



Making Space for Nature in Kent and Medway

Developing the County's Local Nature Recovery Strategy

SPATIAL GREEN INFRASTRUCTURE STRATEGIES

HEALTH AND ACCESS FOCUSED

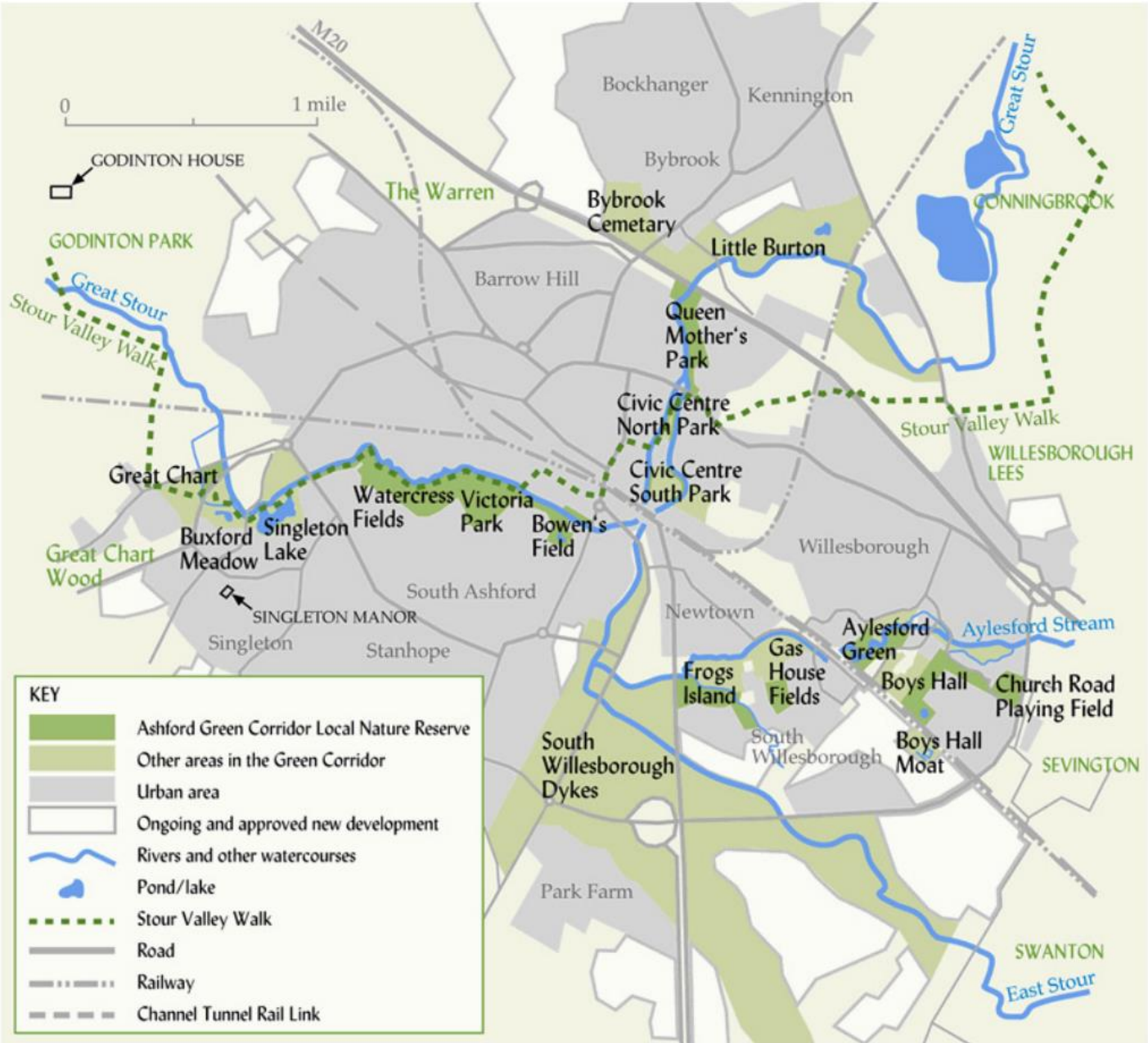
Collated from Local Plans and Strategies across Kent and Medway

Ashford Borough Council	Pg 2-5
Canterbury City Council	Pg 6-13
Dartford Borough Council	Pg 14
Dover District Council	Pg15
Folkstone & Hythe District Council	Pg 16-18
Gravesham Borough Council	Pg 19- 27
Maidstone Borough Council	Pg 28-30
Sevenoaks District Council	Pg 31-32
Swale Borough Council	Pg 33-36
Thanet District Council	Pg 37-38
Tonbridge & Malling Borough Council	Pg 39-40
Tunbridge Wells Borough Council	Pg 41-43
Ebbsfleet Development Corporation	Pg 44-45
Medway Council	Pg 46-51

ASHFORD BOROUGH COUNCIL

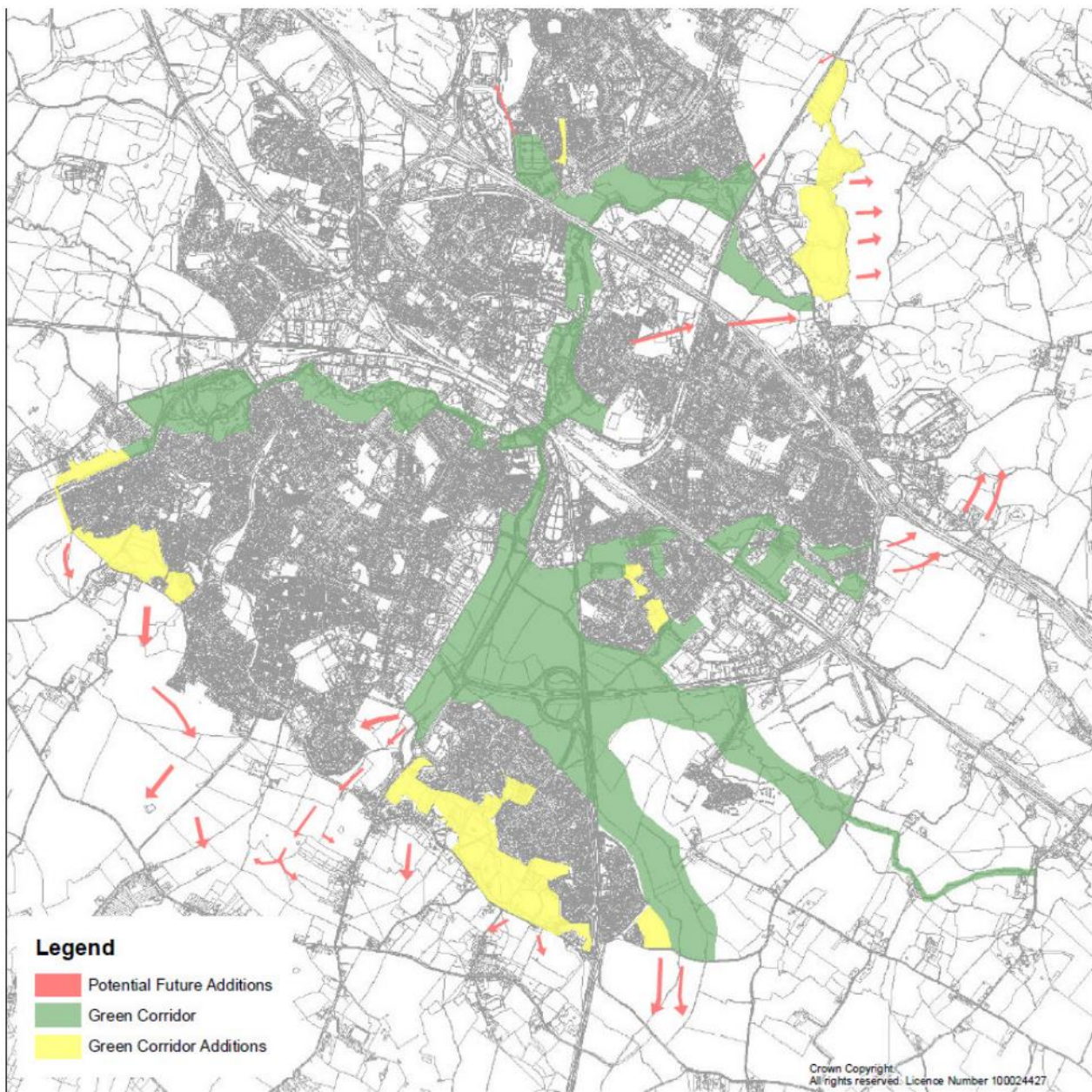
Green Corridor Action Plan 2017

Map showing current Green Infrastructure Network



Ashford cont.

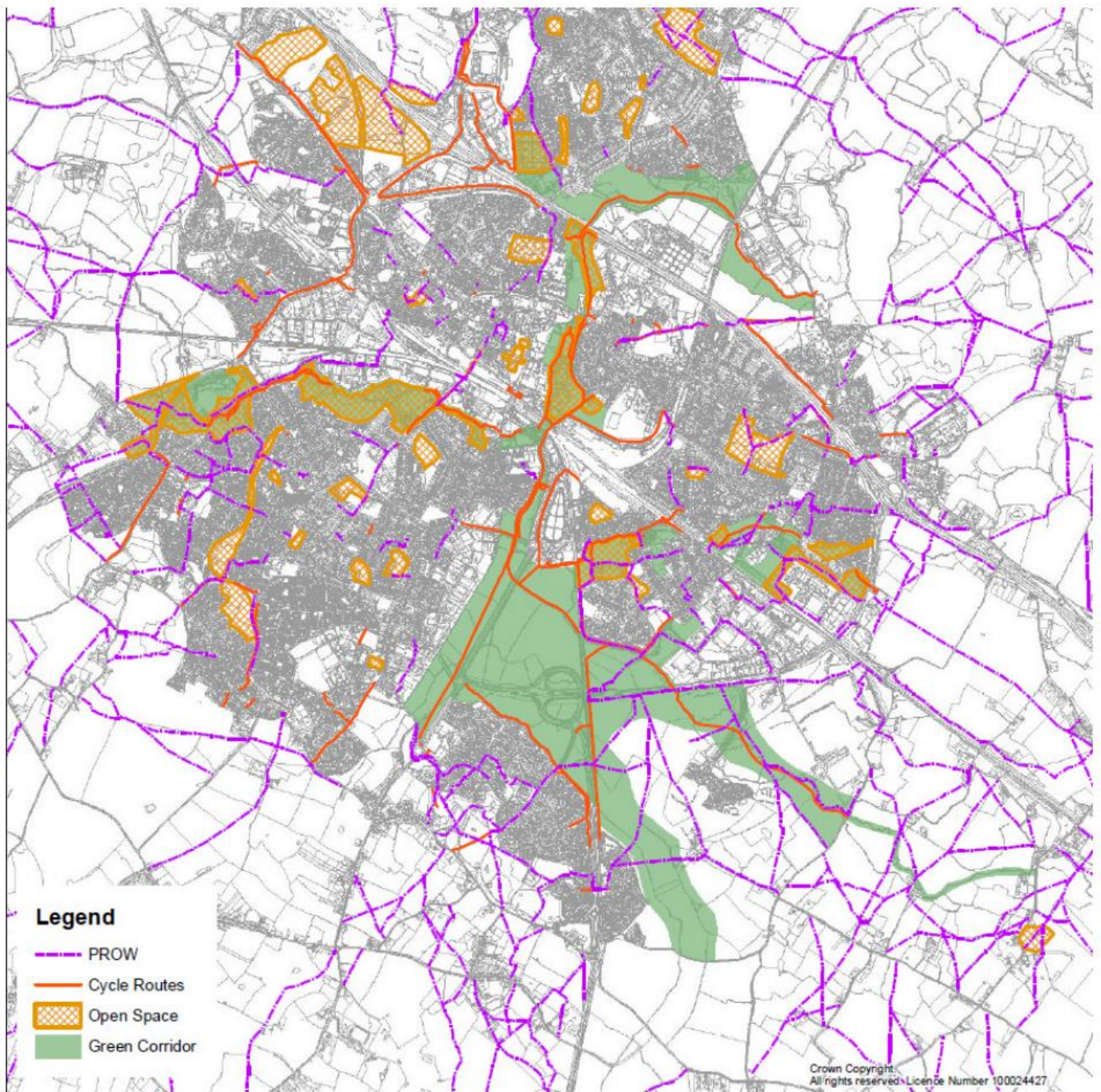
Map Showing Potential future Additions for review



Potential Future Additions (?) Green Corridor (2000) Green Corridor Additions (2017)

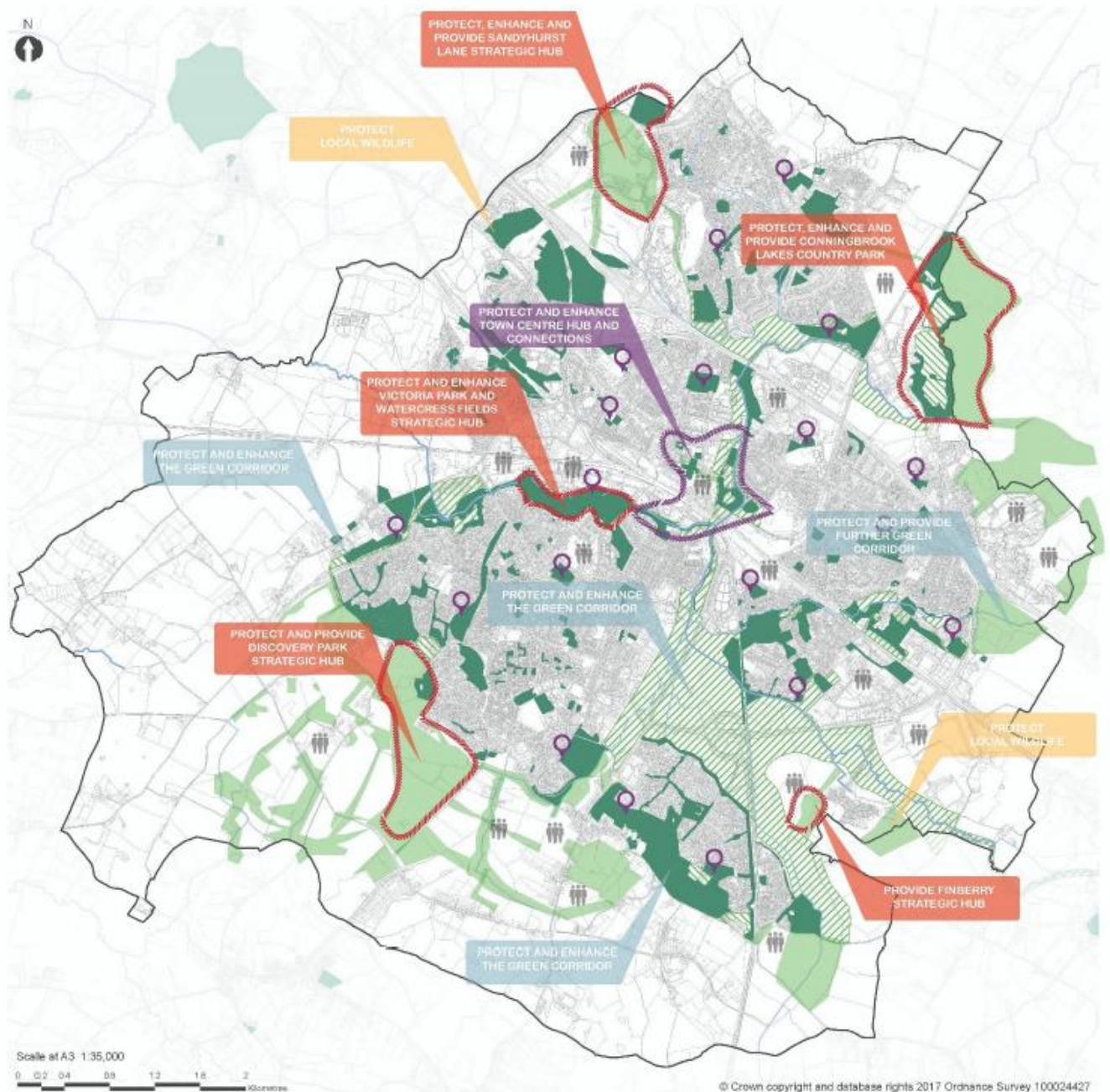
Ashford cont.

Map Showing Existing Green Corridor with Public Rights of Way, Cycle Routes and Public Open Space to show connectivity between open spaces.



Map showing Ashford Open Space Strategy 2017

The Ashford Borough Open Space Strategy



Open Space Strategy
Spatial Diagram
Ashford Urban Area

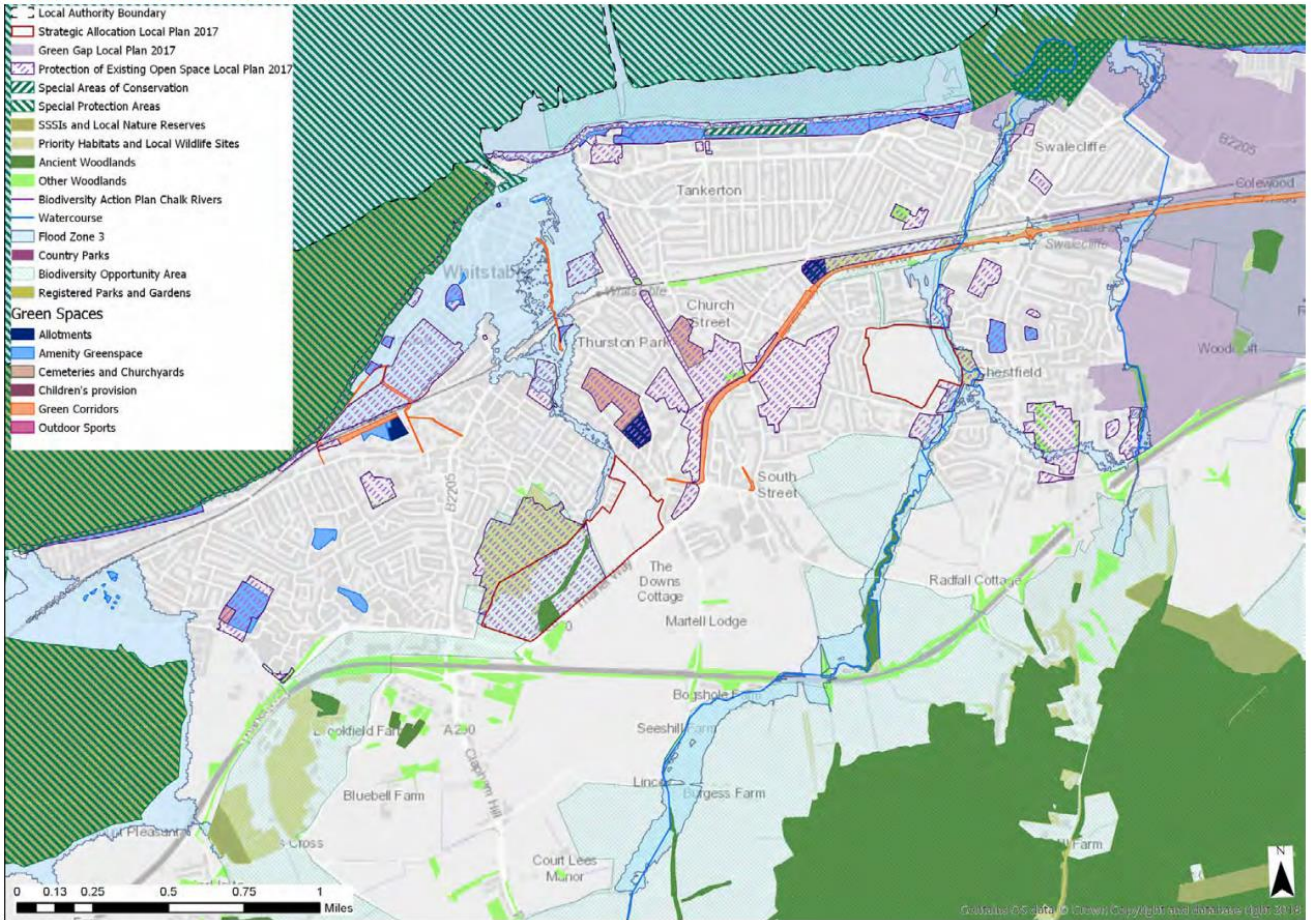


- Existing Open Space provision
- Potential new public accessible Open Space (indicative only)
- Green Corridor - Existing
- Green Corridor - Proposed Changes
- More people living, working and / or visiting
- Proposed Strategic Hub of Open Space
- Proposed Town Centre Hub of Open Space
- Potential local provision upgrade

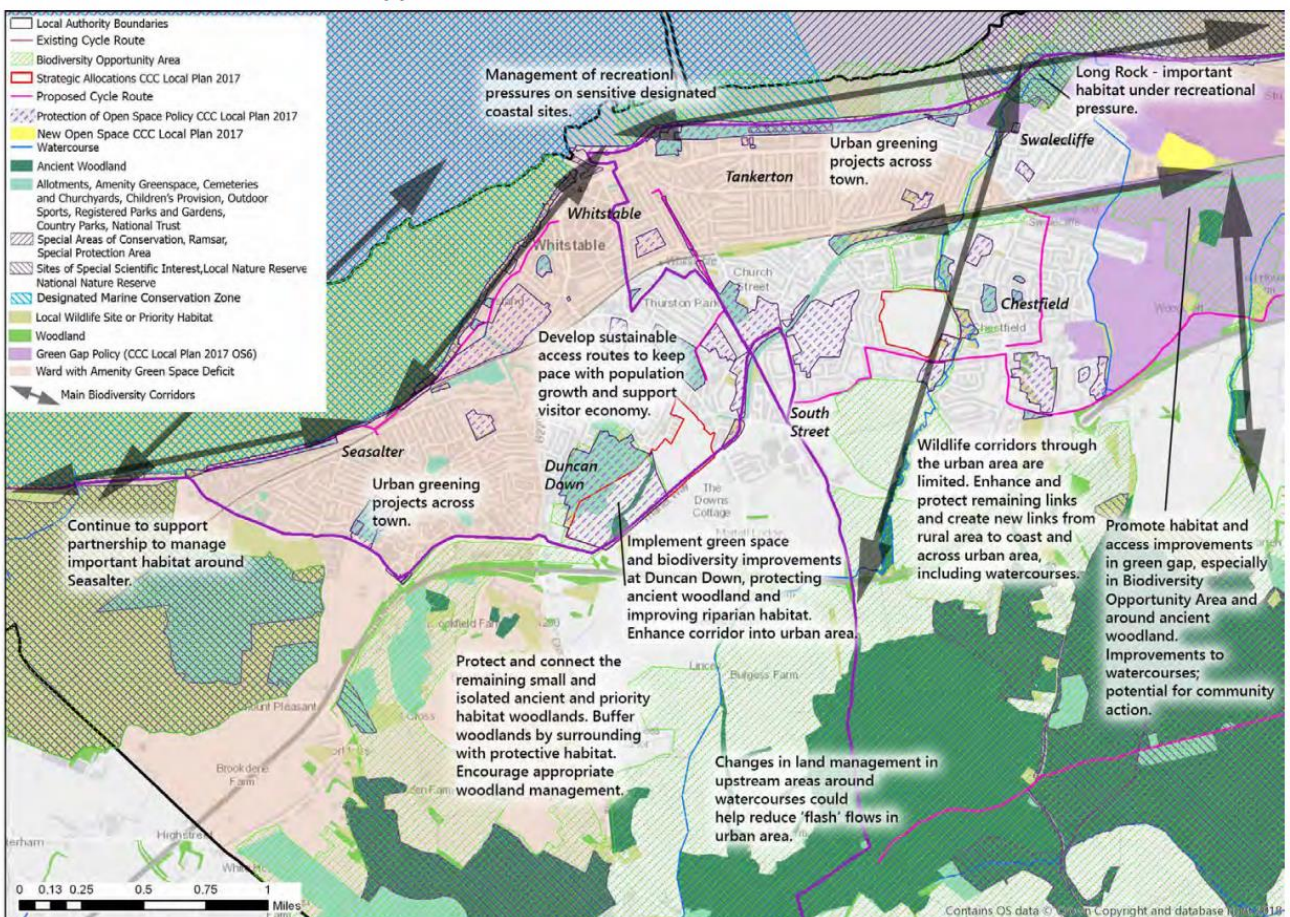
CANTERBURY CITY COUNCIL

Canterbury Green Infrastructure Strategy 2018

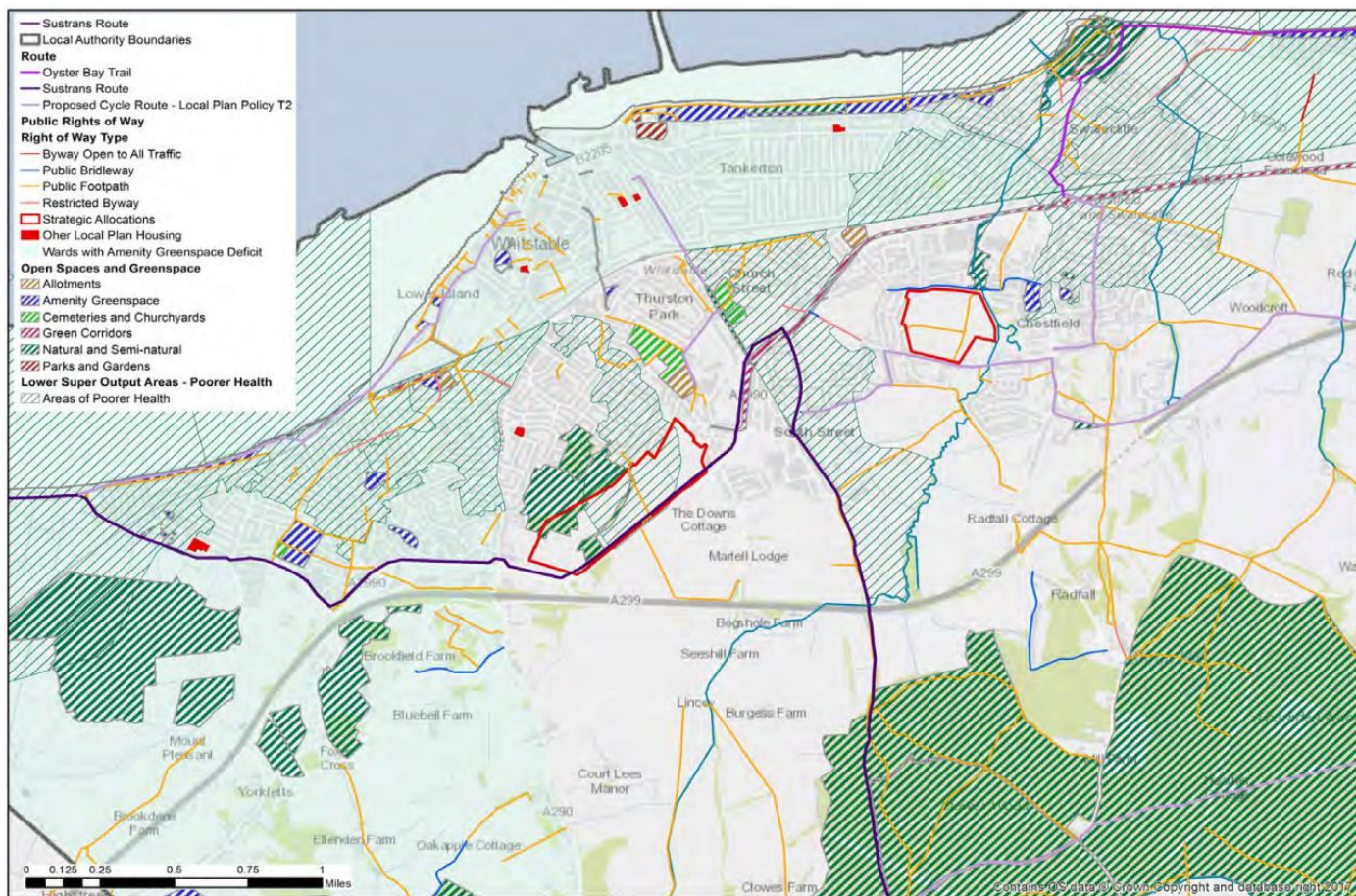
Whitstable's Green Infrastructure Network



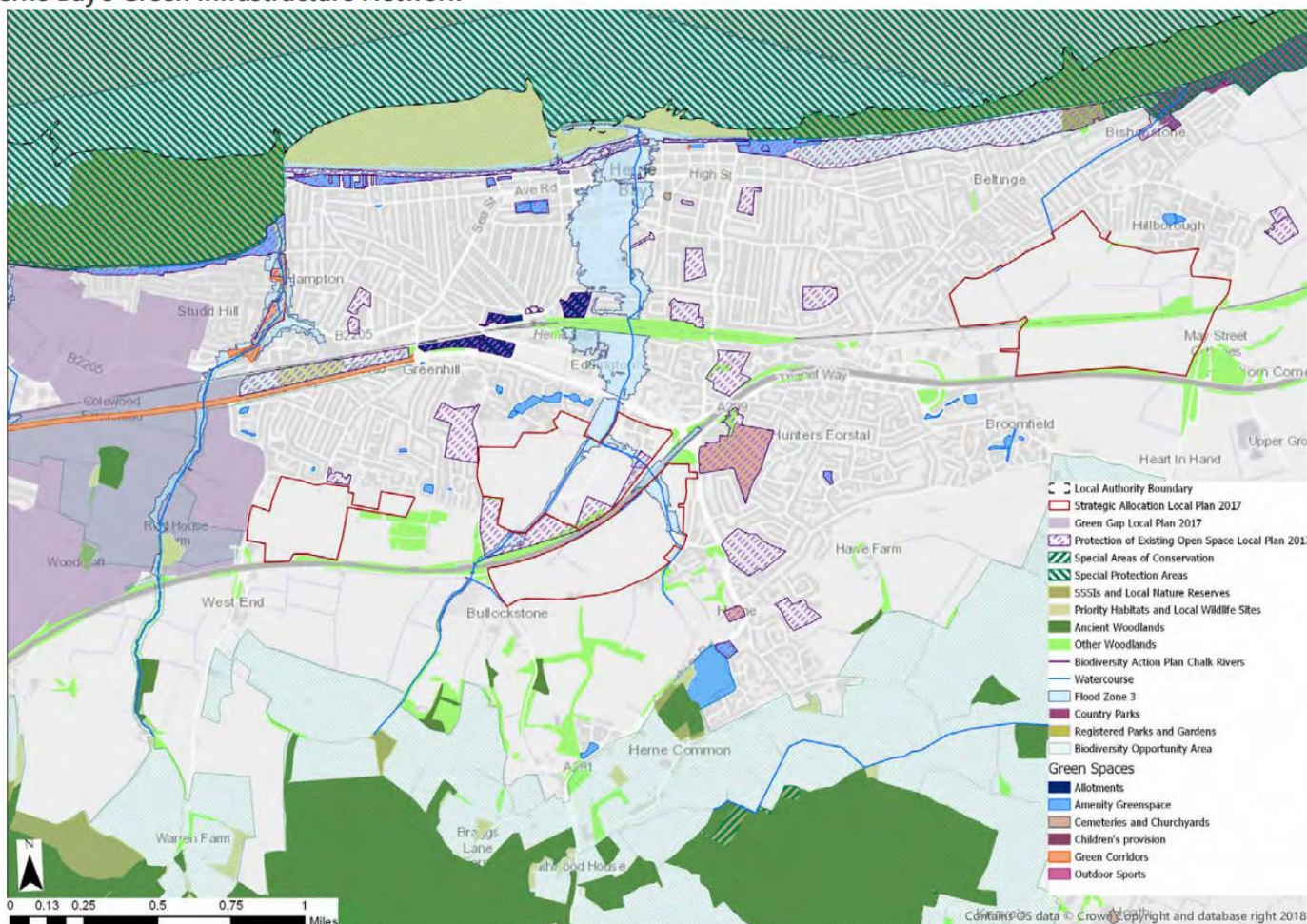
Whitstable's Green Infrastructure Opportunities



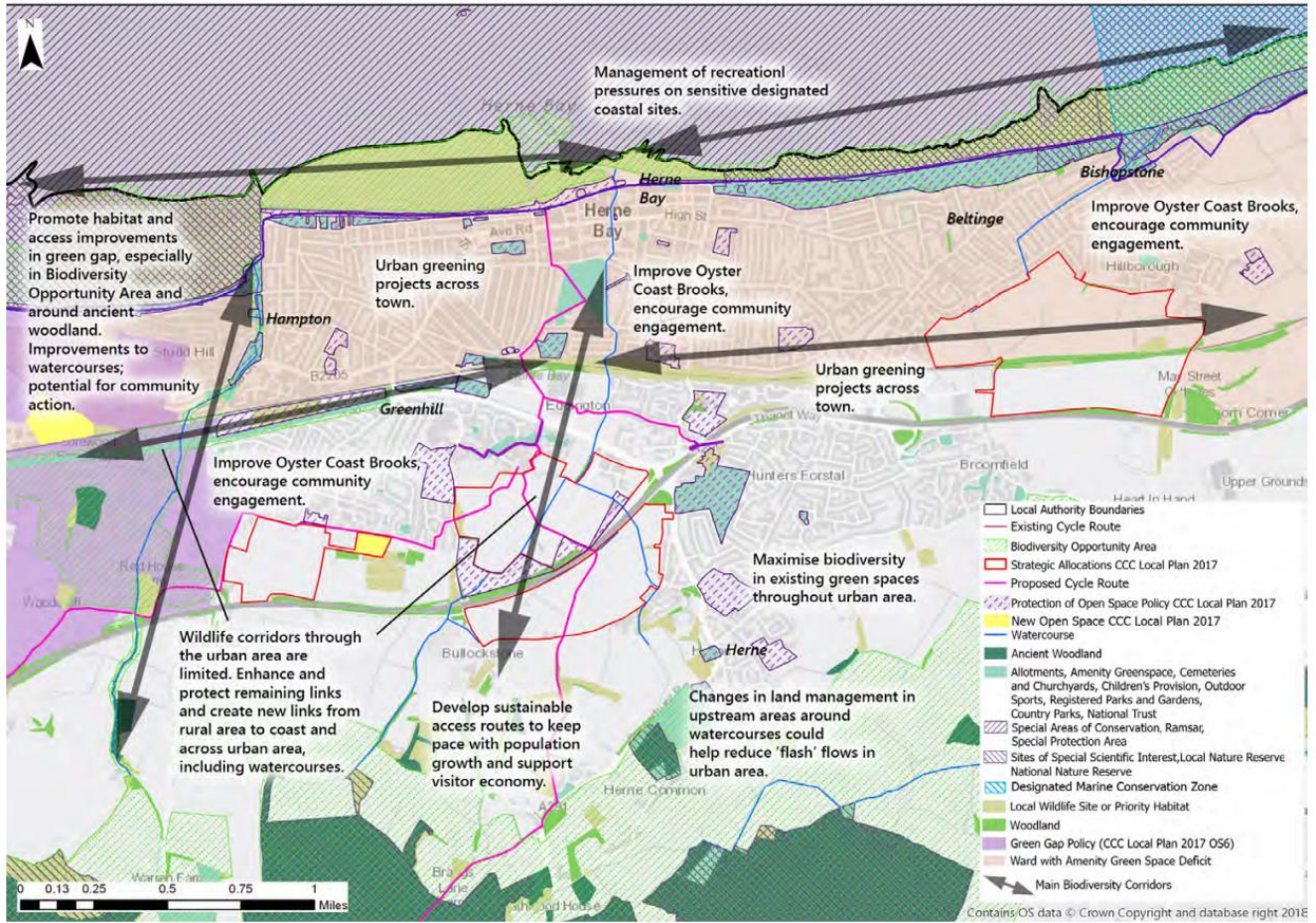
Whitstable's Access and Accessible Green Space Network



