

Chapter 1:

Whitstable to Nagden

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

Part 1.1: Introduction

Start Point:	Whitstable Harbour (grid reference: TR1086 6700)
End Point:	Nagden (grid reference: TR 0305 6328)
Relevant Maps:	1a to 1g

Understanding the proposals and accompanying maps:

The Trail:

- 1.1.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 1.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 1.1.3 Follows a route similar to the Saxon Shore Way, a regionally promoted walking route, in the rural areas to the west. In the more urban areas of Whitstable and Seasalter, it departs from the Saxon Shore Way in order to follow the coast more closely (see Overview Map B – Existing Access: Whitstable to Iwade).
- 1.1.4 Is aligned on the beach between The Lower Island Golf Course, Whitstable and The Battery at Seasalter. See route sections WSI-1-S026, WSI-2-S027 and WSI-2-S029 to WSI-1-S034 on maps 1a and 1b, and table 1.2.1 below for details.
- 1.1.5 Includes one stretch of new path near Seasalter Levels. The route follows an inland diversion here to take the trail along the base of an inland flood defence bund south of Faversham Road, as the beach and Faversham Road are considered unsuitable for a National Trail at this location. See sections WSI-1-S039 to WSI-1-S044 on maps 1b and 1c, and table 1.2.1 below for details.
- 1.1.6 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 geological / 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.

- 1.1.7 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 the western sections of this section of coast are not suitable for access and are excluded from the new access rights (see 1.1.13)
- 1.1.8 We have identified that it will be necessary to:
- exclude new coastal access rights to Castle Coote, part of Kent Wildlife Trust's South Swale Nature Reserve, all year round, in order to protect breeding and wintering birds (maps 1e and 1f);
 - provide appropriate signage at and near to Castle Coote (maps 1e and 1f). The signs will explain the importance of these coastal habitats for wildlife, promote responsible dog behaviour and encourage people to stay on the trail to avoid increased disturbance to nearby bird breeding areas and winter roosts. Additional notices will be placed near the main access to the South Swale Nature Reserve, near the Sportman Inn, to deter access onto Castle Coote across the mudflats and saltmarsh (map 1d).

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:

- 1.1.9 Generally, there are few artificial barriers to accessibility on the proposed route, which makes use of existing surface paths and some sections of firm beach, wherever these meet the criteria in the Coastal Access Scheme.

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

- much of the trail west of Seasalter is aligned on grassed paths (map 1c) and on top of the seawall (see maps 1d to 1g). The surfaces of these can be uneven and soft, particularly in wet weather;
- there are seven places where it would be necessary to ascend/descend steps. These are near The Old Neptune Inn, Whitstable (WSI-1-S015, map 1a), at each end of the promenade near The Lower Island Golf Course, Whitstable (WSI-1-S028, map 1a), on a new set of steps onto the walkway near Preston Parade, Seasalter (WSI-1-S035, map 1b) and for access between the top of the seawall and beach opposite Waldens Chalet and Caravan Park, Seasalter (WSI-1-S048, map 1c). Two new sets of steps will also be installed at either end of the bund at Seasalter Levels (WSI-1-S039 and WSI-1-S043, maps 1b and 1c).

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 the Overview.

- 1.1.10 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.
- 1.1.11 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, pavement or track to make the extent of the new access rights clearer. See table 1.2.1 below.
- 1.1.12 At Seasalter Levels, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owner of this land is content for us to propose this. See map 1c.

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'.

- 1.1.13 Restrictions and/or exclusions: We have proposed to exclude new coastal access rights year round in certain places along this section of coast:
- From the intertidal mudflats and saltmarsh between Graveney Marshes (map 1d) and Nagden (map 1g), as they are unsuitable for public access. This exclusion will not affect the route itself.
 - From the rows of oyster trestles located on the intertidal flats of Reeves Beach, Whitstable (map 1a), for management and commercial purposes.
 - From Castle Coote, part of the South Swale Nature Reserve (maps 1e and 1f). This is proposed for conservation reasons related to important wintering and breeding bird populations.

For details of these directions, see 1.3.10 in the Formal Proposals Section of this report and maps D, F and G and Part 9 of the Overview.

