

Chapter 2:

# Nagden to Hollowshore

England Coast Path: Whitstable to Iwade - Natural England's Proposals

## Part 2.1: Introduction

|                       |   |
|-----------------------|---|
| <b>Start Point:</b>   | <b>Nagden</b> (grid reference: TR 0305 6328)      |
| <b>End Point:</b>     | <b>Hollowshore</b> (grid reference: TR 0179 6360) |
| <b>Relevant Maps:</b> | <b>2a to 2d</b>                                   |

### Understanding the proposals and accompanying maps:

#### The Trail:

- 2.1.1 Generally follows existing walked routes, including public rights of way and promoted routes along most of this length.
- 2.1.2 Follows the coastline quite closely and maintains good views of Faversham Creek.
- 2.1.3 Follows a route similar to the existing Saxon Shore Way regionally promoted walking route (see Overview Map B – Existing Access – Whitstable to Iwade) but within the urban area of Faversham it departs from this in places to remain close to the creekside with views of the estuary.
- 2.1.4 The route includes one new stretch of path along the Faversham Creek near Belvedere Road (sections WSI-2-S026 and WSI-2-S027). See map 2b and associated tables below for details.
- 2.1.5 In one area of Faversham an inland diversion is necessary around the Brents Industrial Estate and residential estates (map 2b, WSI-2-S036 to WSI-2-S041) because direct access along the creekside walkways is currently unavailable due to an obstructed public right of way (see Future change 2.1.25).
- 2.1.6 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
  - The Swale Special Protection Area (SPA)
  - The Swale Ramsar Site
  - The Swale Site of Special Scientific Interest (SSSI) for its wildlife interest

- The Swale Estuary Marine Conservation Zone (MCZ)

We have assessed the potential impacts of access along the proposed route (and over the associated spreading room described below) on the features for which the affected land is designated and on any which are protected in their own right.

- 2.1.7 After advice from specialists we have concluded that our proposals would not be likely to have any significant impact on these features. In reaching this conclusion we took note that the saltmarsh and mudflats along this section of the coast are not suitable for access and are excluded from new access rights (see 2.1.12) and that levels and patterns of use here are unlikely to change significantly as a result of our proposals.

In relation to those nature conservation sites listed above, refer to our published Access and Sensitive Features Appraisal for more information.

**See part 5b of the Overview - 'Protection of sensitive features'- for more information.**

**Accessibility:**

- 2.1.8 Generally, there are few artificial barriers to accessibility on the proposed route, which makes use of existing surfaced paths wherever these meet the criteria in the Coastal Access Scheme.

However, there may be places where it may not be entirely suitable for people with reduced mobility because:

- between Nagden and Abbey Fields (map 2a) there are sections of path that can be uneven and soft, particularly in wet weather. Also, the footbridge at Iron Wharf (map 2b) is not wide enough for wheelchairs;
- most of the trail between Waterside Close (map 2c) and Hollowshore (map 2d) is aligned along the top of seawalls. The surface of these are generally grass and this can be uneven and soft, particularly in wet weather;
- there are several metal pedestrian gates that are not accessible by wheelchair.

- 2.1.9 At Oyster Bay House (map 2b, adjacent to sections WSI-2-S019 and WSI-2-S020) and in places along the seawall near Waterside Close (map 2c section WSI-2-S044), the existing path surface will be improved, so as to make the trail easier to use. We envisage this happening before the new access rights come into force as part of the physical establishment work described in part 6 of the Overview.

**See part 5a of the Overview - 'Recreational issues' - for more information.**

**Where we have proposed exercising our discretion:**

The discretions referred to below are explained in more detail in chapter 5 of the Overview.

- 2.1.10 Estuary: This report proposes that the trail should include a route along The Swale Estuary and its tributaries: Faversham Creek; Oare Creek; Conyer Creek and Milton Creek, as far as the first public foot crossing points over these rivers. The Swale Estuary extends from Seasalter, which marks its

eastern tidal extent, to a point west of this report stretch between Chetney Marshes and the Isle of Sheppey, which marks its western extent (see part 10 of the Overview). The trail covered by this chapter includes part of this estuary route.

2.1.11 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line to make the extent of the new access rights clearer. See Table 2.2.1 below.

**See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for an explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity. See also Annex C of the Overview - 'Excepted land categories'.**

2.1.12 Restrictions and/or exclusions: We have proposed to exclude access year round in certain places along this section of coast:

- From the intertidal mudflats and saltmarsh along this length of coast, as they are unsuitable for public access. This exclusion will not affect the route itself.
- At Iron Wharf, Faversham, adjacent to route section WSI-2-S015 (map 2b), for land management and commercial purposes. This exclusion will not affect the route itself.

For details of these directions, see 2.3.10 in the Formal Proposals Section of this report and maps D and H and Part 9 of the Overview.

2.1.13 These directions will not prevent or affect:

- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or rights at common law or by Royal Charter etc.