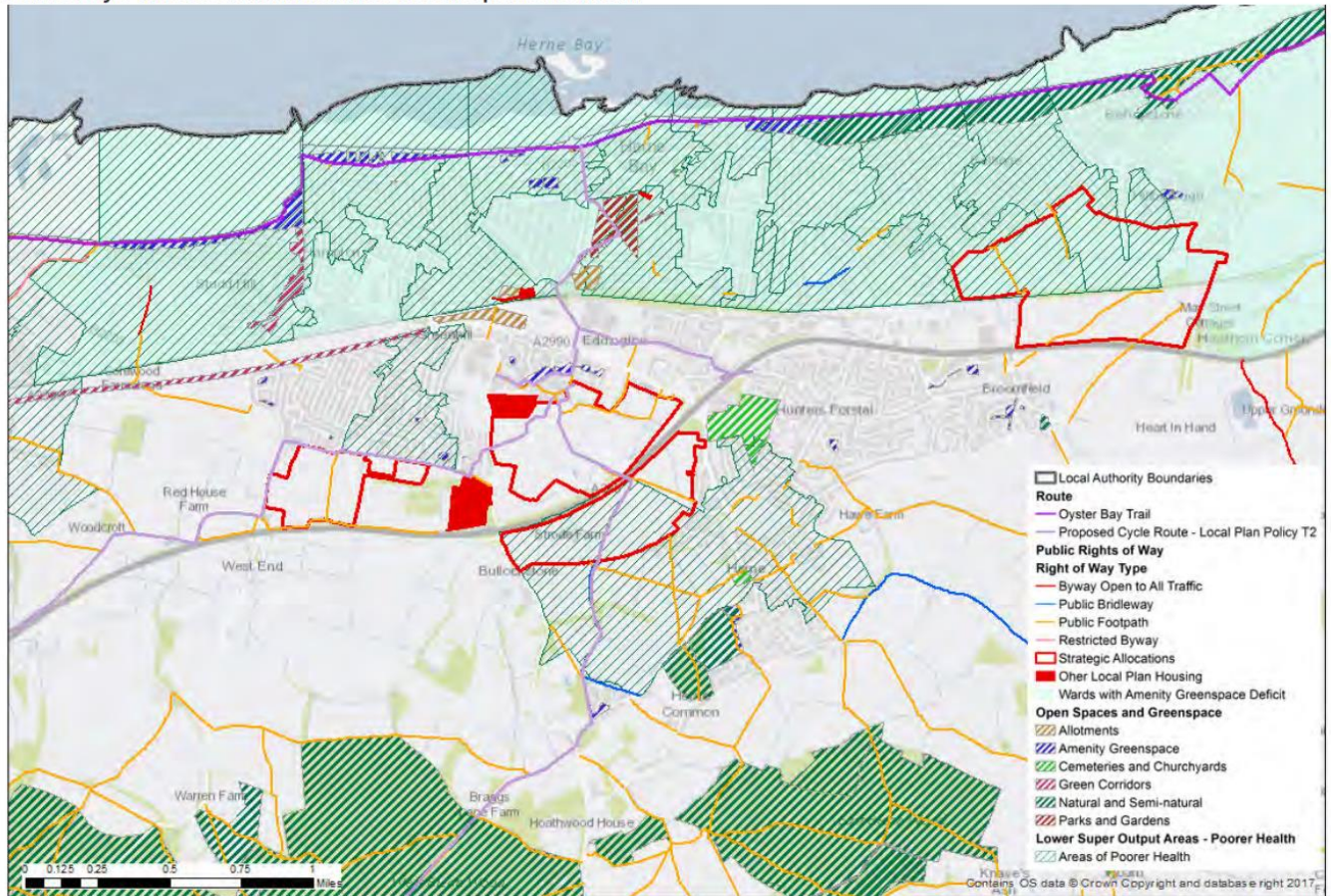
Herne Bay's Green Infrastructure Network



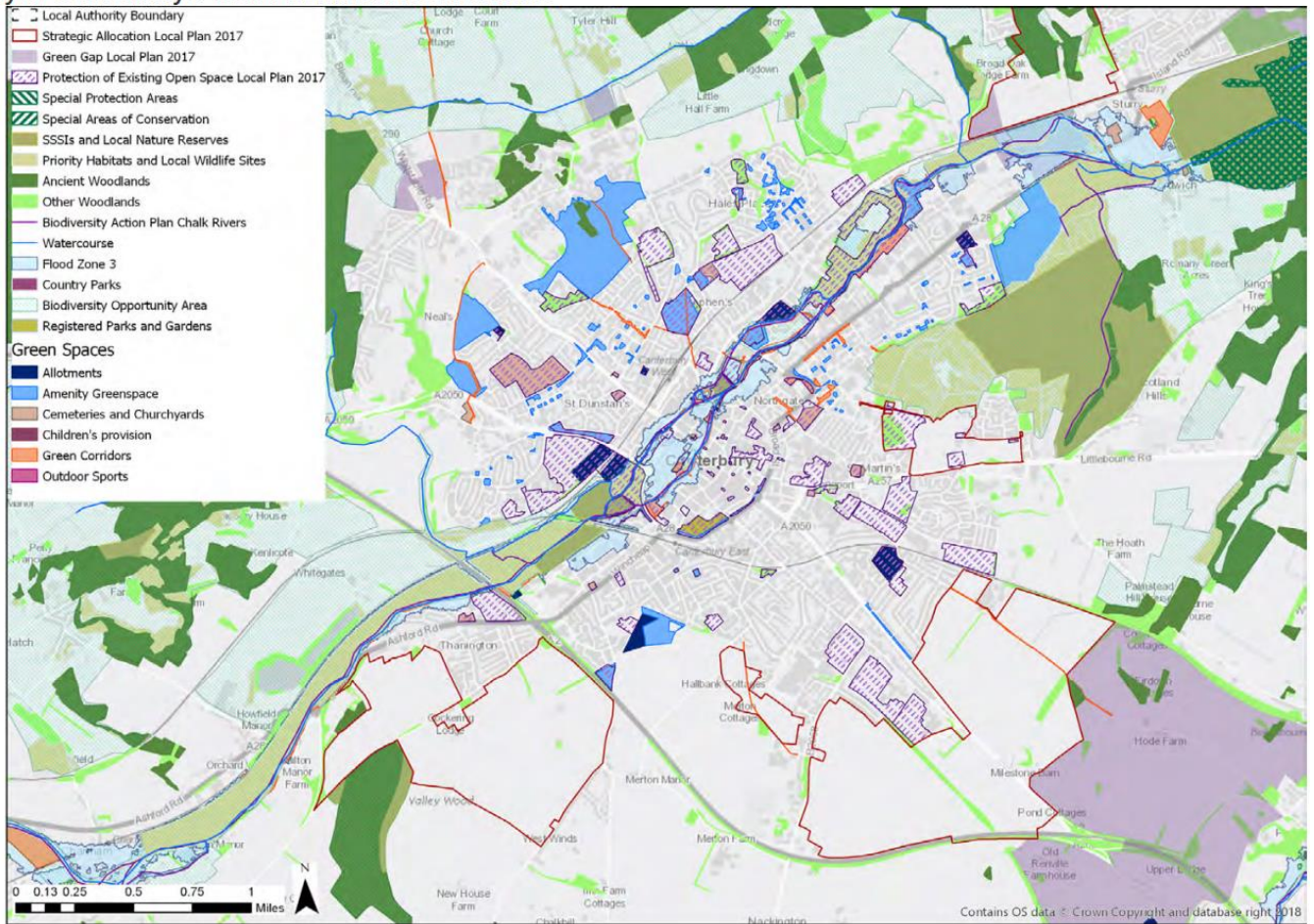
Herne Bay's Green Infrastructure Opportunities



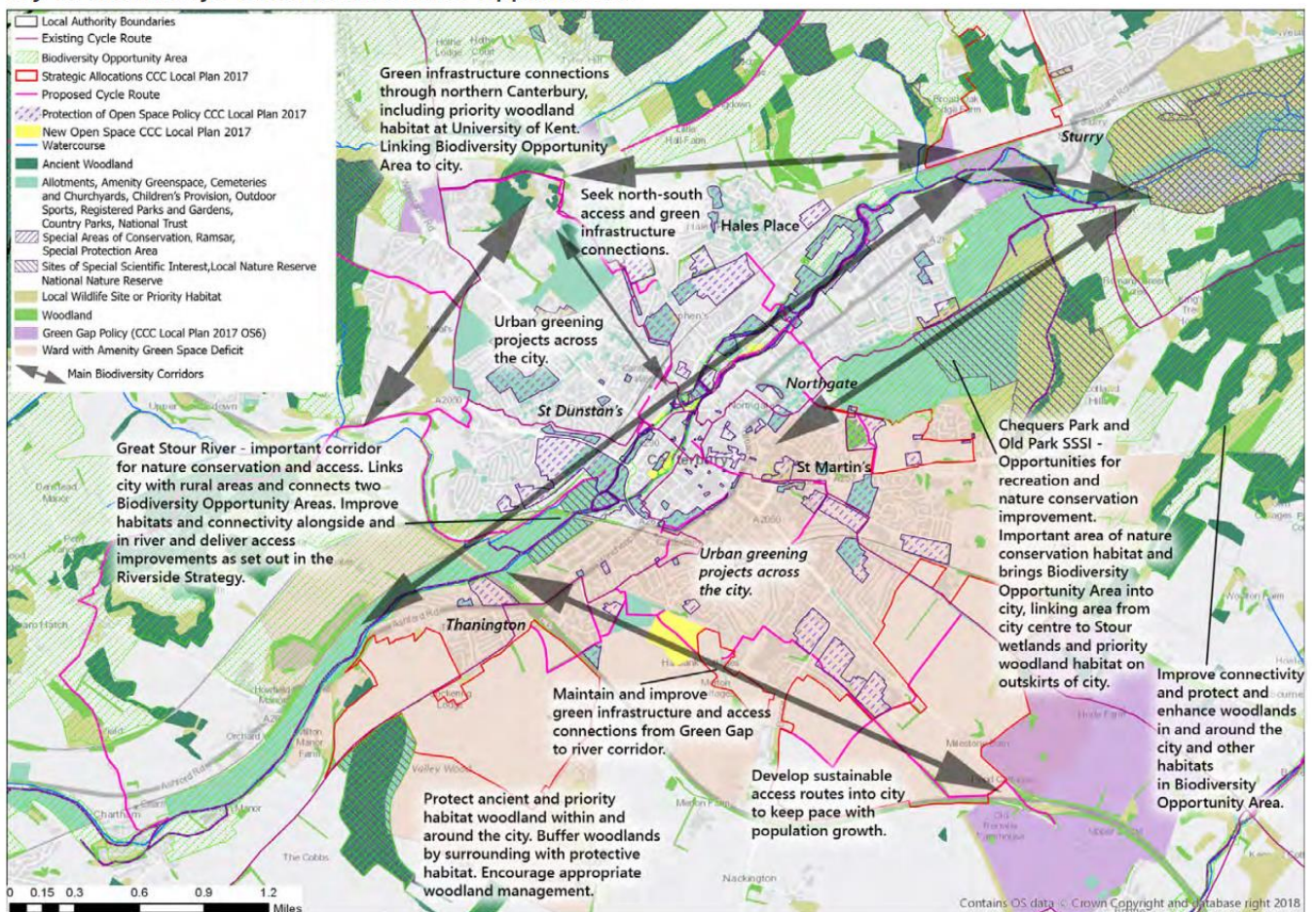
Herne Bay's Access and Accessible Green Space Network



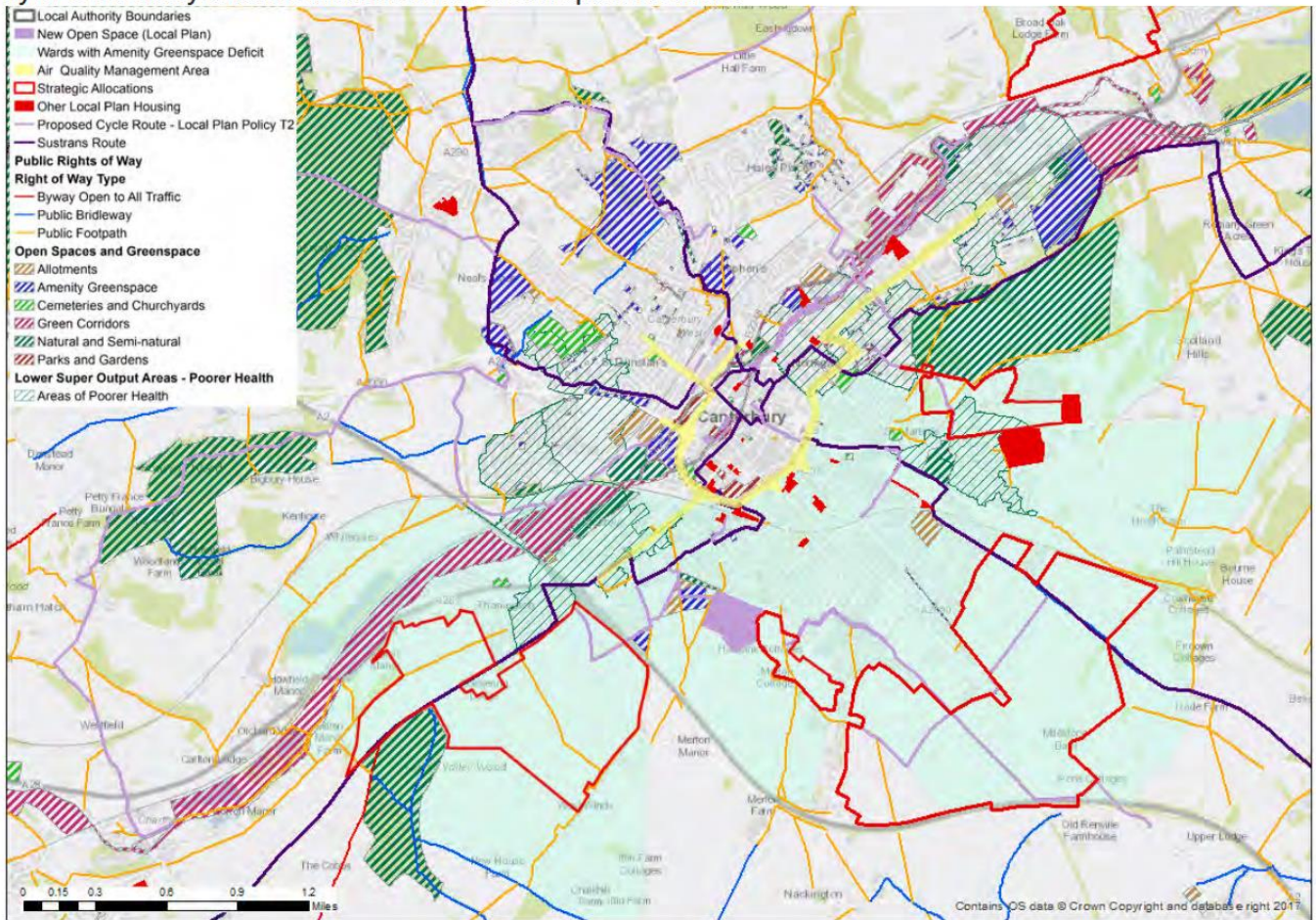
City of Canterbury's Green Infrastructure Network



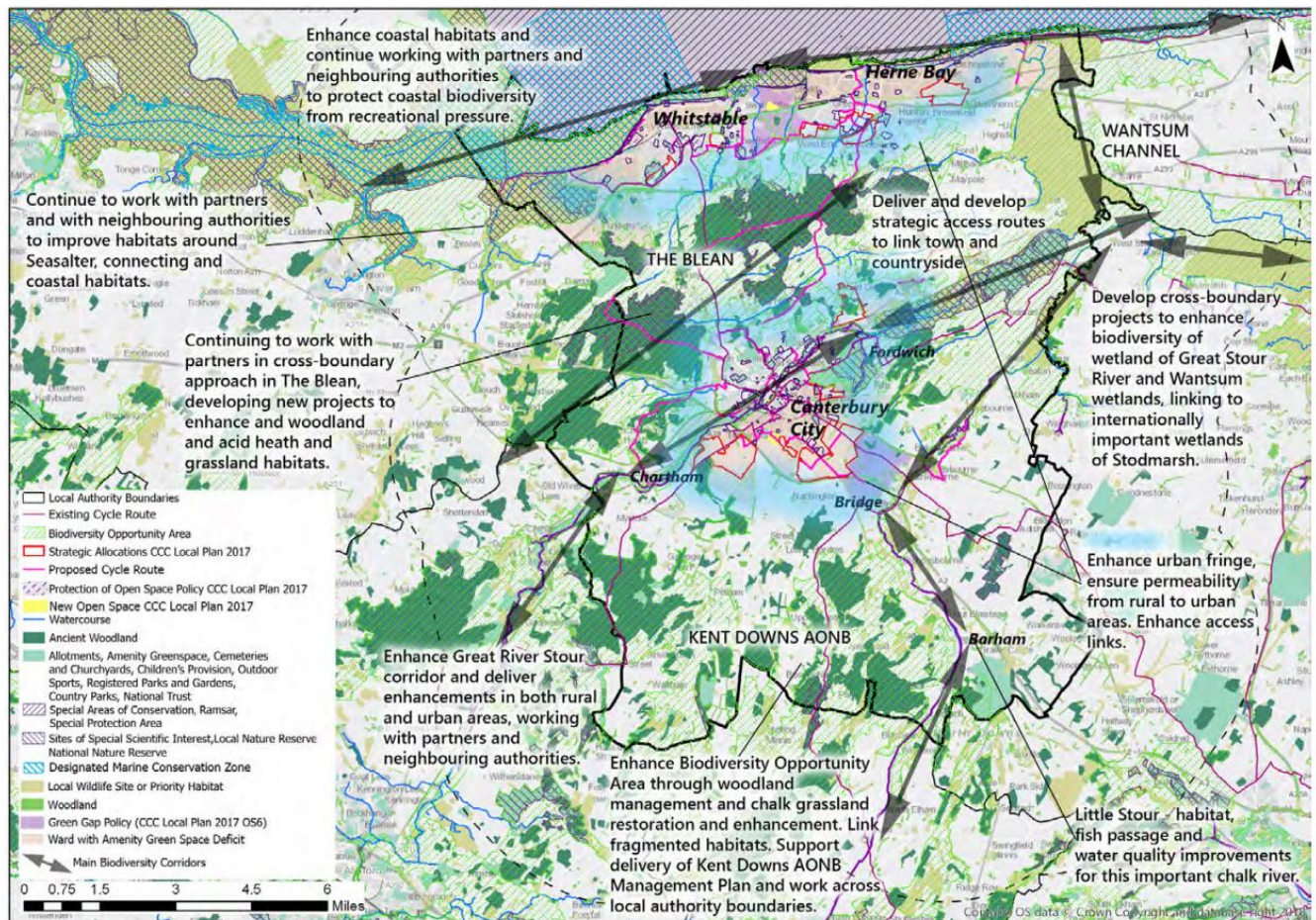
City of Canterbury's Green Infrastructure Opportunities



City of Canterbury's Access and Accessible Green Space Network

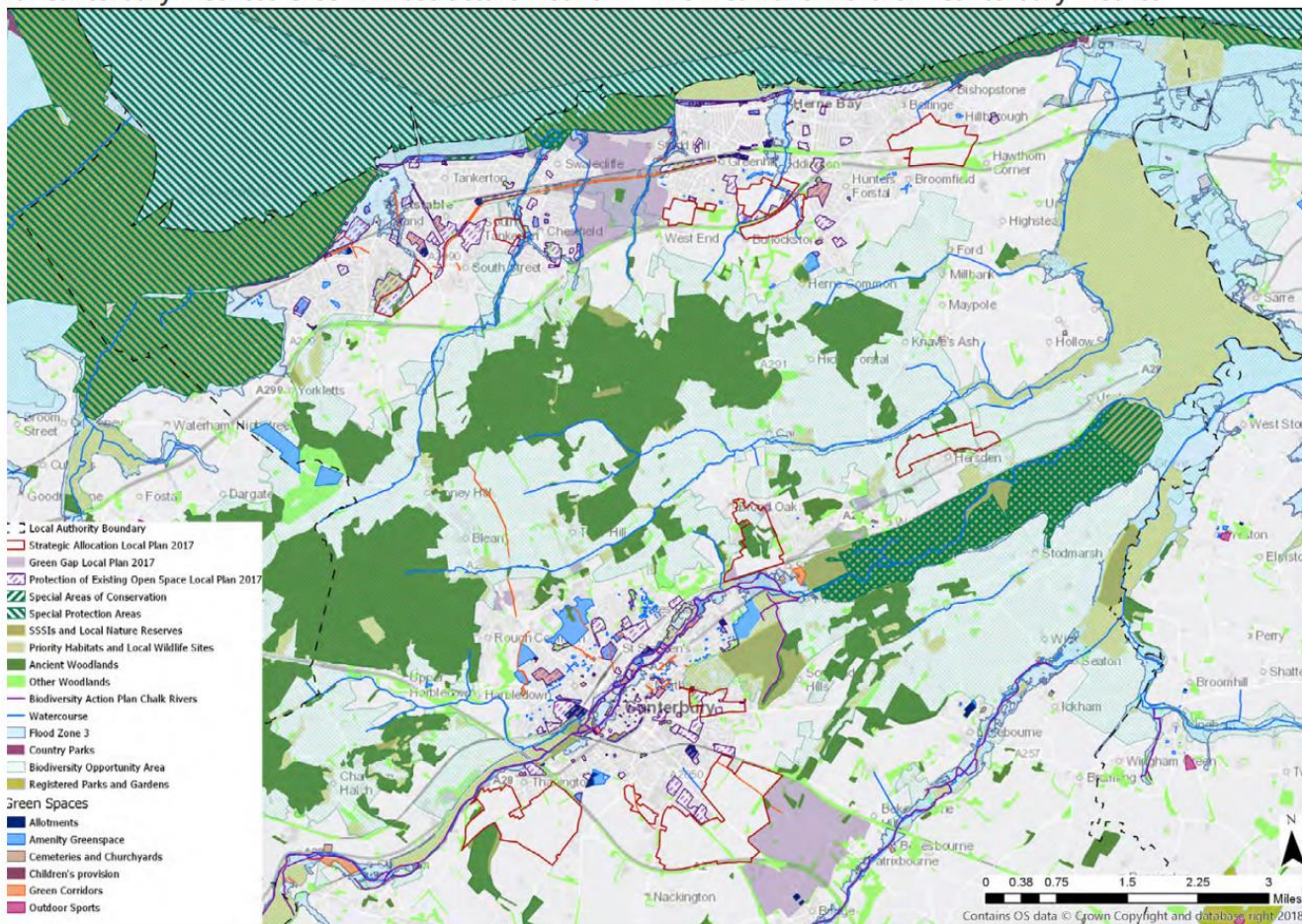


Rural Canterbury District's Green Infrastructure Opportunities

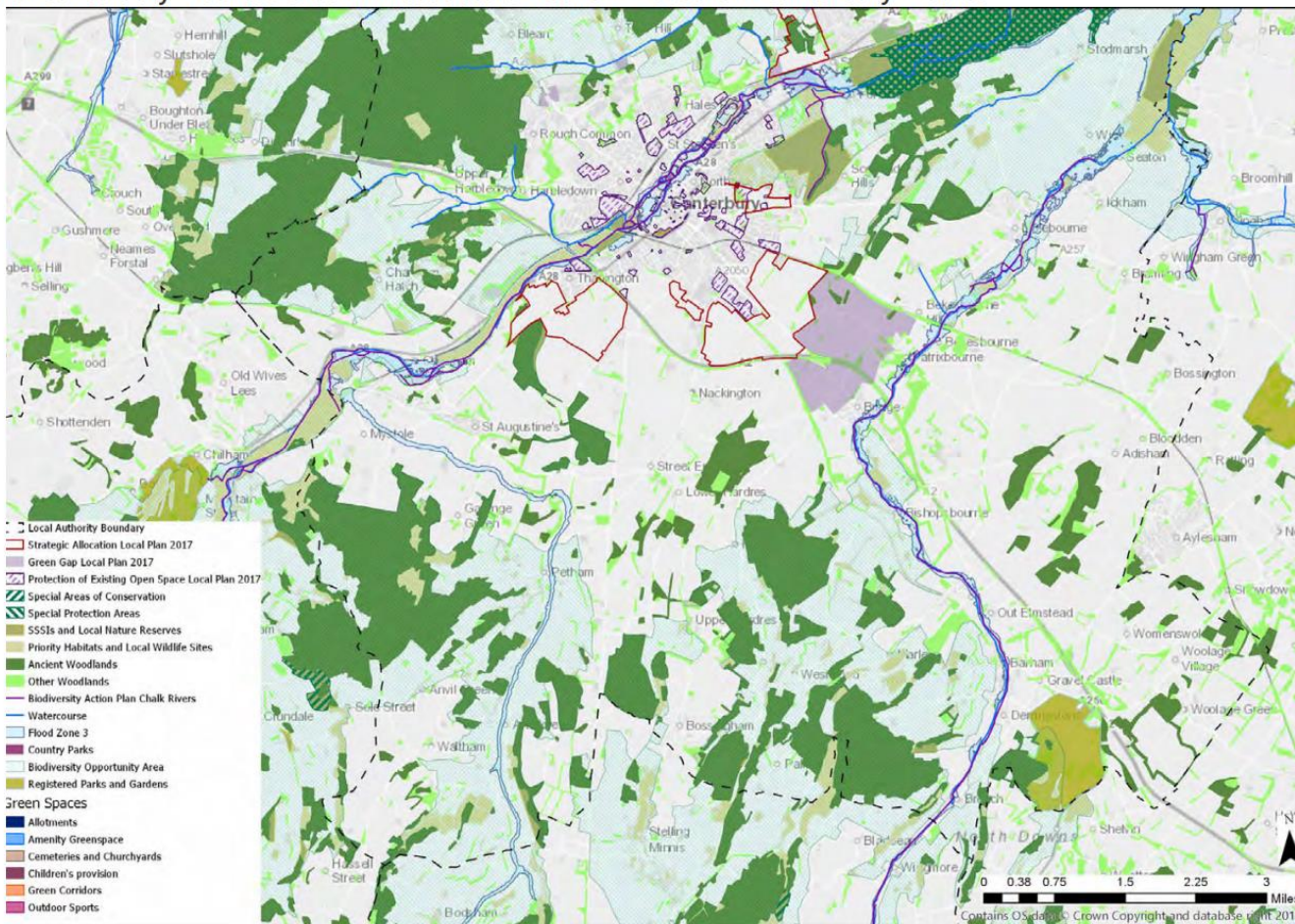


Canterbury cont.

Rural Canterbury District's Green Infrastructure Network - The Blean and Northern Canterbury District

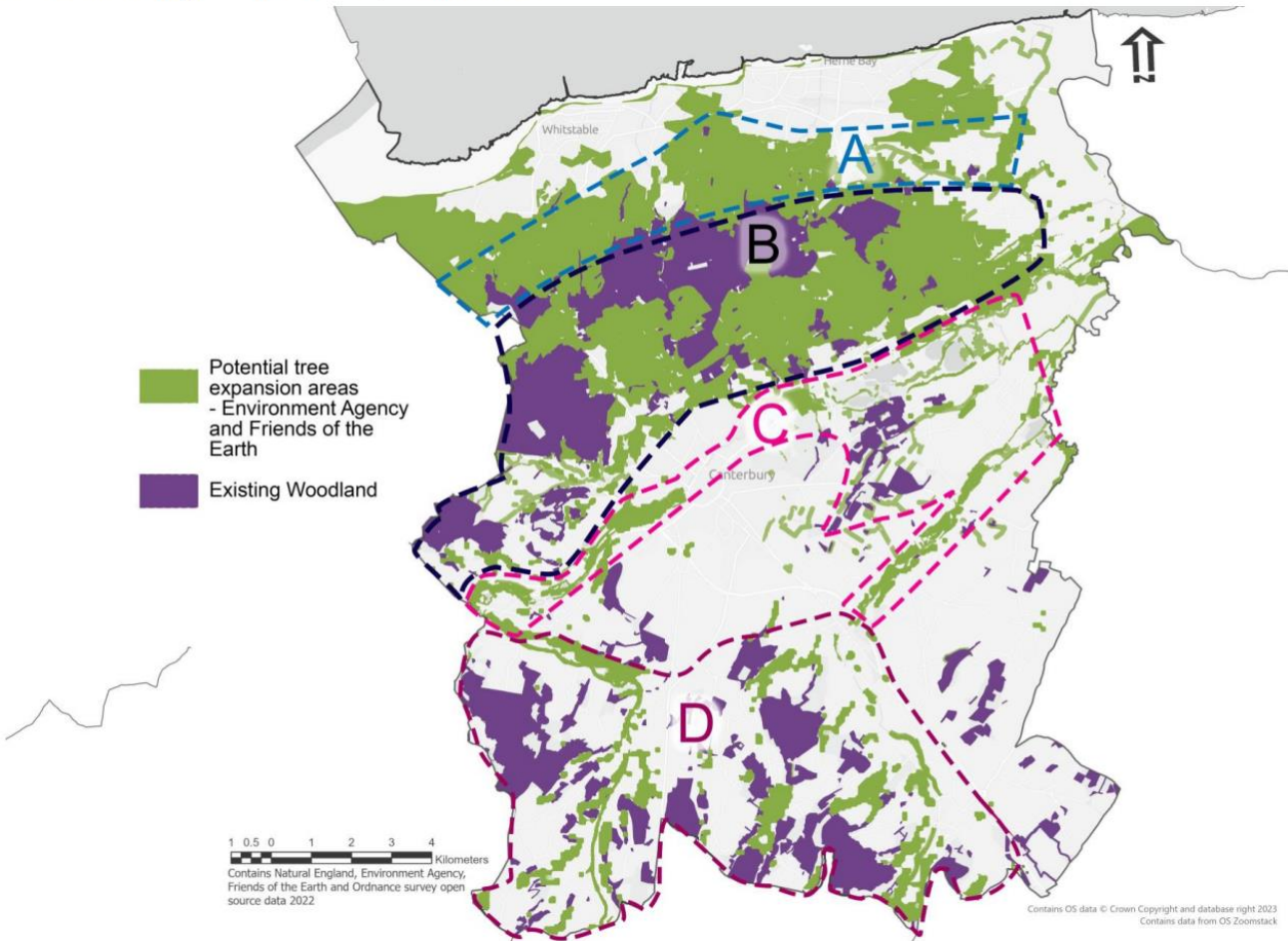


Rural Canterbury District's Green Infrastructure Network - Southern Canterbury District



