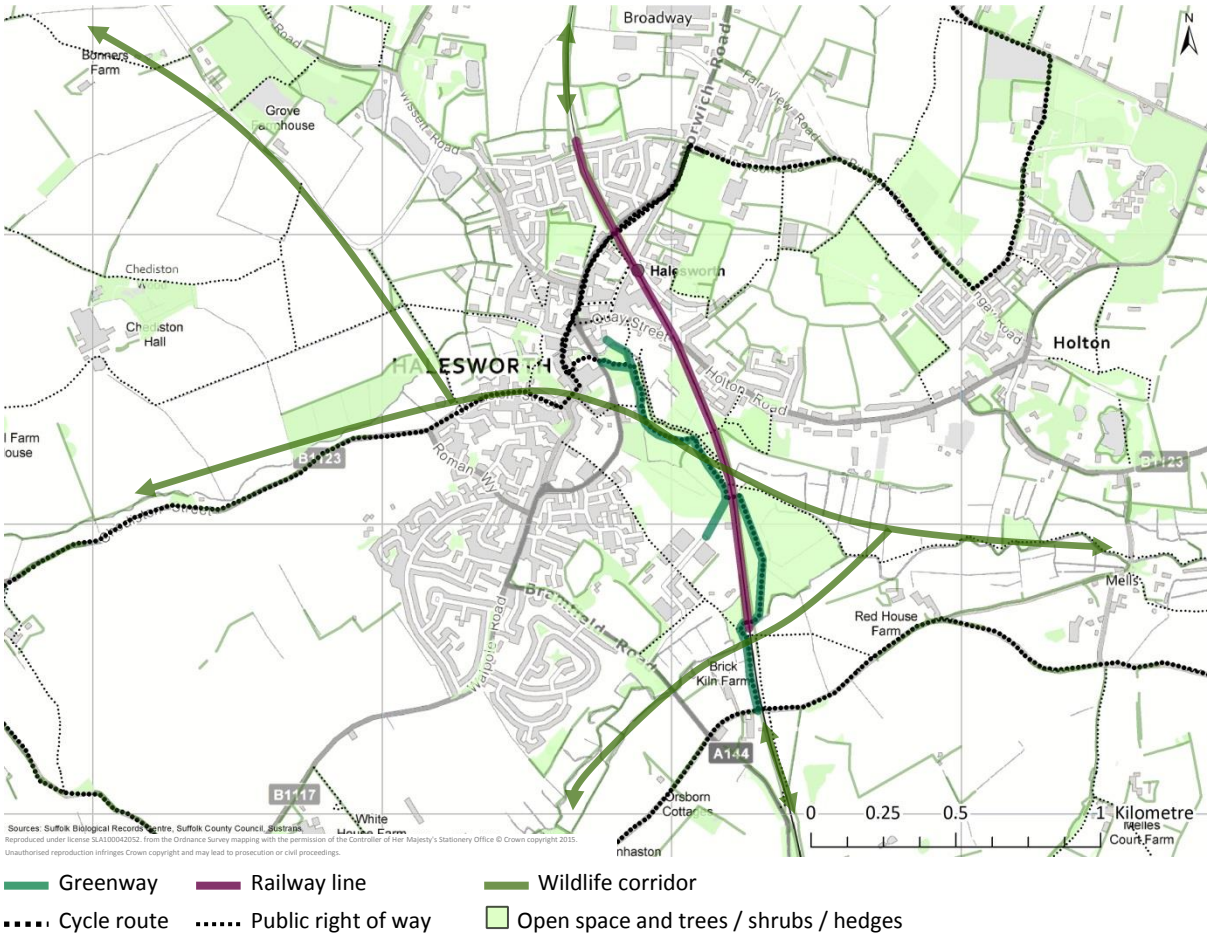
Small open spaces within the town are quite dispersed and have limited value for biodiversity. The areas of Saxon Way, Wissett Road, and Bungay Road are busy transport corridors that have tree and shrub canopy that could contribute positively to wildlife and the integration of the town and countryside. Beccles Road in Holton provides a quality link from Bungay Road to the semi-natural area to the north of the village.

The open countryside between Halesworth and Holton is important to the character of both settlements. This area is identified as a strategic gap to stop the coalescence of two distinct communities and benefits from its protected status, which should be retained. Improved access to the Blyth Valley would increase access to nearby semi-natural areas. North of the Strategic Gap the community have aspirations to create a greenway connecting to the area north of Holton that would create greater opportunities for recreational access to the countryside.