2.1.14 Any such use continues unaffected by these arrangements.

2.1.15 However, the directions are intended to avoid any new public rights being created over the areas in question in view of:

- the hidden dangers of the mud flats and salt marshes to which new users of the land would be subject, because of the local patterns of tidal inundation and the hazardous nature of the substrate;
- the winches, machinery and large crane in use alongside Iron Wharf and the potential hazards these could pose to the public.

2.1.16 Access rights to the spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way.

**See part 9 of the Overview - 'Restrictions and exclusions' - for details.**

- 2.1.17 Alternative routes: At route sections WSI-2-S034 to WSI-2-S038 (map 2b), near The Front Brents in Faversham, public access may be interrupted from time to time for short periods when very high tides or storm conditions are forecast. At these times, a flood defence gate will be erected across the Front Brents and signage will direct walkers along an alternative route following WSI-2-A001 to WSI-2-A004, as shown on map 2b and described below. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.
- 2.1.18 In the same area, occasional flooding may occur between The Front Brents and the Brents Industrial Estate (affecting sections WSI-2-S034 to WSI-2-S038, map 2b). An optional alternative route will be available at all times which, as with the alternative route described in the previous paragraph, would follow route sections WSI-2-A001 to WSI-2-A004, as shown on map 2b and described below. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

### **Establishment and ongoing management of the trail:**

- 2.1.19 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 of the Overview. This will include surface improvement works along the trail at Oyster Bay House, Faversham (map 2b, adjacent to sections WSI-2-S019 and WSI-2-S020) and along the seawall north-east of Waterside Close (map 2c section WSI-2-S044),
- 2.1.20 At Iron Wharf, Faversham (map 2b, sections WSI-2-S015 to WSI-2-S016), it is proposed that information panels are erected at both ends of the wharf to warn path users of possible minor diversions around commercial operations, such as boat movements.
- 2.1.21 Near Belvedere Road, Faversham it will be necessary to remove part of a wall that currently separates two sections of creekside walkway (map 2b, between sections WSI-2-S027 and WSI-2-S028). This removal work is within a Conservation Area and planning permission will be sought from Swale Borough Council.
- 2.1.22 Ongoing management: Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview. The overall need for this is likely to be greater than on some other parts of the stretch, recognising that it will be necessary for the route to roll back from time to time in response to coastal processes, as described below.

**See parts 6 - 'Physical establishment of the trail' and 7 - 'Maintenance of the trail' of the Overview for more information.**

### **Future Change:**

- 2.1.23 The proposed route will follow the seawall along the majority of this stretch and will therefore not be likely to be affected directly by shoreline erosion. However, the sections referred to below include those within the Environment Agency's Shoreline Management Plans and may in future 'rollback' as part of the future re-alignment options currently being identified within the Medway Estuary and Swale Flood and Coastal Risk Management Strategy. The trail is likely to be adjusted to follow any new seawall or re-alignment design when the existing flood bank is no longer viable as a walking route.

- 2.1.24 Part of the route of the trail on this length of coast would be able to change without further approval from the Secretary of State in response to coastal erosion, other geomorphological processes or encroachment by the sea. This would happen in accordance with the criteria and procedures for 'roll back' set out in part 8 of the Overview. See table 2.2.1 below for details of the sections likely to be affected in the foreseeable future.
- 2.1.25 There are three places on the length of coast described in this chapter where, at the time of preparing the report, we foresee the need for future changes to the access provisions for other reasons.
- At Oyster Bay House (map 2b, section WSI-2-S019) the definitive line of the public right of way has been obstructed and the coast path is aligned to an unofficial route adjacent to the blockage. If, in the future, the obstruction is removed and there is free passage along the definitive alignment of the public right of way, we would be likely to propose varying the route to follow the public footpath.
  - On the southern side of Faversham Creek between Standard Quay and the Swing Bridge (map 2b, sections WSI-2-S023 to WSI-2-S025 and WSI-2-S029 to WSI-2-S032), the implementation of the draft Faversham Neighbourhood Plan may, through planning development agreements, provide further opportunities for access along the creekside. In such circumstances the alignment of the England Coast Path would be reviewed and any resulting proposals to change the alignment of the trail would require the submission of a variation report to the Secretary of State.
  - In Faversham, Kent County Council is currently seeking to create a public footpath onto and along the creekside walkways within Faversham Reach and Waterside Close residential estates, between sections WSI-2-S035 and WSI-2-S042 (map 2b). Their plans will include the construction of two new access ramps and a cantilevered walkway around the slipway within Waterside Close. The Orders for this new public footpath should be submitted in 2017 and if a new public footpath is established, we will then submit a variation report to the Secretary of State to realign the coast path along the creekside.

**See parts 5e - 'Coastal processes' and 8 - 'Future changes' of the Overview for more information.**

## Part 2.2: Commentary on Maps

See Part 3 of Overview for guidance on reading and understanding the tables below

### 2.2.1 Section Details – Maps 2a to 2d: Nagden to Hollowshore

Notes on table:

Column 2 – an asterisk (\*) against the route section number means see also table 2.2.2: Other options considered.