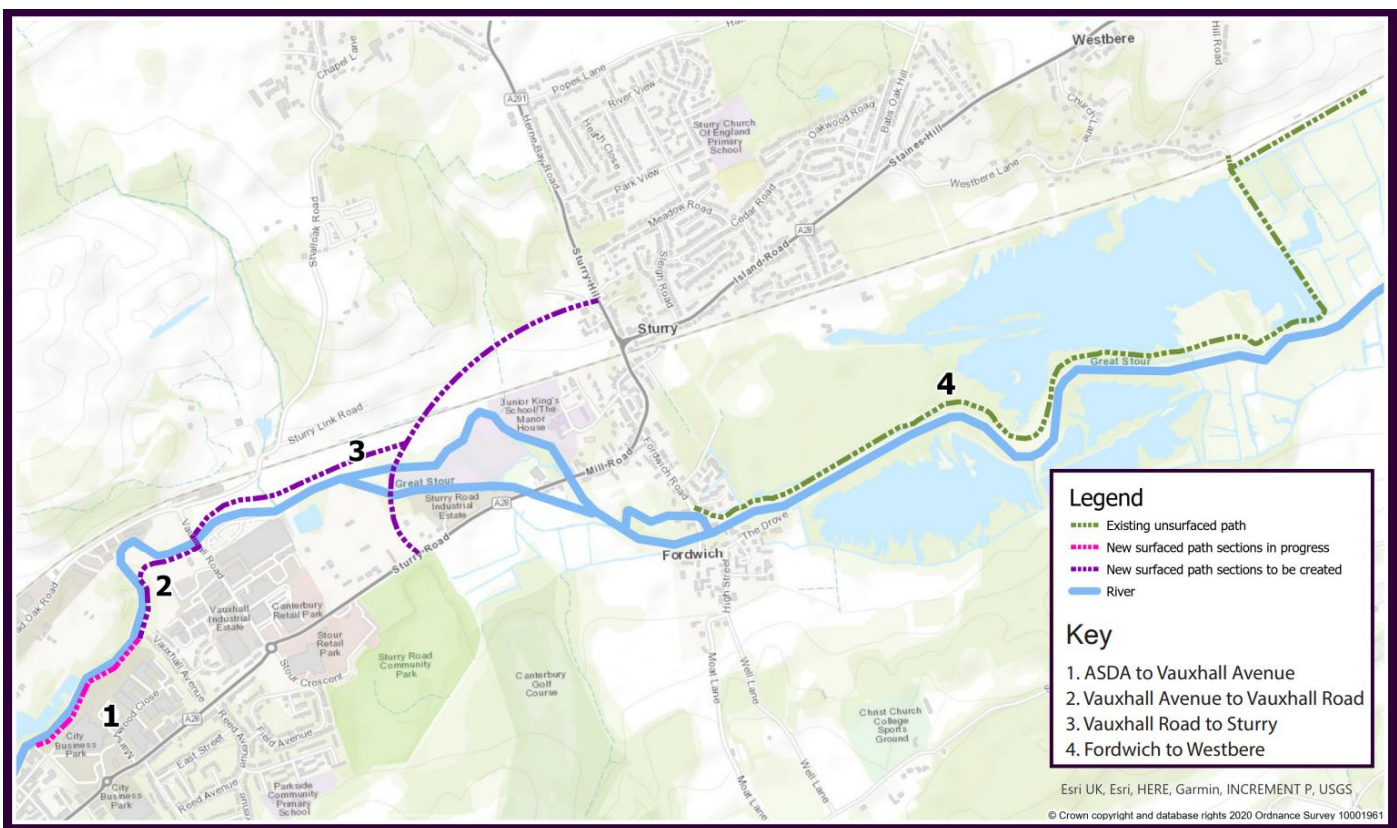
Canterbury Tree Strategy 2024

Plan 12: Potential Larger-scale Tree Expansion Areas

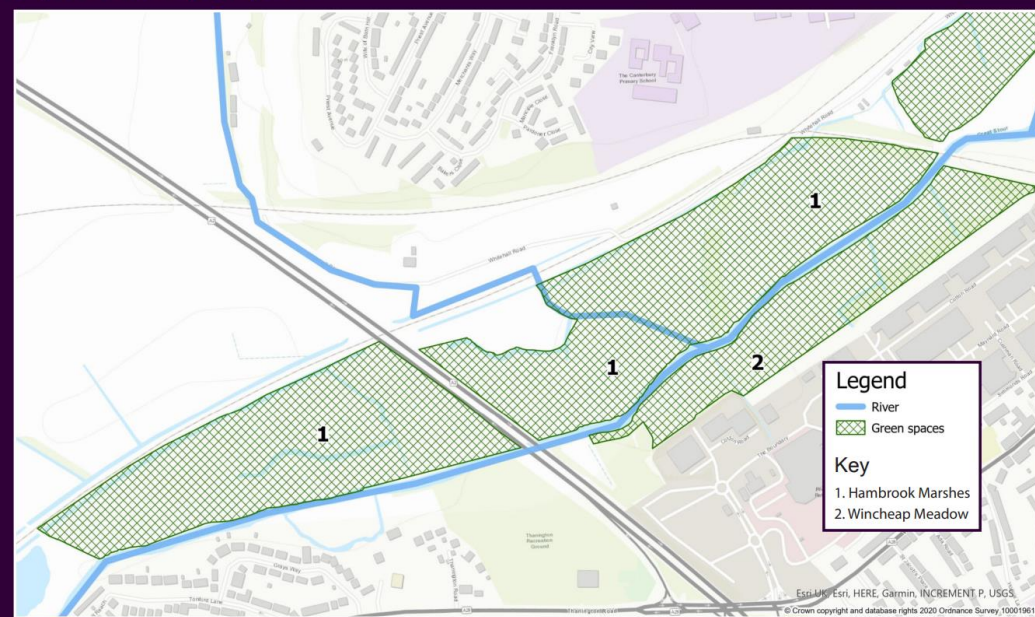


Riverside Strategy 2023

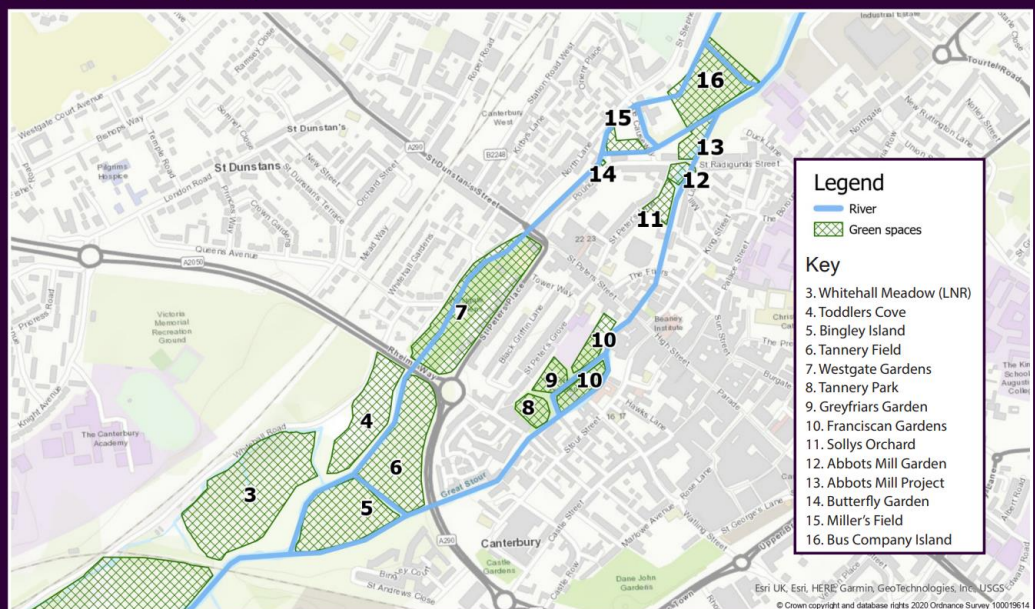
Creating Missing sections of path



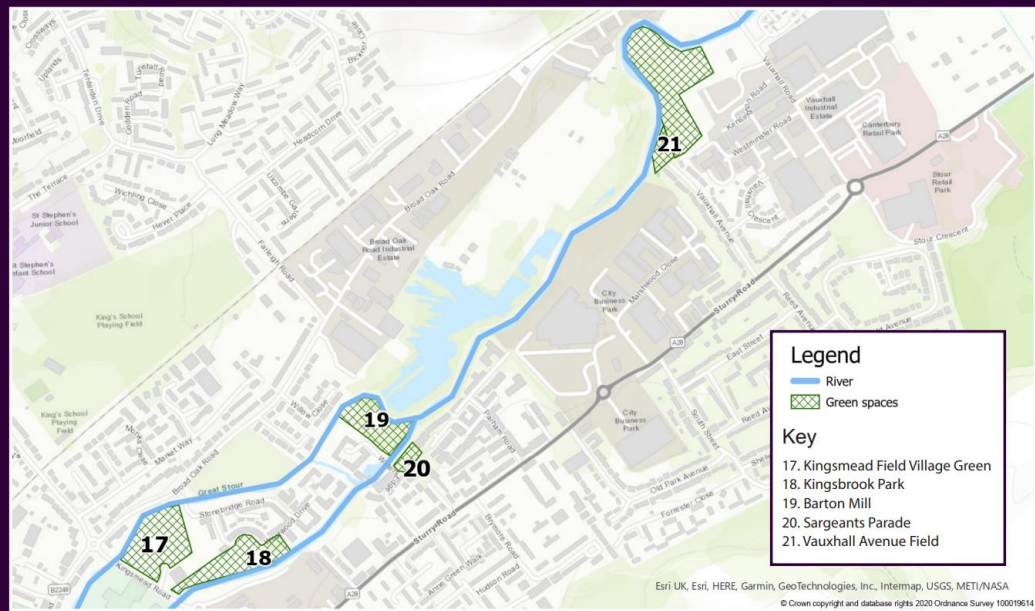
Key riverside open spaces



Key riverside open spaces



Key riverside open spaces



DARTFORD BOROUGH COUNCIL

Adopted Local Plan 2024

Diagram 3: Strategic Green Grid

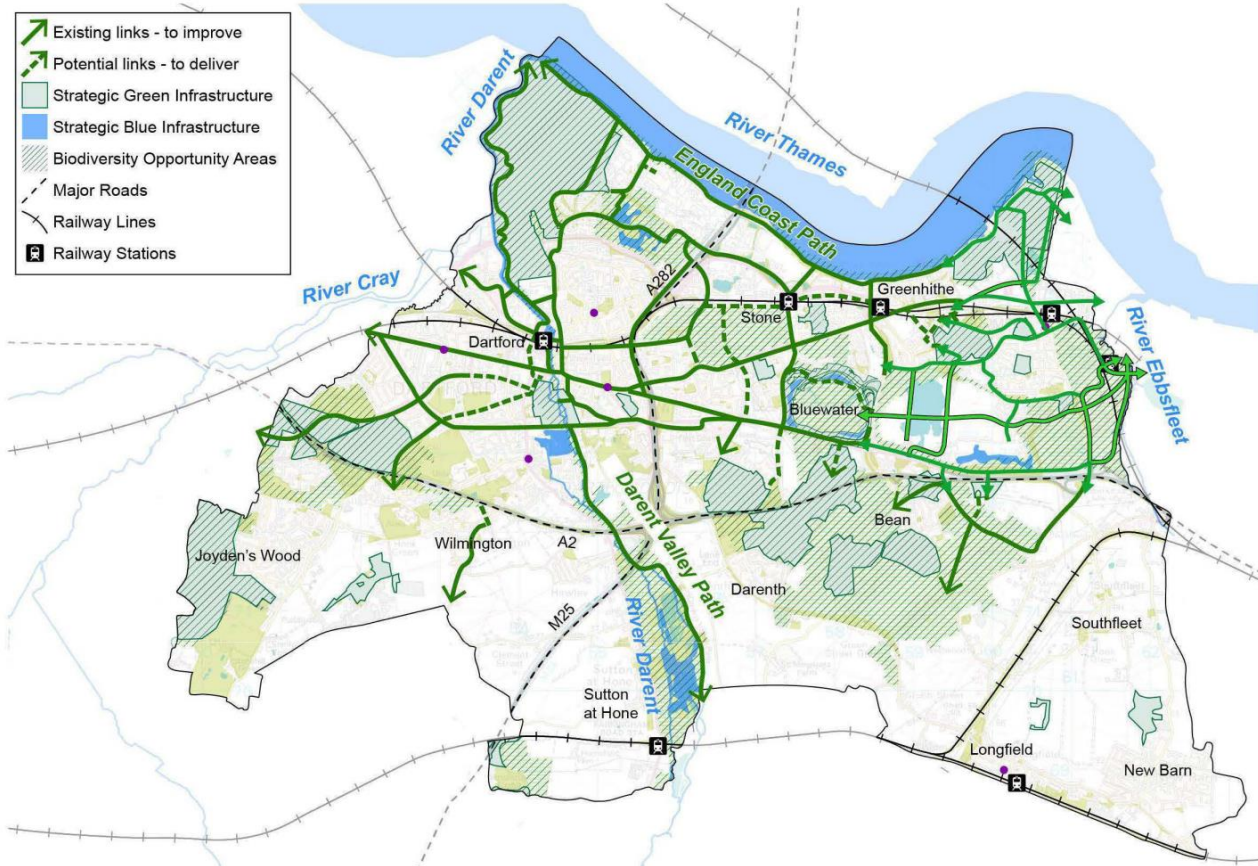
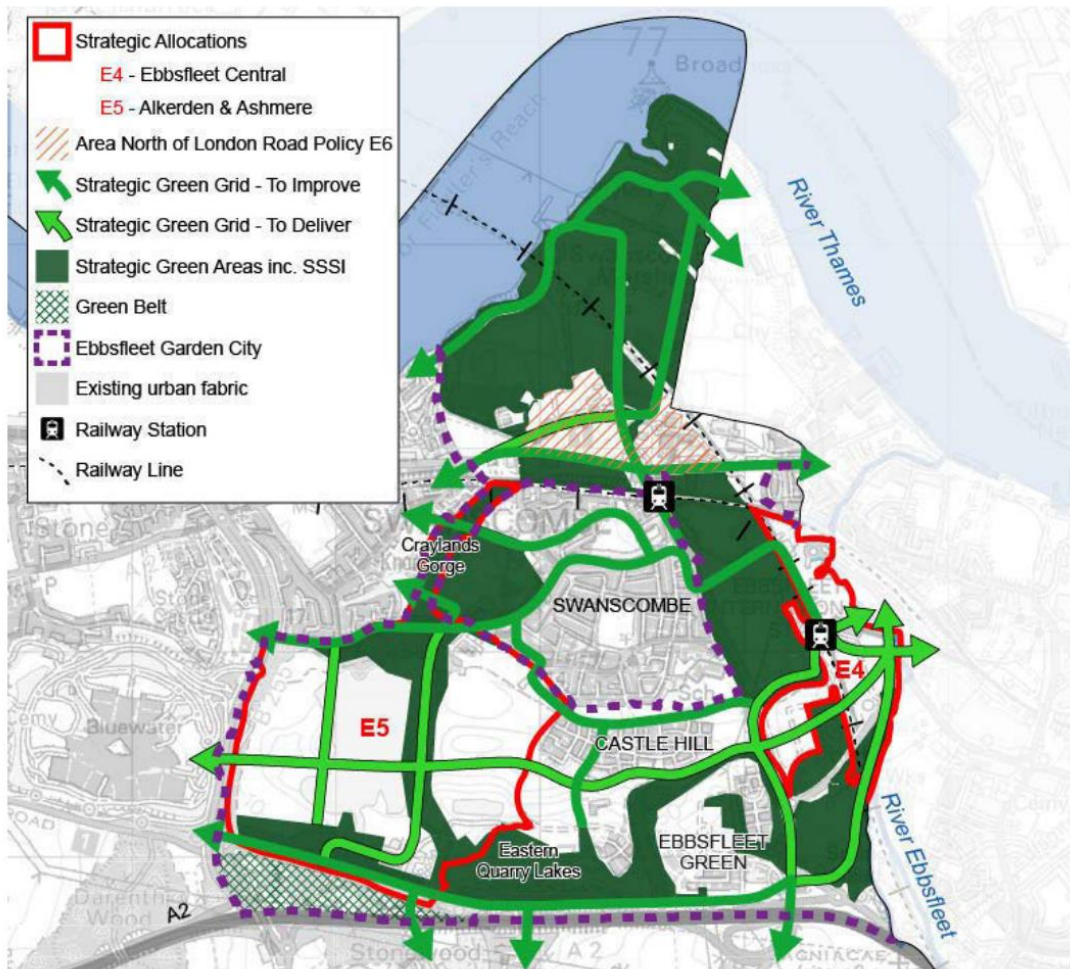
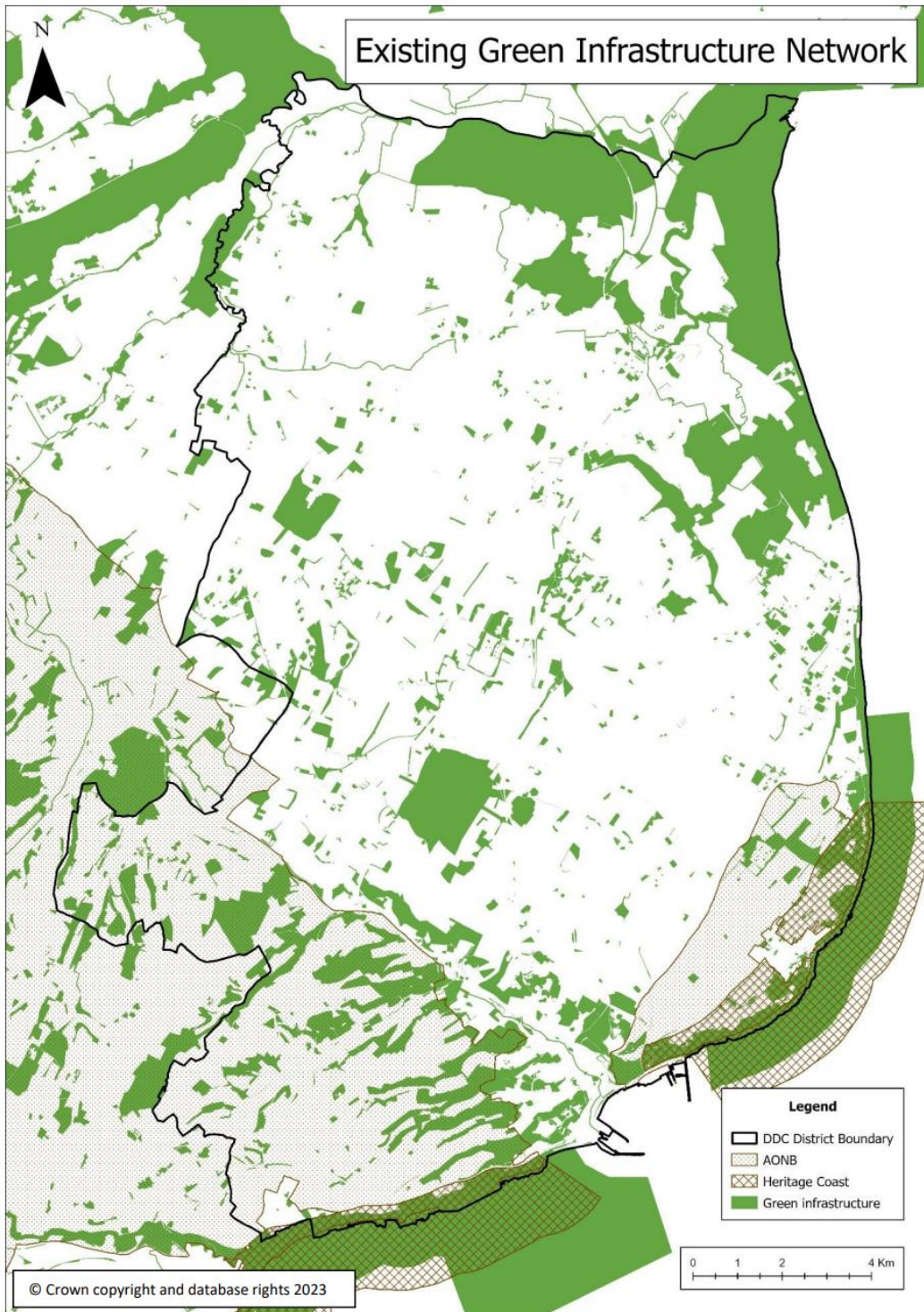


Diagram 11: Ebbsfleet as a Garden City



DOVER DISTRICT COUNCIL

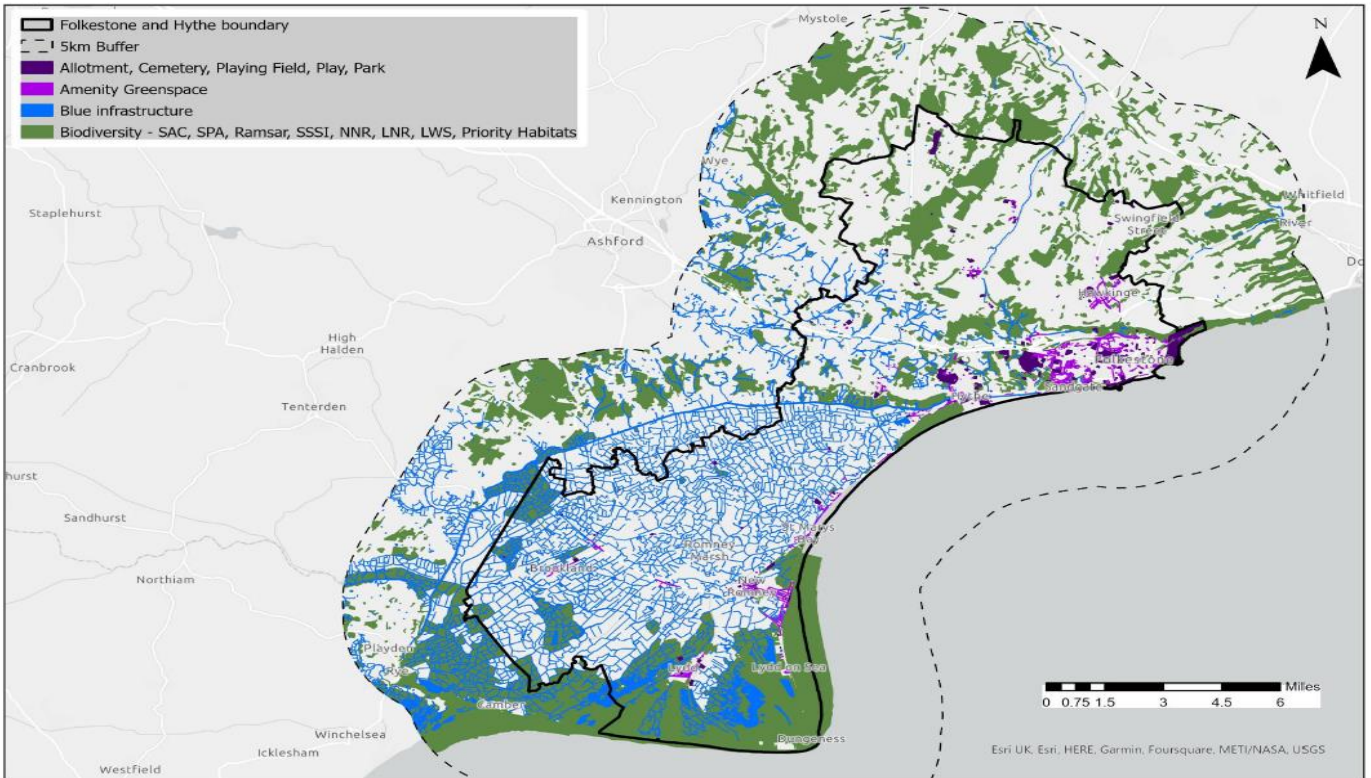
Draft Green Infrastructure Strategy 2023



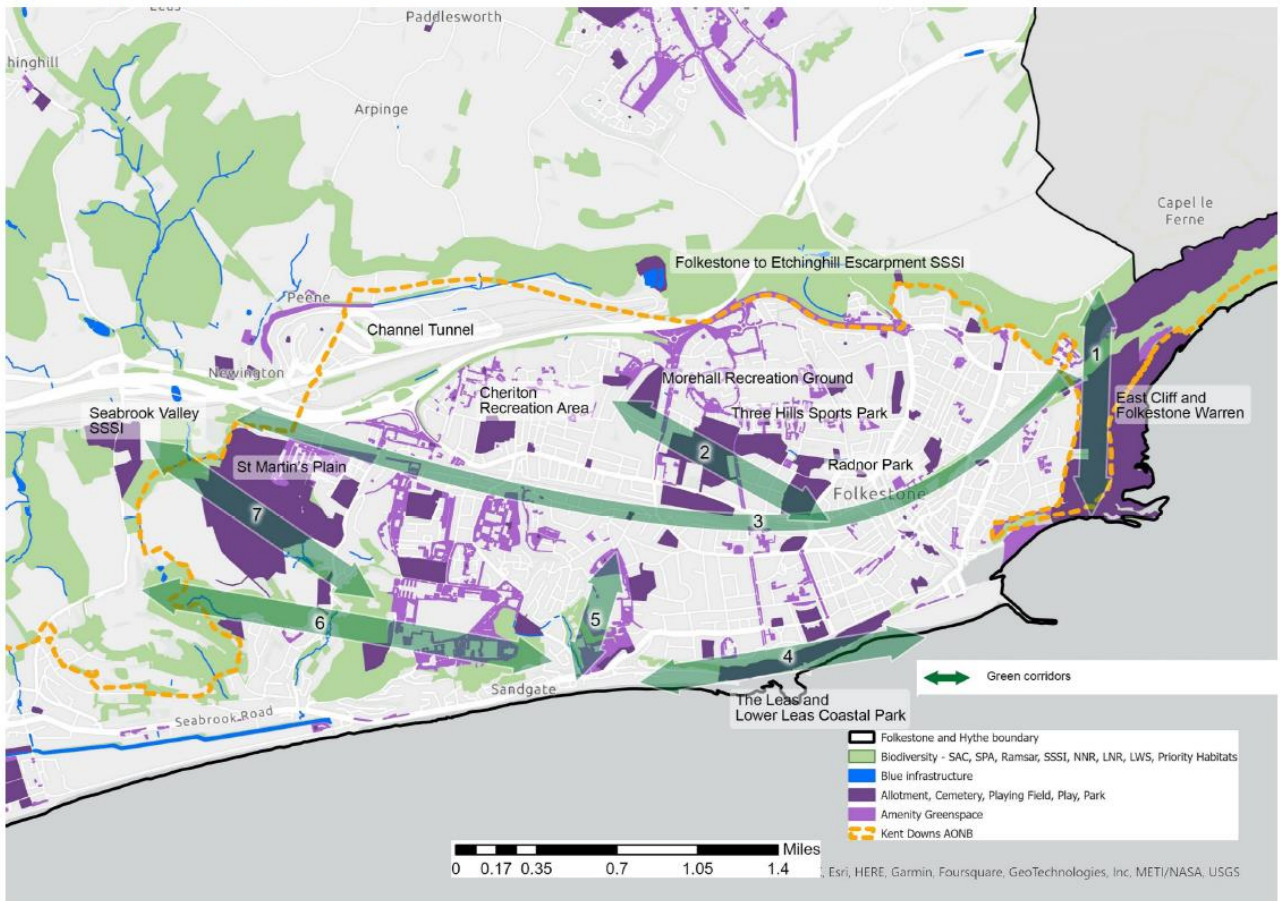
FOLKSTONE AND HYTHE DISTRICT COUNCIL

Green Blue Infrastructure Strategy 2023

Overview of Folkestone and Hythe's District's Green and Blue Infrastructure Network

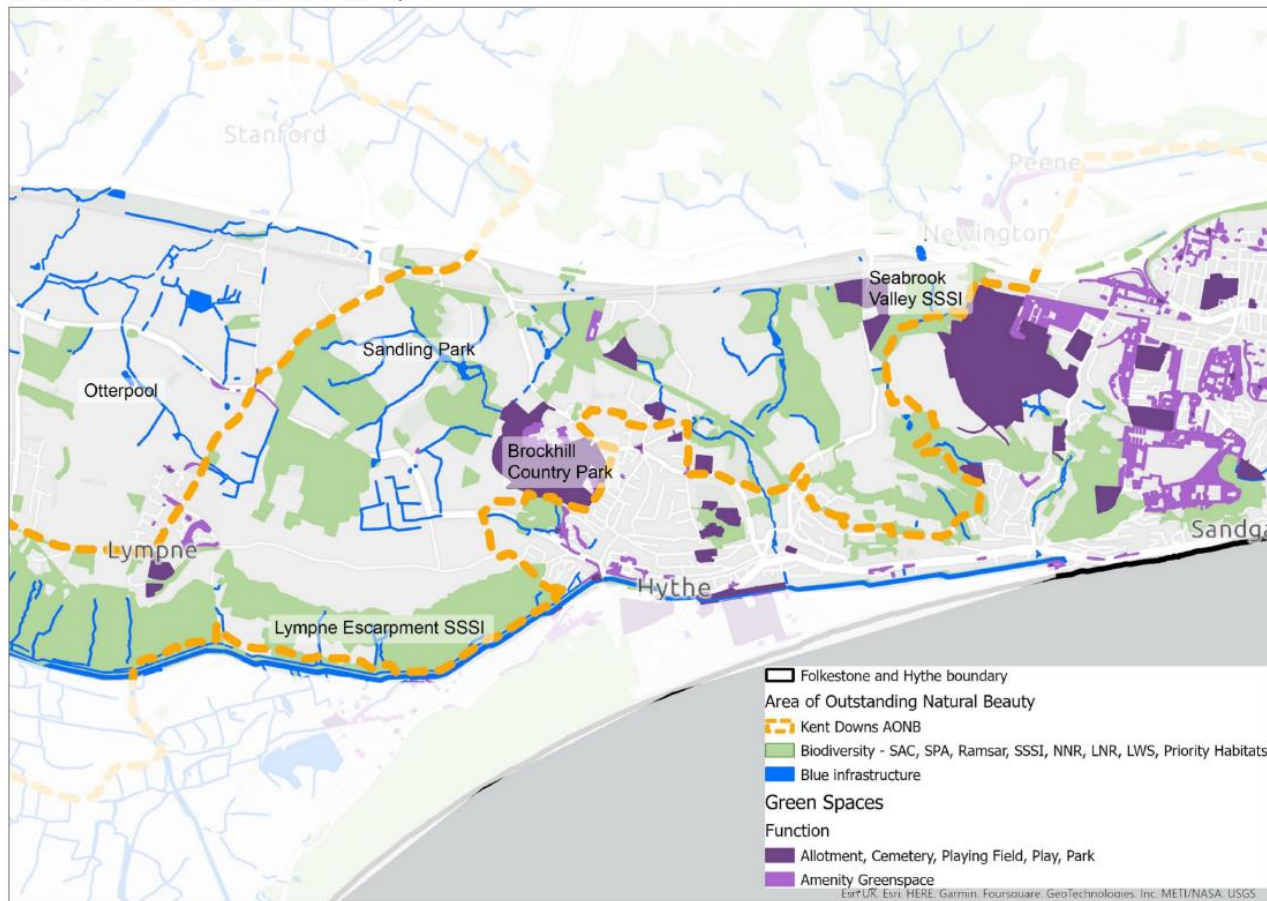


Plan 24: Green Infrastructure Corridors - Folkestone Town

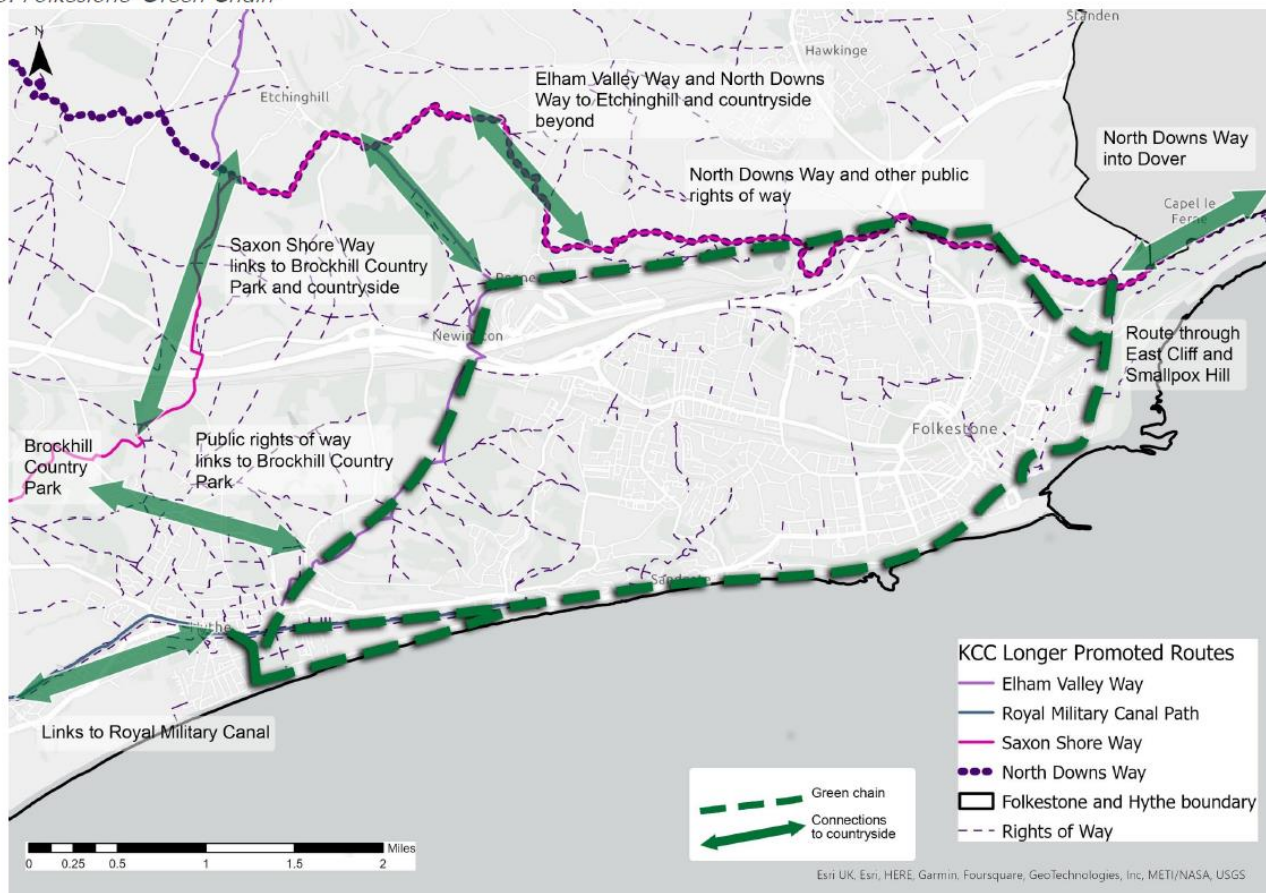


Folkstone & Hythe cont.

Plan 25: Focus Area - North of Saltwood and Hythe

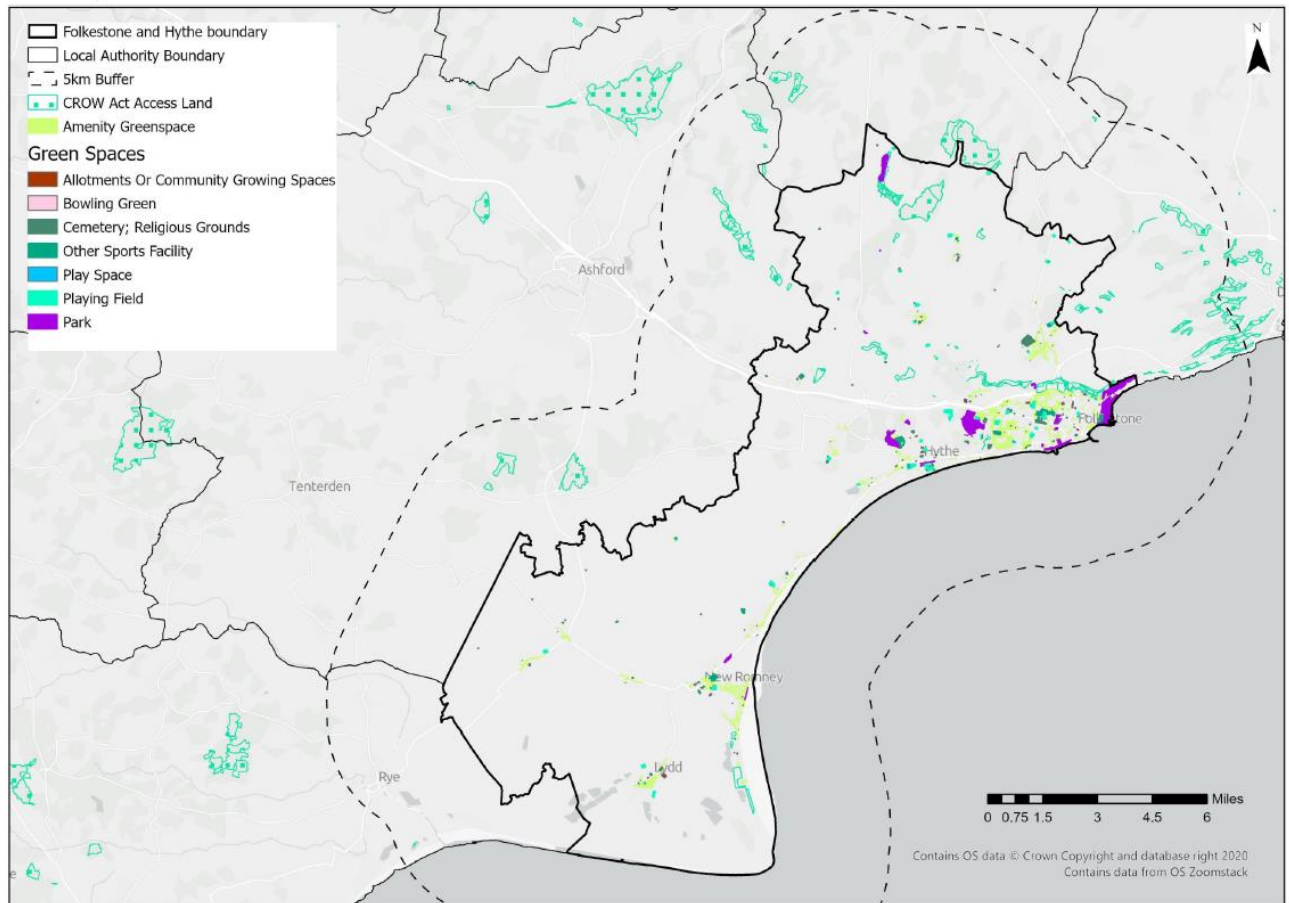


Plan 26: Folkstone 'Green Chain'



Folkstone & Hythe cont.

Plan 11: Greenspaces



Plan 12: Explore Kent Mapping of Active Travel Routes



GRAVESHAM BOROUGH COUNCIL

Gravesham Green and Blue Infrastructure Study 2022

Figure 4.1: Gravesham's Green and Blue Infrastructure Network Strengths

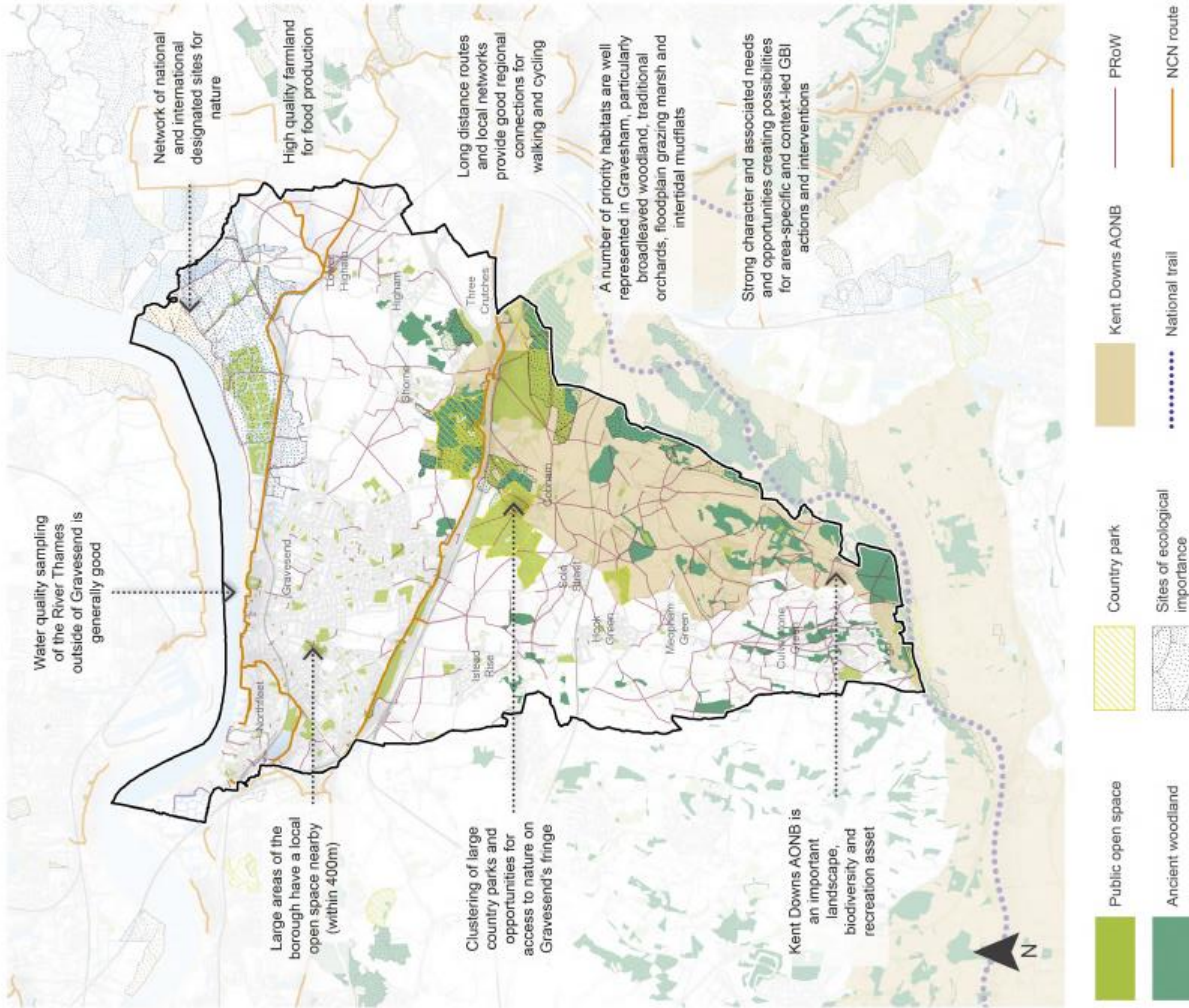
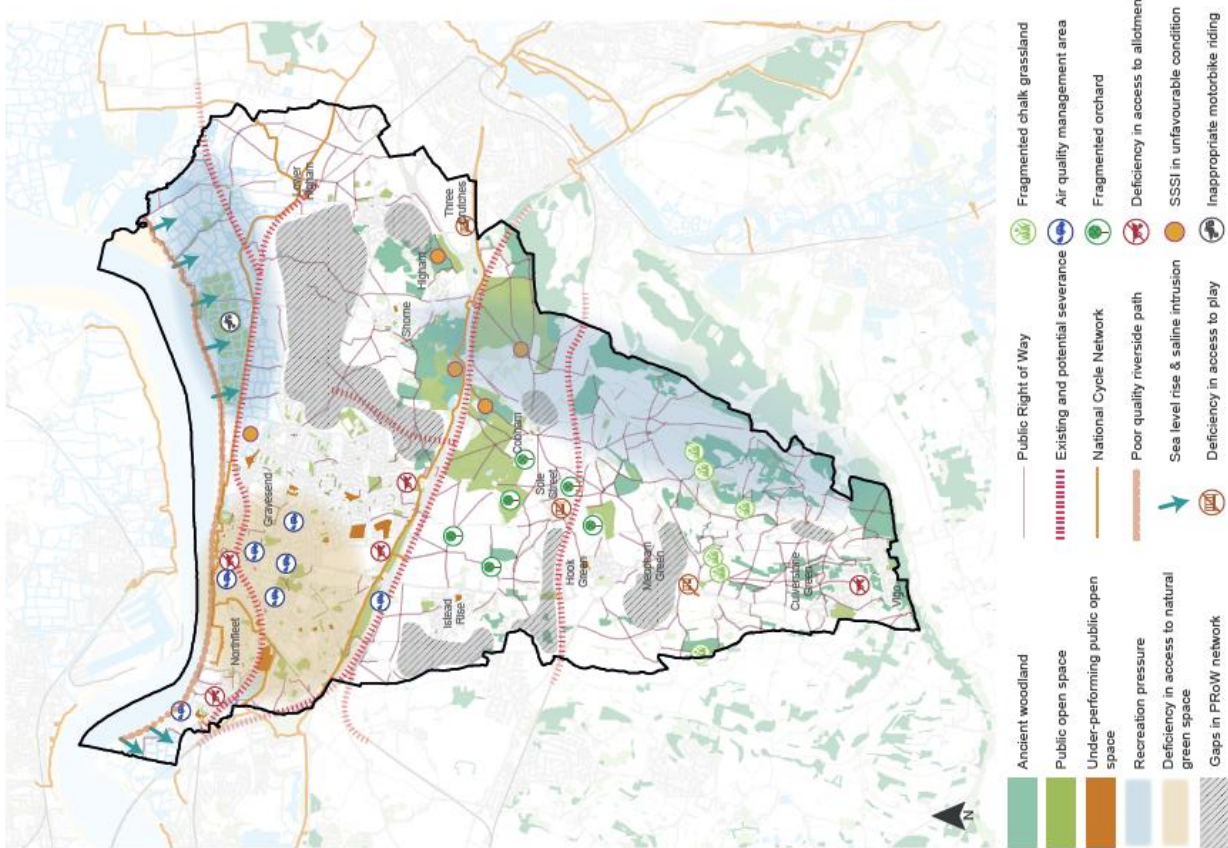