The west of the town is adjacent to open countryside but has limited public access to this expansive area. A shared use path or public right of way connected to the north part of Halesworth via Chediston Street to the Walpole Road and south of Kennedy Close would encourage greater access to a semi-natural environment and provide an enhanced route for recreational use. A public right of

way from the open space south of Kennedy Close to Basley Park provide improved access to recreational facilities, the industrial area and the Millennium Green beyond. The relationship between the urban boundary and the surrounding countryside in the south of the town could be improved with the reinforcement of nearby hedgerows and trees which would also enhance any potential greenway in the area.

Figure 9.3: Existing green corridors in Halesworth



Provision and distribution of green corridors in the **Kessingland** area

In the Kessingland area the main recreational and wildlife area is the beach, providing habitat for wildlife and recreational use for residents and visitors. There are no green corridors in the village and few streets provide quality canopy cover to support a diverse variety of wildlife (Figure 9.4). The only significant green route is the eastern section of Church Road.

Within the village there are few green spaces of any significant size. Many of the spaces have been set out to provide visual amenity and openness in the built environment but encourage limited physical use by residents. They have greater potential to support wildlife as stepping stones for species to move through the area. To enhance their value to wildlife and their value to the community many of these spaces could be improved through planting and supplementary facilities such as seating. Creating an enhanced public realm is likely to encourage people to walk in the village and enjoy the townscape around them.

The Kessingland Playing Field is the largest open space in the village and provides for a range of activities including sport, equipped play, amenity and community activities in the village hall. It is also the northernmost open space that contributes towards a network of open spaces extending south to Marram Green. The Local Plan and the Waveney Playing Pitch and Outdoor Sports Facilities Assessment identify the demand for additional football pitches. If these can be delivered or if any development comes forward north of the village consideration should be given to providing a shared use path between the playing pitch area and North Cliff. This would improve access to a community area and the beach which is one of Kessingland's most important recreational assets.

Outside of the village there are important ecological habitats to the south east and areas that extend inland from the beach. The pastures surrounding the village create openness and a tranquil setting, however, there are limited wooded areas and ditches to support wildlife movement. Other than the beach there are no significant habitat areas that buffer the built up area.

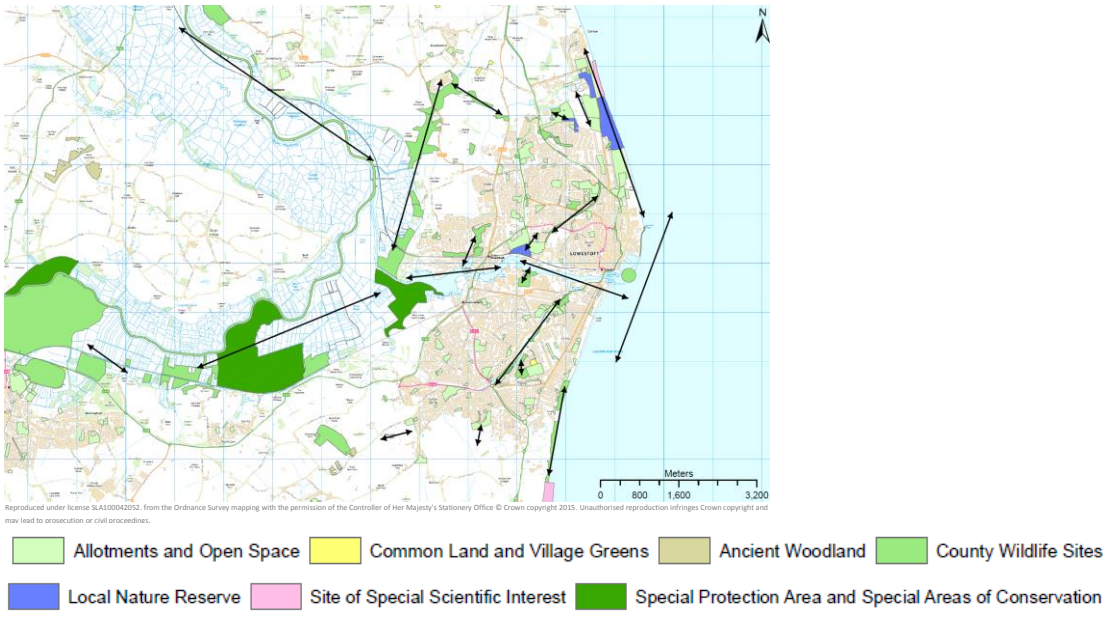
Figure 9.4: Existing green corridors in Kessingland