Column 5 – ‘Yes – see table 2.2.3’ means refer to that table below about our likely approach to roll-back on this part of the route.

| 1    | 2                         | 3                              | 4                               | 5  | 6a                                     | 6b                                      | 7  |
|------|---------------------------|--------------------------------|---------------------------------|--|--|---|--|
| Maps | Route section number(s)   | Current status of this section | Current surface of this section | Roll-back proposed? (See Part 8 of Overview) | Landward boundary of margin (See maps) | Reason for landward boundary discretion | Proposed exclusions or restrictions (see Part 9 of Overview) |
| 2a   | WSI-2-S001                | Public footpath                | Gravel                          | Yes – See table 2.2.3                        | Hedge and fence                        | Clarity and cohesion                    | Margin   |
|      | WSI-2-S002                | Public footpath                | Gravel                          | Yes – See table 2.2.3                        | Fence line                             | Clarity and cohesion                    | Margin   |
|      | WSI-2-S003                | Other existing walked route    | Gravel                          | Yes – See table 2.2.3                        | Fence line                             | Clarity and cohesion                    | Margin   |
|      | WSI-2-S004                | Other existing walked route    | Gravel                          | Yes – See table 2.2.3                        | Default: Landward edge of trail        | Not used                                | Margin   |
|      | WSI-2-S005                | Other existing walked route    | Bare soil: Compacted            | Yes – See table 2.2.3                        | Default: Landward edge of trail        | Not used                                | Margin   |
|      | WSI-2-S006                | Other existing walked route    | Bare soil: Compacted            | Yes – See table 2.2.3                        | Default: Landward edge of bank         | Not used                                | Margin   |
|      | WSI-2-S007                | Public footpath                | Bare soil: Compacted            | Yes – See table 2.2.3                        | Default: Landward edge of bank         | Not used                                | Margin   |
|      | WSI-2-S008                | Public footpath                | Bare soil: Compacted            | Yes – See table 2.2.3                        | Default: Landward edge of bank         | Not used                                | Margin   |
|      | WSI-2-S009                | Public footpath                | Bare soil: Compacted            | Yes – See table 2.2.3                        | Default: Landward edge of bank         | Not used                                | Margin   |
|      | WSI-2-S010                | Public footpath                | Bare soil: Compacted            | Yes – See table 2.2.3                        | Fence line                             | Clarity and cohesion                    | Margin   |
|      | WSI-2-S011                | Public footpath                | Bare soil: Compacted            | Yes – See table 2.2.3                        | Fence line                             | Clarity and cohesion                    | Margin   |
|      | WSI-2-S012                | Public footpath                | Bare soil: Compacted            | Yes – See table 2.2.3                        | Fence line                             | Clarity and cohesion                    | Margin   |
|      | WSI-2-S013                | Public footpath                | Bare soil: Compacted            | Yes – See table 2.2.3                        | Fence line                             | Clarity and cohesion                    | Margin   |
| 2b   | WSI-2-S014                | Public footpath                | Bridge                          | No   | Default: Landward edge of trail        | Not used                                | Margin   |
|      | WSI-2-S015                | Public footpath                | Stone: Aggregate                | No   | Default: Landward edge of trail        | Not used                                | Margin   |
|      | WSI-2-S016                | Public footpath                | Stone: Aggregate                | No   | Default: Landward edge of trail        | Not used                                | Margin   |
|      | WSI-2-S017 and WSI-2-S018 | Public footpath                | Tarmac                          | No   | Default: Landward edge of trail        | Not used                                | Margin   |
|      | WSI-2-S019*               | Other existing walked route    | Tarmac                          | No   | Fence line                             | Clarity and cohesion                    | Margin   |
|      | WSI-2-S020 and WSI-2-S021 | Public footpath                | Tarmac                          | No   | Fence line                             | Clarity and cohesion                    | Margin   |