Figure 4.2: Gaps in Gravesham's green and blue infrastructure network



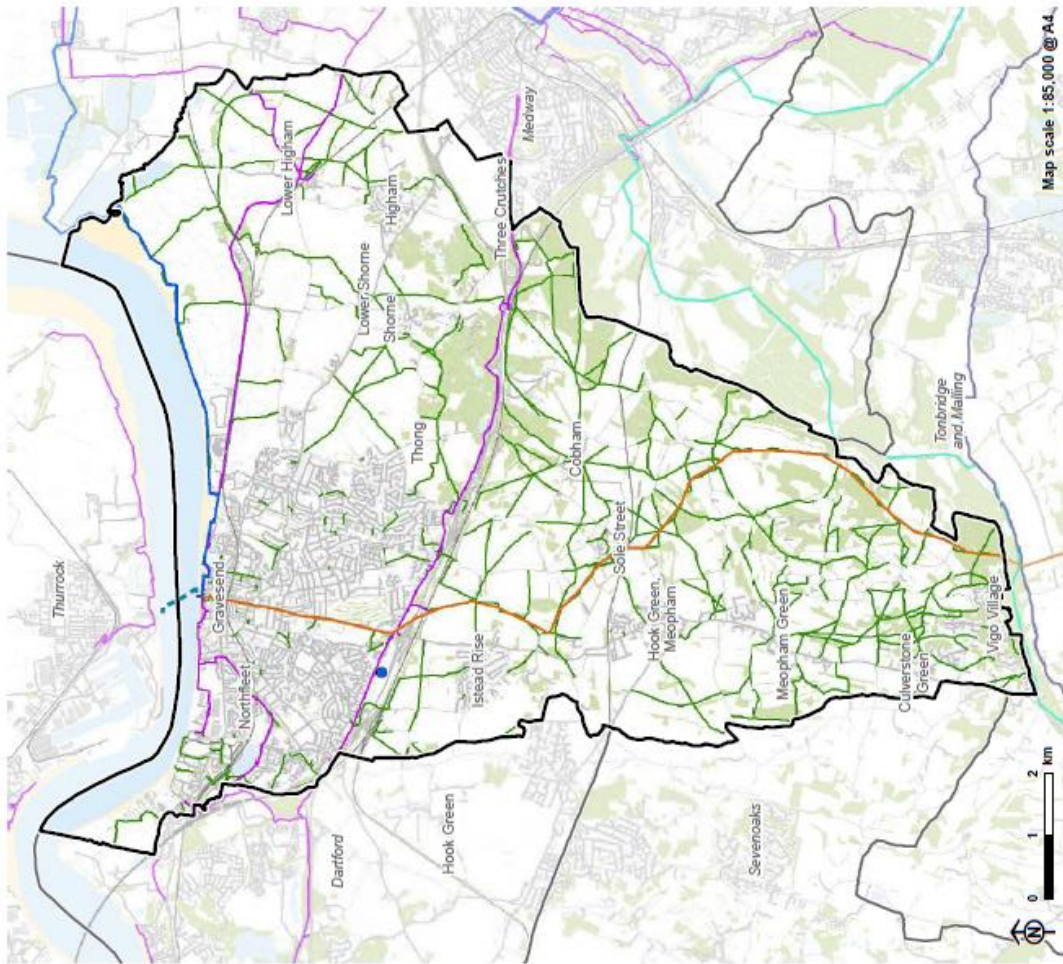


Fig 3.4: Walking and cycling

- Gravesham
- Other local authority areas
- National Cycle Network (NCN)
- Public Right of Way (within Gravesham only)
- Saxon Shore Way
- Wealdway
- Pilgrims Way
- North Downs Way (National Trail)
- Cyclopark
- Tibury - Gravesend Ferry

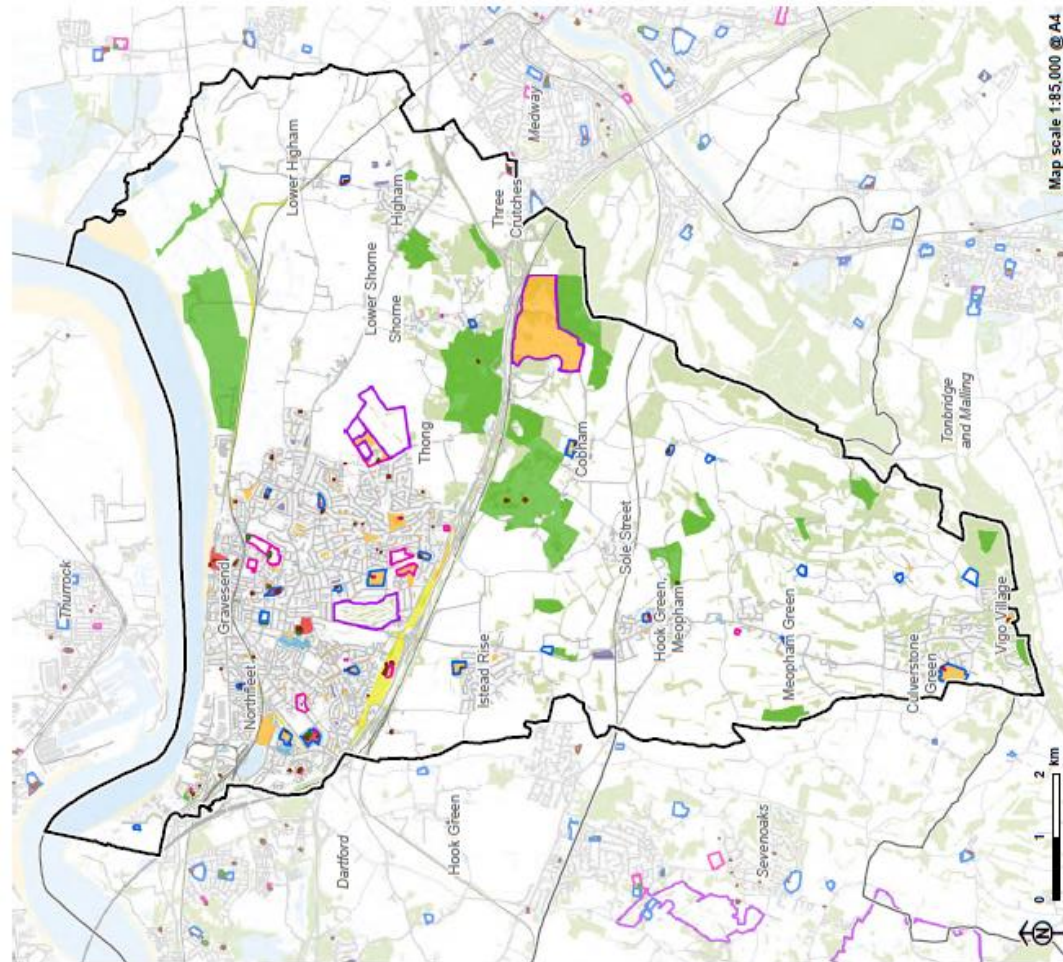


Fig 3.4: Open spaces (borough)

- Gravesham
- Other local authority areas
- Allotment
- Amenity greenspace
- Cemetery
- Provision for children and young people
- Civic space
- Green corridor
- Parks and gardens
- Natural / semi-natural greenspace
- Bowling green
- Golf course
- Other sports facility
- Play space
- Playing field

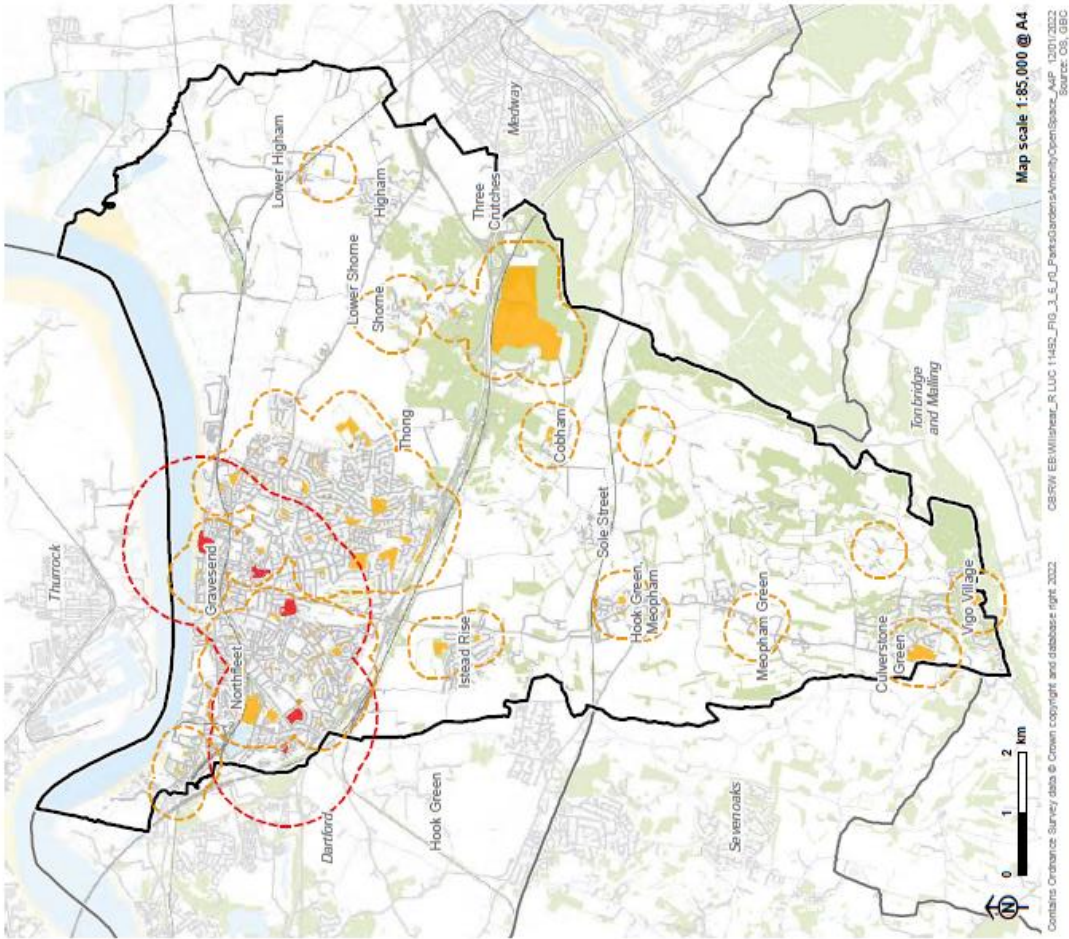


Fig 3.6- Access to parks, gardens and amenity open space (borough)

- Gravesham
- Other local authority areas
- Amenity greenspace
- Parks and gardens
- 400m Amenity greenspace buffer
- 1200m Parks and gardens buffer

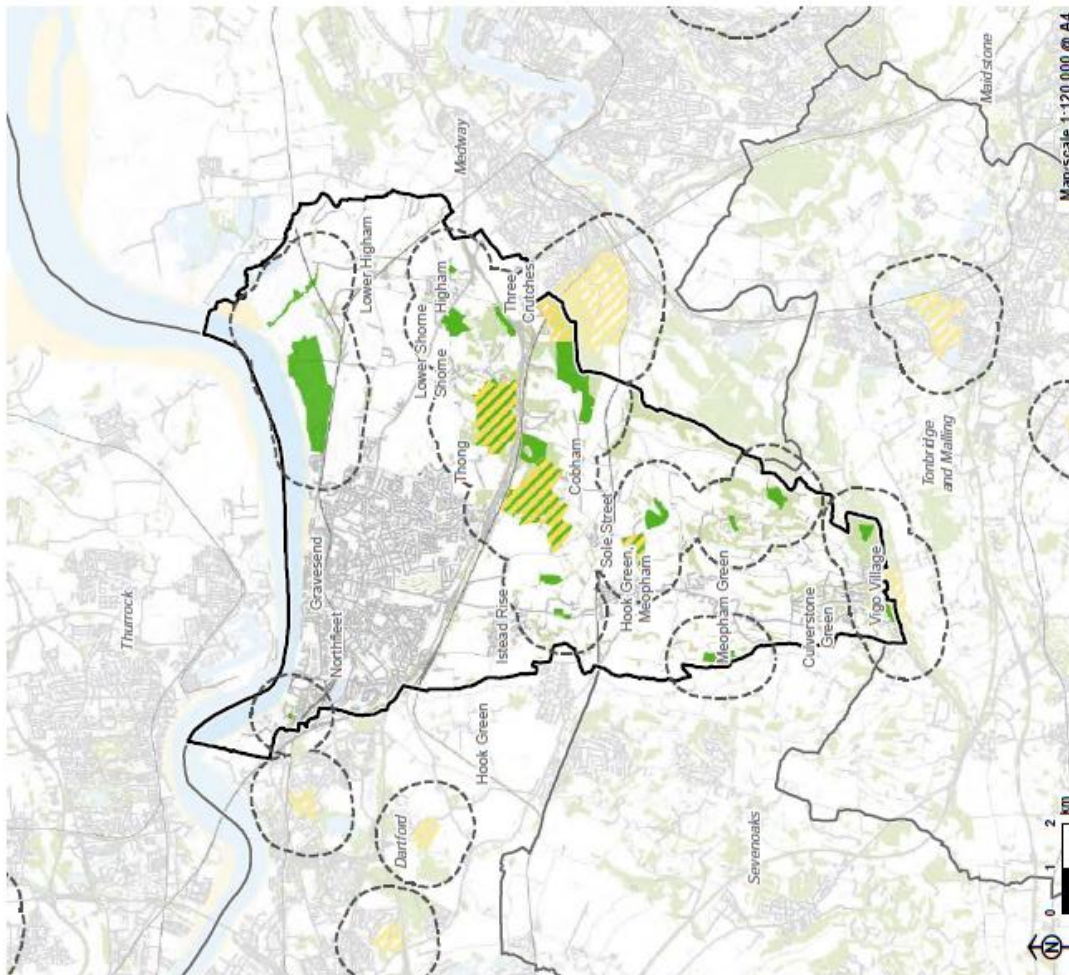


Fig 3.10- Access to natural and semi-natural greenspace

- Gravesham
- Other local authority areas
- Natural / semi-natural greenspace within Gravesham
- Country park
- 800m buffer

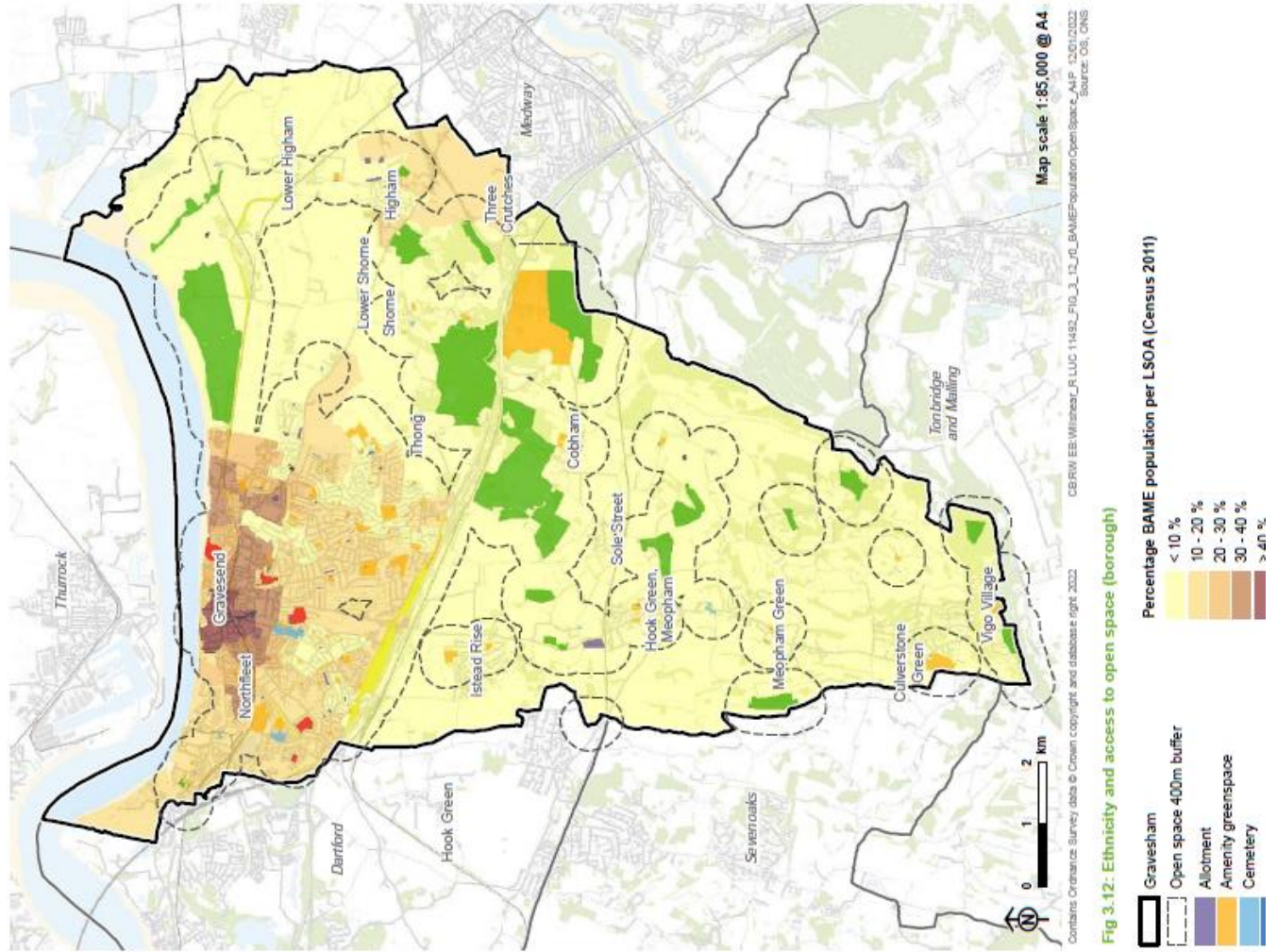


Fig 3.12: Ethnicity and access to open space (borough)

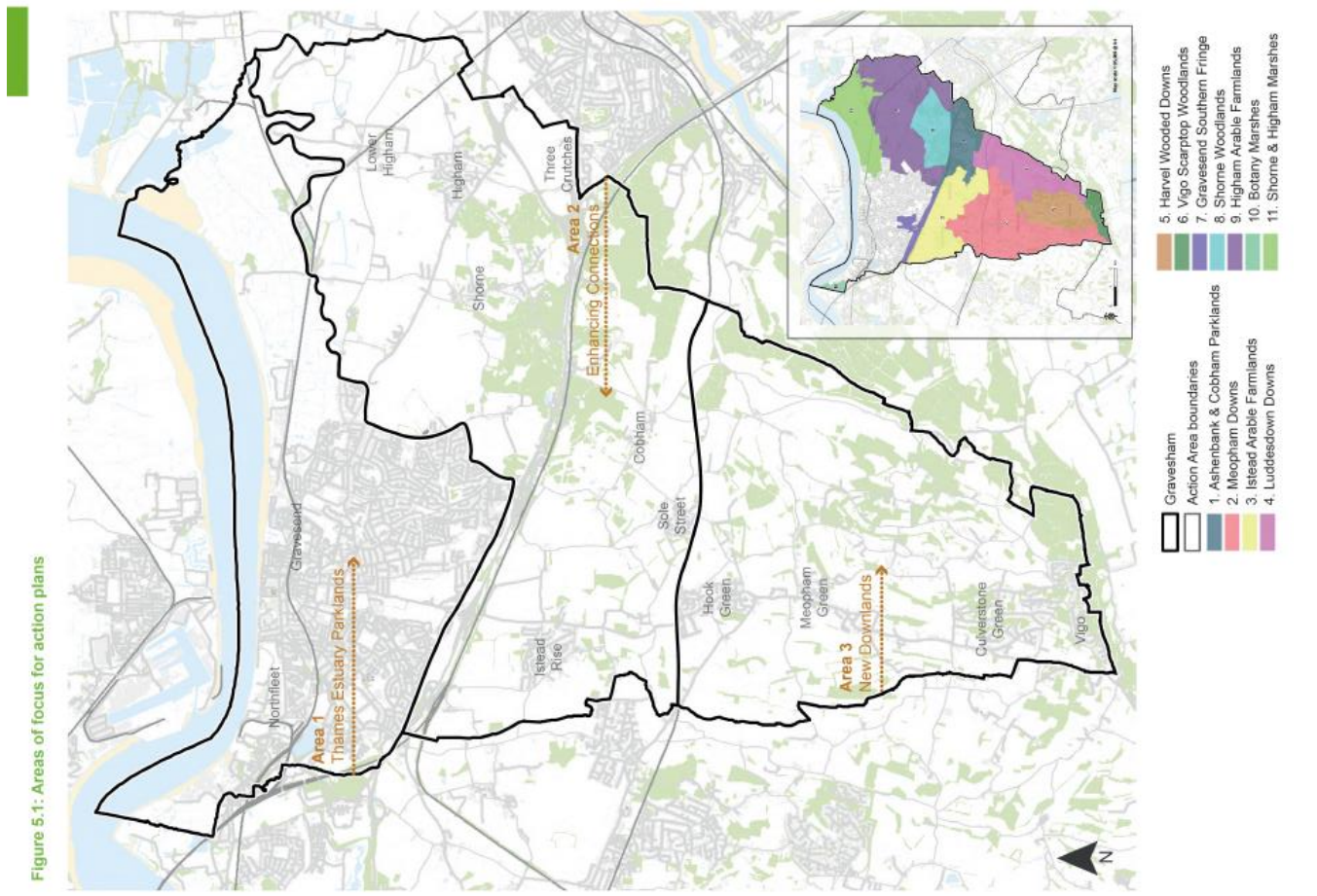


Figure 5.1: Areas of focus for action plans

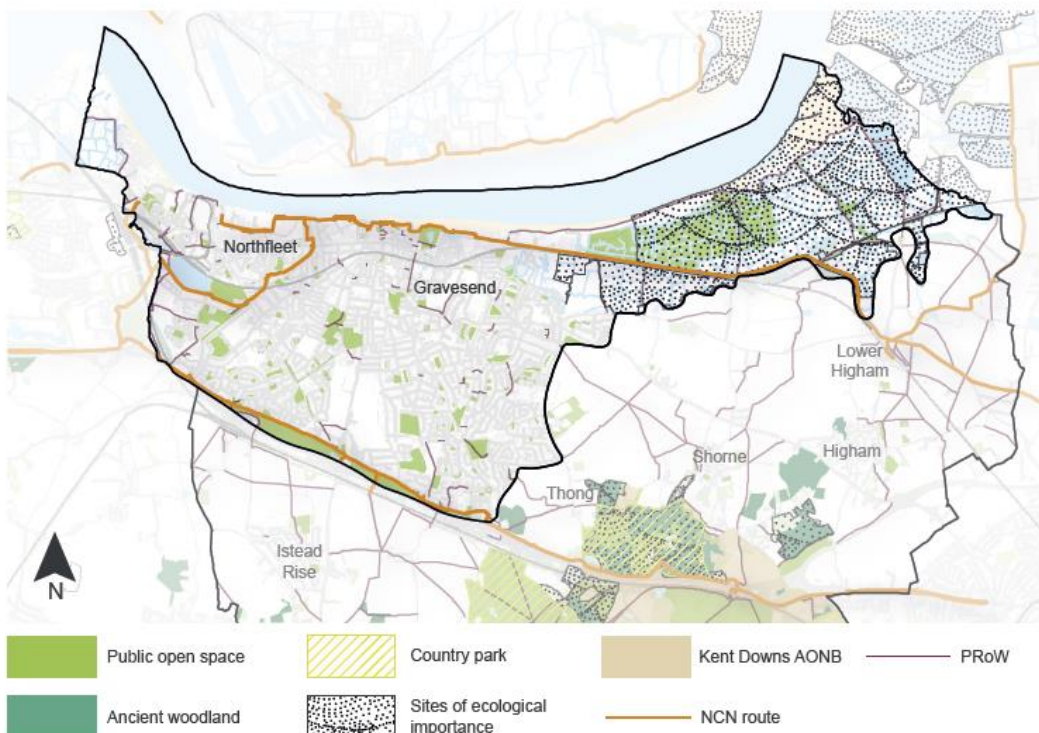
Figure 6.1: Lower Thames Crossing ecological and open space proposals



Strategic Action Plan Northern Area - Thames Estuary Parklands

Context

Figure 7.1: Existing GBI assets within the Northern Area

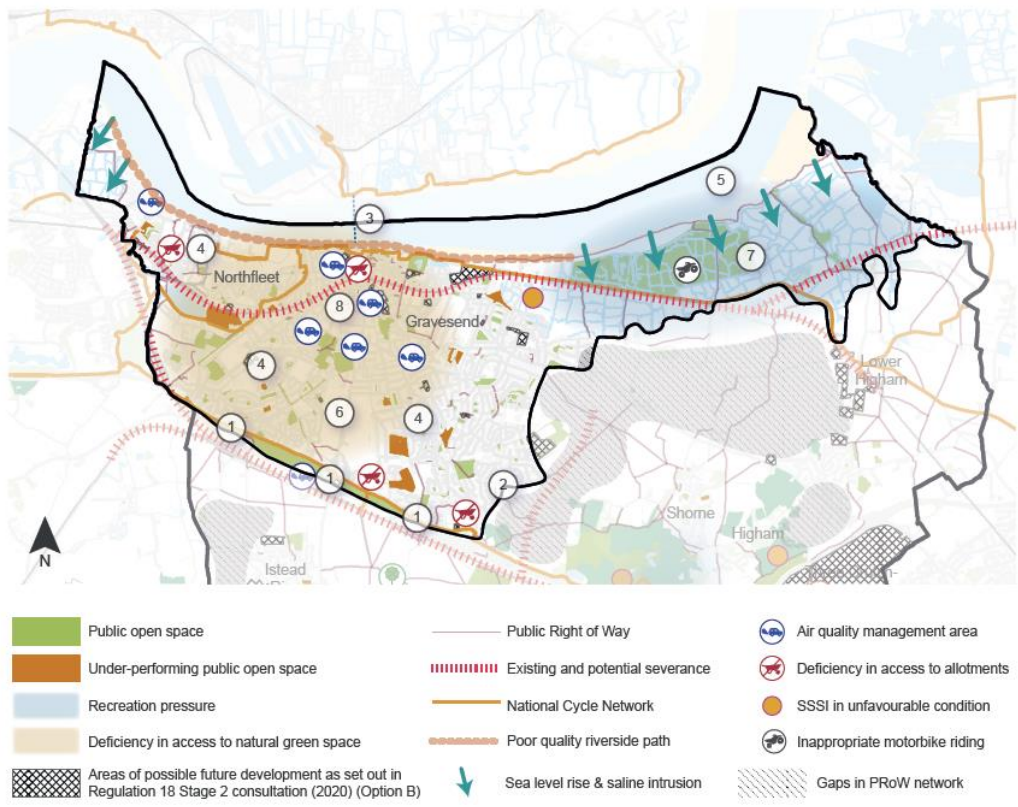


Needs, vulnerabilities and existing initiatives

Figure 7.2: Needs and vulnerabilities in the Northern Area - Thames Estuary Parklands

Specific needs, gaps and vulnerabilities

- 1 - A2 corridor (few pedestrian crossings; busy road is unappealing; poor cycling infrastructure in places; noise and light; severance e.g. of Darnley Trail). Access and presentation of existing tunnels and bridges could be improved.
- 2 - Limited bus services in rural areas and between Gravesend and some countryside sites such as Jeskyns Community Woodland; difficult to access some site without a car.
- 3 - Limited ferry service to Tilbury.
- 4 - Patterns of poor access to open space correlate to patterns of deprivation.
- 5 - Water quality is poor and a significant portion of the borough is within a nitrate vulnerable zone. Water use is currently above the national average.
- 6 - Gaps in cycling infrastructure within Gravesend, particularly a lack of provision at key junctions, with traffic speeds and volume making it unsafe in multiple locations (e.g. A227).
- 7 - Sea level rise and saline intrusion will place pressure on freshwater habitats and agricultural land.
- 8 - Numerous air quality management areas are present within Gravesham's urban areas.

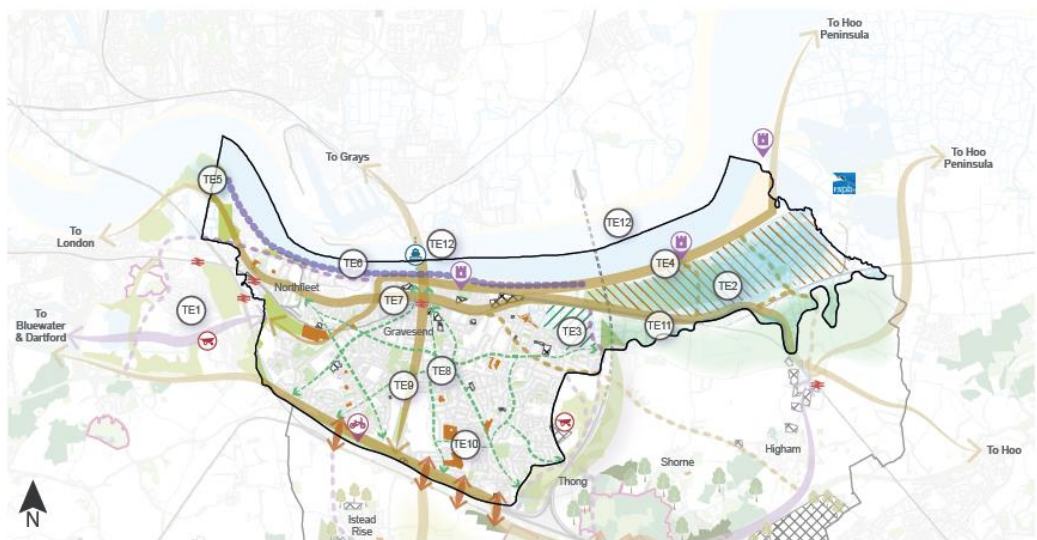


LUC | 138

Key interventions

Figure 7.3: Key GBI interventions within the Northern Area - Thames Estuary Parklands

- TE1 – Ebbsfleet Garden City
- TE2 – Shorne and Higham Marshes
- TE3 – Enhancement of Great Clane Lane Marshes
- TE4 – Saxon Shore Way
- TE5 – Swanscombe Peninsula
- TE6 – River Thames frontage
- TE7 – Celebrate 'Thames Estuary' culture and heritage
- TE8 – Urban greening
- TE9 – Sustainable travel
- TE10 – Open space and recreation
- TE11 – Thames and Medway Canal
- TE12 – River connections

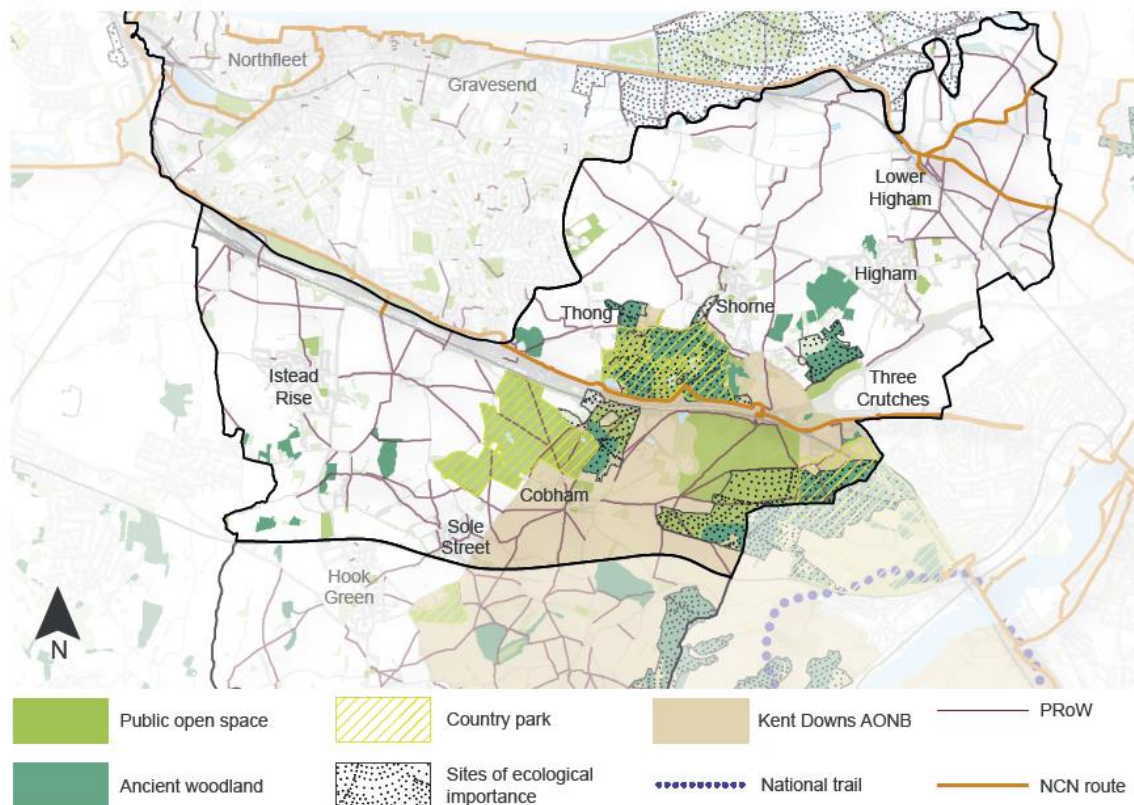


Strategic Action Plan

Central Area - Enhancing Connections

Context

Figure 8.1: Existing GBI assets within the Central Area

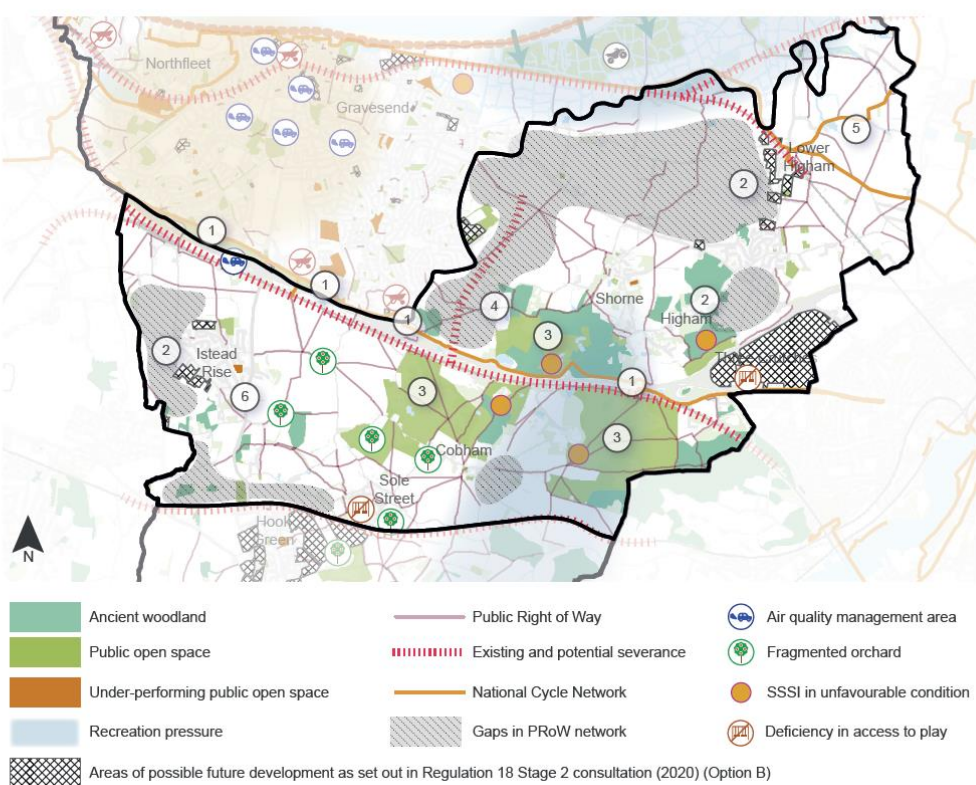


Needs, vulnerabilities and existing initiatives

Figure 8.2: Needs and vulnerabilities in the Central Area - Enhancing Connections

Specific needs, gaps and vulnerabilities

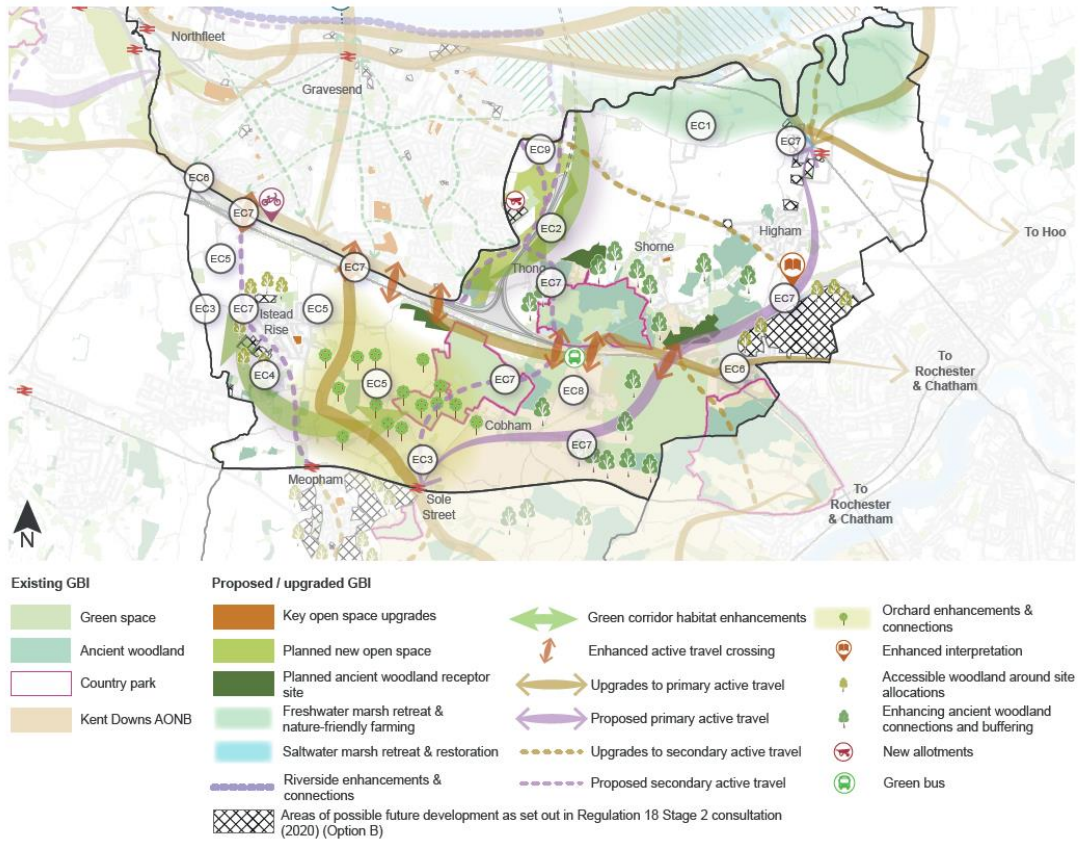
- 1 - A2 corridor (few pedestrian crossings; busy road is unappealing; poor cycling infrastructure in places; noise and light; poor air quality; severance e.g. of Darnley Trail). There are a number of bridge and tunnel crossings although access and presentation could be improved at these points.
- 2 - Istead Rise, Lower Higham and Higham lack local rights of way in some directions, particularly westwards.
- 3 - Limited bus services in rural areas and between Gravesend and some countryside sites, such as Jeskyns Community Woodland, which are difficult to access without a car.
- 4 - Ancient woodland is fragmented (and threatened by the proposed LTC; see Chapter 4).
- 5 - Water quality within the Medway catchment is poor and a significant portion of the borough is within a nitrate vulnerable zone. Water use is currently above the national average and supply is often scarce.
- 6 - Wrotham Road (A227) provides a main north-south link between Gravesend town centre and Borough Green in Tonbridge and Malling, although requires improvement for cyclists.