Provision and distribution of green corridors in the **North Lowestoft** area

North Lowestoft has a significant number of open spaces spread throughout the urban area. A significant number of these are relatively isolated, however, there are several important corridors for wildlife and people to use (Figure 9.6). Along the coast stretching from Corton to the Net Drying area on Whapload Road are a series of open spaces providing amenity use and habitats for wildlife. Corton Woods, Gunton Cliffs and Gunton Warren combine to provide a diverse range of habitats including woodland, scrub, dunes and water with much of the area having been designated for its ecology to ensure it is protected. These sites link into the Denes and the Net Drying area along the waterfront and into Sparrow's Nest Park, Bellevue Park and Arnold's Bequest. These areas provide a network of open spaces for public amenity use and create a network of habitats to support wildlife.

Extending north from Bellevue Park is Yarmouth Road. Parts of this busy road are lined with trees. In Gunton, Yarmouth Road connects into Foxburrow Wood and the large open space north of Gainsborough Drive. Extending south east from Yarmouth Road (near Bellevue Park) is the Great Eastern Linear Park. A former railway line, this is the only significant greenway in North Lowestoft providing a high quality environment for pedestrians, cyclists and wildlife. The greenway links several open spaces and several schools within the residential area. At the southern end of the Great Eastern Linear Park is Lowestoft Cemetery and Normanston Park which contain an array of open space typologies including a semi-natural area. Adjacent to Normanston Park is Leathes Ham, a Local Nature Reserve. This network of green spaces is important for the movement of people and also has the added benefit for wildlife of being connected to Lake Lothing and the habitat this provides. The Suffolk Wildlife Trust Biodiversity Audits (2007) identified wildlife corridors in North and South Lowestoft (Figure 9.5).

Figure 9.5: Wildlife corridors in Lowestoft



From Normanston Park a green route is provided along Peto Way from Normanston Drive (south) to Bentley Drive (north). Currently the vegetation cover is not yet fully established which limits its value for wildlife but this will improve over time. Despite this the route provides openness in the built up area and is an attractive place for pedestrians and cyclists who use the shared use paths to access the areas between the northern reaches of Lowestoft and the area closer to Lake Lothing and the town centre. The attractiveness of the green route encourages people to be more active, particularly by connecting schools in the north and encouraging children to participate in physical activity at a young age. The proposed pedestrian/cycle crossing from the Brooke Peninsula on the south side of Lake Lothing to Normanston Park will further increase the value of the green infrastructure in central Lowestoft and increase access to community facilities. The quality of this route and its connections should be protected to ensure its value is retained in the future.

The railway line in Lowestoft has minimal value for biodiversity in the centre of town as it is adjacent to the port area and vegetation is limited. West of Oulton Broad North Station the line is adjacent to a semi-natural area south of Hall Road that links into Bond's Meadow (County Wildlife Site) to the north and out into the Broads and open countryside to the west. Several country lanes provide an attractive network of transport routes in the area to connect the rural edge of Oulton to the residential area. West of the urban boundary of Oulton Broad the Oulton Marshes extend north and south along the Waveney Valley encompassing the River Waveney and Oulton Dyke. This is an extensive green corridor that provides quality habitat for wildlife. These ecological areas extend up to Blundeston and provide an attractive environment that is accessible along quiet country lanes and footpaths.