| 1          | 2                        | 3   | 4                               | 5  | 6a                                     | 6b                                      | 7  |
|------------|--------------------------|---|---------------------------------|--|--|---|--|
| Maps       | Route section number(s)  | Current status of this section            | Current surface of this section | Roll-back proposed? (See Part 8 of Overview) | Landward boundary of margin (See maps) | Reason for landward boundary discretion | Proposed exclusions or restrictions (see Part 9 of Overview) |
| 2b         | WSI-2-S022*              | Other existing walked route               | Tarmac                          | No   | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S023               | Public footpath                           | Tarmac                          | No   | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S024*              | Public footpath                           | Tarmac and gravel               | No   | Fence line                             | Clarity and cohesion                    | Margin   |
|            | WSI-2-S025*              | Public footway (pavement), public highway | Tarmac                          | No   | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S026*              | Not an existing walked route              | Block paving                    | No   | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S027*              | Not an existing walked route              | Block paving                    | No   | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S028*              | Other existing walked route               | Tarmac                          | No   | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S029*              | Public footway (pavement), public highway | Tarmac                          | No   | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S030 to WSI-2-S033 | Public footway (pavement)                 | Tarmac                          | No   | Road                                   | Clarity and cohesion                    | Margin   |
|            | WSI-2-S034               | Public footpath                           | Tarmac                          | Yes - See table 2.2.3                        | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S035               | Public footpath                           | Gravel                          | Yes - See table 2.2.3                        | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S036*              | Public footpath                           | Gravel                          | Yes - See table 2.2.3                        | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S037*              | Public footpath                           | Gravel                          | Yes - See table 2.2.3                        | Fence line                             | Clarity and Cohesion                    | Margin   |
|            | WSI-2-S038*              | Public footpath                           | Tarmac                          | Yes - See table 2.2.3                        | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S039*              | Public footpath                           | Concrete                        | No   | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S040*              | Public footpath                           | Grass                           | Yes – See table 2.2.3                        | Default: Landward edge of trail        | Not used                                | Margin   |
|            | WSI-2-S041*              | Public footpath                           | Grass                           | Yes – See table 2.2.3                        | Default: Landward edge of trail        | Not used                                | Margin   |
|            | 2c                       | WSI-2-S042 to WSI-S043                    | Public footpath                 | Grass  | Yes – See table 2.2.3                  | Default: Landward edge of trail         | Not used   |
| WSI-2-S044 |                          | Other existing walked route               | Grass                           | Yes – See table 2.2.3                        | Default: Landward edge of bank         | Not used                                | Margin   |
| 2d         | WSI-2-S045 to WSI-2-S048 | Public footpath                           | Grass                           | Yes – See table 2.2.3                        | Default: Landward edge of bank         | Not used                                | Margin   |

### 2.2.1 Alternative route and optional alternative route details – Map 2b: Faversham Swing Bridge to Brent Industrial Estate (WSI-2-A001 to WSI-2-A004)

| 1    | 2                       | 3                              | 4                               | 5  | 6a  | 6b  | 6c                             | 7  |
|------|-------------------------|--------------------------------|---------------------------------|--|---|---|--------------------------------|--|
| Maps | Route section number(s) | Current status of this section | Current surface of this section | Roll-back proposed? (See Part 8 of Overview) | Seaward boundary of alternative route strip | Landward boundary of alternative route strip (See maps) | Reason for boundary discretion | Proposed exclusions or restrictions (see Part 9 of Overview) |
| 2b   | WSI-2-A001              | Public footway (pavement)      | Concrete                        | No   | Default: Seaward edge of trail              | Default: Landward edge of trail                         | Not used                       | None   |
|      | WSI-2-A002              | Public Highway                 | Tarmac                          | No   | Default: Seaward edge of trail              | Default: Landward edge of trail                         | Not used                       | None   |
|      | WSI-2-A003              | Public footway (pavement)      | Tarmac                          | No   | Road  | Various (wall, edge of pavement)                        | Clarity and cohesion           | None   |
|      | WSI-2-A004              | Public Highway                 | Tarmac                          | No   | Default: Seaward edge of trail              | Default: Landward edge of trail                         | Not used                       | None   |

By default, the alternative and optional alternative route will cover the land two metres either side of the approved line for this route. However by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative and optional alternative route follows an existing path corridor, the trail may adopt a variable width as dictated by existing physical features. Columns 6a and 6b of this table describe the boundaries of the optional alternative route strips.

### 2.2.2 Other options considered: Map(s) 2a to 2d: Nagden to Hollowshore

| Map(s) | Section number(s) | Option(s) considered  | Reasons for not proposing this option as the route   |
|--------|-------------------|---|--|
| 2b     | WSI-2-S019        | Near Oyster Bay House, Faversham, we considered aligning the trail along the line of a long-standing obstructed public footpath, running parallel to WSI-2-S019. However, a walked line has developed which is now being used as the Saxon Shore Way. | We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ it affords similar sea views.</li> <li>■ In future, if the obstruction is resolved, we aim to vary the route onto this public right of way (see Future Changes 2.1.25)</li> </ul>  |
| 2b     | WSI-2-S022        | At Standard Quay in Faversham we considered aligning the path along the existing public footpath (also the Saxon Shore Way) that runs inland, between buildings and shops.  | We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme,</li> <li>■ the proposed route is closer to the estuary and has direct views of the creek with its barges and associated interpretation about their history.</li> <li>■ Existing public access is currently managed alongside the use of the quayside for barge and boating activities.</li> </ul> |