Key interventions

Figure 8.3: Key GBI interventions within the Central Area - Enhancing Connections

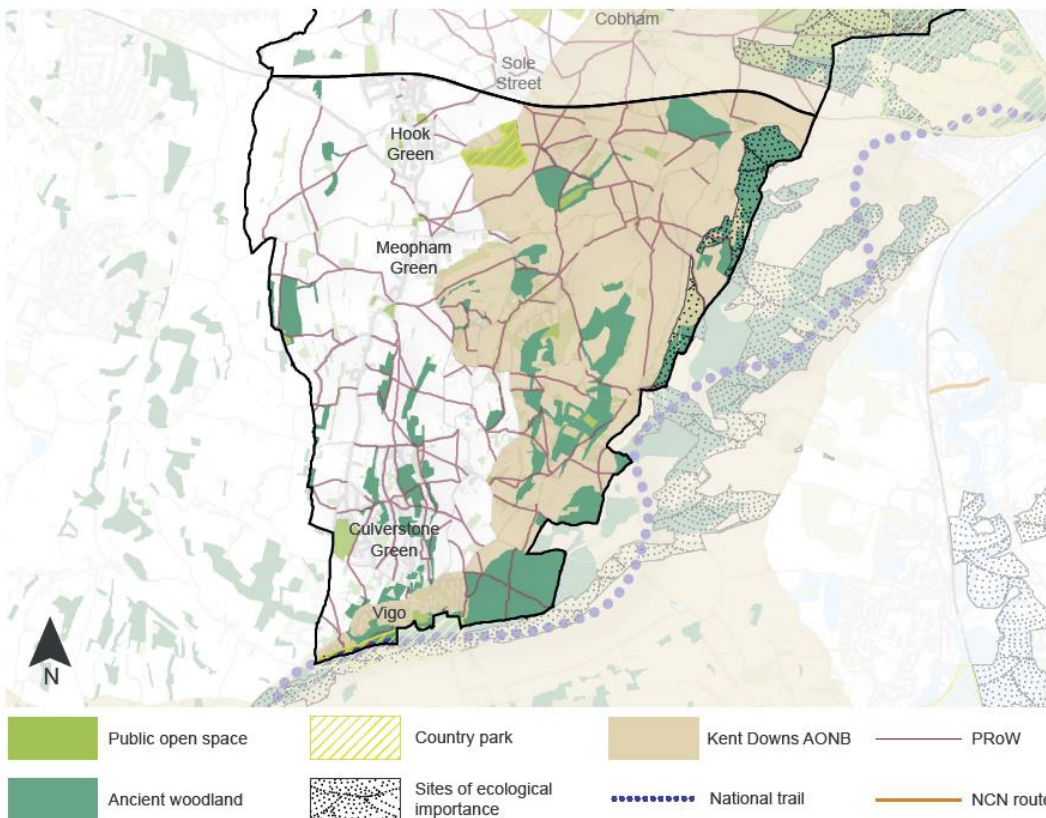
- EC1 – Higham farmlands
- EC2 – Shorne and Thong green corridor
- EC3 – Instead Rise and Sole Street woodland creation
- EC4 – Instead Rise open space enhancement
- EC5 – North Kent community orchards
- EC6 – Northfleet to Rochester green corridor
- EC7 – Connecting the rights of way network
- EC8 – Accessing the parklands
- EC9 – Allotment provisions



Strategic Action Plan
Southern Area - New Downs

Context

Figure 9.1: Existing GBI assets within the Southern Area

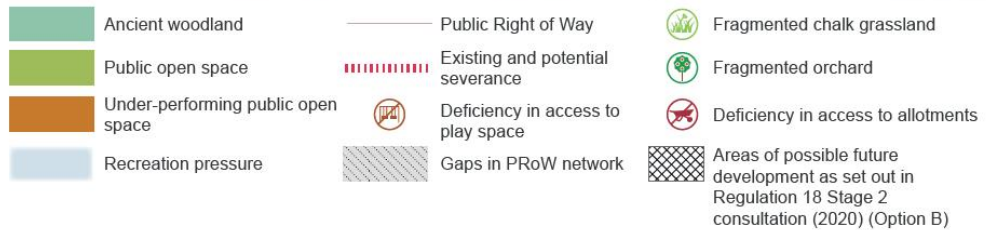
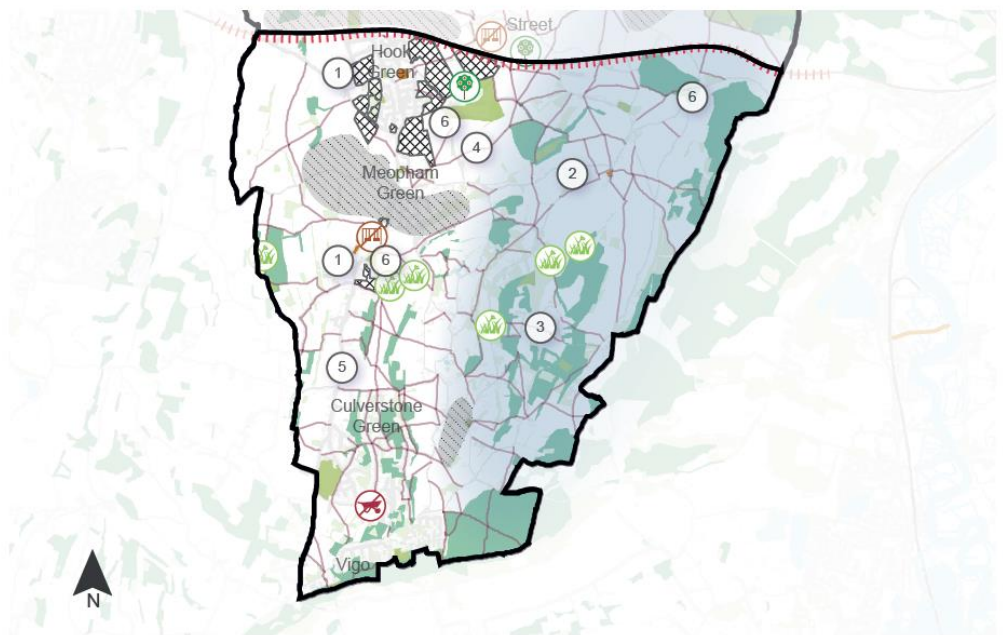


Needs, vulnerabilities and existing initiatives

Figure 9.2: Needs and vulnerabilities in the Southern Area - New Downs

Specific needs, gaps and vulnerabilities

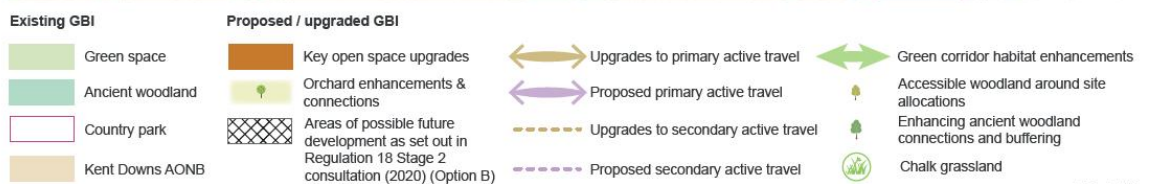
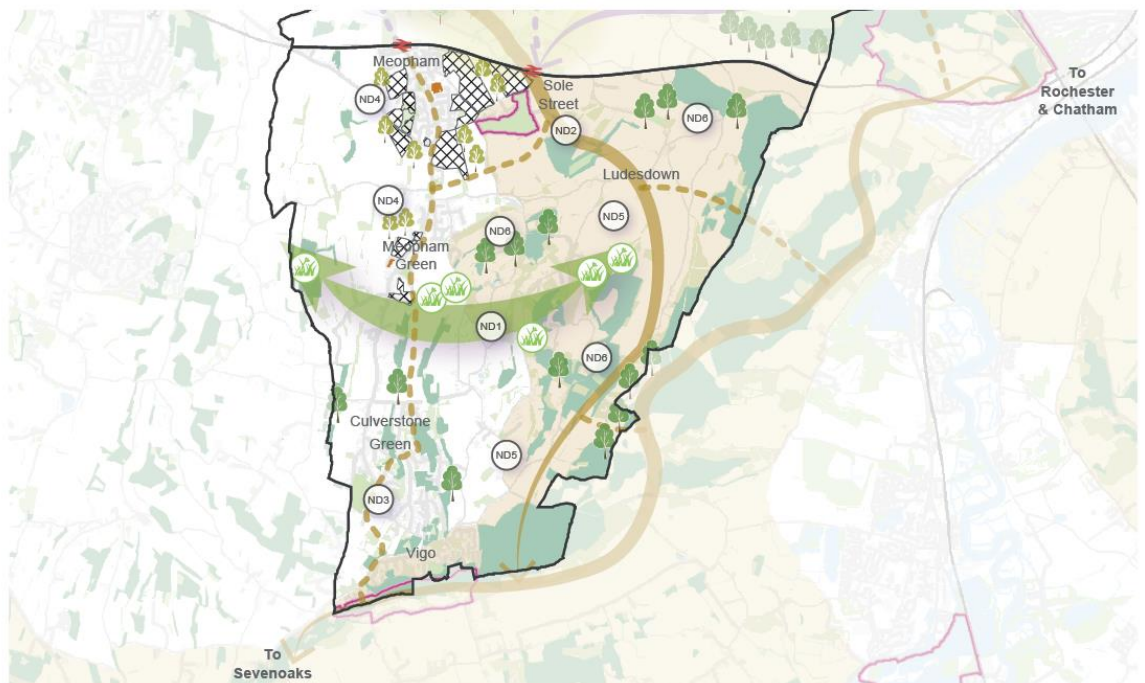
- 1 - Hook Green and Meopham Green lack local rights of way in some directions, particularly westwards.
- 2 - Limited bus services in rural areas and between Gravesend and countryside sites which are difficult to access without a car.
- 3 - Ancient woodland is fragmented and generally not under positive management.
- 4 - Water quality within the Medway catchment is poor and a significant portion of the borough is within a nitrate vulnerable zone. Water use is currently above the national average and supply is often scarce.
- 5 - Poor cycling infrastructure, particularly within Gravesham's rural areas. Many people are put off cycling by unsafe conditions and high speed traffic. Wrotham Road (A227) provides a main north-south link between Gravesend town centre and Borough Green in Tonbridge and Malling, although requires improvement for cyclists.
- 6 - The Kent Downs AONB provides access to tranquil landscapes for both residents and visitors of Gravesham. However, development, traffic, intensification of farming and increased demand for outdoor recreation threatens the Downs' tranquility.



Key interventions

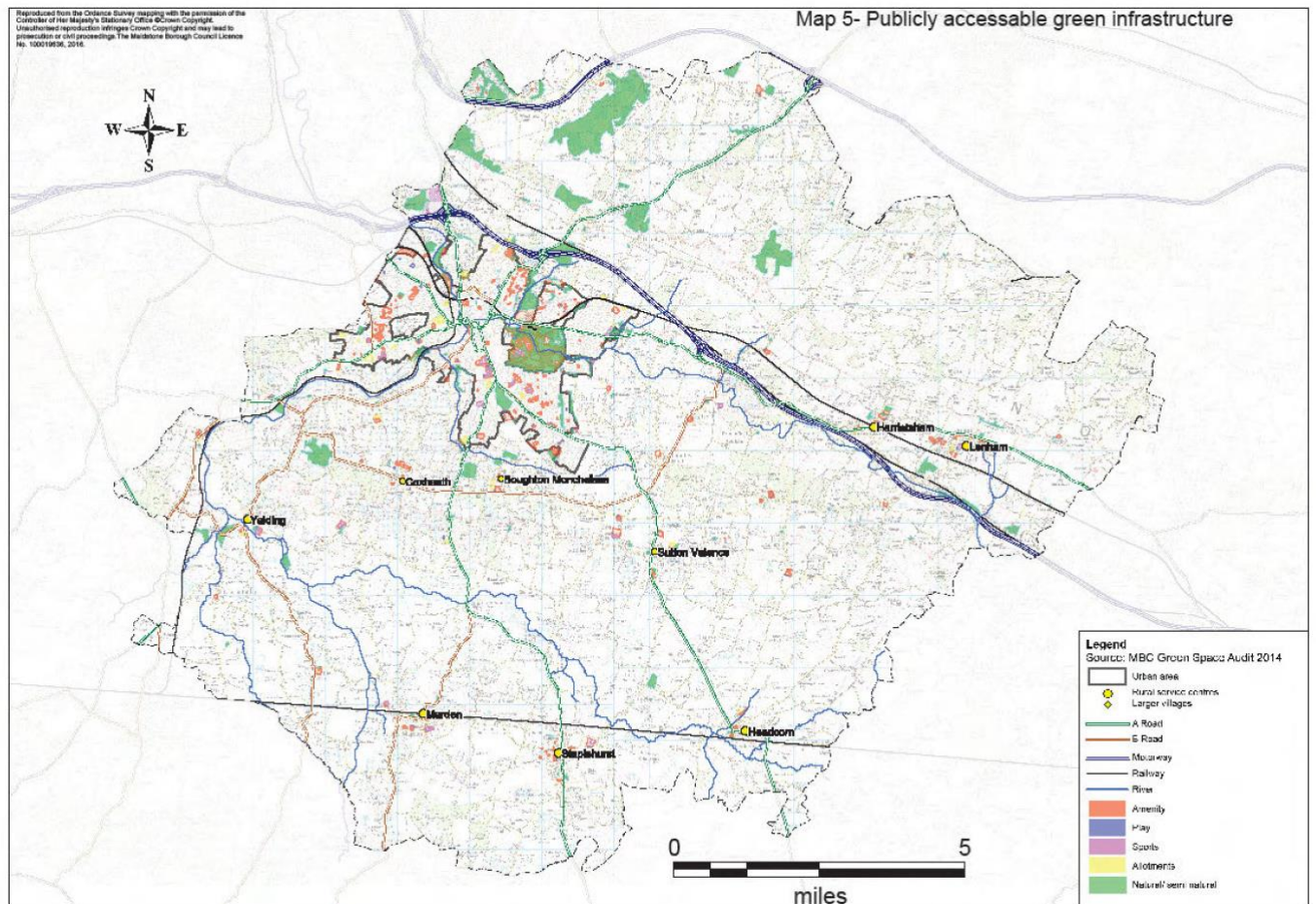
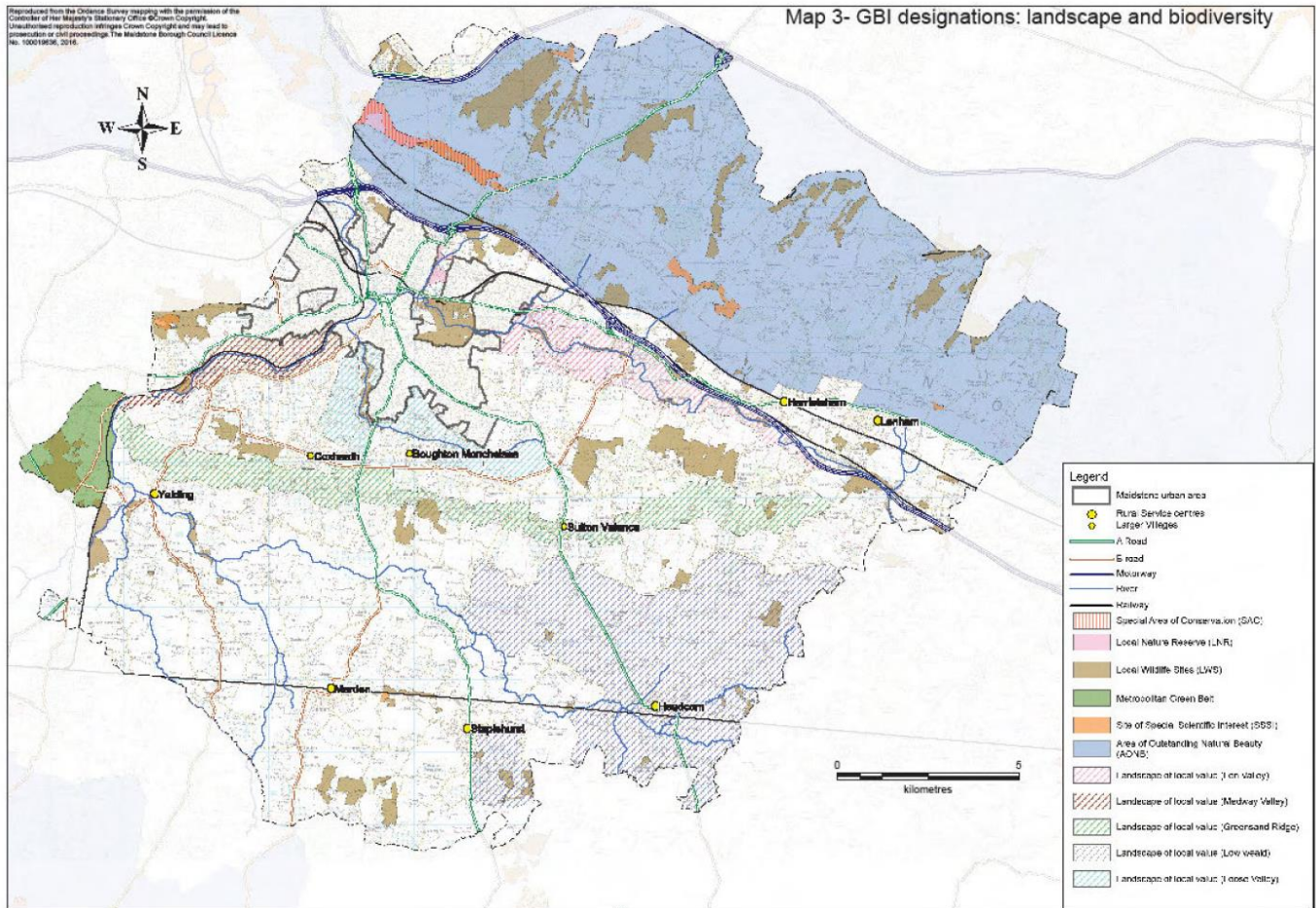
Figure 9.3: Key GBI interventions within the Southern Area - New Downs

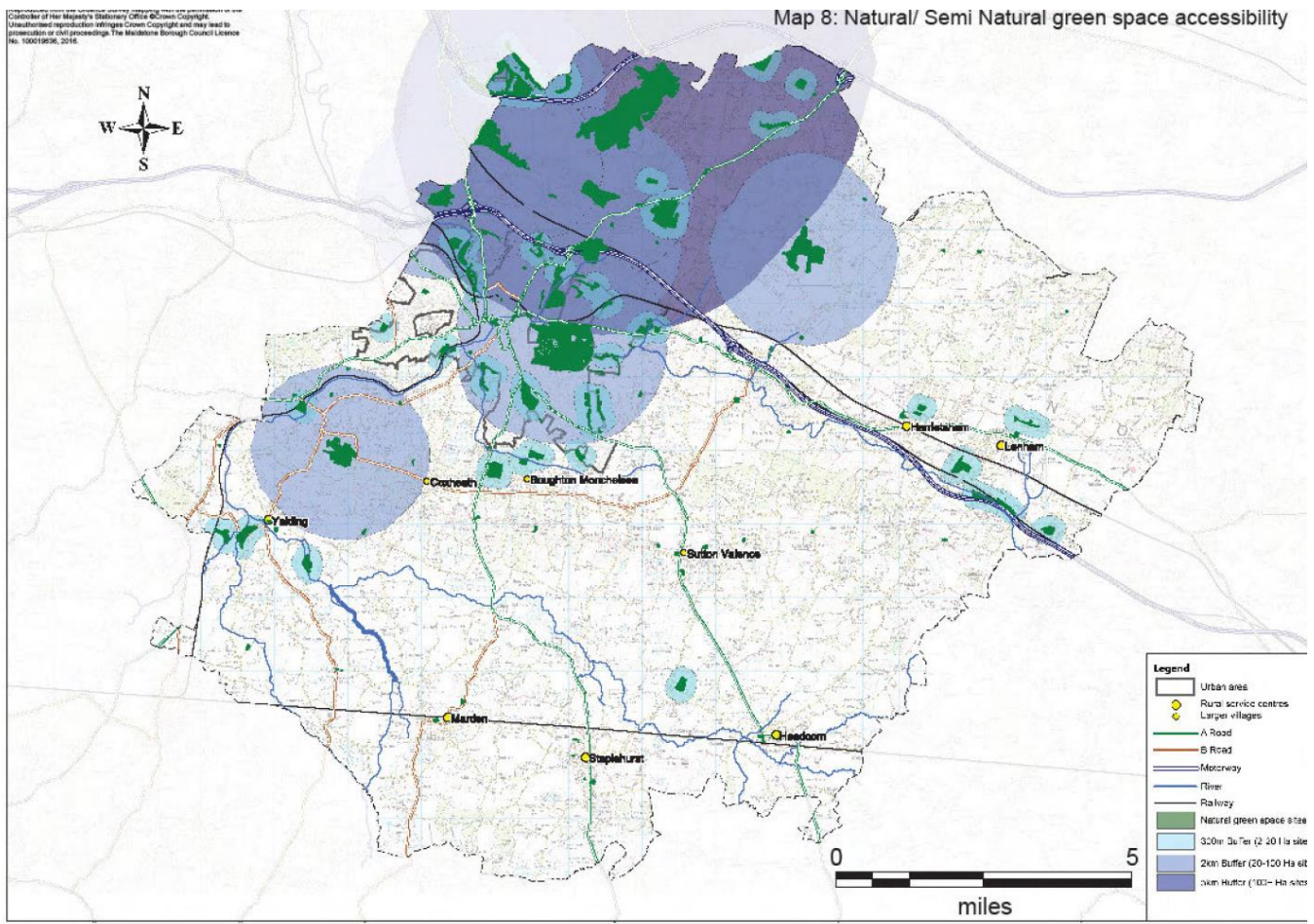
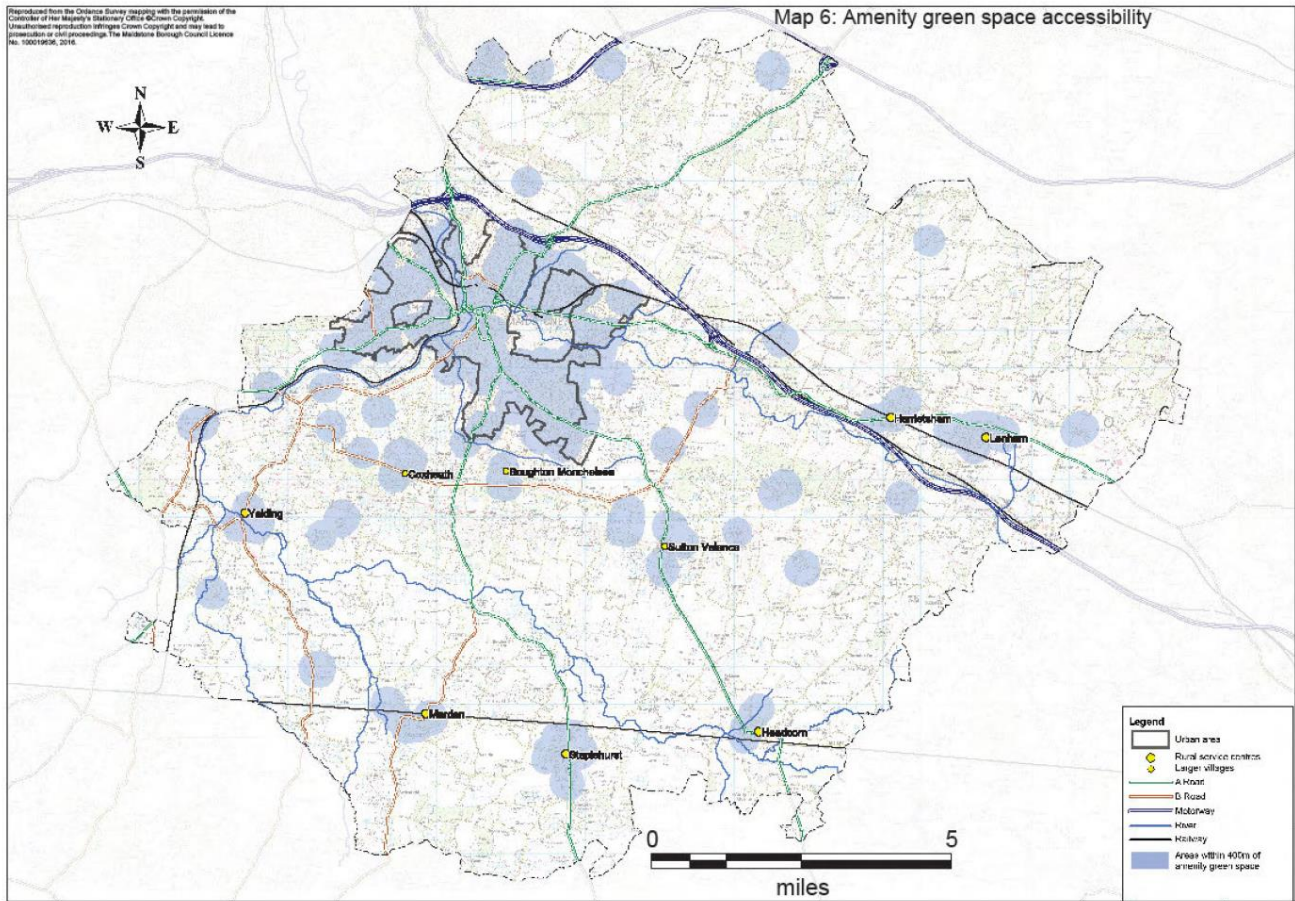
- ND1 – Connected and resilient chalk grassland
- ND2 – Wealdway multi-use corridor
- ND3 – Vigo to Meopham / Sole Street multi-use route
- ND4 – Accessible woodland buffers
- ND5 – Fieldsapes – regenerating agricultural landscapes
- ND6 – Connected and managed ancient woodlands

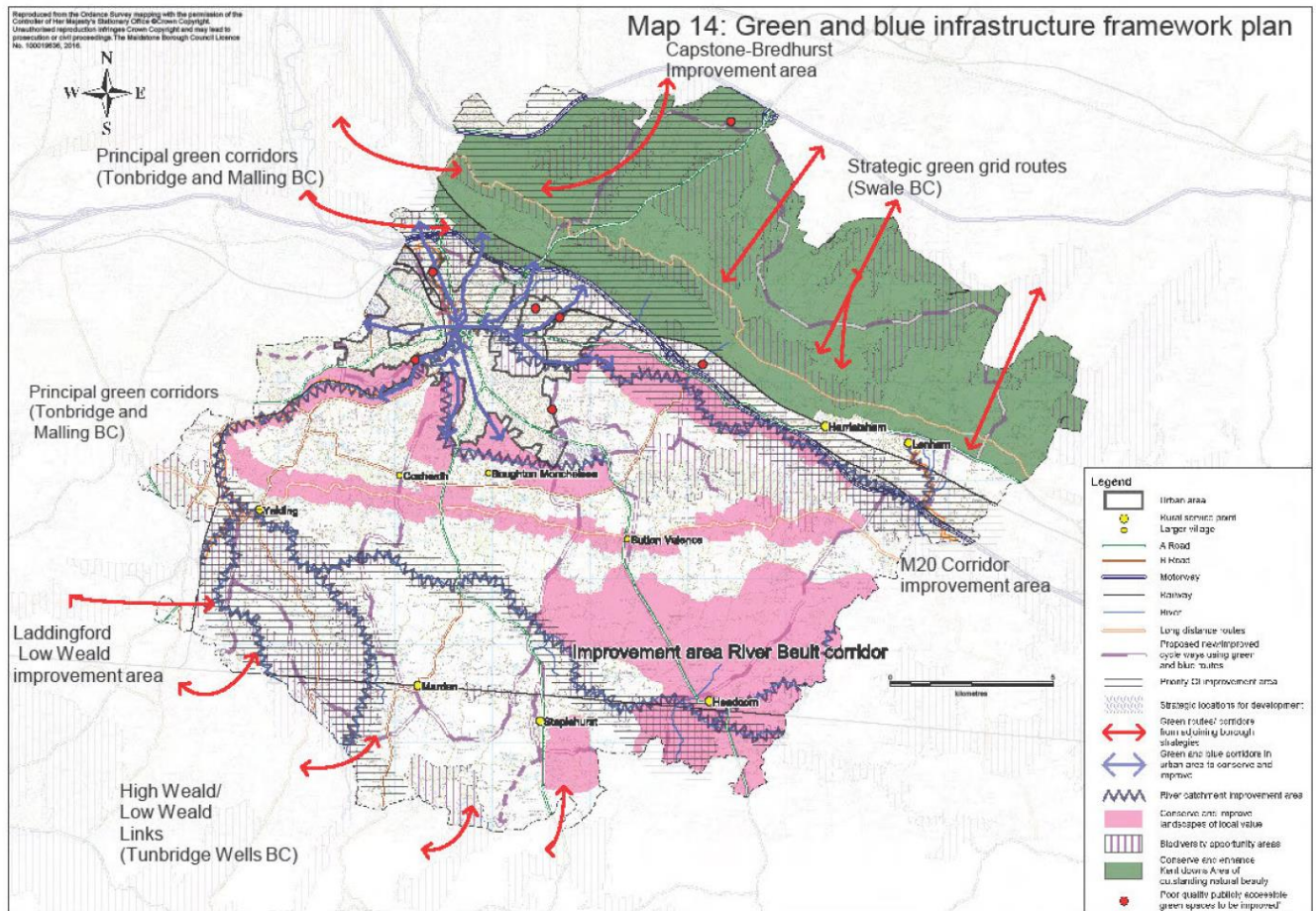
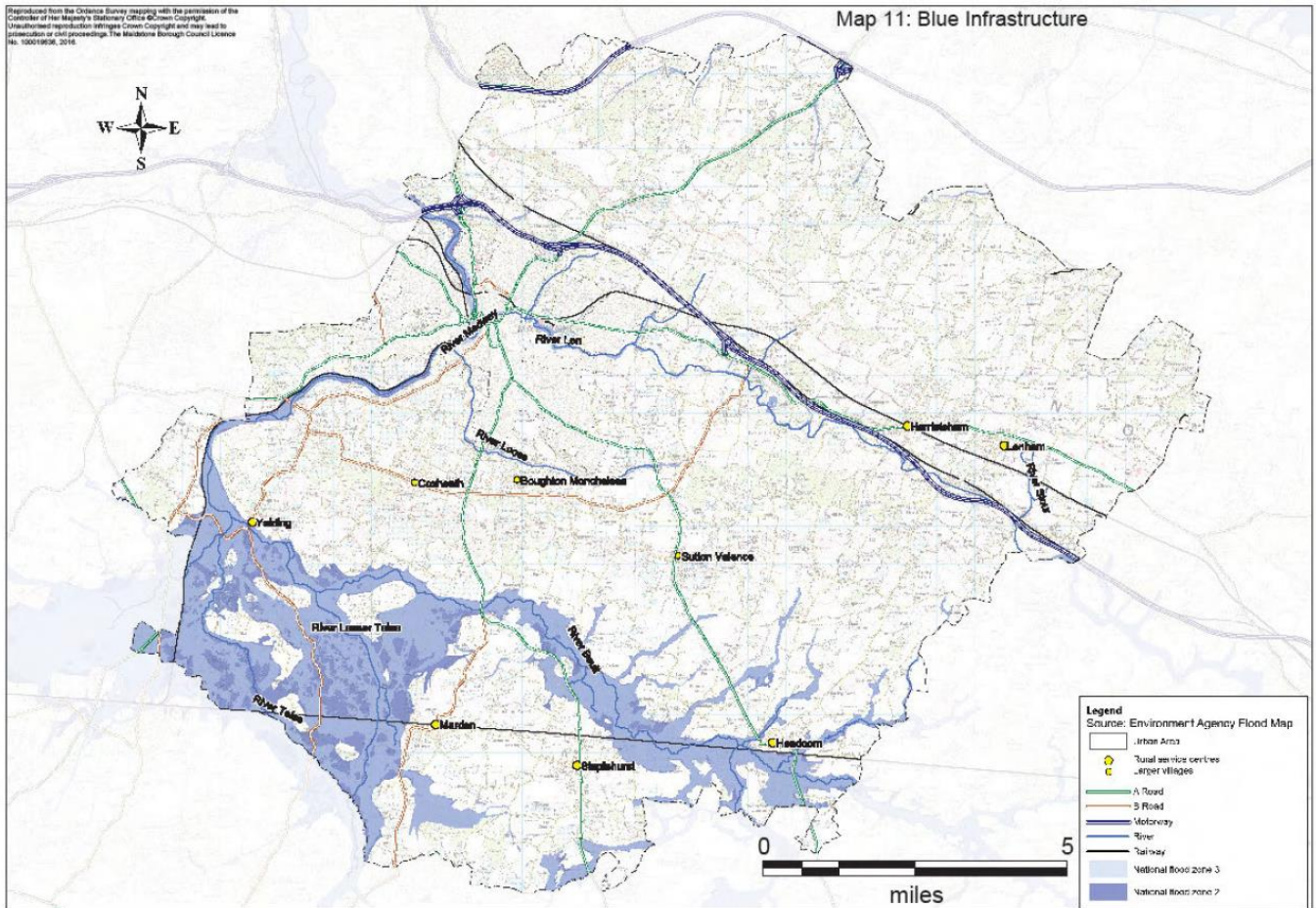