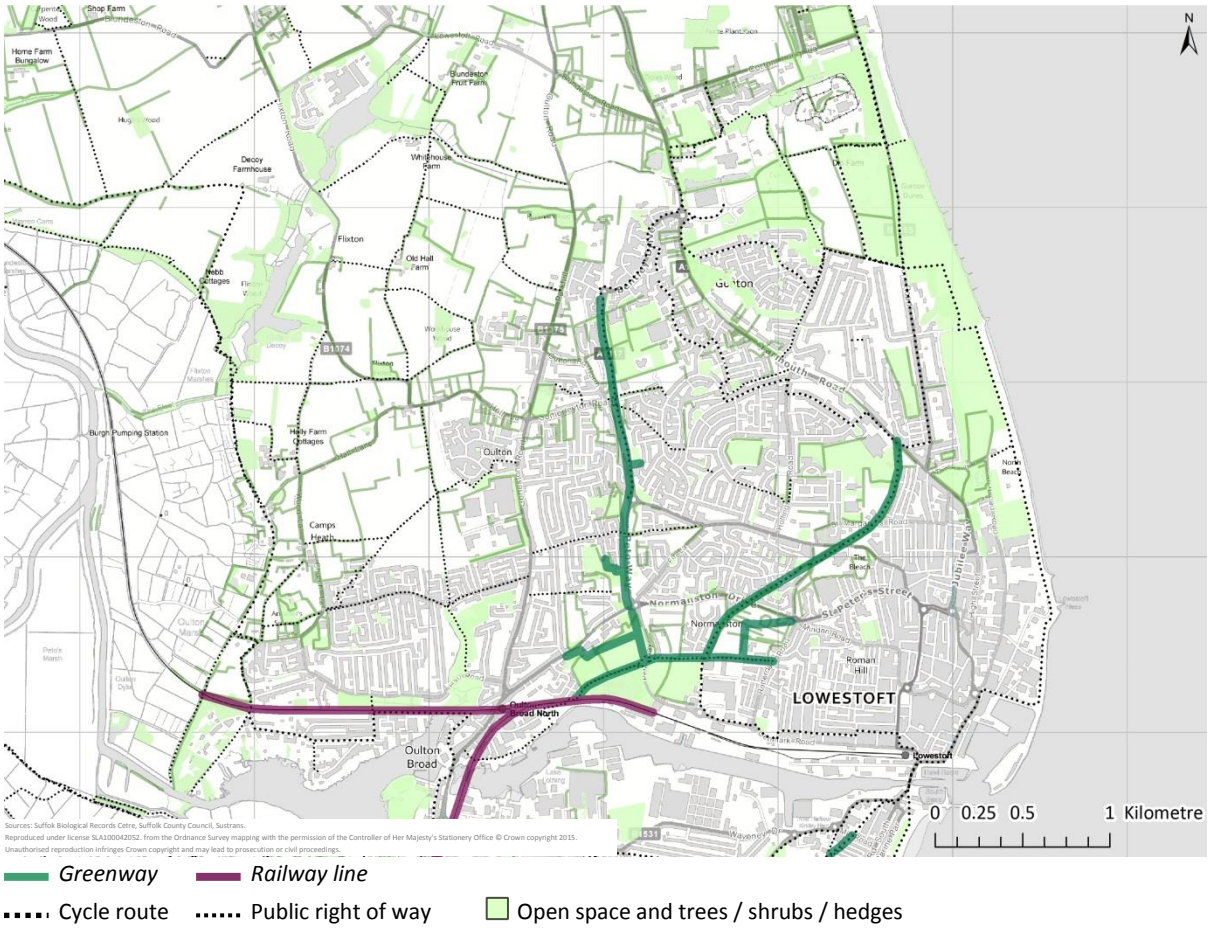
North Lowestoft is expected to support a significant amount of the urban growth during the current plan period. Several housing developments are anticipated to come forward in the next few years. The most significant development is expected to take place at Woods Meadow, north of Sands Lane in Oulton Broad. A proposed development of 800 dwellings, the proposal is to also provide play spaces and a country park adjacent to its northern boundary. There is significant potential to provide a quality greenway extending from Cambrian Crescent in the south to Hall Lane in the north. Additional links to the green space adjacent to the southern boundary of the Mobbs Way employment area and the open space at Dunston Drive will provide quality green routes to the existing residential area, local shops and other wildlife areas such as Bond's Meadow.

The Woods Meadow development provides an opportunity to enhance the value of an existing right of way between the community of Camps Heath and the proposed country park. This link would create additional benefit to the wider community in North Lowestoft and improve public access to the wildlife area found in the Oulton Marshes. A greenway in this location would increase the sustainability of the Woods Meadow development overall.

Further development in the vicinity of Oulton Road and Peto Way will increase the value of the Peto Way green route for local residents.

In some areas of North Lowestoft where the urban boundary meets the open countryside the area is poorly integrated creating an environment where the built up area does not relate to its surroundings. Benefit for residents, visitors and wildlife is limited if not poor (eg. Houghton Road backing onto Hall Lane) and future proposals should avoid this approach.