- 1.1.14 These directions will not prevent or affect:
- any existing local use of the land, for example for launching boats as such use is not covered by coastal access rights;
 - 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
- 1.1.15 Any such use continues unaffected by these arrangements.

- 1.1.16 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 required maintenance of the trestles and associated oyster bags, on the intertidal flats off Whitstable's Reeve beach.
 - conservation needs related to important wintering and breeding bird populations.
- 1.1.17 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.

Establishment and ongoing management of the trail:

- 1.1.18 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 of the Overview.
- 1.1.19 At Preston Parade, Seasalter it will be necessary to install new steps between the beach and the walkway (WSI-1-S035) and a new kissing gate (WSI-1-S036). See map 1b.
- 1.1.20 Information panels will be put in place at the eastern end of Seasalter Beach (WSI-1-S032) and the western end of Preston Parade (WSI-1-S035) to clarify the route and alert walkers to activities that take place along the beach, such as boat launches. See map 1b.
- 1.1.21 Where the trail runs along the perimeter of a caravan site to the east of Seasalter, to address concerns about privacy, we will supplement their existing fence with a screen (section WSI-1-S040 shown on map 1b).
- 1.1.22 At Seasalter Levels, it will be necessary to install steps at both ends of the flood bank, to allow users of the trail to safely ascend and descend the steep embankment (at sections WSI-1-S039, map 1b and WSI-1-S043, map 1c). An information sign will be erected at the top of each of the steps, asking people to respect the privacy of residents living seaward of the bund by staying on the trail. A new chicane barrier to prevent motorcycle use will also be installed here (WSI-1-S044).
- 1.1.23 Three new interpretation and information panels will also be installed near to Castle Coote in The South Swale Nature Reserve (at WSI-1-S052, WSI-1-S054 and WSI-1-S055). The panels will highlight the nature conservation interests of the area and outline access restrictions (see maps 1d, 1e and 1f).
- 1.1.24 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:

- 1.1.25 The proposed route will follow the seawall along part 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 some of these sections 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.
- 1.1.26 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 1.2.1 below for details of the sections likely to be affected in the foreseeable future.
- 1.1.27 There are also places on the length of coast described in this chapter where, at the time of preparing the report, we foresee the need for changes to the access provisions for other reasons:
- At Whitstable's Reeves Beach (map 1a), the Whitstable Oyster Company has highlighted its intent to expand oyster production. If additional blocks of trestles are permitted on the flats, we will review the extent of the proposed direction to restrict access.
 - At Nagden House (map 1g, section WSI-1-S057) the definitive line of the public right of way has been obstructed and the coast path is aligned to an unofficial walked 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.

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

Part 1.2: Commentary on Maps

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

1.2.1 Section Details – Maps 1a to 1g: Whitstable Harbour to Nagden

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 1.2.2: Other options considered.

Column 5 – ‘Yes – see table 1.2.3’ 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)
1a	WSI-1-S001 to WSI-1-S002	Other existing walked route	Concrete	No	Default: Landward edge of trail	Not used	None
	WSI-1-S003 to WSI-1-S005	Other existing walked route	Concrete	No	Default: Seawall (barrier)	Not used	None
	WSI-1-S006	Other existing walked route	Boardwalk or raised walkway	No	Fence, wall	Clarity and cohesion	Margin
	WSI-1-S007 to WSI-1-S015	Other existing walked route	Concrete	No	Default: Seawall (barrier)	Not used	Margin
	WSI-1-S016	Public Highway	Tarmac	No	Edge of road	Clarity and cohesion	None
	WSI-1-S017 and WSI-1-S018	Public Highway	Tarmac	No	Edge of road	Clarity and cohesion	None
	WSI-1-S019	Public footpath	Concrete	No	Edge of raised walkway, wall	Clarity and cohesion	None
	WSI-1-S020	Public footpath	Concrete	No	Edge of raised walkway, wall	Clarity and cohesion	None
	WSI-1-S021	Other existing walked route	Concrete	No	Default: Seawall (barrier)	Not used	None
	WSI-1-S022	Public footpath	Concrete	No	Default: Seawall (barrier)	Not used	None
	WSI-1-S023 to WSI-1-S025	Other existing walked route	Concrete	No	Default: Seawall (barrier)	Not used	None
	WSI-1-S026 to WSI-1-S027	Other existing walked route	Shingle	No	Default: Seawall (barrier)	Not used	None
	WSI-1-S028	Public footpath	Concrete	No	Default: Seawall (barrier)	Not used	None
	WSI-1-S029*	Other existing walked route	Shingle	No	Default: Seawall (barrier)	Not used	None
1b	WSI-1-S030* and WSI-1-S034*	Other existing walked route	Shingle	No	Default: Seawall (barrier)	Not used	None
	WSI-1-S035*	Other existing walked route	Concrete	No	Fence line	Clarity and cohesion	None
	WSI-1-S036*	Public footpath	Grass	No	Fence line	Clarity and cohesion	None
	WSI-1-S037	Public footpath	Shingle	No	Default: Landward edge of trail	Not used	None