MAIDSTONE BOROUGH COUNCIL

Green and Blue Infrastructure Strategy 2016







SEVENOAKS DISTRICT COUNCIL

Sevenoaks Local Plan 2040

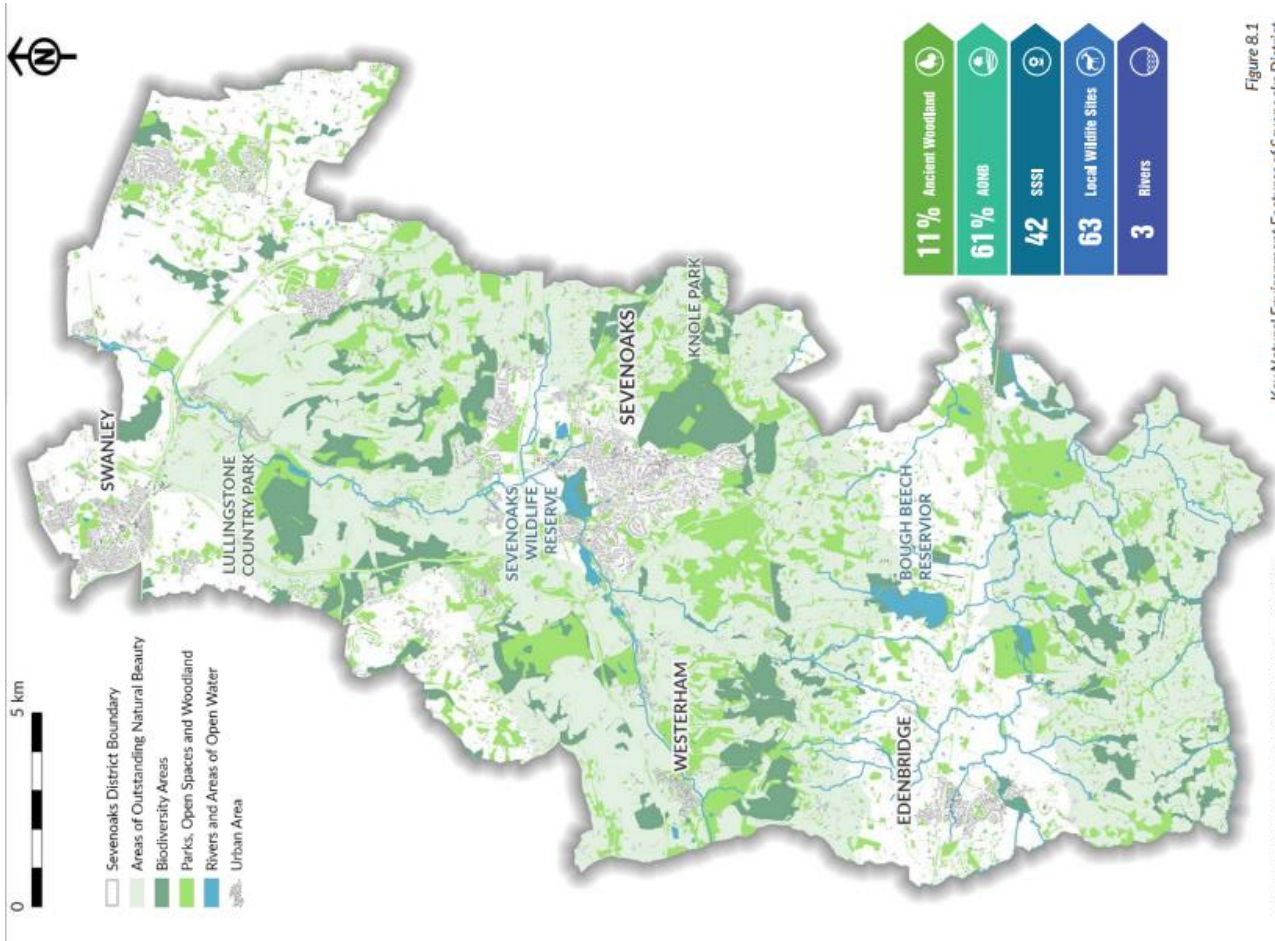


Figure 8.1
Key Natural Environment Features of Sevenoaks District

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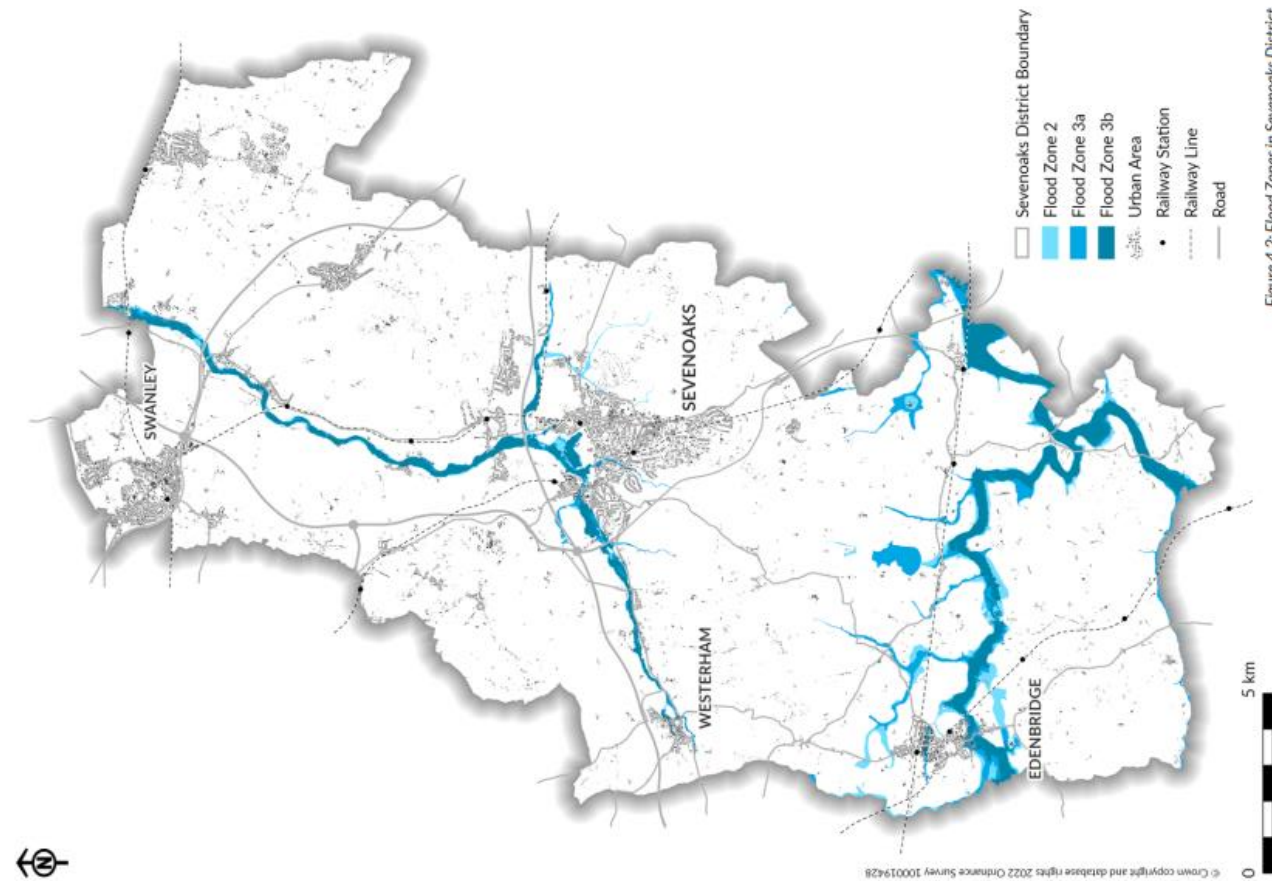
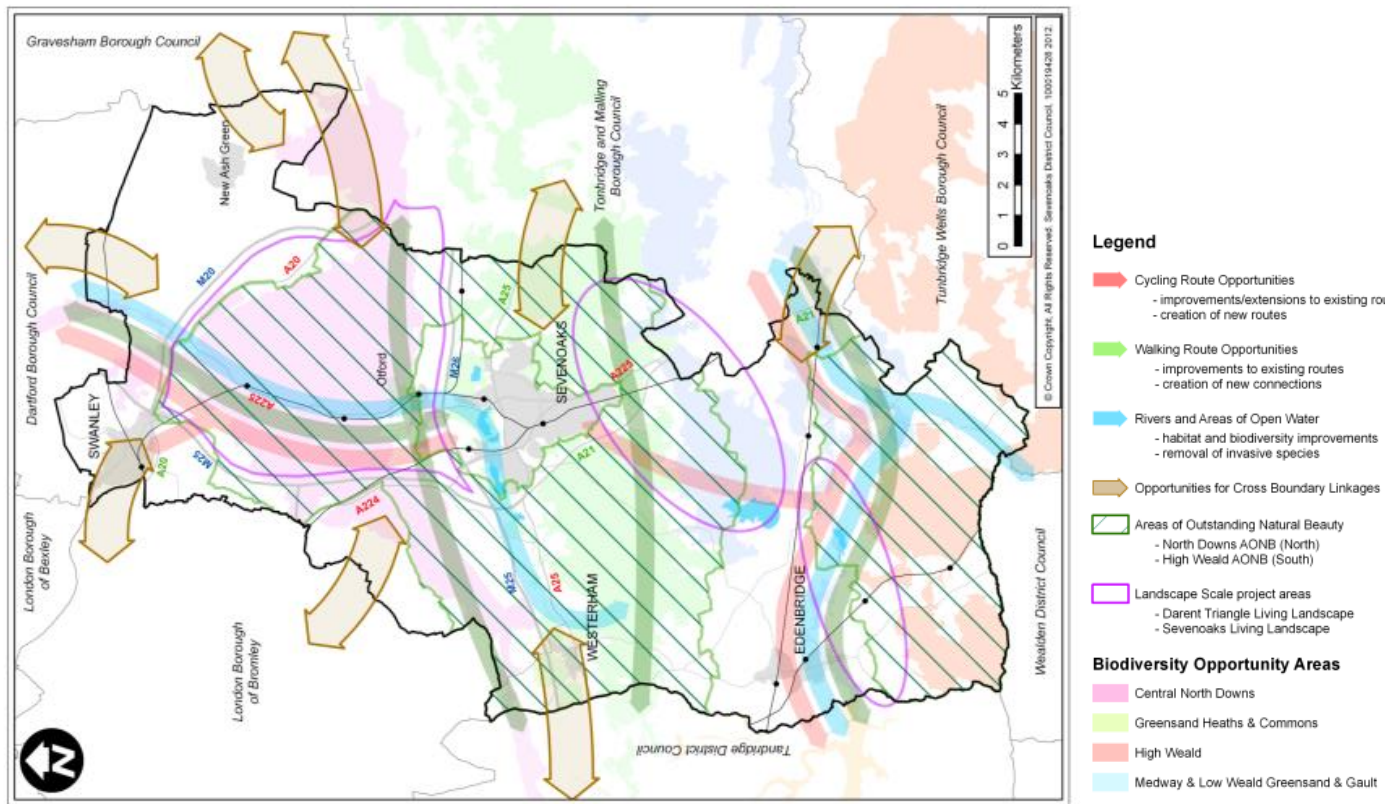


Figure 4.2: Flood Zones in Sevenoaks District

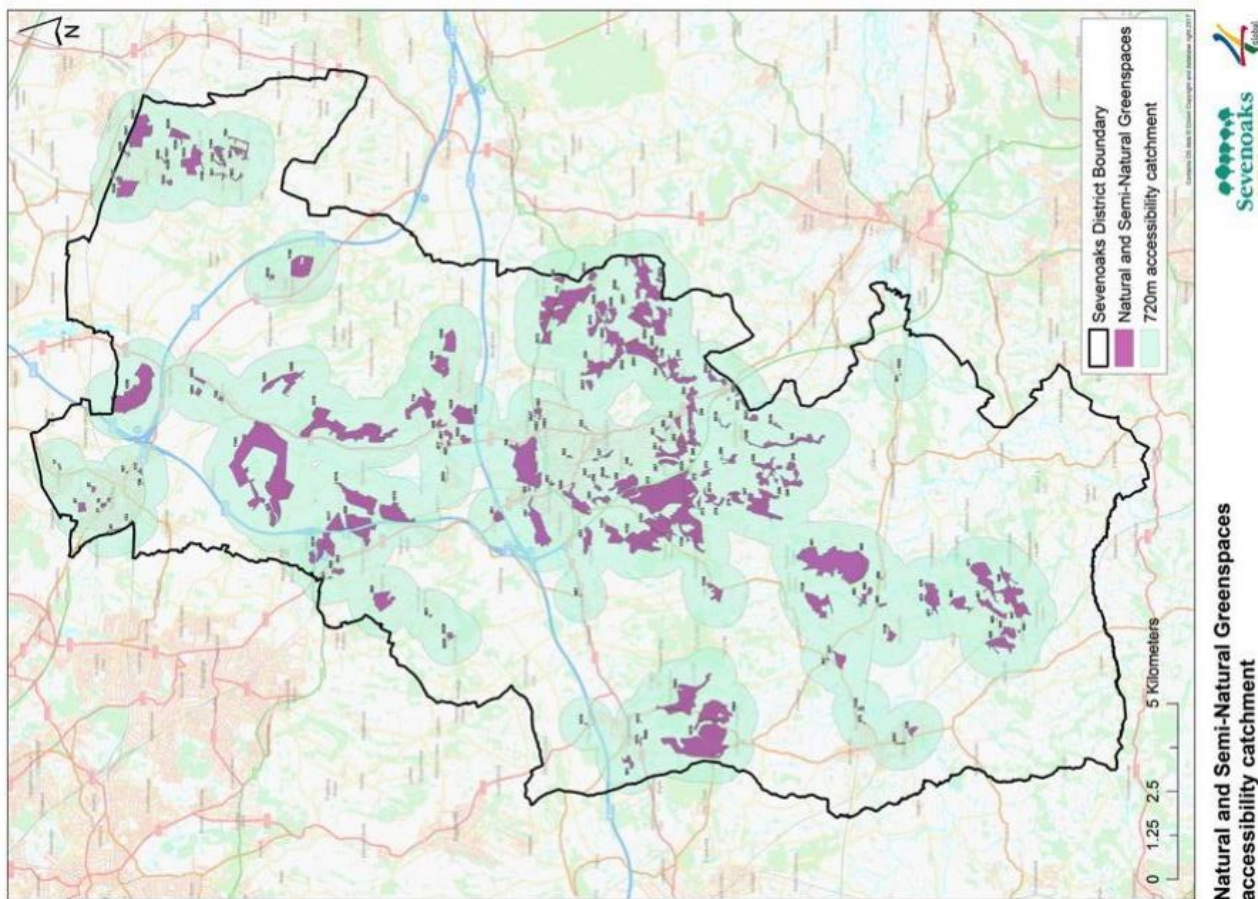
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Map 2 showing Green Infrastructure Opportunities across the District within the LDF Plan



Sevenoaks Open Space Study 2018

Figure 7.4: Accessibility of Natural and Semi-Natural Greenspace using Fields in Trust walking standards



SWALE BOROUGH COUNCIL

Green and Blue Infrastructure Strategy for Swale 2020

Green and Blue Infrastructure Strategy for Swale

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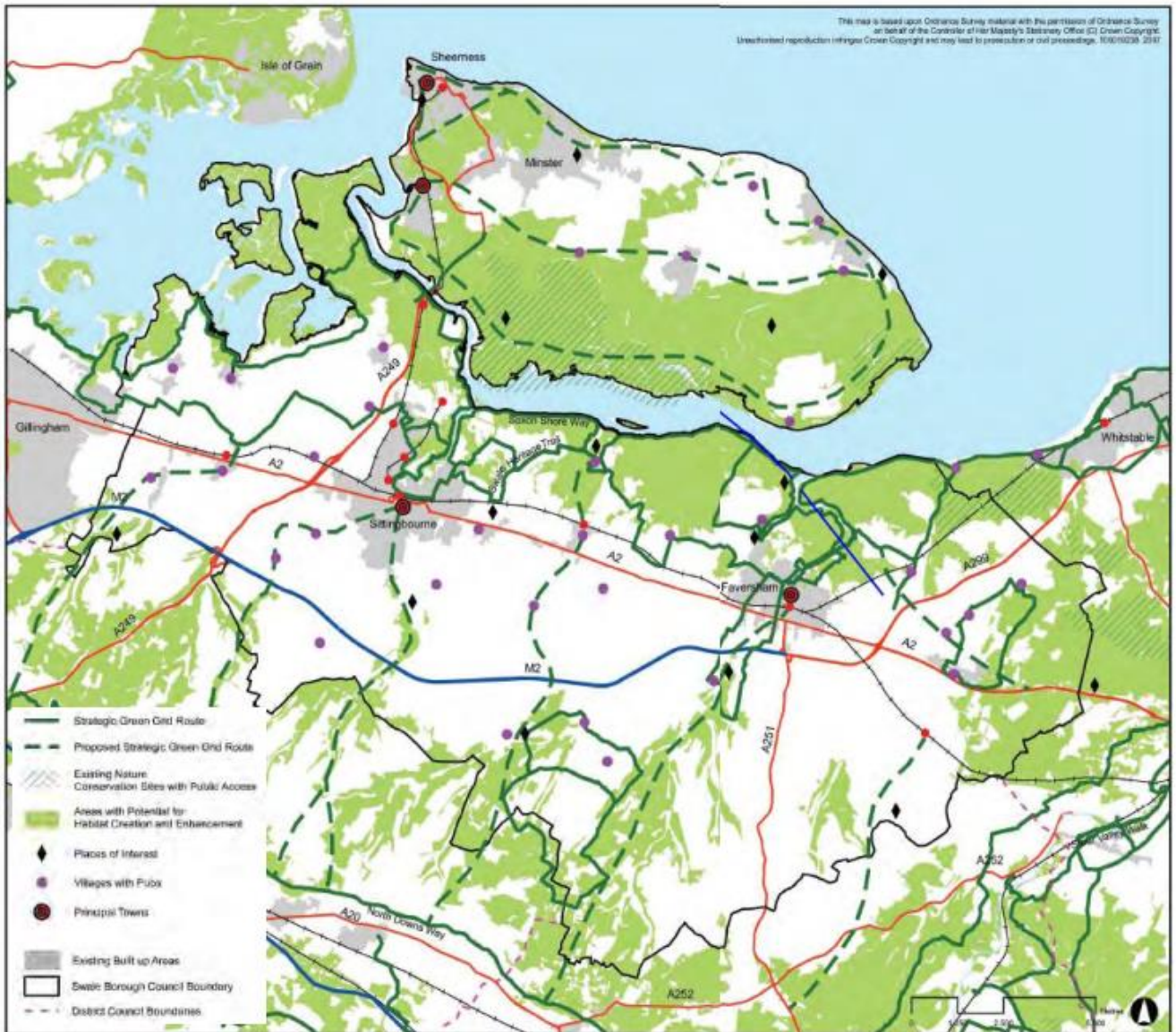


Figure 7: Swale Green Grid – Strategic Green Grid Framework (Source: Swale Green Grid Strategy, 2016),

Figure 21: Overview of Health Deprivation in Swale

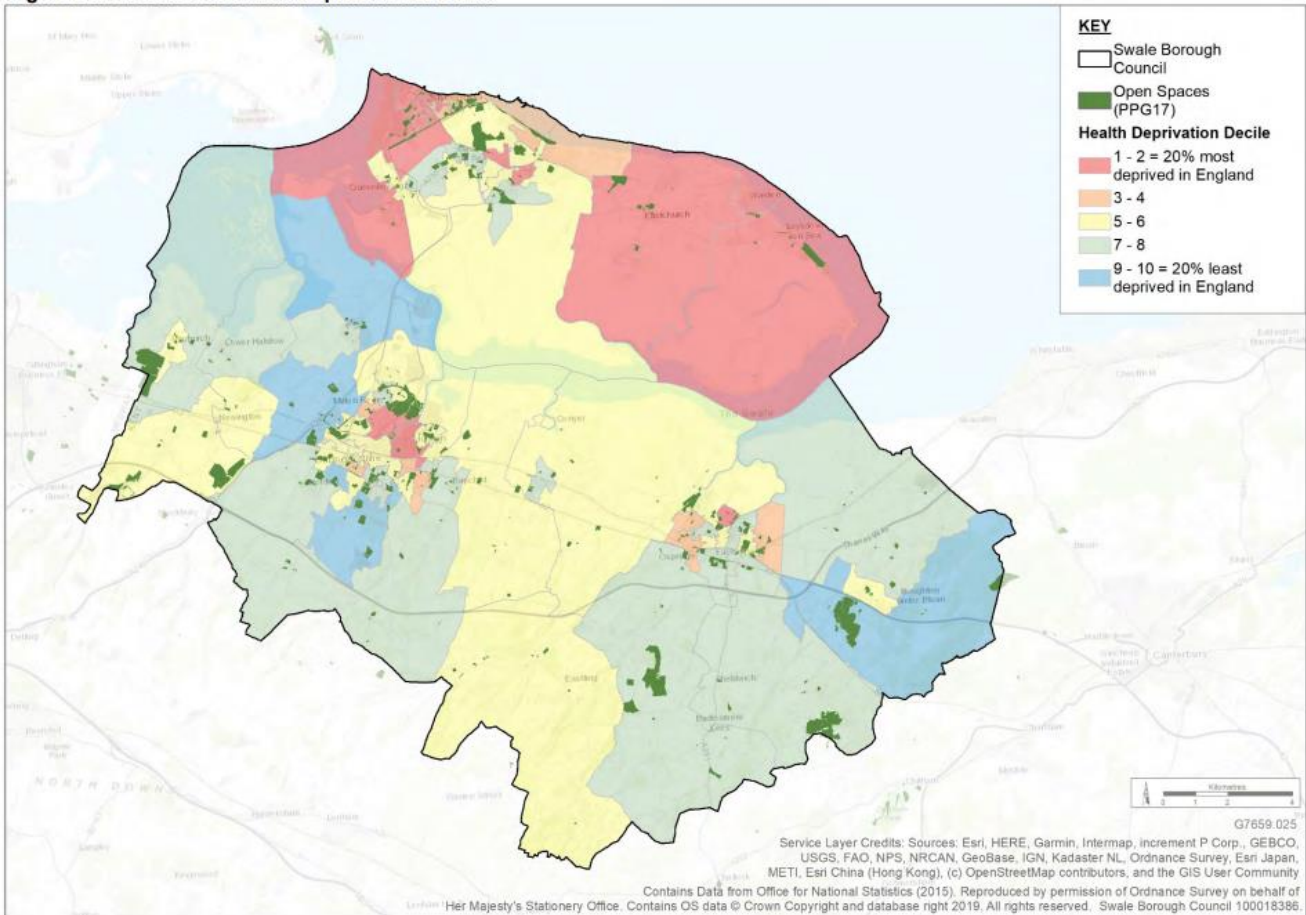


Figure 22: Existing public right of way and cycle network in Swale

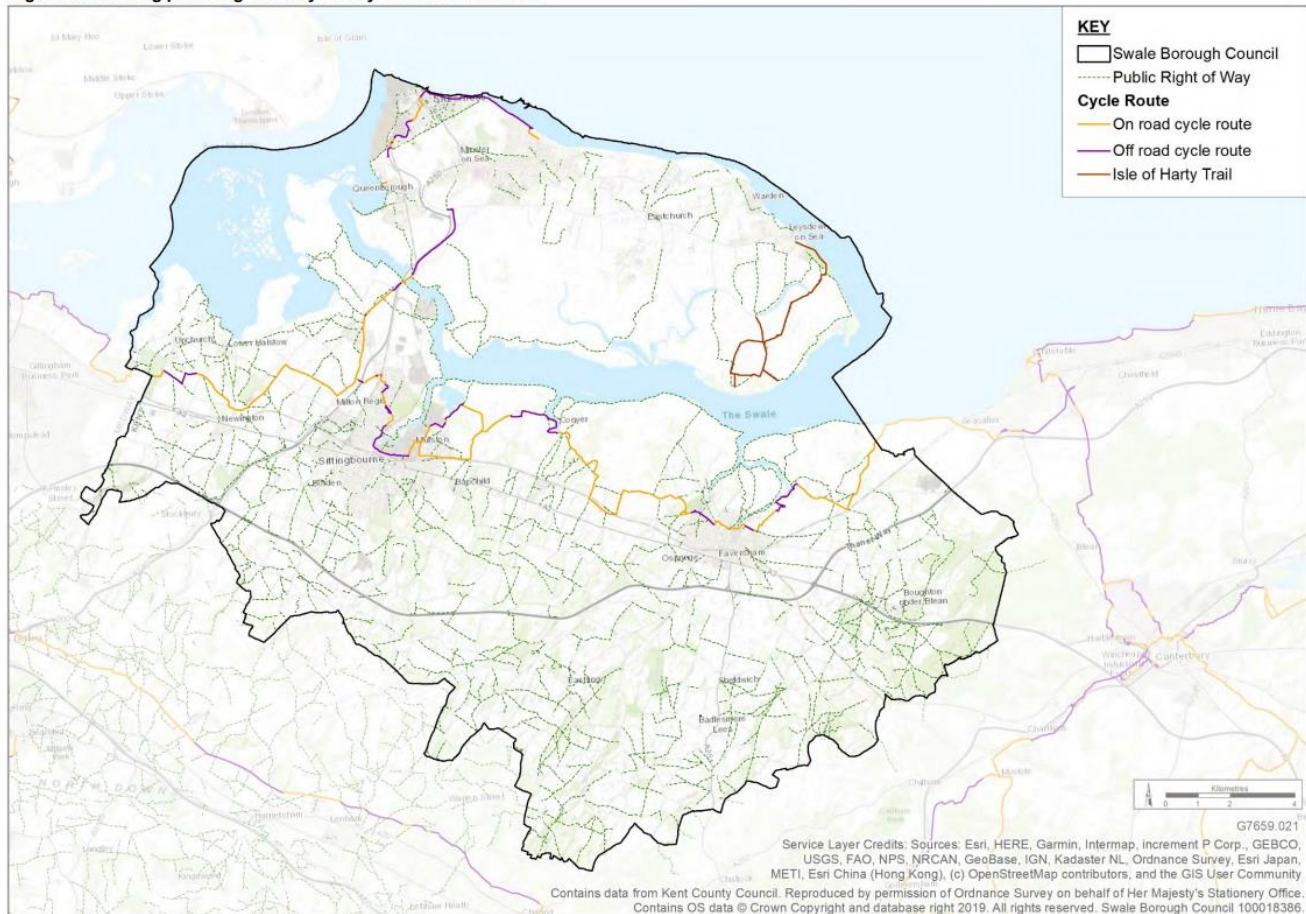
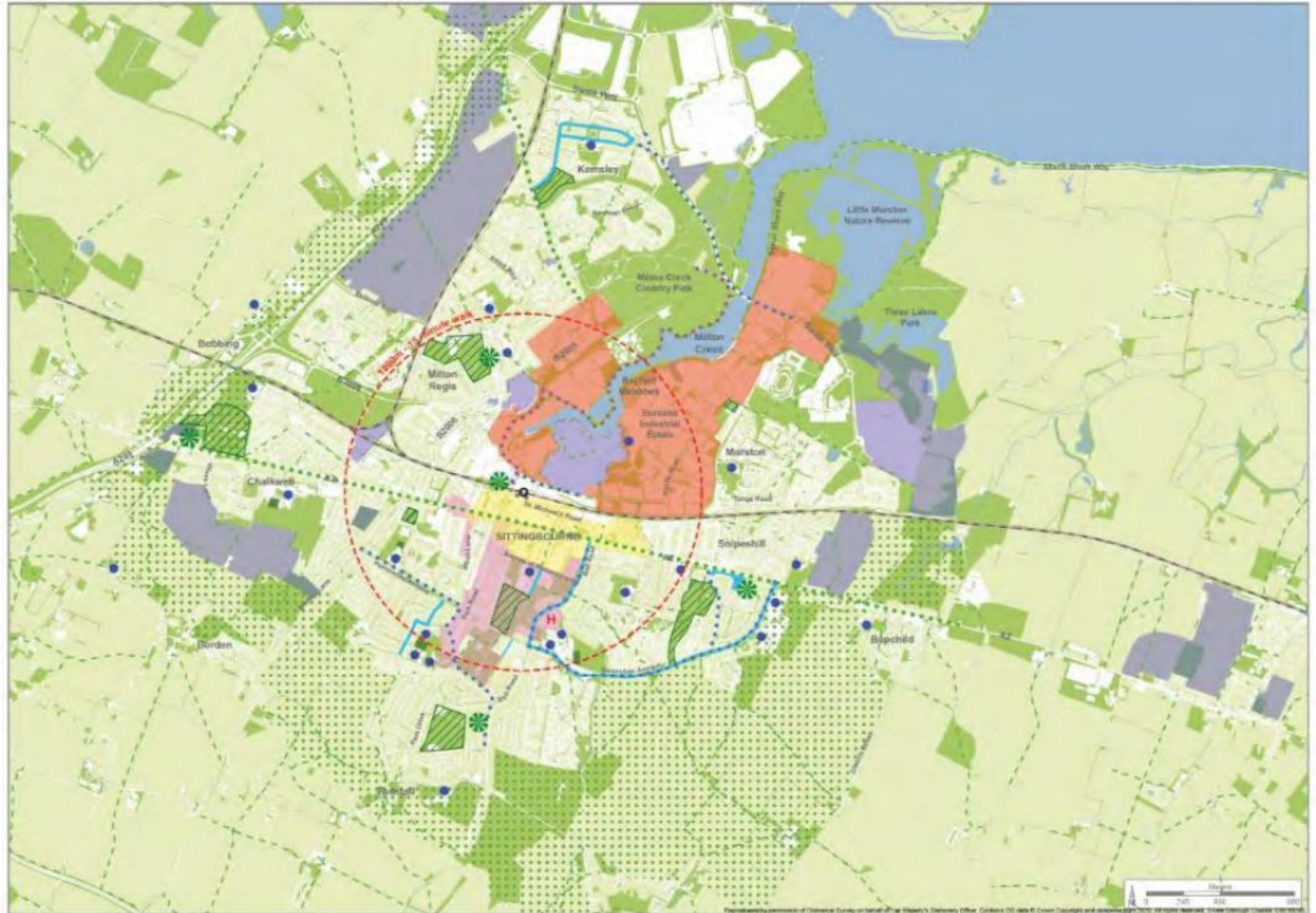


Figure 24: Key Diagram – Urban GBI Strategy for Sittingbourne



- KEY**
- Existing GBI, Services and Infrastructure**
- Publicly accessible GBI
 - Other GBI
 - No GBI
 - School (Opportunity for safer routes to school)
 - Sittingbourne Memorial Hospital
 - Sittingbourne Train Station
 - Railway
- Proposed Interventions**
- A Green and Biodiverse Borough**
- Promote provision of multi-functional GBI in development sites
 - Town centre greening
 - Commercial area greening
 - Optimise green spaces and parks
 - Corridor greening (street trees, roadside verges)
 - Urban Fringe GBI enhancement zones
- A Healthy, Connected and Active Swale**
- Recreational and active travel route
 - Enhance existing routes for walkers and cyclists
 - Allotments in schools
- A Healthy Blue Environment**
- Opportunity for SUDS
 - Promote access to waterways (see text)
- A Beacon for the Visitor Economy**
- Gateway GBI
 - Optimising area of high townscape value through GBI
 - Active travel routes linking public transport hub and tourist attractions

Figure 27: Key Diagram – Urban GBI Strategy for Faversham

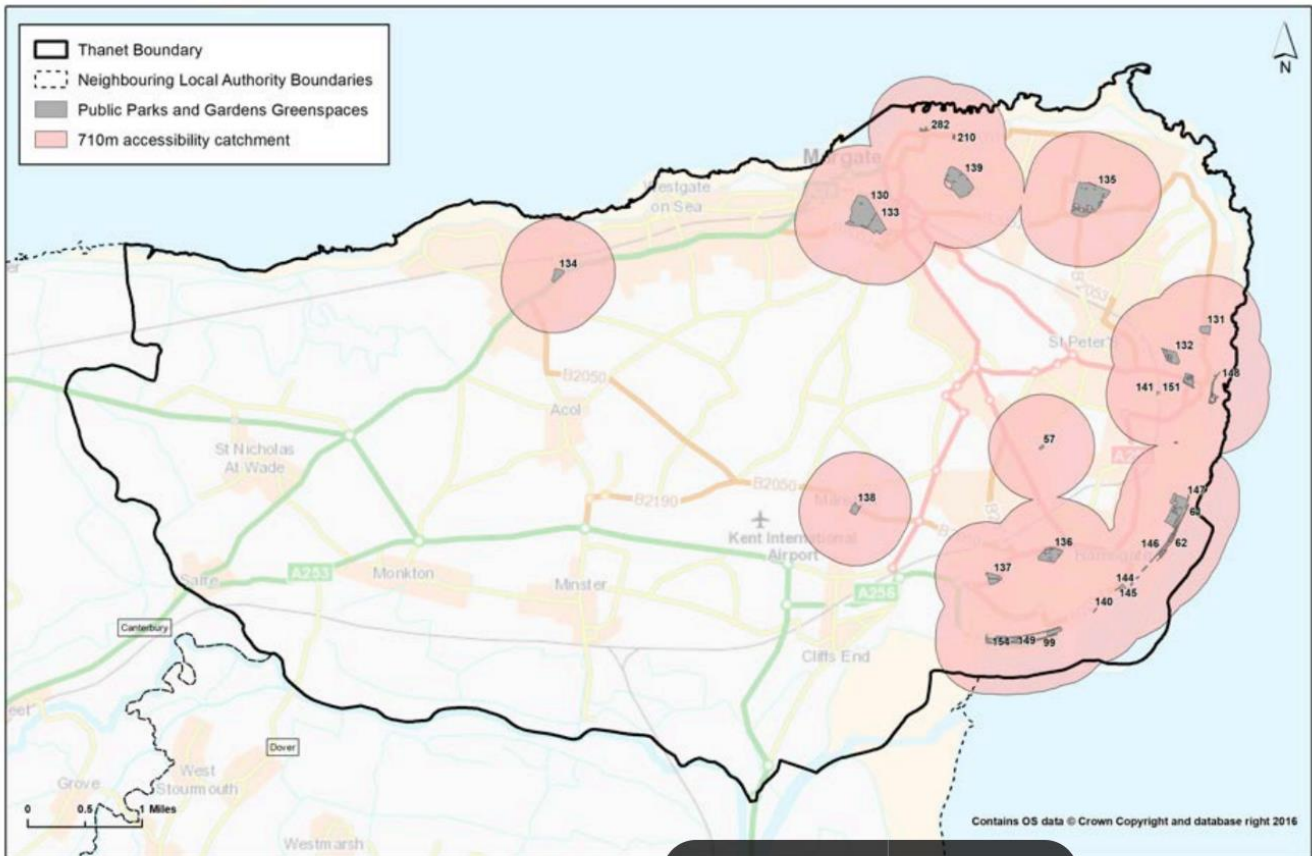


Figure 30: Key Diagram – Urban GBI Strategy for Sheerness and Minster

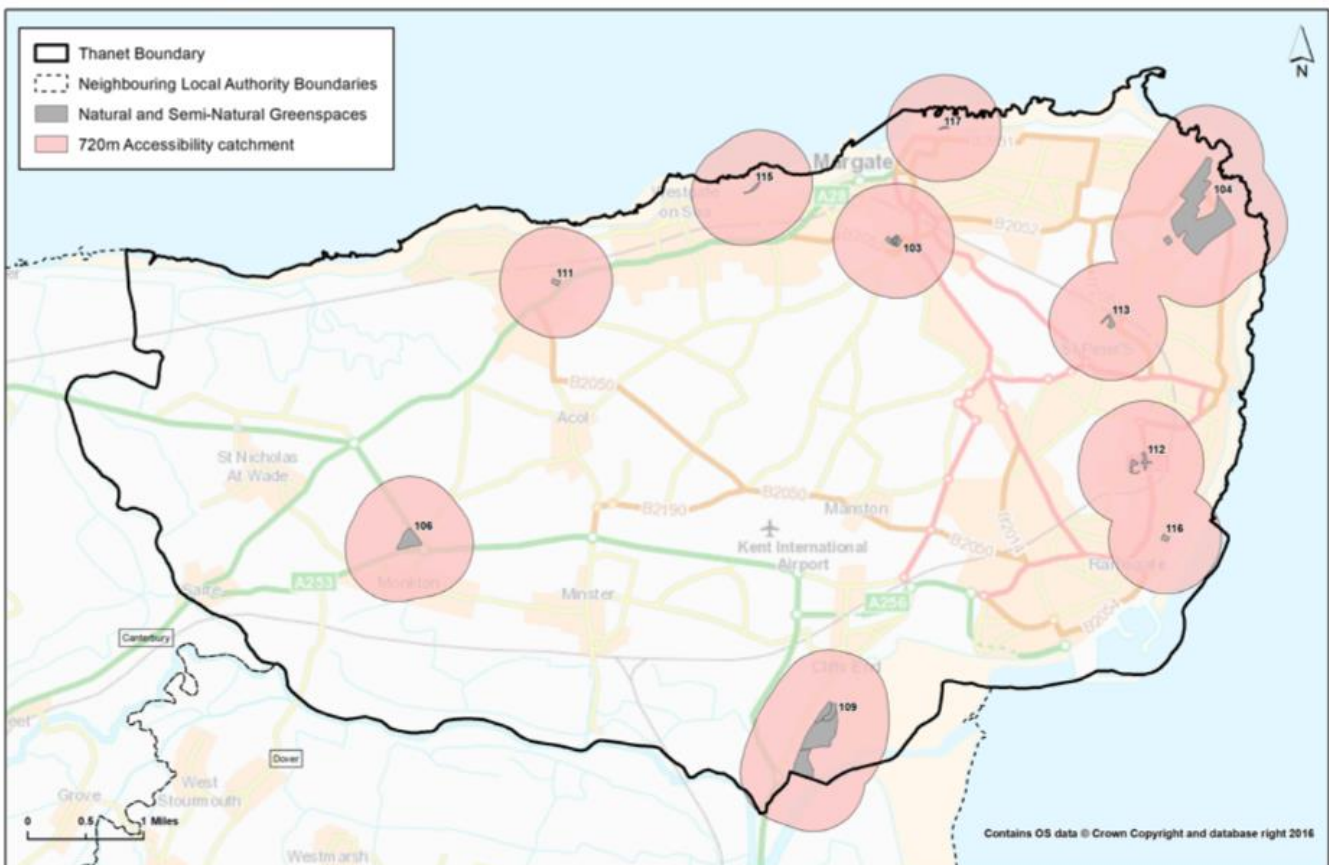


THANET DISTRICT COUNCIL

Open Space Strategy 2018



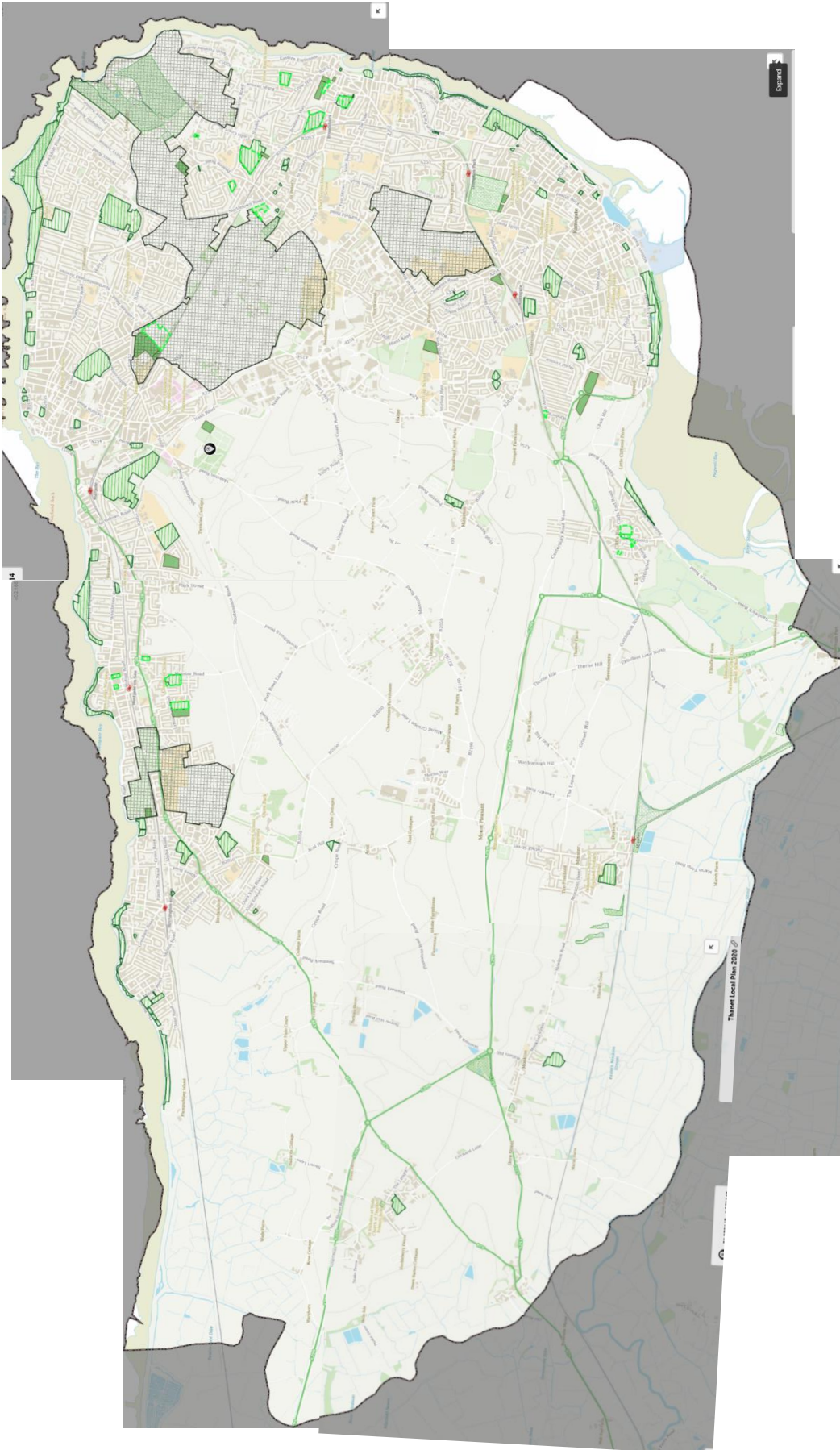
Public Parks and Gardens Greenspaces accessibility catchment in Thanet