Figure 9.6: Existing green corridors in North Lowestoft



Provision and distribution of green corridors in the **South Lowestoft** area

The green infrastructure in South Lowestoft is more dispersed than North Lowestoft with distinct networks of green spaces that are less easily identifiable. The primary green route for the movement of people is along Tom Crisp Way and Castleton Avenue (Figure 9.7). The route is a main traffic corridor out of South Lowestoft, however, the quality of the route for pedestrians, cyclists and wildlife is high. The route is an example of the incorporation of sustainable drainage schemes that have been delivered to support the development, provide visual amenity to enhance the environment and create wetland habitats.

Along the length of Tom Crisp Way are several large open spaces making the greenery along the road a key connection between habitats. At the northern end is Kirkley Fen Park which supports a variety of recreational activities and grassland and wetland habitats. Heading south Pakefield Park provides a quality wooded semi-natural habitat with pedestrian and cycle access through it. Pakefield Park connects into the greenway behind Silverwood Close. This greenway is an attractive environment that enhances the area for people and wildlife and complements Pakefield Park. However, there are no greenways or green routes extending east or west from this space to encourage greater use of the space and improve connectivity between destinations such as the beach. A similar but shorter greenway is located north of Pakefield Park behind Green Drive.

The area around The Avenue provides a quality visual environment with established trees complemented by good canopy coverage in back gardens. The Avenue extends north from London Road South to the Tom Crisp Way. Continuing north, Kirkley Run will be a key street to access the proposed open space, play area and County Wildlife Site in the Sustainable Urban Neighbourhood. Public realm improvements to Kirkley Run would enhance the green infrastructure network and its value to the community by improving connectivity within the urban area.

Extending west from Tom Crisp Way the green route continues along Castleton Avenue and connects Carlton Meadow Park to the surrounding area. This park has a variety of habitats including wetland and supports recreational activities for all age groups. Carlton Meadow Park acts to connect the population living south of Lowestoft Road to the pedestrian and cycle network and the residential area north of Castleton Avenue via Hollow Lane and Grove Road. This open space is a good distance from both the Bloodmoor Community Centre open space to the south and the Carlton Colville Community Centre to the south west. The value of the Hollow Lane as a green route is significantly inhibited by a lack of pedestrian and cycle connection to the existing network along Beccles Road. The shared use path continues from the end of Castleton Avenue, however, its abrupt break along Beccles Road opposite Cabin Close is a gap in the transport network and detrimental to people using connections in the wider green infrastructure network.

Oakes Farm is a sport and leisure allocation (LOW11) south of Carlton Colville and the green corridor along Castleton Avenue route will connect directly with it. This green route will increase in importance once this is delivered and will encourage people to access the facility with travel options other than private vehicles. This will benefit the community and encourage greater physical activity. The good safety and quality of the route will also help enable children attending schools in the area to use the facility.

At the southern end of Tom Crisp Way is the A12 heading towards the Tower Road roundabout. This green route provides visual amenity with some green space for wildlife but does not provide any quality public access or an attractive environment to encourage use as a pedestrian movement corridor. However, this route does provide connectivity to the residential area of Long Road and Rosedale Park. In this sense this connectivity is likely to be of benefit to wildlife.