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)
1b	WSI-1-S038*	Public highway	Tarmac	Yes – See table 1.2.3	Default: Landward edge of trail	Not used	None
	WSI-1-S039*	Not an existing walked route	Grass	Yes – See table 1.2.3	Default: Landward edge of trail	Not used	None
	WSI-1-S040*	Not an existing walked route	Grass	Yes – See table 1.2.3	Fence line	Clarity and cohesion	None
1c	WSI-1-S041* to WSI-1-S044*	Not an existing walked route	Grass	Yes – See table 1.2.3	Fence line	Additional landward area	None
	WSI-1-S045*	Public highway	Tarmac	Yes – See table 1.2.3	Default: Landward edge of trail	Not used	None
	WSI-1-S046 to WSI-1-S047	Other existing walked route	Shingle	Yes – See table 1.2.3	Default: Seawall (barrier)	Not used	None
	WSI-1-S048 to WSI-1-S050	Public footpath	Grass	Yes – See table 1.2.3	Default: Landward edge of bank	Not used	None
1d	WSI-1-S051	Public footpath	Grass	Yes – See table 1.2.3	Default: Landward edge of bank	Not used	Margin
	WSI-1-S052*	Public footpath	Block paving	Yes – See table 1.2.3	Default: Landward edge of trail	Not used	Margin
	WSI-1-S053* to WSI-1-S054*	Public footpath	Grass	Yes – See table 1.2.3	Default: Landward edge of bank	Not used	Margin
1d, 1e, 1f	WSI-1-S055	Public footpath	Grass	Yes – See table 1.2.3	Default: Landward edge of bank	Not used	Margin
1g	WSI-1-S056	Public footpath	Grass	Yes – See table 1.2.3	Default: Landward edge of bank	Not used	Margin
	WSI-1-S057*	Other existing walked route	Grass	Yes – See table 1.2.3	Default: Landward edge of trail	Not used	Margin

1.2.2 Other options considered: Maps 1a to 1g: Whitstable Harbour to Nagden

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
1b	WSI-1-S029 to WSI-1-S033	We considered aligning the trail along the existing public footpath (and promoted Saxon Shore Way) that runs inland across the railway line, along the coast road (Joy Lane) and along Admiralty Walk – ie inland of the dwellings along the private roads of Admiralty Walk and Seasalter Beach.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ 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; ■ the proposed route is closer to the sea on a route that is already well used by the public; ■ it affords better views and allows easier access to the coastal margin.
1b	WSI-1-S034 to WSI-1-S036	We considered aligning the trail inland, along Joy Lane and Faversham Road. We also considered aligning the trail along the public right of way that runs directly in front of the dwellings at Preston Parade (the existing promoted Saxon Shore Way) a route that would have afforded elevated sea views.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ 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; ■ the proposed route is closer to the sea on a route that is already well used by the public; ■ it affords closer views of the sea and allows easier access to the coastal margin.
1b, 1c	WSI-1-S038 to WSI-1-S045	<p>We considered aligning the trail along Faversham Road, Seasalter, which is also the promoted Saxon Shore Way. However, this road has no verges or pavement for pedestrians and was not considered a desirable or safe route for a national trail.</p> <p>We also considered aligning the trail along the beach, which involves walking on deep, unstable shingle in places. Sections of the beach would not be available at all states of the tide.</p> <p>We also considered a mix of a beach and road route, to avoid the main areas of concern on the beach. However, the lack of verge along the road still made sections of this route unsafe.</p> <p>We considered aligning the route along the top of the inland flood defence bund at Seasalter Levels. This provides an elevated walk with occasional sea views between the buildings. It offers a safe off-road option and is currently walked by some local people. However, this route would be very close to the rear of Faversham Road houses and allow views directly into these homes.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it provides a safe, level, off-road route that would not be affected by the tides; ■ by following the base of the flood defence bund there is a minimal impact on residents' privacy; ■ we have proposed that signage is included in the proposal to request walkers keep to the base of the seawall to avoid walking close to the houses. The route also avoids using any part of the top of the flood defence bund, to help reinforce the route at the base; ■ 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.