| Map(s) | Section number(s)        | Option(s) considered  | Reasons for not proposing this option as the route  |
|--------|--------------------------|---|---|
| 2b     | WSI-2-S024 to WSI-2-S029 | <p>On the south-east side of Faversham Creek, we considered three other options:</p> <ol style="list-style-type: none"> <li>1. To align the trail along Abbey Street which is the route of the existing Saxon Shore Way. This route goes some way inland along a historic and attractive street, but has no views of the creek.</li> <li>2. To align the trail along the Belvedere Road, which is a public highway running parallel to the creek. This road has narrow pavements, in places, and only intermittent views of the creek.</li> <li>3. To align the trail along the northern part of a creekside walkway (WSI-2-S027), then turn inland to Belvedere Road near the point where an existing wall interrupts onward movement to an adjacent section of publicly accessible creekside walkway (WSI-2-S028). This route would, in part, be close to the creek with direct views, but would lose these where the trail follows Belvedere Road.</li> </ol>  | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</li> <li>■ The proposed route is closer to the creek (WSI-2-S026 to WSI-2-S028) and gives direct views of the estuary.</li> <li>■ Pedestrian access already occurs along these two, separated, sections of creekside walkway, with some pedestrian access permeating through the Belvedere residential area and along the creekside walkway (WSI-2-S027), and existing public access along the walkway at WSI-2-S028).</li> <li>■ Joining these two sections of creekside walkway, by creating a new gap in the wall that separates them, would provide a new, clear and defined route close to the creek with direct views of the estuary. It would also utilise an existing walkway in the Belvedere residential estate that was initially planned to provide public access along the creekside.</li> </ul> |
| 2b     | WSI-2-S036 to WSI-2-S041 | <p>In the Faversham Reach and Waterside Close area of Faversham, we considered a number of different options:</p> <ol style="list-style-type: none"> <li>1. To align the trail along the creekside walkways of both residential estates (Faversham Reach and Waterside Close), on a route identified by Kent County Council (KCC) in their planned proposal for a new public footpath here (ZF43). This option would follow the existing creekside walkways in both residential estates and would involve the construction of two new ramps to access the walkways, as well as a new cantilevered walkway structure around the slipway in Waterside Close estate (as proposed by KCC). This option would provide direct views of the creek, stay adjacent to the estuary and provide a new link between the Front Brents path (WSI-2-S034/S035) and the riverside path, north-east of Waterside Close (WSI-2-S042).</li> <li>2. We also considered aligning the trail along the creekside with an inland diversion around the slipway (following the existing residential estate roads, or by creating a new gate between the two residential estates). We also considered aligning the trail within Faversham Reach estate to the landward edge of the communal open space near the yacht pontoons. Both these options would also rely on the construction of two new ramps at each end of the residential estates.</li> <li>3. To align the trail through Brents Industrial Estate or along the road within Waterside Close estate. These options would have limited views of the creek and be away from the creekside walkways.</li> </ol> | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ we concluded that as things stand, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</li> <li>■ The creekside will be within the coastal margin.</li> <li>■ The full design and costings for the creekside route (options 1&amp;2) were not confirmed at the time of writing our report, nor the timetable for a decision on the public right of way proposals.</li> <li>■ We consider that the long-running obstruction of Faversham Reach footpath should be resolved to confirm whether a continuous public right of way is created between WSI-2-S035 and WSI-2-S042.</li> <li>■ If a right of way is established here, Natural England will submit a variation order to the Secretary of State to re-align the England Coast Path onto this path, which is both closer to the river and offers direct views of the creek.</li> </ul>   |

### 2.2.3 Roll-back implementation – more complex situations Maps 2a to 2d: Nagden to Hollowshore

| Map(s) | Section number(s)                                     | Feature or site potentially affected              | How we will manage roll-back in relation to this feature or site  |
|--------|---|---|---|
| 2a     | WSI-2-S001 to WSI-2-S013                              | Designated wildlife sites, farmland and industry. | Stretches of seawall along this low lying coast have been identified for future 'managed re-alignment' within local Shoreline Management Plans. The exact locations are currently being defined within the Medway Estuary and Swale Flood and Coastal Risk Management Strategy.   |
| 2b     | WSI-2-S034 to WSI-2-S038 and WSI-2-S040 to WSI-2-S041 | Houses and gardens, designated wildlife sites.    | The trail is likely to be adjusted to follow any new seawall or re-alignment design when the existing flood bank is no longer viable as a walking route.  |
| 2c     | WSI-2-S042 to WSI-2-S048                              | Designated wildlife sites.                        | <p>In doing this, we will choose a route:</p> <ul style="list-style-type: none"> <li>■ landward of any excepted land, following discussions with owners and occupiers.</li> <li>■ after detailed discussions with the relevant wildlife experts and with any potentially affected owners or occupiers.</li> </ul> <p>In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.</p> |

In relation to all other sections where roll-back has been proposed, the trail is likely to be adjusted to follow the current feature (e.g. cliff edge/beach/seawall) for the foreseeable future.

## Part 2.3: Chapter 2 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 2a to 2d
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

### Formal Proposals – Nagden to Hollowshore

#### Discretion to include an estuary

- 2.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of The Swale Estuary, including Faversham Creek as far as Faversham Swing Bridge (WSI-2-S033), as indicated by the extent of the trail shown on map 2b.