Natural and Semi-Natural Greenspaces accessibility catchment in Thanet

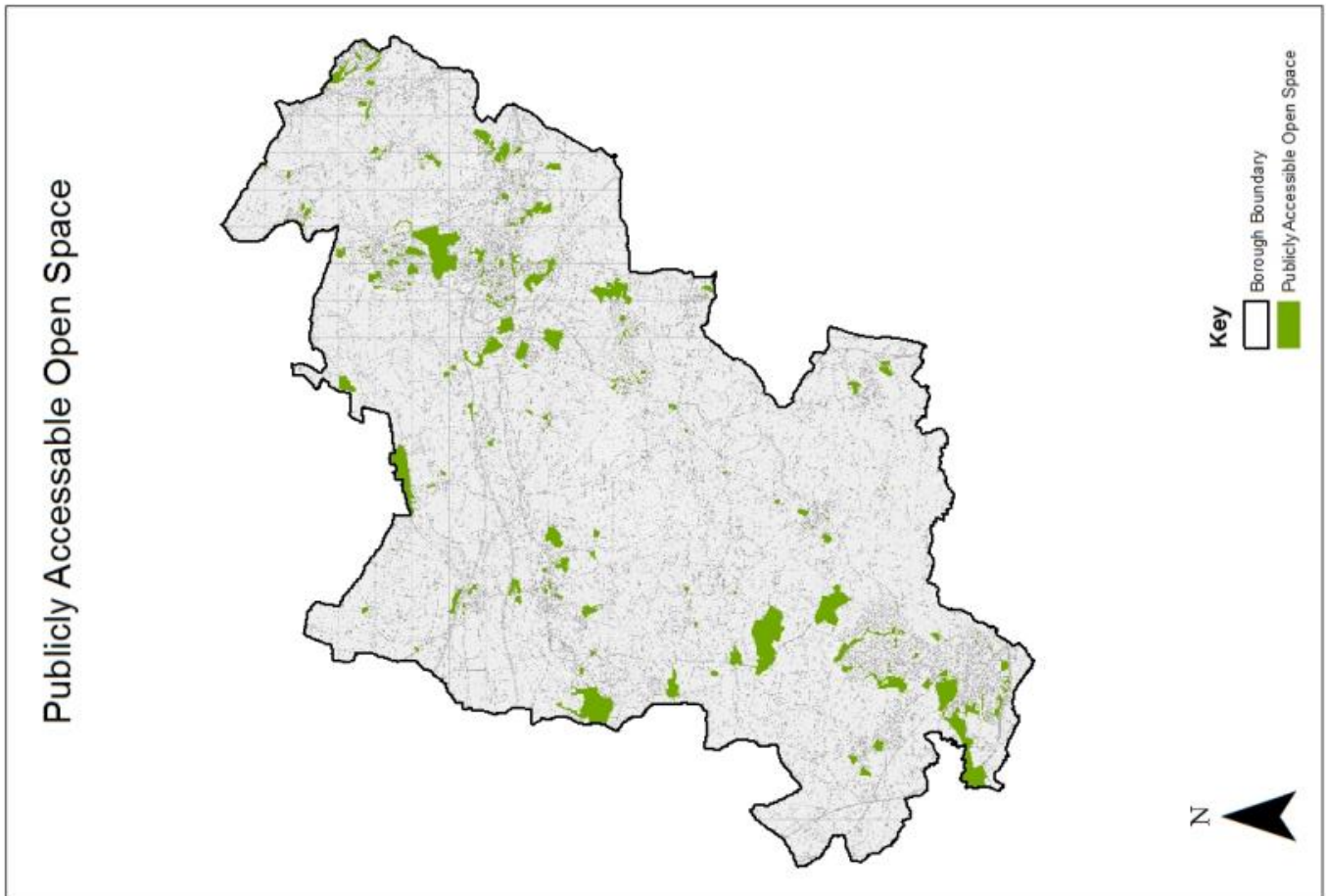
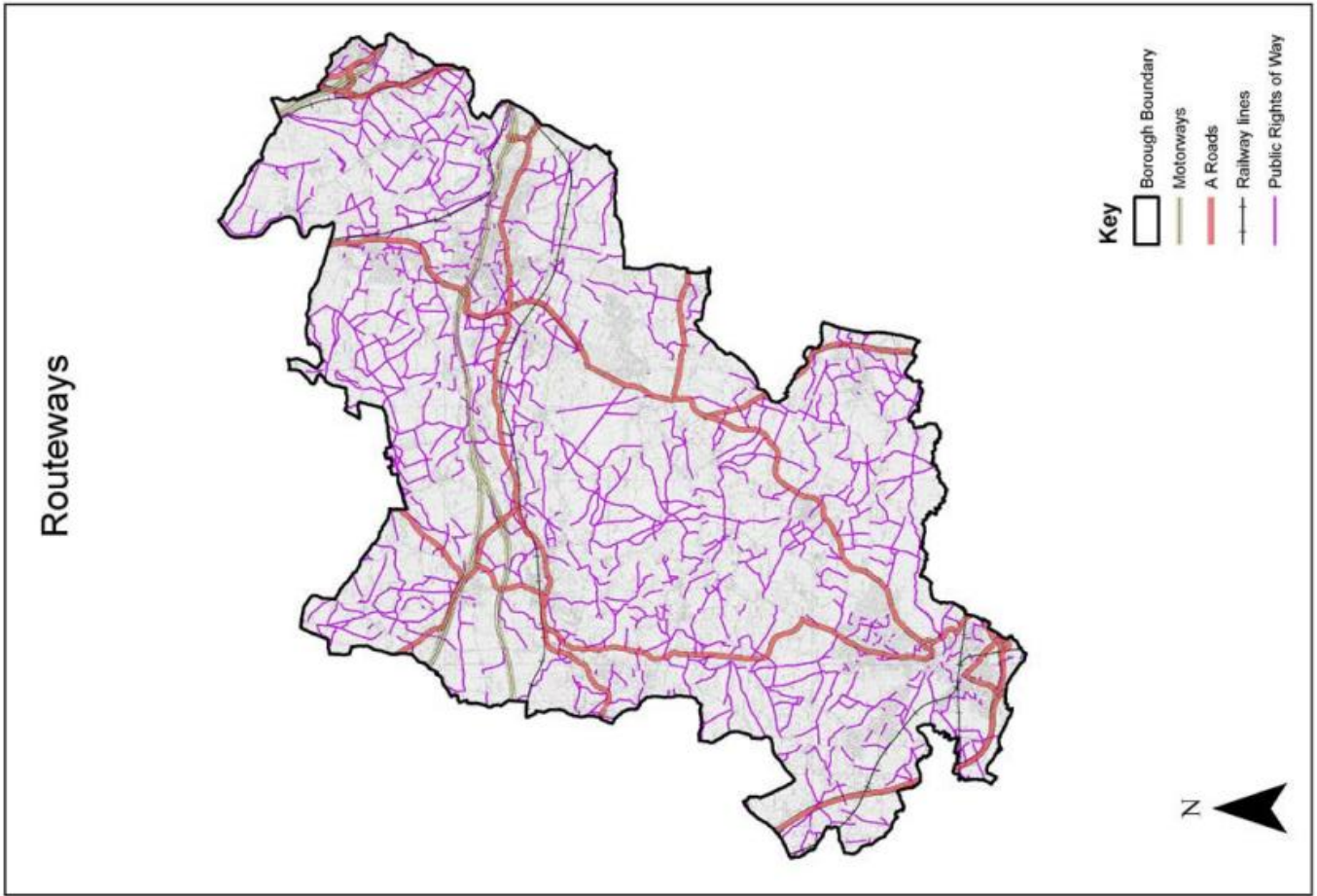
Thanet cont.

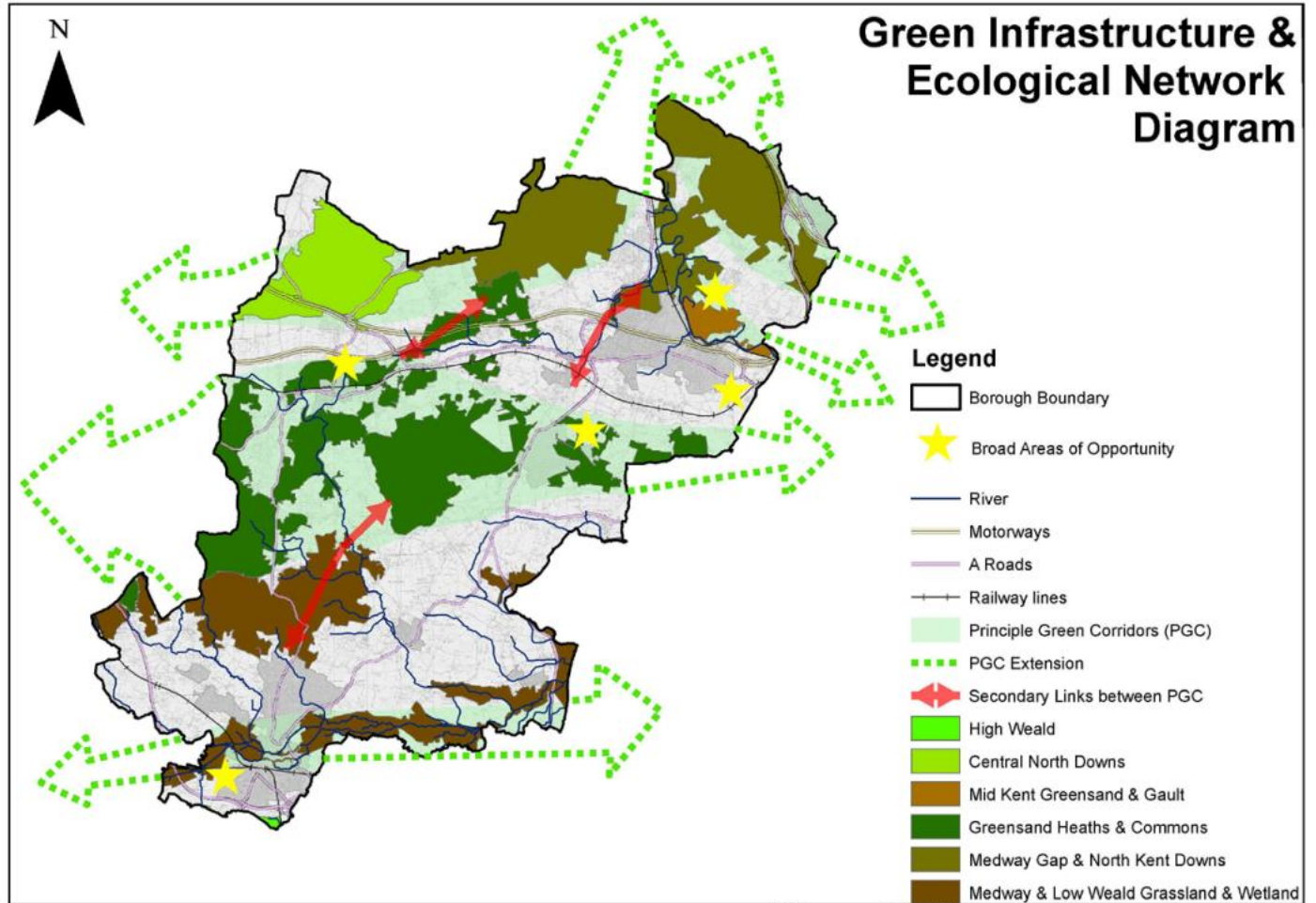
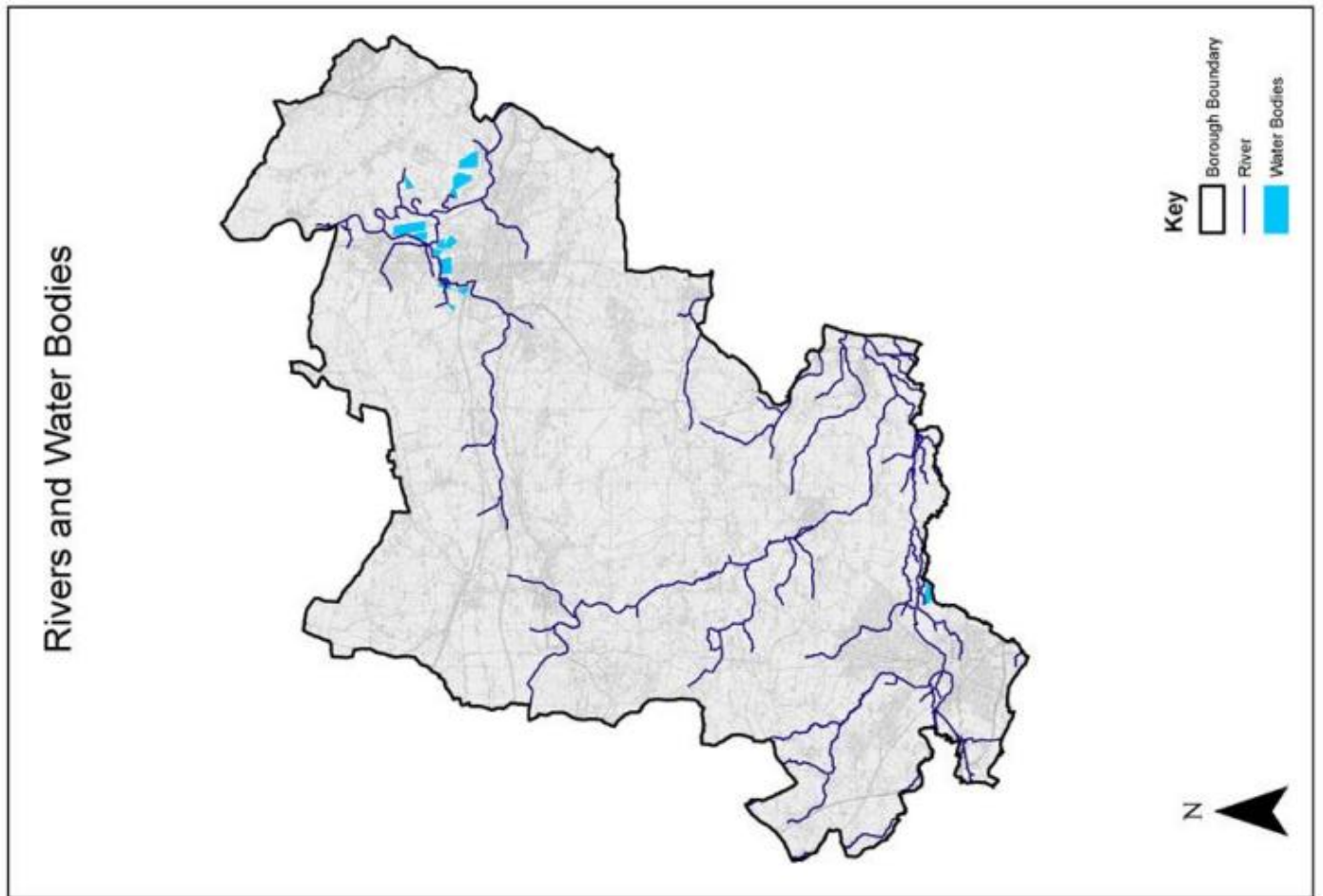
Interactive Local Plan Map 2020 – Green Infrastructure



TONBRIDGE AND MALLING BOROUGH COUNCIL

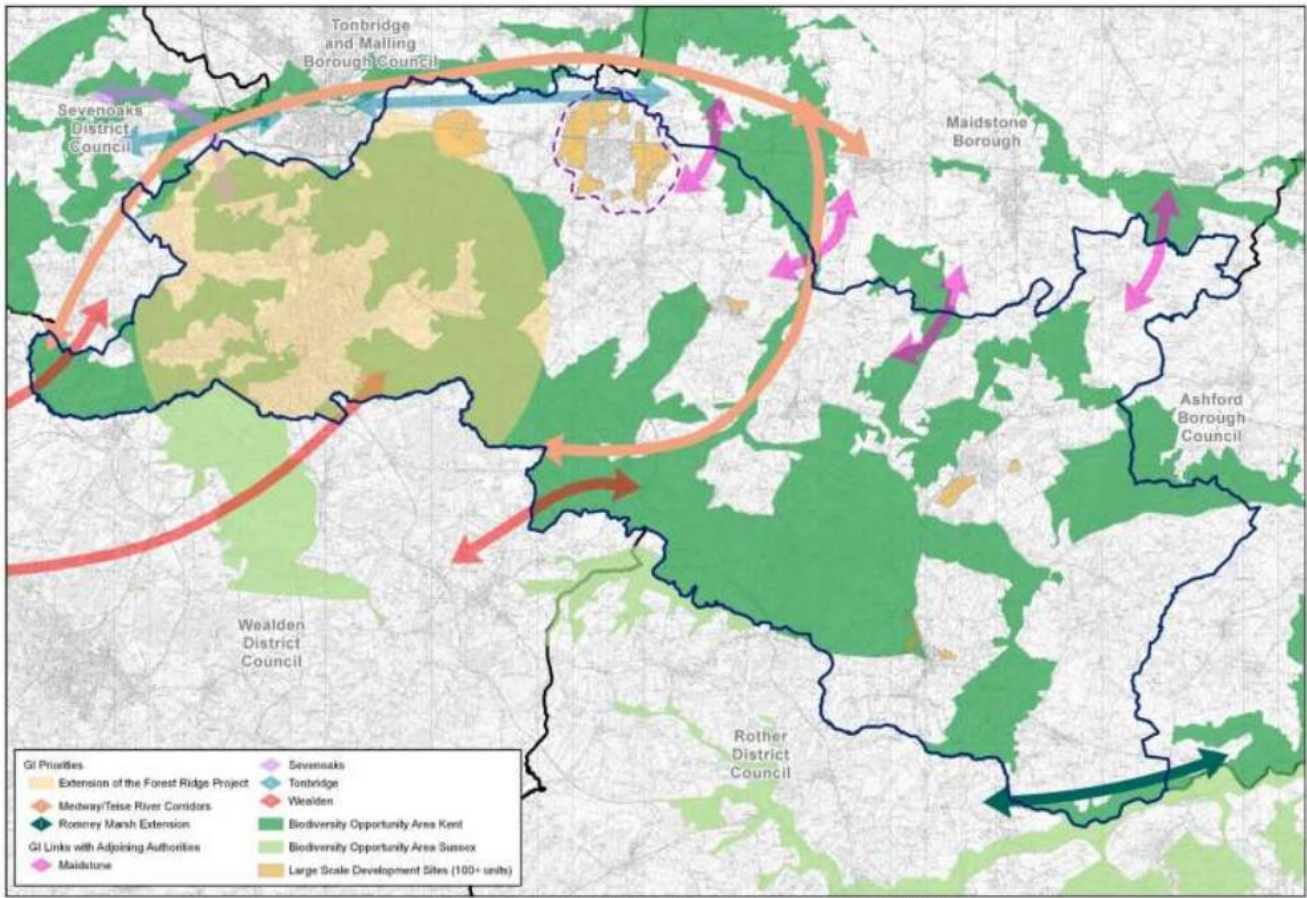
Green Infrastructure and Ecological Networks Report 2018



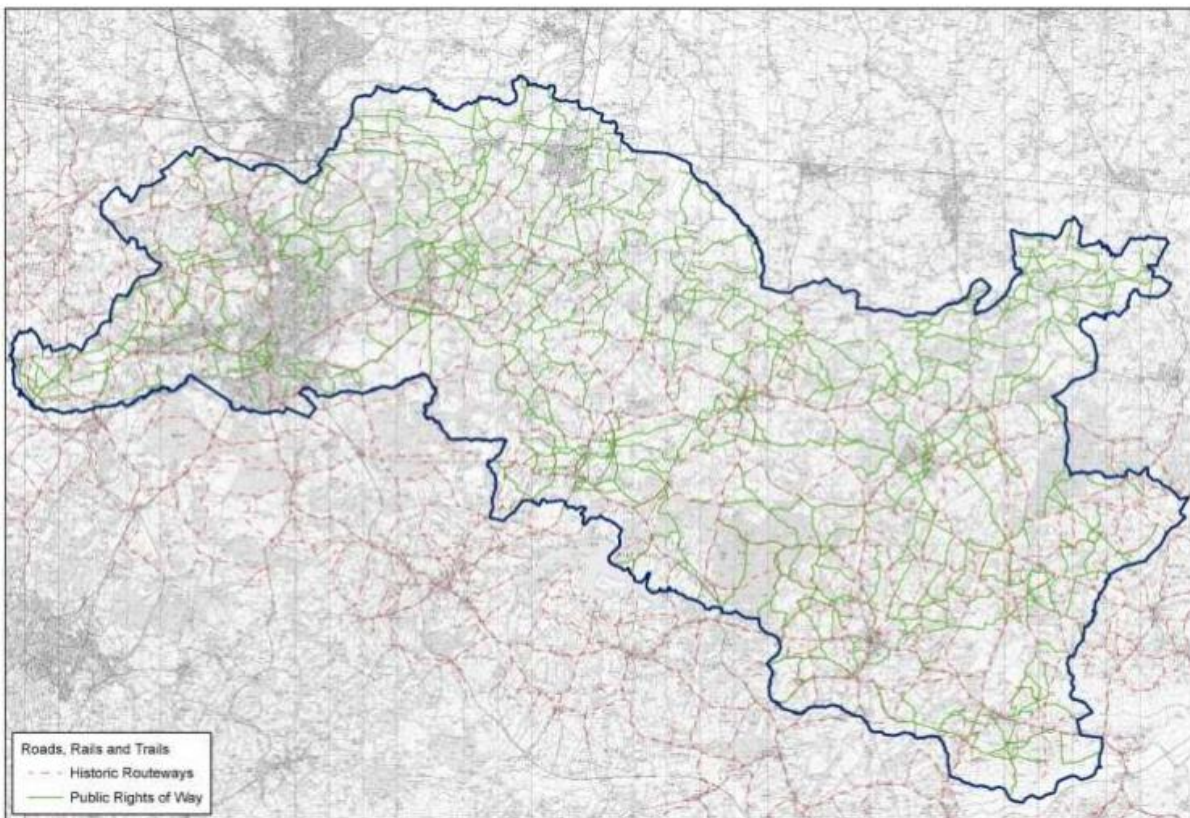


TUNBRIDGE WELLS BOROUGH COUNCIL

Green Infrastructure 2021



Appendix F: Public Rights of Way and Historic Routes



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Figure 9 Access to amenity green space (600 metres)

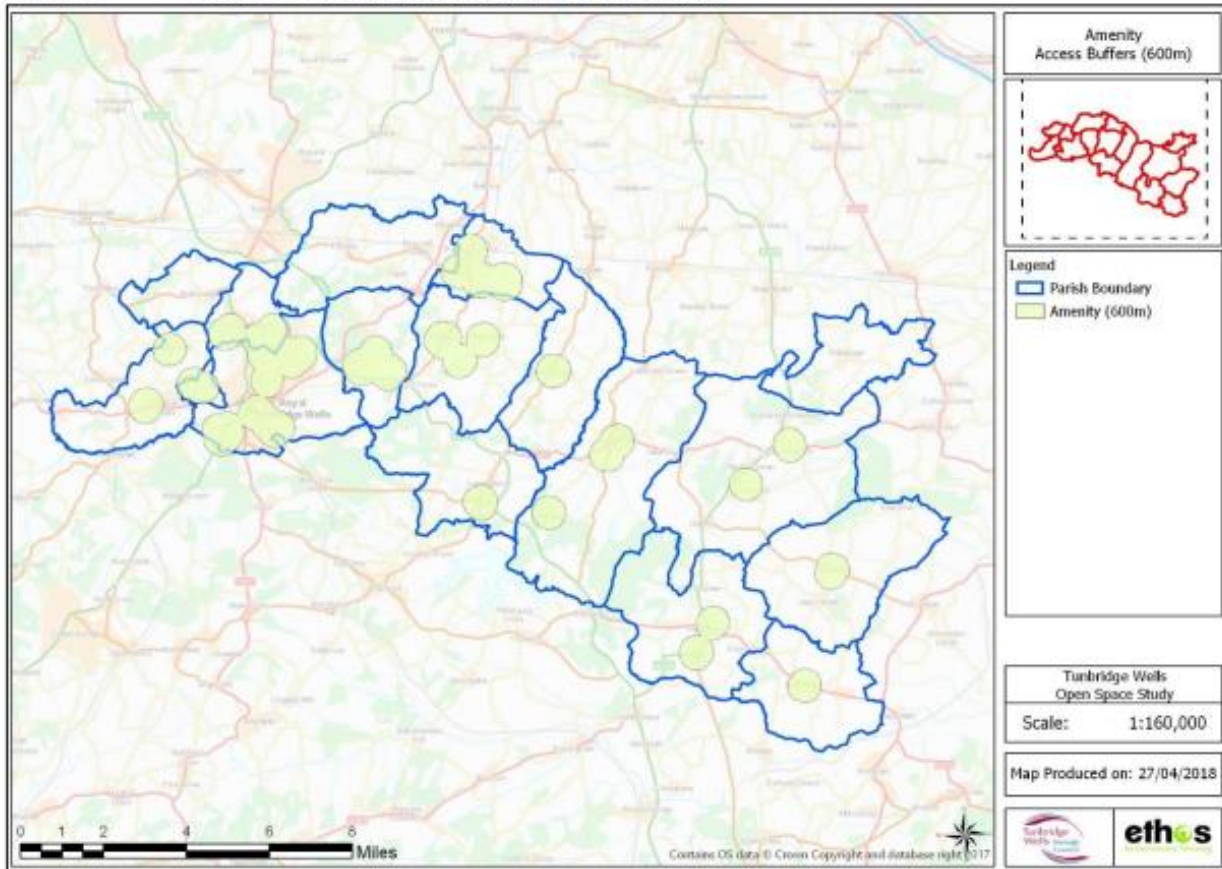


Figure 10 Access to parks and recreation grounds (600 metres)

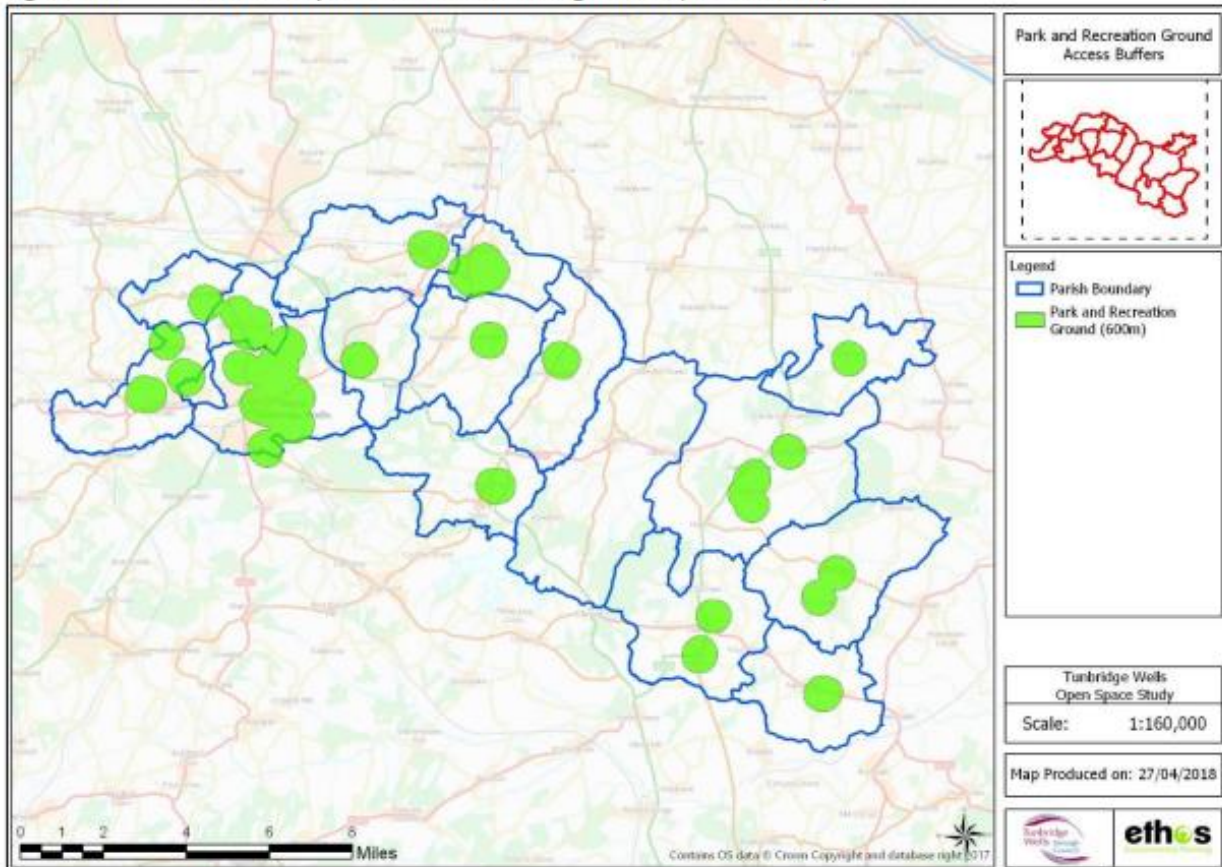
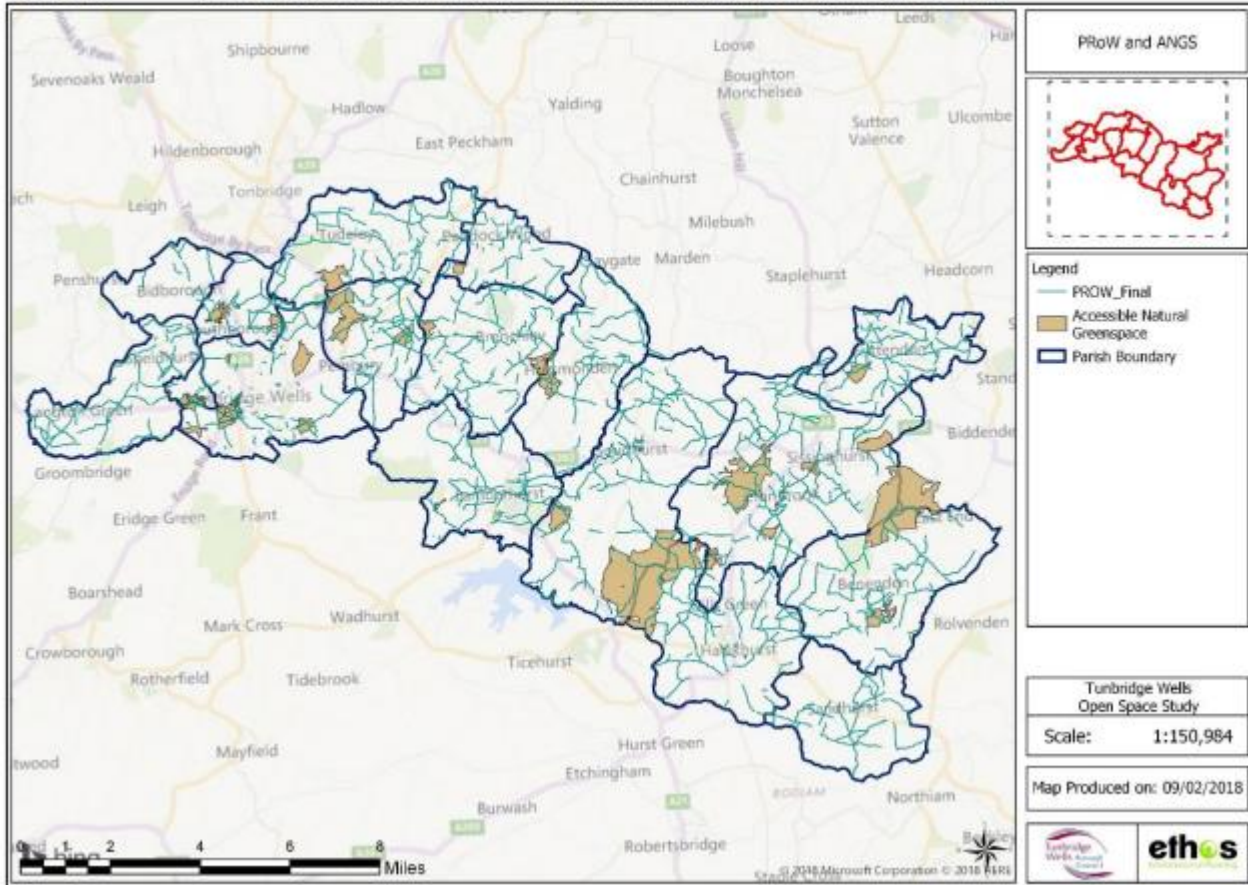