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
1d	WSI-1-S052 to WSI-1-S054	<p>We considered aligning the trail directly landward of the row of beach huts and chalets. This follows the route of a previously extinguished public footpath.</p> <p>We also considered aligning the trail along the shingle beach directly in front of the beach huts.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> the existing path provides a firm walking surface; it affords good, elevated sea views with easy access to the beach and foreshore; this proposal is made with the support of the majority of landowners that responded to our consultation; 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.
1g	WSI-1-S057	<p>We considered aligning the trail along the line of a long-standing obstructed public footpath near Nagden, running parallel to WSI-1-S057. However, a walked line has developed which is currently being used as the promoted Saxon Shore Way.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> the public right of way is obstructed; the walked line route affords similar sea views; 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. In future, if the obstruction is resolved, we aim to vary the route onto the public right of way (see Future Changes 1.1.27).

1.2.3 Roll-back implementation – more complex situations Maps 1b to 1g: Whitstable Harbour to Nagden

Map(s)	Section number(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
1b	WSI-1-S038 to WSI-1-S040	Holiday park.	<p>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.</p> <p>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.</p> <p>In doing this, we will choose a route:</p> <ul style="list-style-type: none"> landward of any excepted land, following discussions with owners and occupiers. after detailed discussions with the relevant wildlife experts and with any potentially affected owners or occupiers. <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>
1c	WSI-1-S041 to WSI-1-S050	Caravan Park and designated wildlife sites.	
1d	WSI-1-S051 to WSI-2-S054	Public house and designated wildlife sites.	
1d, 1e, 1f and 1g	WSI-1-S055 to WSI-1-S057	Farmland, designated wildlife sites	

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 1.3: Chapter 1 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 1a to 1g.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Whitstable Harbour to Nagden

Discretion to include an estuary

- 1.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the Swale Estuary, including Faversham Creek as indicated by the extent of the trail shown on map 1a to 1g.

Proposed route of the trail

- 1.3.2 In relation to route sections WSI-1-S001 to WSI-1-S037, the route is to be at the centre of the line shown on maps 1a to 1b as the proposed route of the trail.
- 1.3.3 In relation to route sections WSI-1-S038 to WSI-1-S057, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 1b to 1g as the proposed route of the trail.
- 1.3.4 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

- 1.3.5 Adjacent to route section WSI-1-S006 the landward boundary of the coastal margin is to coincide with a fence and wall which, at the time of writing this report, are landward of the trail as shown on map 1a.
- 1.3.6 Adjacent to route sections WSI-1-S016 to WSI-1-S018, the landward boundary of the trail is to coincide with the edge of the road which is landward of the trail as shown on map 1a.
- 1.3.7 Adjacent to route sections WSI-1-S019 and WSI-1-S020, the landward boundary of the trail is to coincide with the edge of the raised walkway or the wall which, at the time of writing this report, are landward of the trail as shown on map 1a.
- 1.3.8 Adjacent to route sections WSI-1-S035, WSI-1-S036 and WSI-1-S040, the landward boundary of the trail is to coincide with the fence which, at the time of writing this report, is landward of the trail as shown on map 1b.

- 1.3.9 Adjacent to route sections WSI-1-S041 to WSI-1-S044 the landward boundary of the coastal margin is to coincide with the existing fence line as indicated by the coastal margin landward of the trail on map 1c.