#### Proposed route of the trail

- 2.3.2 In relation to route sections WSI-2-S014 to WSI-2-S033 and WSI-2-S039, the route is to be at the centre of the line shown on map 2b as the proposed route of the trail.
- 2.3.3 In relation to route sections WSI-2-S001 to WSI-2-S013, and sections WSI-2-S034 to WSI-2-S038 and WSI-2-S040 to WSI-2-S048, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 2a, 2b, 2c, and 2d as the proposed route of the trail.
- 2.3.4 If at any time any part of a route section listed in the previous paragraph needs, in Natural England's view, to change as a result of coastal erosion or other geomorphological processes or encroachment by the sea, in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 8 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

#### Landward boundary of coastal margin

- 2.3.5 Adjacent to route section WSI-2-S001, the landward boundary of the coastal margin is to coincide with the hedge and fence which at the time of writing this report is landward of the trail shown on map 2a.
- 2.3.6 Adjacent to route sections WSI-2-S002 and WSI-2-S003 and WSI-2-S010 to WSI-2-S013, the landward boundary of the coastal margin is to coincide with the fence which, at the time of writing this report, is landward of the path or public footpath shown as the trail on map 2a.
- 2.3.7 Adjacent to route section WSI-2-S019 to WSI-2-S021 and WSI-2-S024, the landward boundary of the coastal margin is to coincide with the fence which, at the time of writing this report, is landward of the path or public footpath shown as the trail on map 2b.

- 2.3.8 Adjacent to route sections WSI-2-S030 to WSI-2-S033 the landward boundary of the coastal margin is to coincide with landward edge of the pavement shown as the trail on map 2b.
- 2.3.9 Adjacent to route section WSI-2-S037, the landward boundary of the coastal margin is to coincide with the fence which, at the time of writing this report, is landward of the public footpath shown as the trail on map 2b.

### **Local restrictions and exclusions**

- 2.3.10 Natural England proposes to restrict or exclude access relevant to this length of coast, as follows:
- We propose to exclude access all year-round on areas of saltmarsh and mudflat seaward of the route between WSI-2-S001 and WSI-2-S048 (maps 2a to 2d). This exclusion is proposed under s25A of the Act as in our view the land is unsuitable for public access. This exclusion will not affect the route itself.
  - We propose to exclude access all year-round along the seaward margin, adjacent to trail section WSI-2-S015 (map 2b). This exclusion is proposed under s24 of the Act for the purpose land management in order to prevent of disruption to ongoing commercial activity (boatyard operations). This exclusion will not affect the route itself.

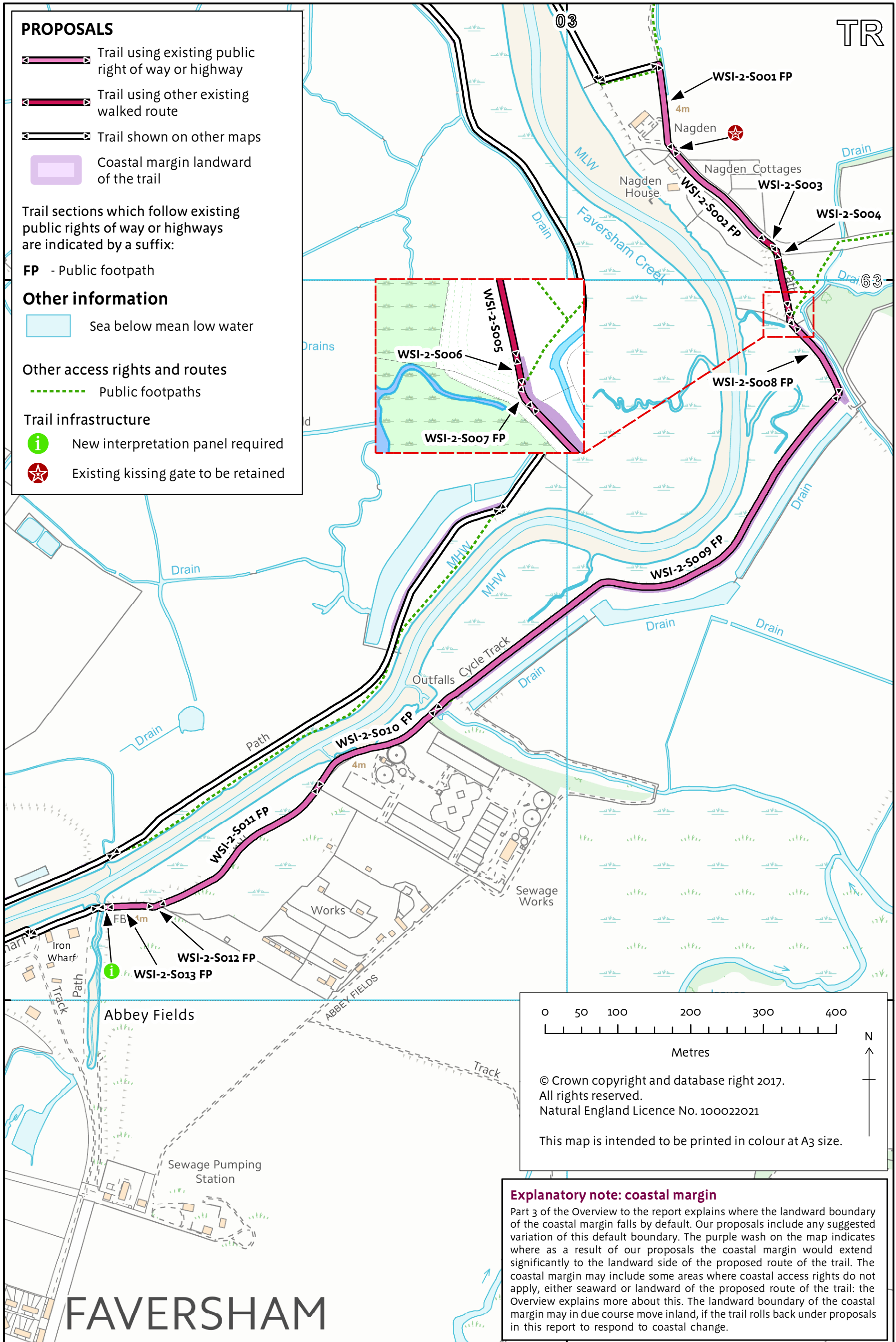
**Refer to maps D and H and Part 9 of the Overview for further details.**