Figure 18 Access to Natural Green Space via the Public Rights of Way Network



EBBSFLEET DEVELOPMENT CORPORATION

Implementation Framework Summary 2017



Ebbsfleet Garden City Website



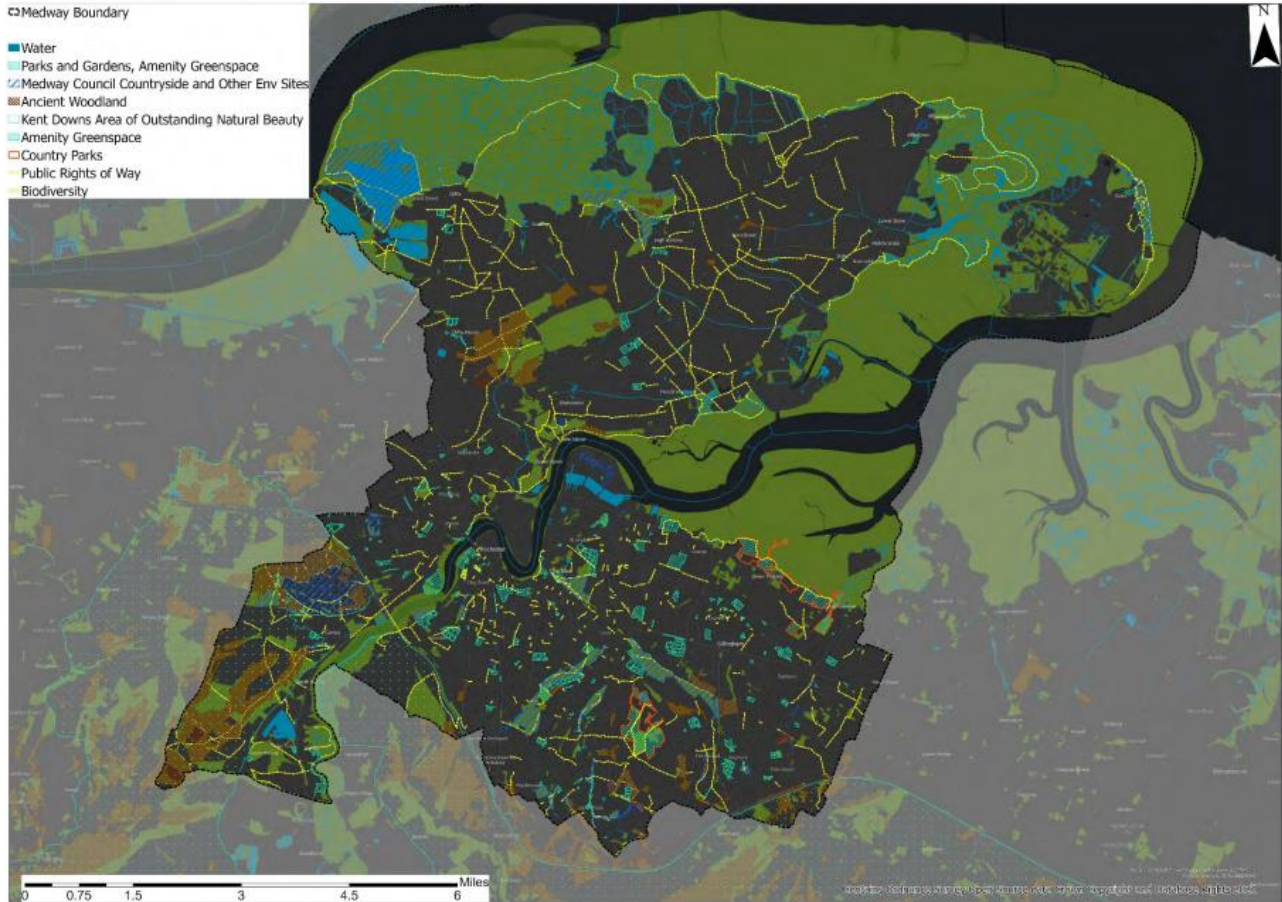
Parks on the map



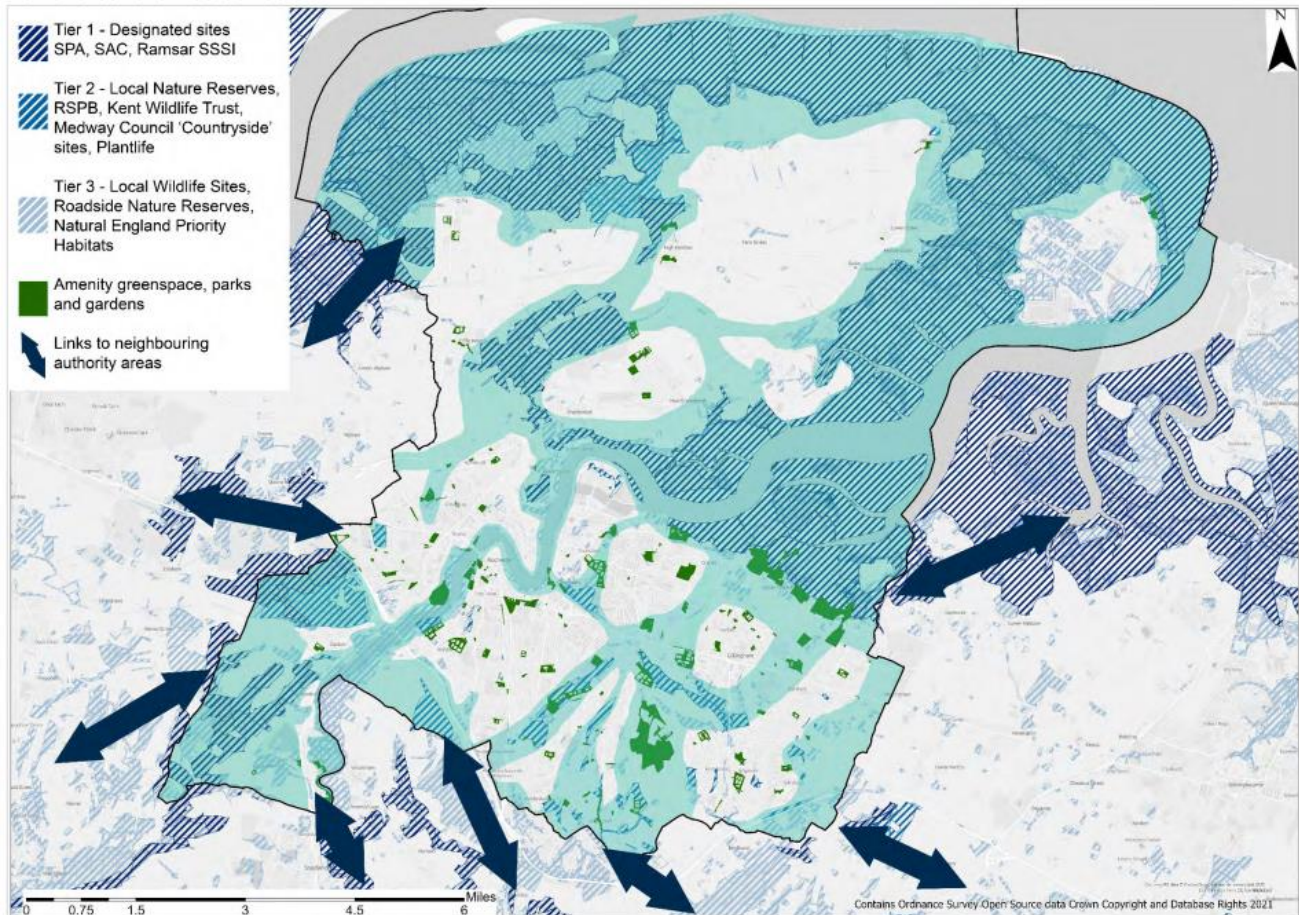
MEDWAY UNITARY COUNCIL

Green and Blue Infrastructure Framework 2021

Overview of Medway's Green and Blue Infrastructure Network

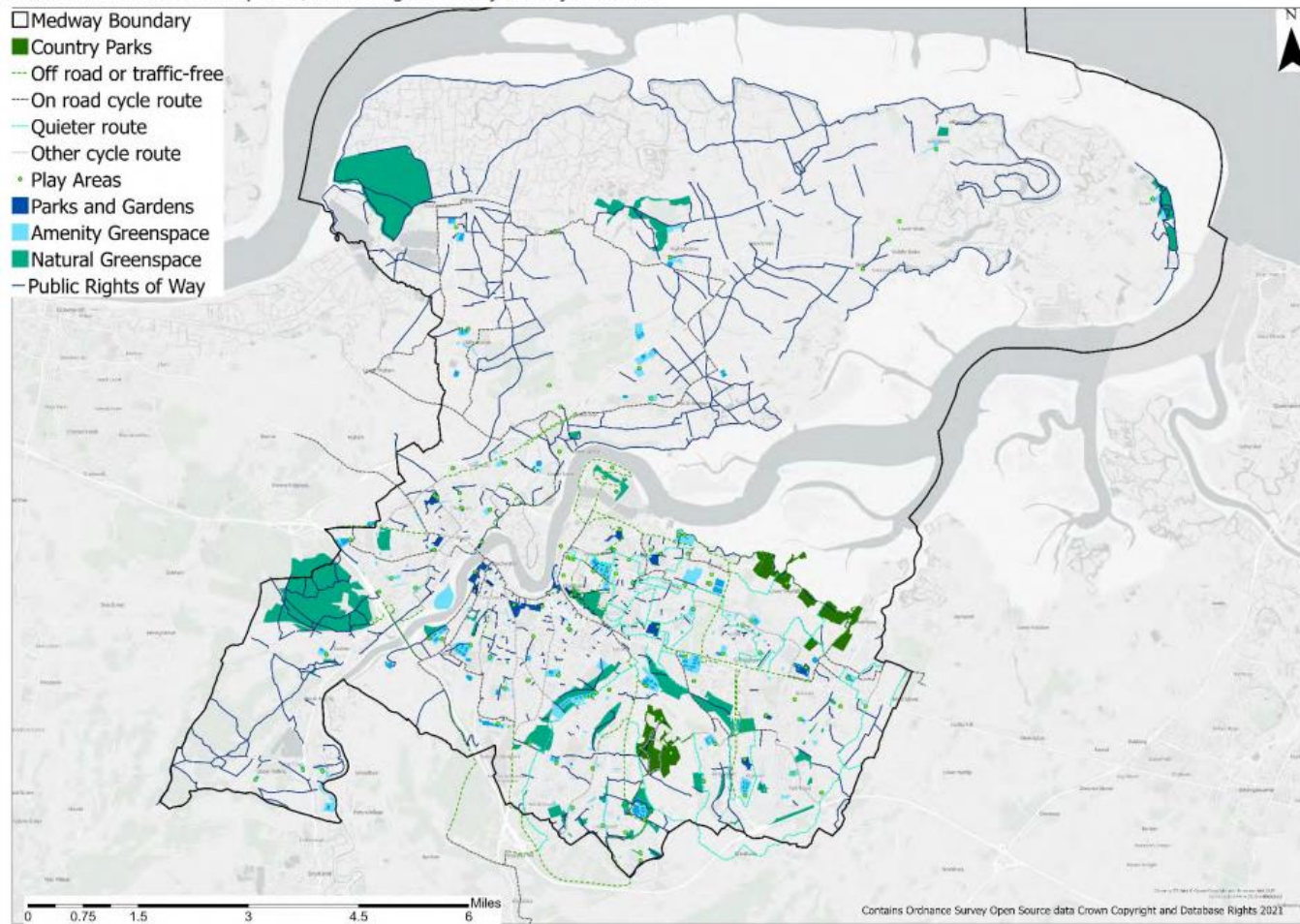


Plan 6: Green and Blue Corridors 2021

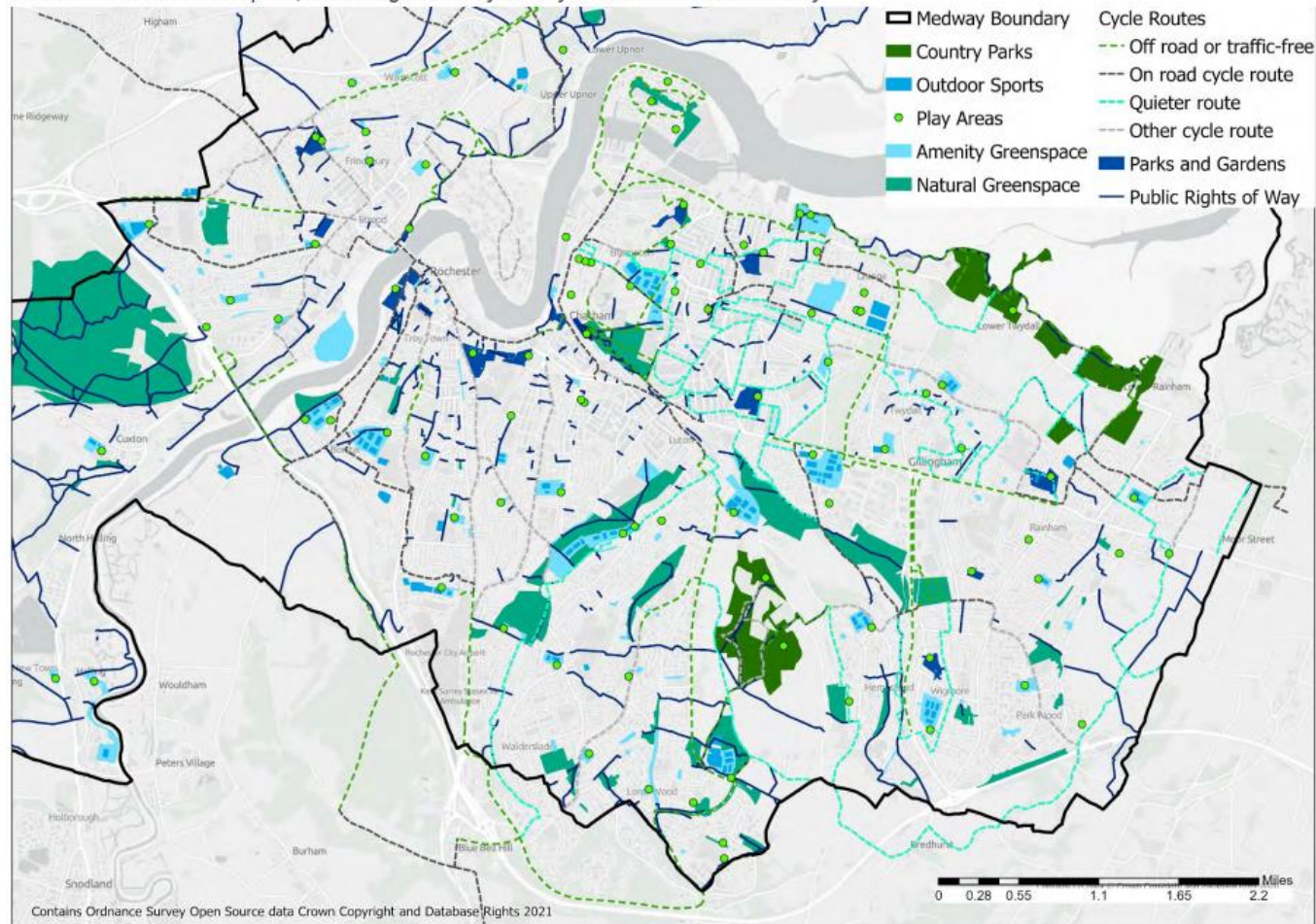


Medway cont.

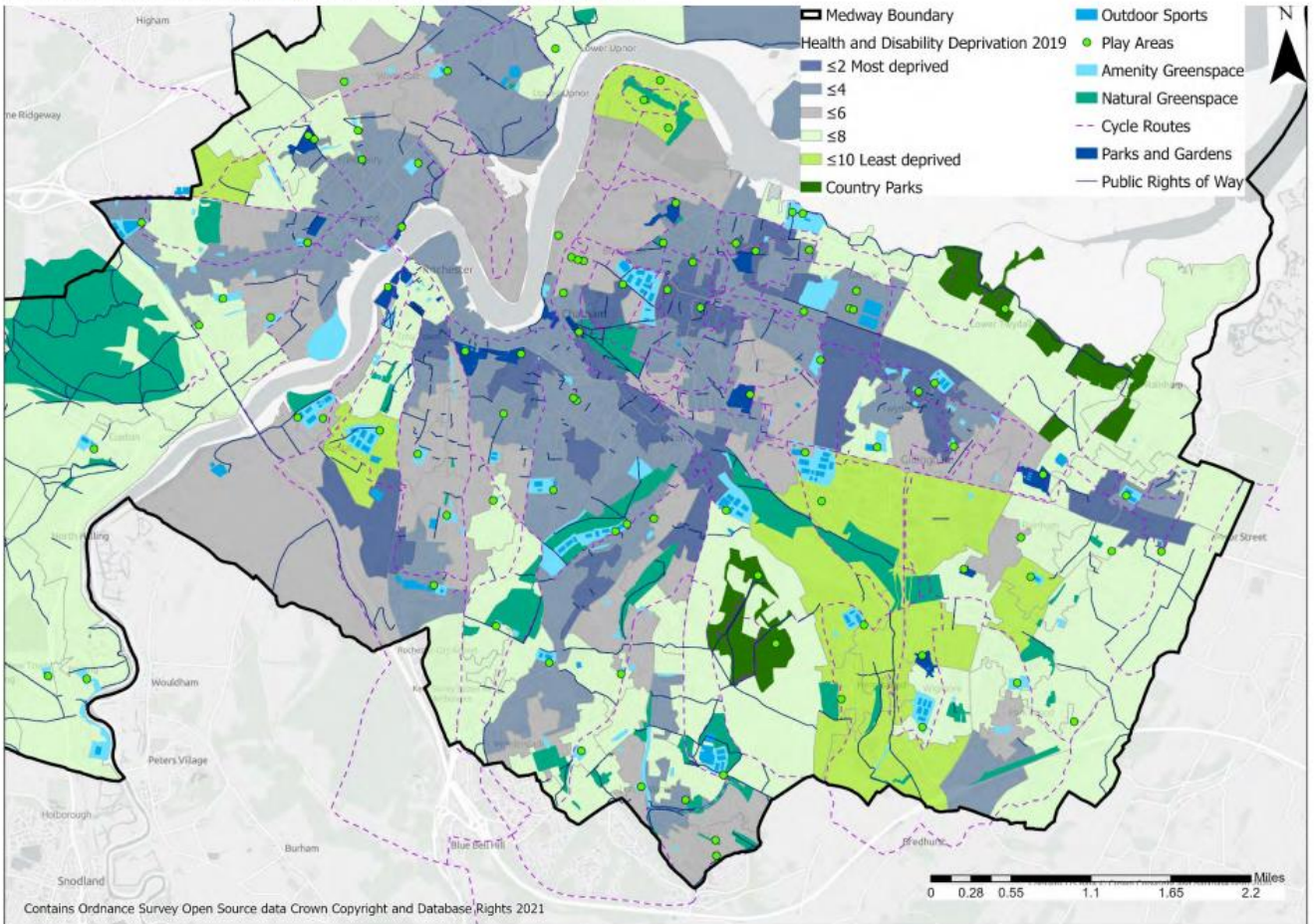
Plan 8: Accessible Greenspaces, Public Rights of Way and Cycle Routes



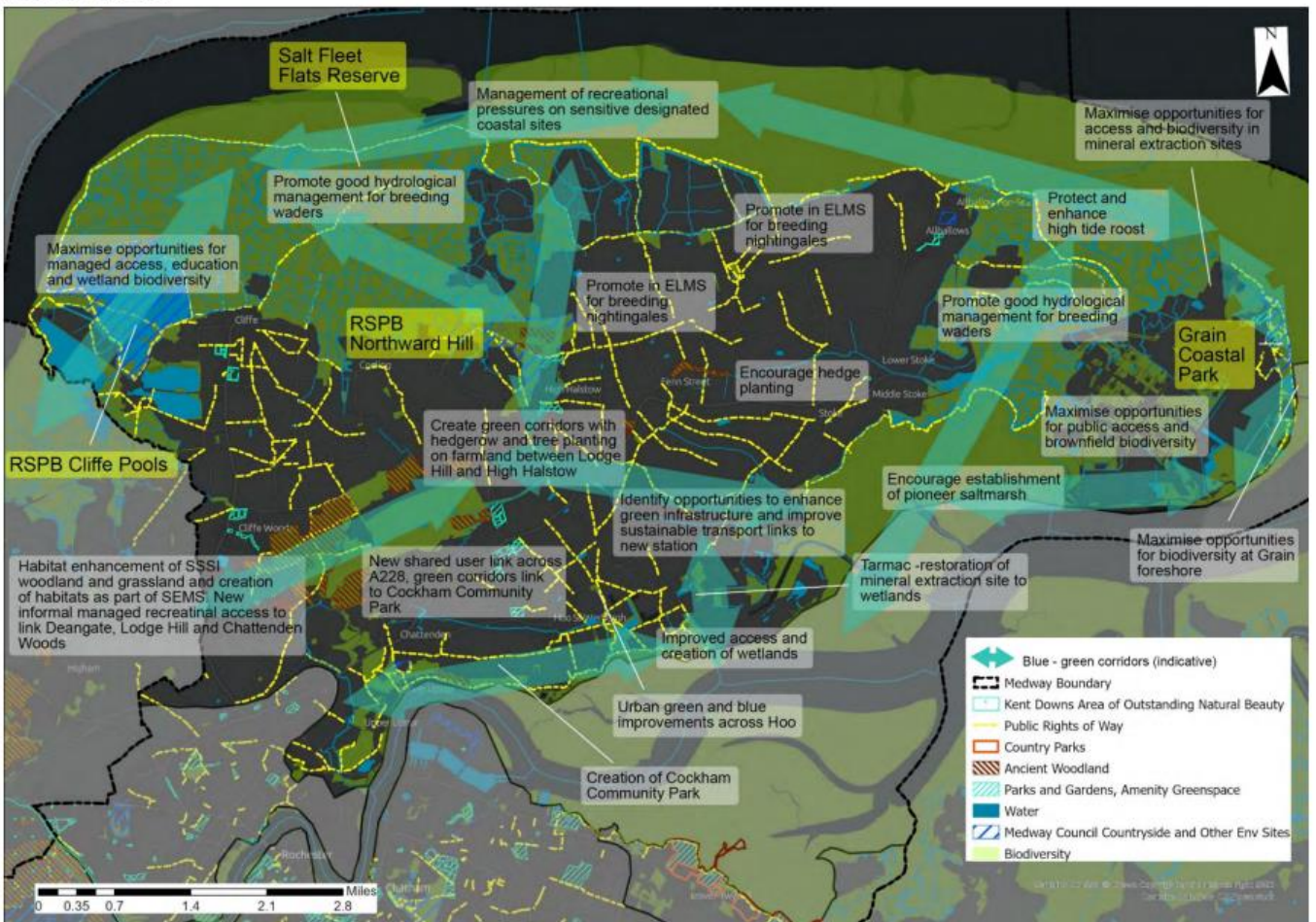
Plan 9: Accessible Greenspace, Public Rights of Way and Cycle Routes - Urban Medway



Plan 11: Health and Disability Deprivation and Access - Urban Medway

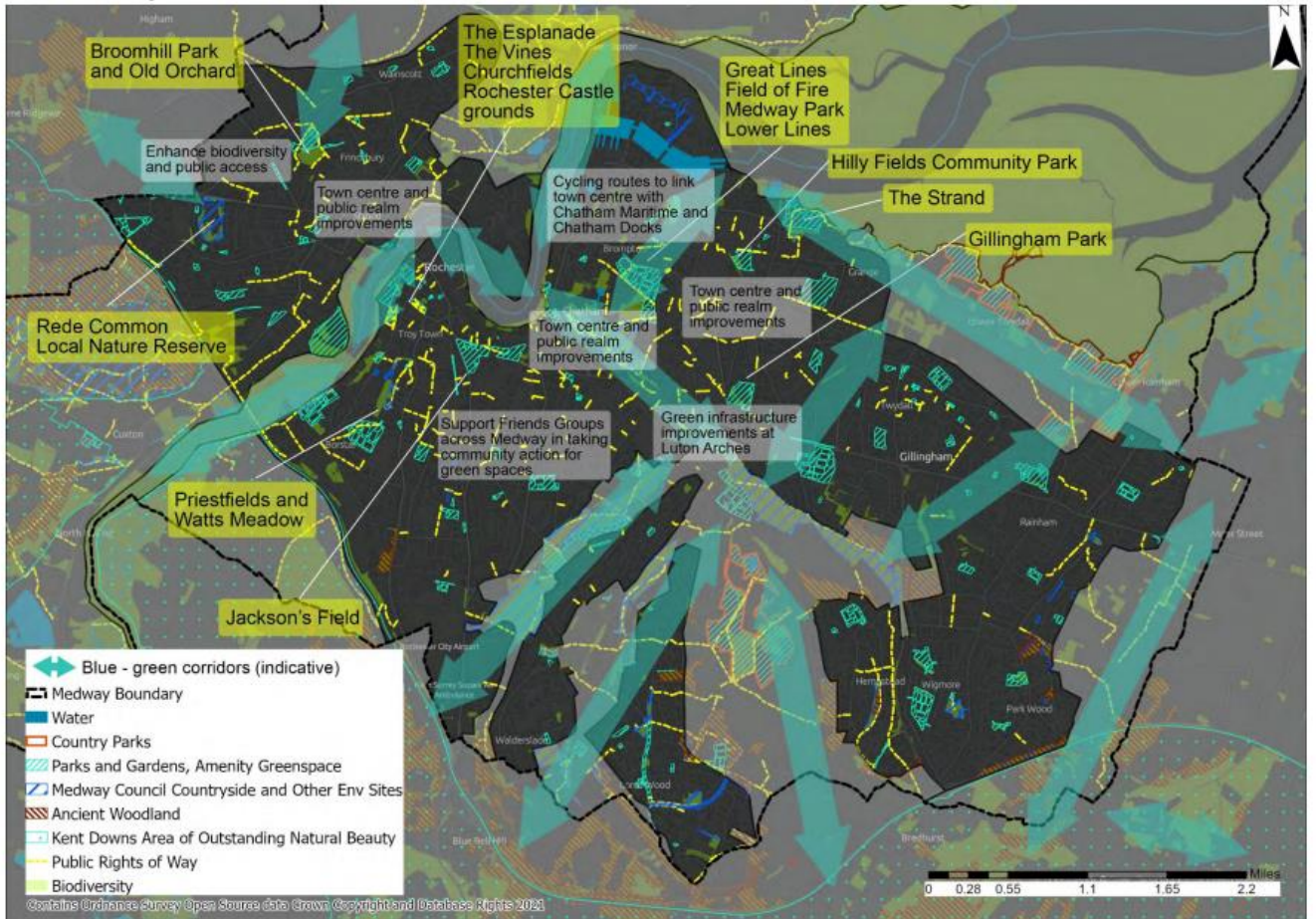


Plan 19: Hoo Peninsula

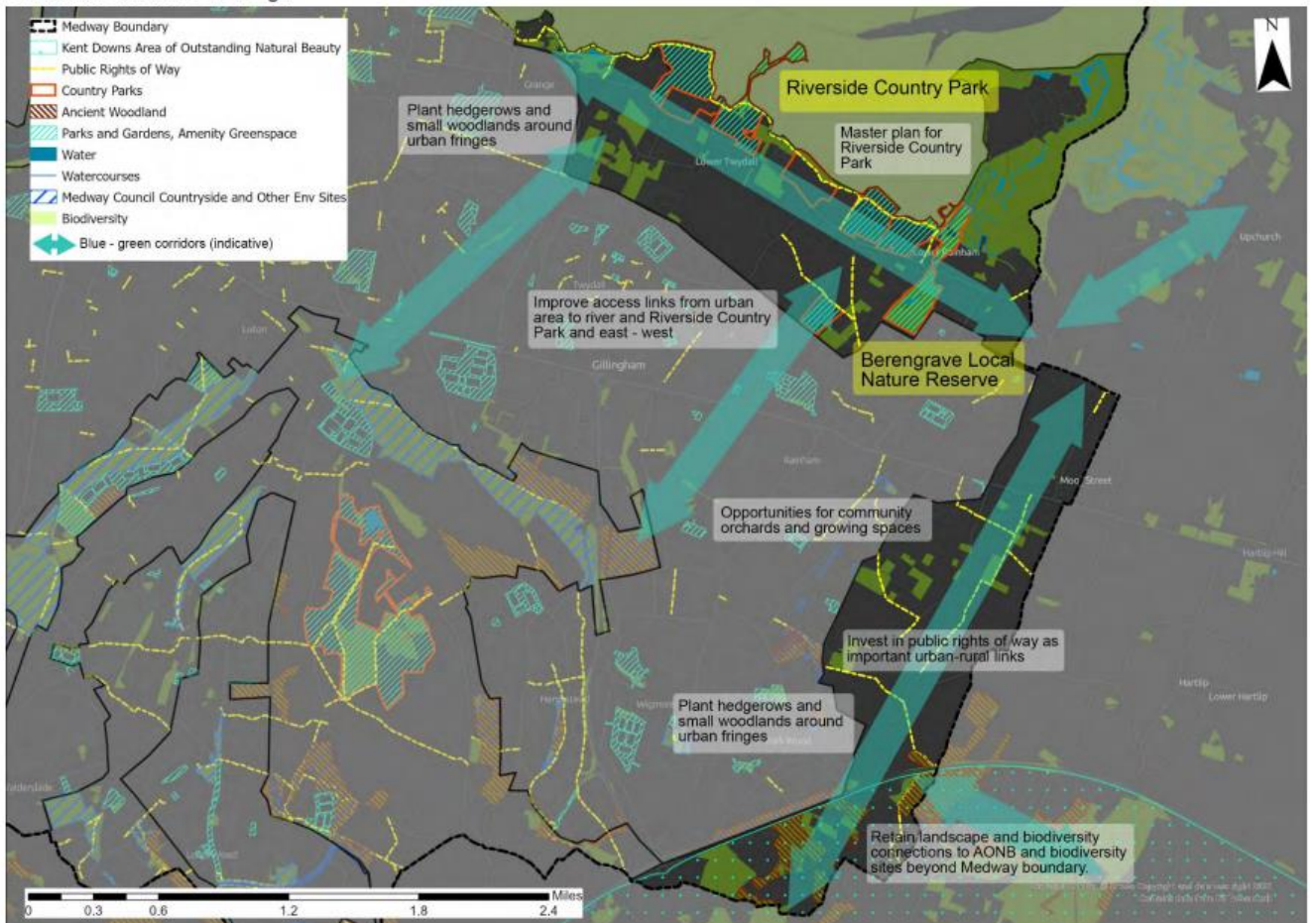


Medway cont.

Plan 21: Urban Medway

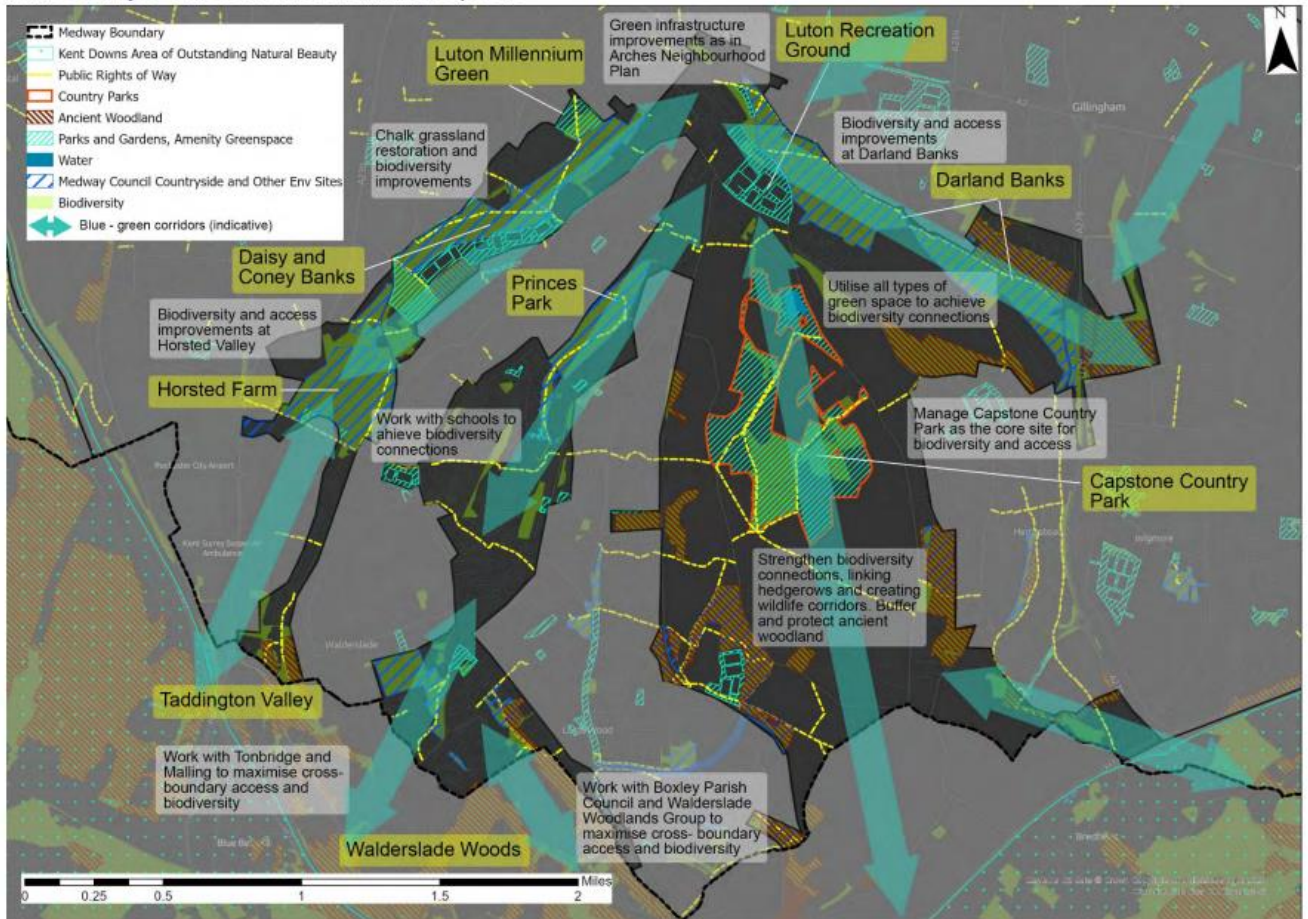


Plan 22: Rainham and Meresborough

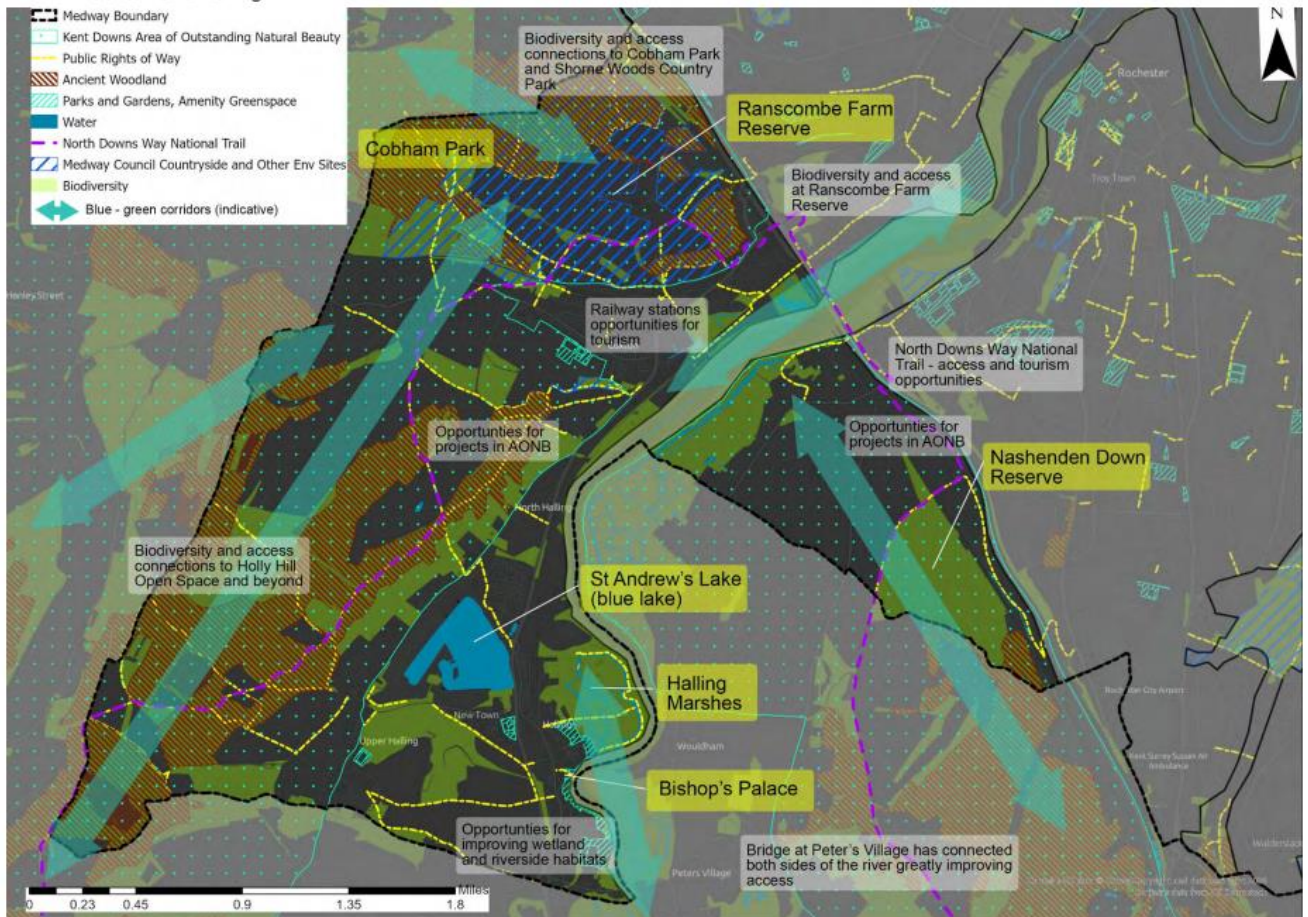


Medway cont.

Plan 23: Three Valleys – Horsted, Princes Park and Capstone



Plan 24: Cuxton and Haling



Medway cont.

Plan 25: River Medway