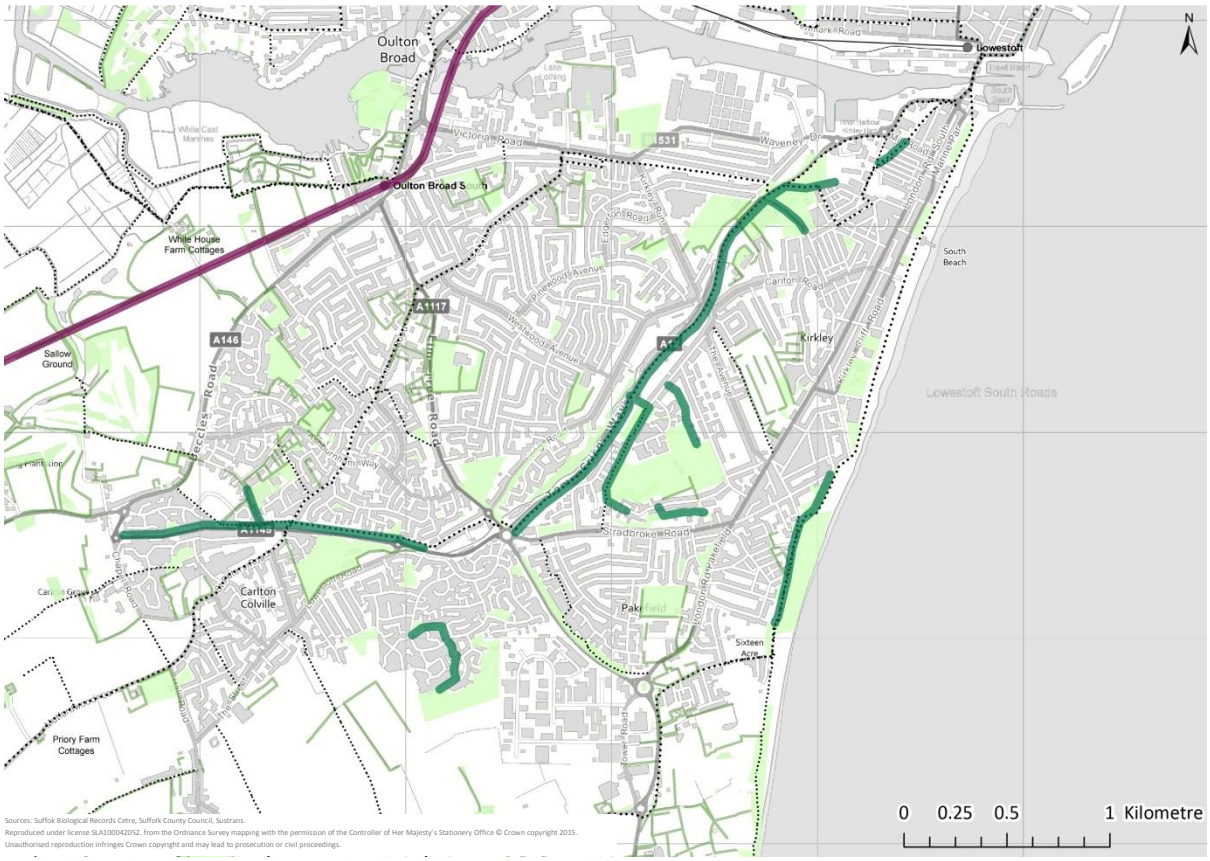
The Tom Crisp Way and Castleton Avenue corridor connects green spaces through the north-south spine of South Lowestoft but the green spaces along the coast provide the greatest value for recreational amenity. A network of open spaces extends from the mouth of Lake Lothing all along the built up area and south through the Pakefield Cliffs and into Kessingland. The beach environment provides a natural habitat for wildlife and recreational use by residents and visitors. The area is a key connection between the area south of Pakefield and central Lowestoft and the town centre. Protecting facilities in the area such as play spaces and amenity green spaces from threats such as the sea and encroachment are essential to maintain this area as an attractive movement corridor and destination for recreational use. This is particularly important for areas such as Pakefield and Kirkley where there is a shortfall of open space and connected network of green corridors.

The southern boundary of South Lowestoft is reasonably well integrated in some areas such as Chapel Road and the open space in the vicinity of Carlton Hall in the west. Nearby is the open space of Aveling Way which provides a connection between residential areas and some habitat for wildlife but limited ancillary facilities create a space that is attractive and provides a view for dwellings fronting onto the space but has limited value for the community. Improving facilities on the site that would improve the quality and value of the site would enhance its value in the wider green infrastructure network.

The open space extending south from the Bloodmoor Community Centre provides a soft edge to the more recent development in Carlton Colville. Currently the southern part of the site offers limited value for wildlife as the trees are still small but these should improve with the passage of time. For amenity use the site provides an area for walking but does not have any facilities or notable landscaping that would encourage people to use the space. Extending north from this space is a short green corridor that connects to Airedale. This greenway provides an attractive environment with connections for pedestrians and cyclists. Improvements to the amenity space at the southern end would encourage greater use of the greenway and enhance its value to the community.

The only significant development expected in the near future is at the South Lowestoft Industrial Estate. Consideration should be given to how the urban edge integrates into the open countryside to the south and if there is potential to connect into the green infrastructure network to the west of the site. If other development comes forward in the south it is important that connectivity is established to the existing green routes connecting to Airedale if feasible.