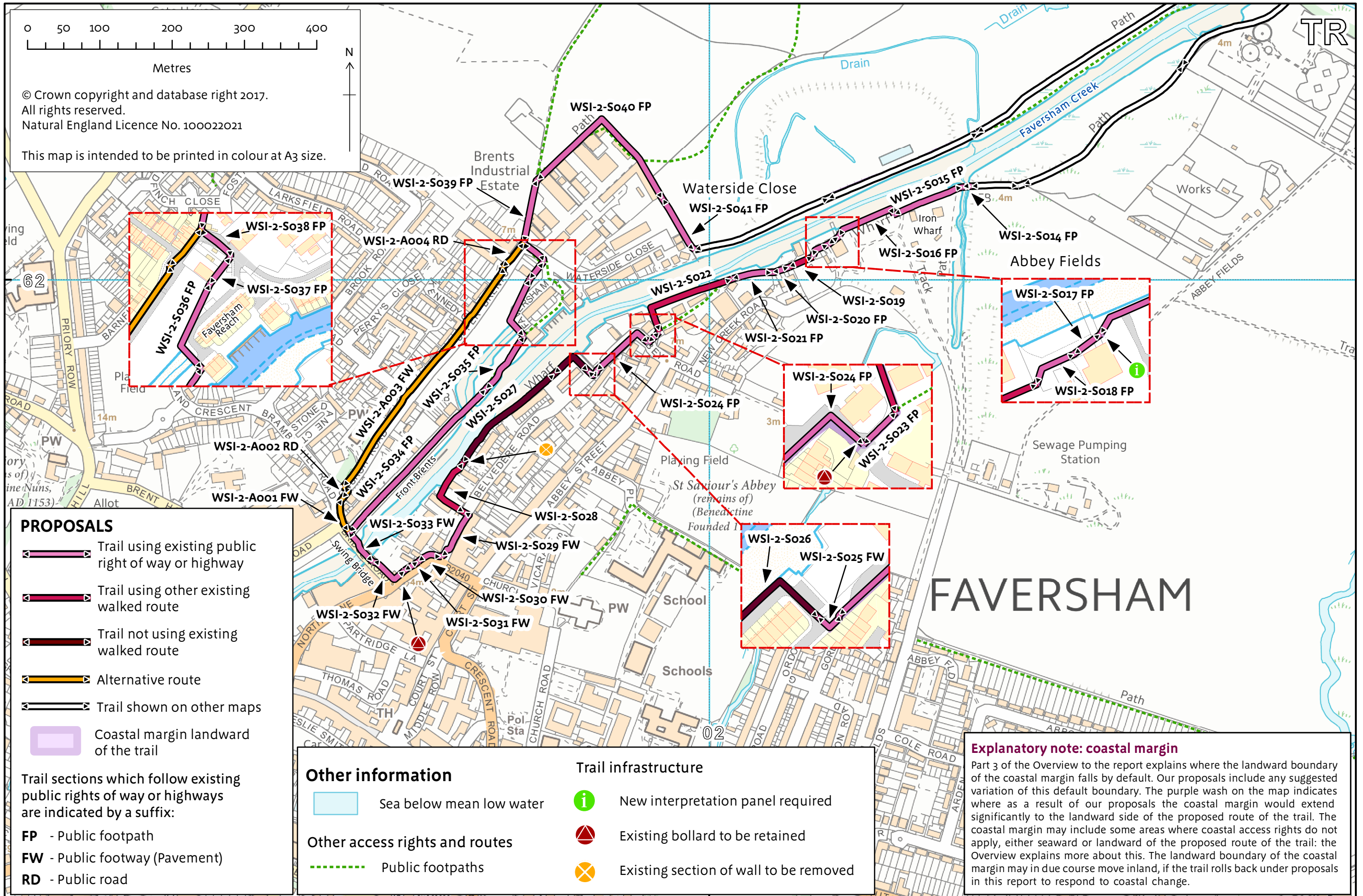
### **Alternative routes**

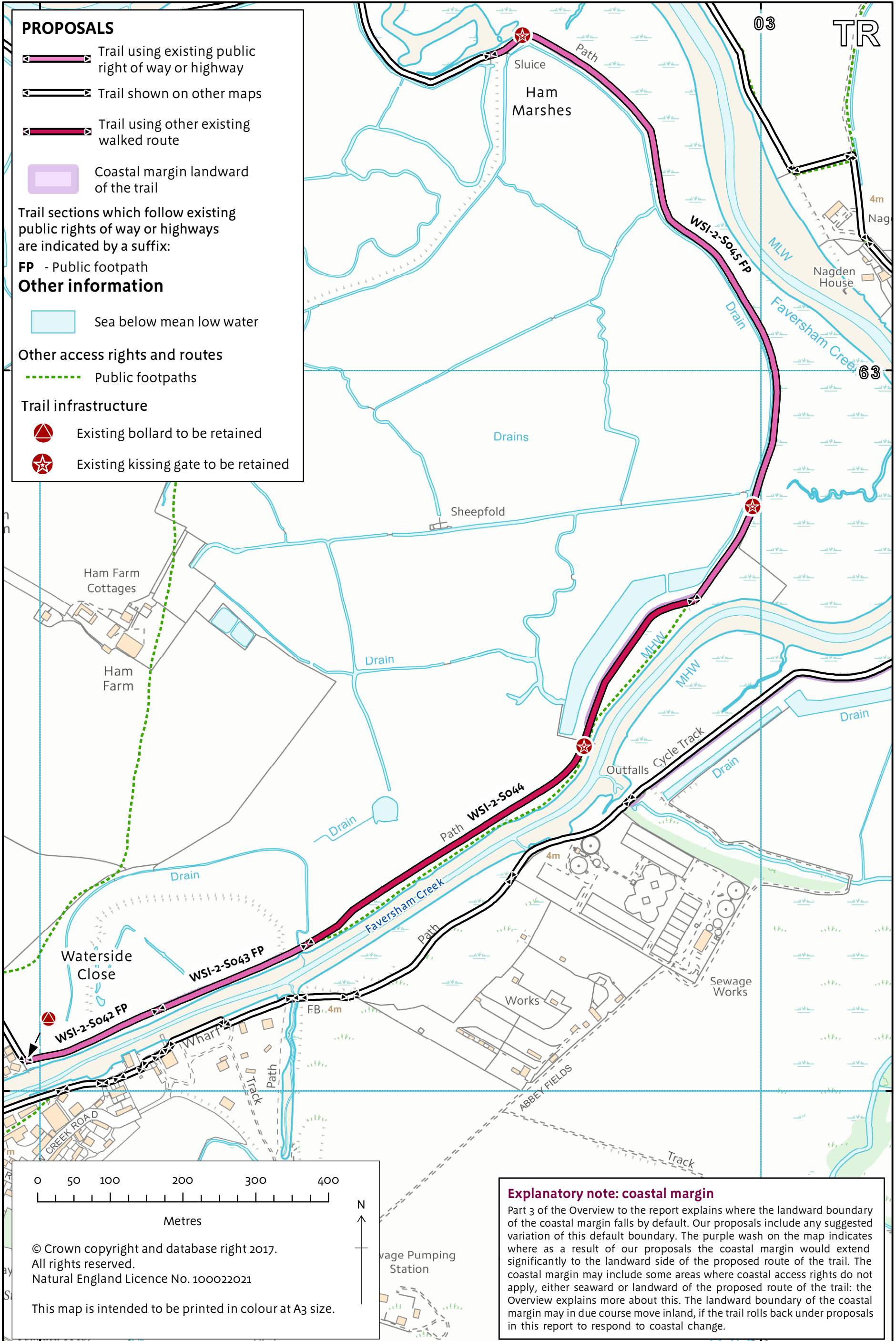
- 2.3.11 An alternative route is to operate as a diversion from the ordinary route between route sections WSI-2-S034 and WSI-2-S038 when a flood gate is erected across the Front Brents (WSI-2-S034). The alternative route is to be at the centre of the line shown as route sections WSI-2-A001 to WSI-2-A004 on map 2b.
- 2.3.12 An optional alternative route is to operate between route sections WSI-2-S034 and WSI-2-038 when the ordinary route is unsuitable due to localised flooding. The optional alternative route is to be at the centre of the line shown as route sections WSI-2-A001 to WSI-2-A004 on map 2b.

### **Landward/seaward boundary of alternative route strip**

- 2.3.13 Adjacent to route section WSI-2-A003:
- the landward boundary of the alternative route and optional alternative route strip is to correspond to the wall or edge of the pavement which at the time of writing this report is landward of the line shown as the trail on map 2b; and
  - the seaward boundary of the alternative route and optional alternative route strip is to correspond to the edge of the pavement seaward of the line shown as the trail on map 2b.







0 50 100 200 300 400  
 Metres

© Crown copyright and database right 2017.  
 All rights reserved.  
 Natural England Licence No. 100022021

This map is intended to be printed in colour at A3 size.