Local restrictions and exclusions

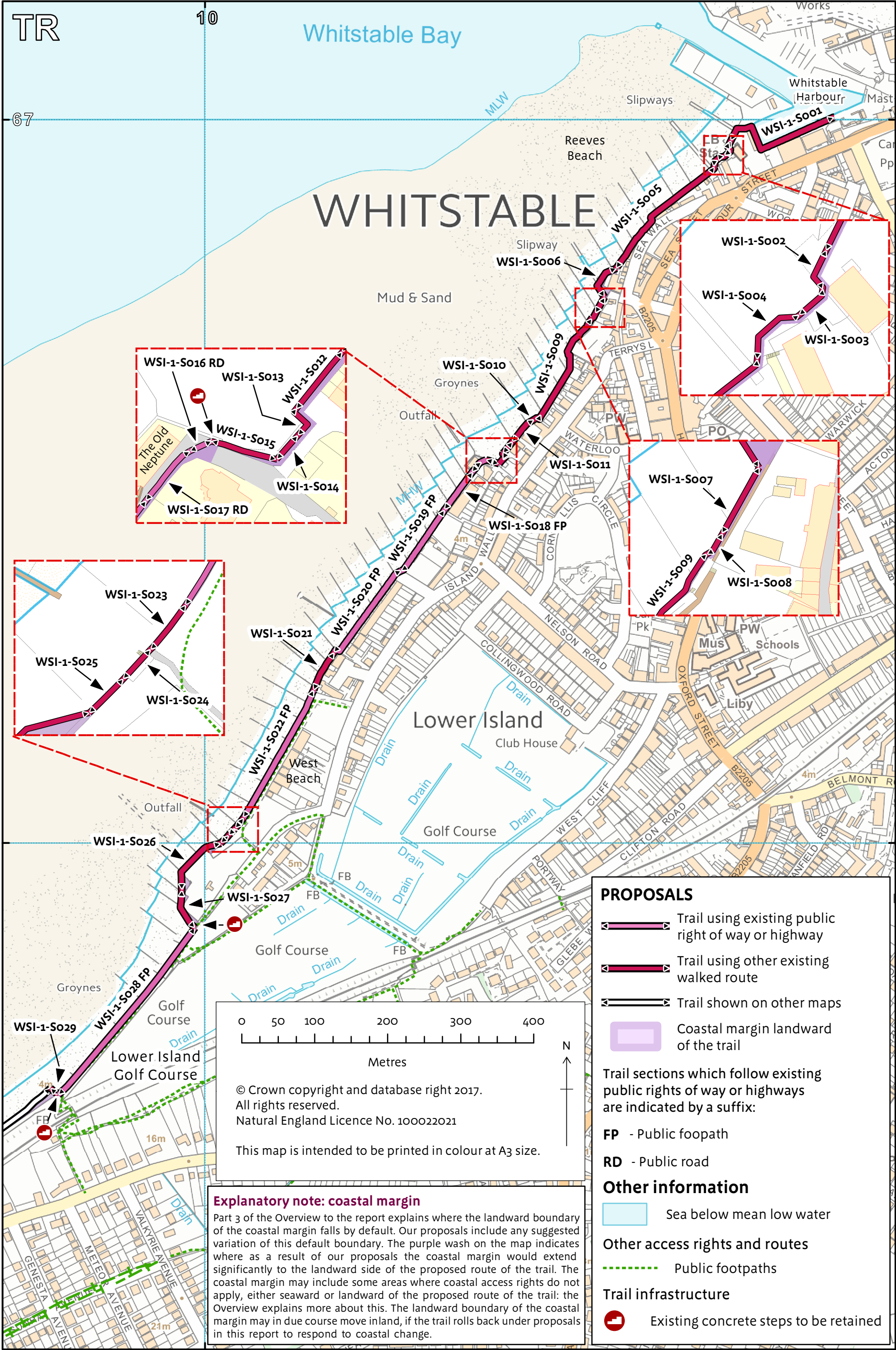
- 1.3.10 Natural England proposes to exclude access relevant to this length of coast, as follows:

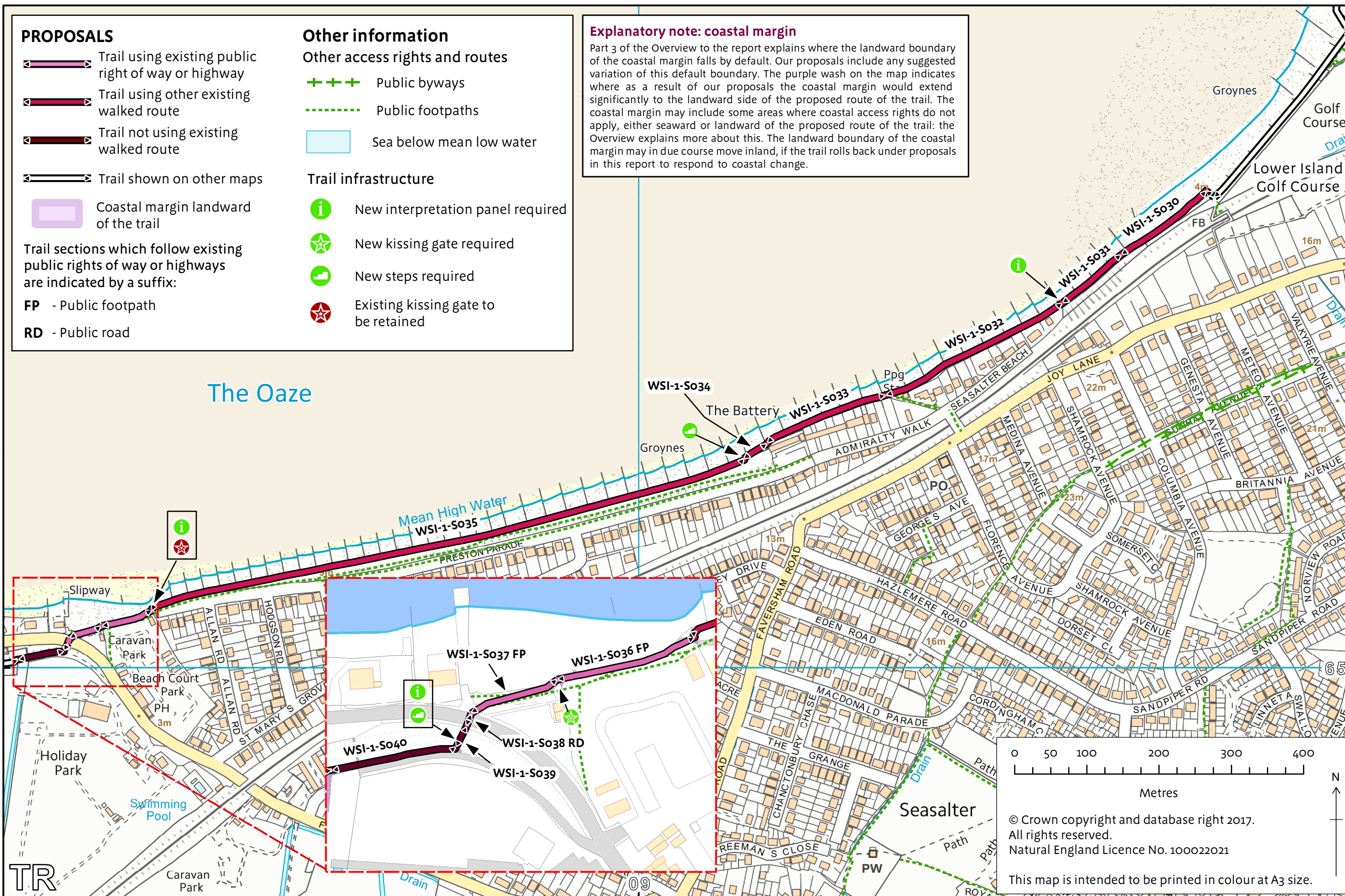
- Access is to be excluded all year under s24 of the CROW Act for land management in the coastal margin on part of the intertidal flats at Reeves Beach, Whitstable adjacent to WSI-1-S006 to WSI-1-S015 (map 1a), to allow uninterrupted maintenance of the trestles and associated oyster bags. See map F in the Overview for details.
- Access is to be excluded all year-round to some areas of intertidal mudflats and saltmarsh seaward of the route between WSI-1-S051 and WSI-1-S057 (maps 1d to 1g) on this length of coast. This exclusion is proposed under s25A of the CROW Act (2000) as in our view the land is unsuitable for public access. This exclusion will not affect the route itself. See map D in the Overview for details.
- Access is to be excluded all year round in the coastal margin at Castle Coote, adjacent to WSI-1-S055 (maps 1e and 1f). This is proposed under s26 of the CROW Act and supports current management for the Kent Wildlife Trust South Swale Nature Reserve in order to limit potential impact on wintering and breeding birds through sky-lining, trampling and direct disturbance of roost sites. See map G in the Overview for details.