Figure 9.7: Existing green corridors in South Lowestoft



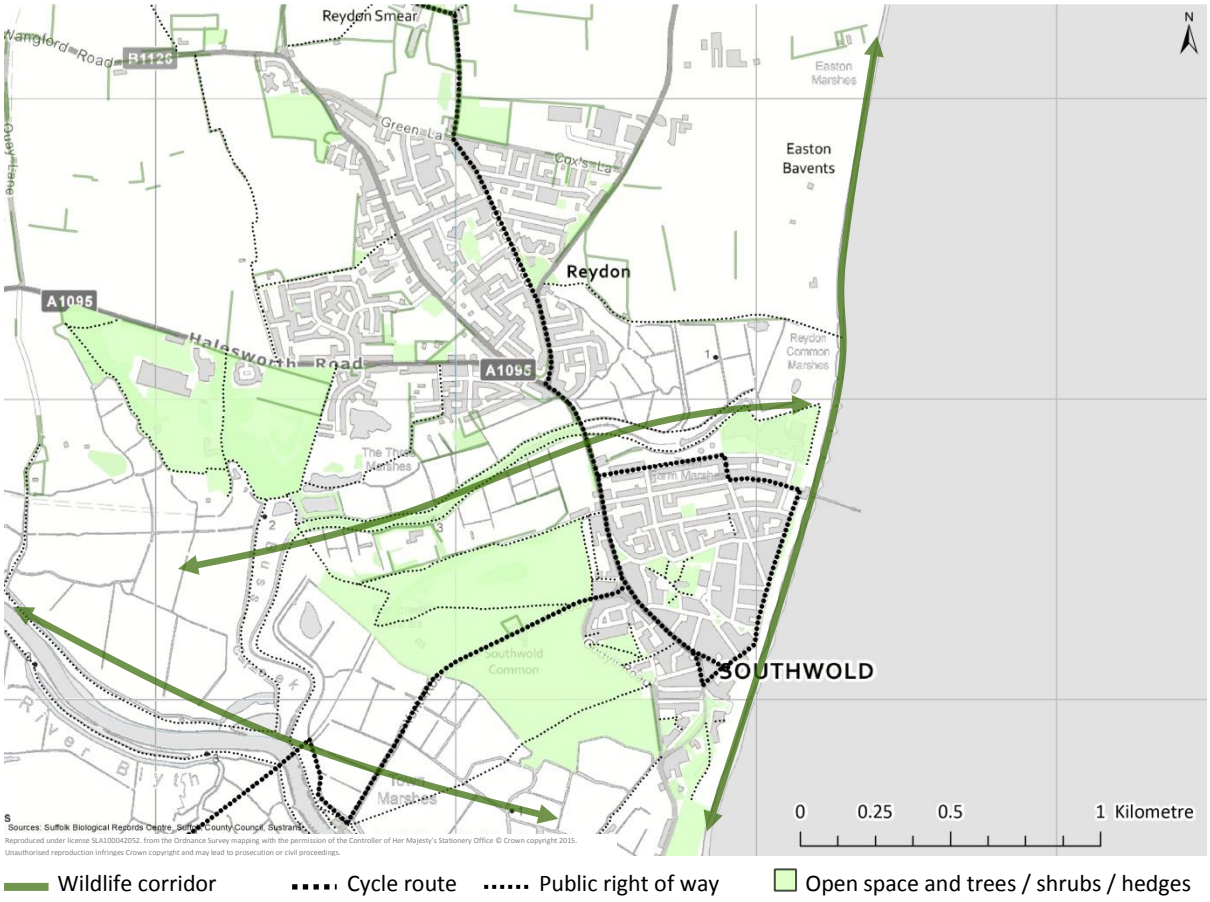
Provision and distribution of green corridors in the **Southwold & Reydon** area

Southwold & Reydon is located in an area with an abundance of natural and semi-natural areas with high ecological value. The entire area lies within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty. A network of open spaces within the urban fabric creates an environment that is quite well connected enhancing the character of the area, particularly in Southwold (Figure 9.8). Within Southwold there are no greenways, however, this is offset by an attractive network of amenity green spaces and semi-natural areas such as the Common and the Denes. In Reydon there are no greenways with only Lowestoft Road providing any significant green route. The route is busy and is likely to have limited benefit for the public or wildlife.

The landscape around the built up area of Southwold & Reydon is recognised for its ecological diversity with a number of ecological designations. To the south the main feature is the River Blyth which connects into the Walberswick Marshes, Reydon Marshes and Town Marshes. Buss Creek flows between Southwold and Reydon and creates an important break between the two settlements. The creek and adjacent marshes stretch from the Blyth valley (extending inland into the open countryside) to the coast and create a corridor through which wildlife can thrive. Limited public access is allowed in the area. The largest green corridor for wildlife is the beach. Much of this is protected through ecological designations. Public access to these areas enables people to enjoy the natural environment and engage in physical activities.

Southwold has a greater number of open spaces within the built up area that can act as stepping stones for wildlife to move through the town than Reydon. In these areas where there is significant number of small amenity spaces (Southwold) and back gardens (family sized properties in Reydon) these will be important for wildlife where tree and shrub canopy exists.

Figure 9.8: Existing green corridors in Southwold & Reydon



Green corridor recommendations

Beccles

Green corridor recommendations

Central Beccles/Worlingham

Explore potential to enhance the public realm through planting.

Rigbourne Hill Lane

Quality of the Rigbourne Hill Lane greenway should be improved for both wildlife and people using the shared use path to access local facilities and other destinations including the largest equipped play area in south Beccles, Darby Park.

South of Beccles

Any future proposals for development beyond the southern boundary of Beccles should provide quality greenway connections to access Rigbourne Hill Lane.

South of Worlingham

Any future proposals for development south of Worlingham should provide quality green route access to existing open spaces and links to community facilities.

Wash Lane

Future development of the employment area on the A145 south of Beccles should require the enhancement of the Wash Lane greenway to encourage sustainable travel options.

Bungay

Green corridor recommendations

Ditchingham Dam

Explore the potential to improve planting along Ditchingham Dam to enhance visual amenity between the town and Maltings Meadow Sports Ground. This would enhance the visual connections with the footpath/cycleway which goes east from the sports ground adjacent to the A143.

Garden Close

When the allotment allocation located off Wingfield Street is delivered landscaping and pedestrian and cycle links should be provided to connect Pilgrim's Way, Garden Close and Wingfield Street to create an attractive and functional green route between the town centre and residential areas and support wildlife connections.

Skinner's Meadow

Enabling public access to Skinner's Meadow and connections with adjacent grazing areas should be explored to improve connectivity between residential areas and the town centre and increase the value of this network of green spaces.

Southern boundary

Explore the potential to create a greenway along the existing edge of Bungay between the Bungay High School near King's Road to the Meadow Road play area and the former Bungay Middle School.

Halesworth

Green corridor recommendations

Amenity green spaces

Improve landscaping and planting will provide greater benefit for wildlife and enhance the public realm.

Dairy Hill

Development on the former Halesworth Middle School site and Dairy Hill sports ground should provide quality green routes to connect with existing community facilities and the wider green infrastructure network.

Millennium Green

Protect and enhance the quality of the Town Park and Millennium Green network of open spaces.

Kessingland

Green corridor recommendations

Passive amenity green spaces

Improved landscaping and planting scheme will enhance the value of open spaces for wildlife and improve the public realm for people to use.

Kessingland Playing Field

If the Kessingland Playing Field is expanded a greenway connecting the site to North Cliff should be considered.

North Lowestoft

Green corridor recommendations

Corton and the East of England Park

Connections and uses of public green spaces along the coast between Corton and Lowestoft Ness should consider wildlife value alongside value to the public.

Great Eastern Linear Park

Protect the quality of the park and improve connections to adjacent residential areas.

Northern area

Proposed developments in the north of the town should provide quality connections to link into the Millennium Way/Peto Way green route if feasible.

Peto Way

Protect the green route extending along Peto Way to retain openness and the quality of the connection for pedestrians, cyclists and wildlife. This will enhance the visual amenity of the route and its character.

Woods Meadow

A greenway between Sands Lane and Hall Lane would provide a quality connection within the new development and encourage greater use of the proposed country park. Connections should be provided to the open space at Dunston Road and the land adjacent to the southern boundary of the Mobbs Way Industrial Estate.

Camps Heath

A greenway linking Camps Heath to the proposed Woods Meadow country park will provide wider benefit to the community and increase access to public open space where there is a deficit.

South Lowestoft

Green corridor recommendations

Carlton Colville southern urban fringe

Protect and enhance the quality of open space connections between the built up area and the countryside where the two different land uses should be well integrated.

Kirkley Run

Enhance the public realm along Kirkley Run to improve connections to the Sustainable Urban Neighbourhood network of open space and ancillary facilities.

Southwold & Reydon

Green corridor recommendations

Buss Creek

Protect the biodiversity corridor separating Southwold and Reydon.

Rural areas

Green corridor recommendations

Reinforcement of hedgerows and trees to improve connectivity and integration of settlements with the surrounding countryside.

Green corridors and waterways that reflect the historical development of villages, provide public amenity and support wildlife habitat should be protected.