Refer to Part 9 of the Overview for further details.





Alternative routes

- 1.3.11 There are no proposals for alternative routes in relation to this length of coast.





PROPOSALS

-  Trail using existing public right of way or highway
-  Trail not using existing walked route
-  Trail shown on other maps
-  Coastal margin landward of the trail





Trail sections which follow existing public rights of way or highways are indicated by a suffix:

FP - Public footpath

Other access rights and routes

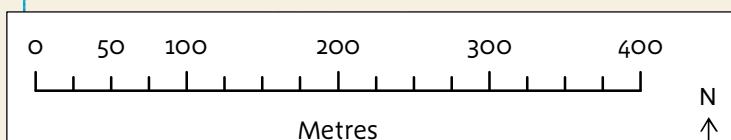
-  Public footpaths

Trail infrastructure

-  New cycle chicane required
-  New interpretation panel required
-  New steps required
-  Existing step stile to be retained

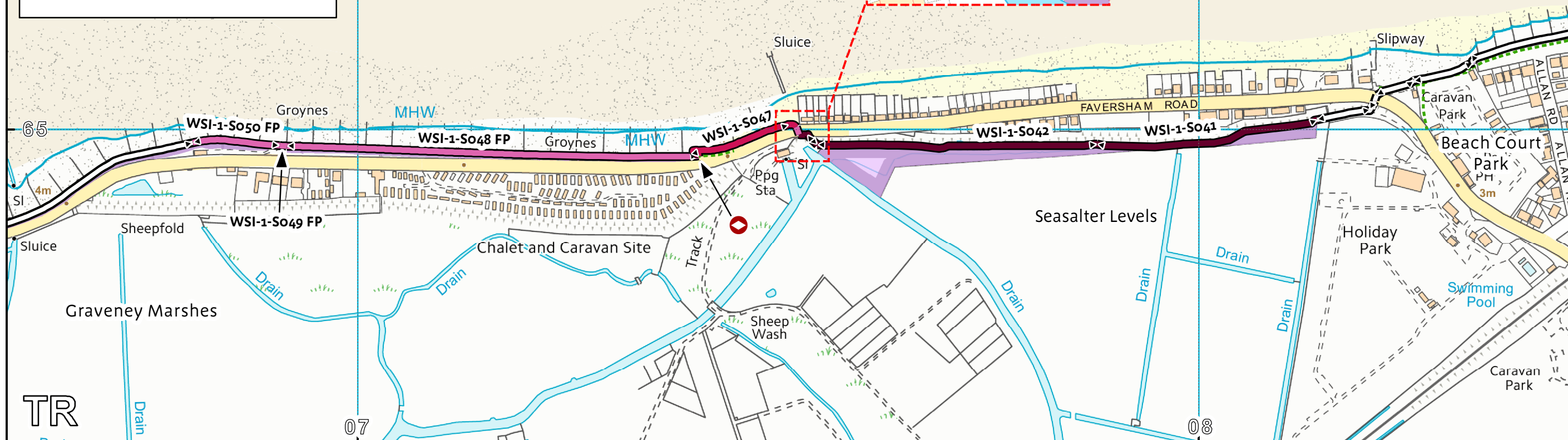
Explanatory note: coastal margin

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.



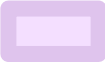


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PROPOSALS

-  Trail using existing public right of way or highway
-  Trail shown on other maps
-  Coastal margin landward of the trail



Trail sections which follow existing public rights of way or highways are indicated by a suffix:

FP - Public footpath

Other access rights and routes

-  Public footpaths

Trail infrastructure

-  New information panel required
-  Existing kissing gate to be retained

Explanatory note: coastal margin

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0 50 100 200 300 400

Metres

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