



England Coast Path Stretch: Grain to Woolwich

Report GWO 2: Allhallows to Denton

Part 2.1: Introduction

Start Point:	Allhallows Leisure Park (Grid reference 583119 178752)
End Point:	Denton (Grid reference 566404 174165)
Relevant Maps:	GWO 2a to GWO 2m

2.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Grain and Woolwich.

2.1.2 This report covers length GWO 2 of the stretch, which is the coast between Grain and Woolwich. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

2.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

2.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 2.2: Proposals Narrative

The trail:

2.2.1 Follows existing walked routes, including public rights of way, along most of this length.

2.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.

2.2.3 Includes eight sections of new path at Dagnam Saltings, near Allhallows. See map GWO 2a and associated tables below for details.

2.2.4 Follows the existing Saxon Shore Way long distance trail between Cliffe Creek and Denton (sections GWO-2-S037 to GWO-2-S058, maps GWO 2j to 2m).

Protection of the environment:

2.2.5 In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

2.2.6 The following designated sites affect this length of coast (See Overview Maps C and D):

- Thames Estuary and Marshes Special Protection Area (SPA)
- Thames Estuary and Marshes Ramsar site
- South Thames Estuary and Marshes Site of Special Scientific Interest (SSSI)
- Cliffe Fort Scheduled Monument (SM)

The following table brings together design features of our access proposals that will help to protect the environment along this length of the coast.

2.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
Maps GWO 2a, GWO 2d, GWO 2e, GWO 2k	GWO-2-S001 to GWO-2-S011, GWO-2-S023, GWO-2-S048	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail at Dagnam Saltings is aligned behind the saltings bund. ■ Coastal access rights would be excluded over the sandy shoreline and roosts at Dagnam Saltings and on the seawall during winter at Salt Fleet Flats (see paras 2.2.18 - 2.2.21 and Directions Maps GWO 2A and 2B). <p>In addition, we will install:</p>	<p>To prevent disturbance, by recreational users, of wintering and on passage birds which are found roosting and feeding at high tide at Dagnam Saltings and Salt Fleet Flats.</p> <p>To prevent disturbance and trampling, by recreational users, of nests of breeding birds which are found along the shoreline of Dagnam Saltings.</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		Interpretation panels at Dagnam Saltings and Higham Marshes (maps GWO 2a and GWO 2k) explaining the sensitivity of the site and asking people to keep to the path and observe the requirement to keep dogs under close control.	

2.2.8 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of the cultural environment, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion in respect of the natural environment; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

2.2.9 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass or bare soil path along the top of the seawalls;
- There are steps in places where it would be necessary to ascend/descend.

2.2.10 At various places, existing stiles will be replaced with gates, so as to make the trail easier to use. We also intend to remove unnecessary gates and create gaps where possible. We envisage this happening as part of the physical establishment work described below. We considered installing motorbike inhibitors at Shorne Marshes to restrict illegal motorbike use, however it was determined these would not be effective in this location and could reduce accessibility for walkers.

See part 6a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising statutory discretions:

2.2.11 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Thames and its tributaries, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the Woolwich Foot

Tunnel in the Royal Borough of Greenwich, as indicated by the extent of the trail shown on map GWO 6h.

See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals.

2.2.12 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 2.3.1 below.

2.2.13 In some places, 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.

2.2.14 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 2.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c (above Table 2.3.1) explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed 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.

2.2.15 Restrictions and/or exclusions: We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Exclusion of access to the saltmarsh/flat between Dagnam Saltings and Denton.

2.2.16 Access to the mudflat and saltmarsh in the coastal margin seaward of route sections GWO-2-S001 to GWO-2-S058 is to be excluded all year round by direction under s25A of the Countryside and Rights of Way Act (2000) as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps GWO 2A to 2E.

2.2.17 The mudflat in this area is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from the mud. Areas of saltmarsh have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk.

Exclusion of access to the coastal margin at Dagnam Saltings

2.2.18 Access is to be excluded in the coastal margin adjacent to route sections GWO-2-S003 to GWO-2-S010 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations of breeding birds and internationally important numbers of on-passage and wintering birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map GWO 2A.

2.2.19 Protected birds use the beaches and saltmarsh at Dagnam Saltings year round. Dagnam Saltings is favoured by large numbers of wintering brent geese, black-tailed godwit, grey plover, dunlin and knot at high tide. The beaches and saltmarsh at Dagnam Saltings have records of breeding ringed plover, oystercatcher and redshank. The Nature Conservation Assessment and the Habitats Regulation Assessment for the site concluded that improving or creating new access would cause a significant

effect by disturbing the internationally-protected bird species using the site. These Assessments will be published alongside this report.

Exclusion of access to the coastal margin at Salt Fleet Flats

2.2.20 Access is to be excluded in the coastal margin adjacent to route sections GWO-2-S022 to GWO-2-S025 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) between 1st October to 31st March each year to protect sensitive wildlife (wintering birds). The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map GWO 1B.

2.2.21 The seawall at Salt Fleet Flats has recently been built to create new intertidal habitat in order to compensate for losses elsewhere in the Thames Estuary and Marshes SPA. In order to ensure that the new area of saltmarsh and mudflat fulfils its purpose of attracting protected wintering birds, it is necessary to prevent access to the seawall during the winter months as this would disturb protected bird species using the site. To date large numbers of dunlin and shelduck have been recorded using the site. The Nature Conservation Assessment and the Habitats Regulation Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site. These Assessments will be published alongside this report.

2.2.22 These directions will not prevent or affect:

- any existing local use of the land by right: 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 any rights at common law or by Royal Charter etc.

Any such use is not prohibited or limited by these arrangements.

2.2.23 The directions we give under section 25A are intended to avoid any new public rights being created over the area in question in view of the hidden dangers of the mudflats and salt marsh and local tidal patterns to which new users of the land would be unfamiliar.

See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

2.2.24 **Other factors affecting access:** At route sections GWO-2-S023 to GWO-2-S025, by Salt Fleet Flats, public access along the proposed route may be diverted for short sections during the spring and summer months if necessary to avoid disturbing breeding birds on the trail. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

2.2.25 **Coastal erosion:** Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

2.2.26 Column 4 of table 2.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps GWO 2a, 2b, 2c, 2d, 2j, 2k, 2l and 2m as the proposed route of the trail.

2.2.27 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change 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 7 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.

On sections for which roll-back is not proposed in table 2.3.1, the route is to be at the centre of the line shown on maps GWO 2d to 2i as the proposed route of the trail.

2.2.28 We are aware that stretches of seawall along this low lying coast have been shortlisted for future 'managed re-alignment' within local Shoreline Management Plans. The exact locations and timings are currently being refined as part of the Thames Estuary 2100 Flood and Coastal Risk Management Strategy. The trail is likely to be adjusted to follow any new seawall or re-alignment design.

Other future change:

2.2.29 At the time of preparing the report, we foresee the need for a temporary diversion to the alignment inland near Cliffe Pools Nature Reserve (map GWO 2i) if planning permission is submitted and subsequently granted to upgrade the RSPB jetty and transport materials to the lagoons.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

2.2.30 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

2.2.31 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £30,174 and is informed by:

- information already held by the access authority, Medway Council and Kent County Council, in relation to the management of the existing public rights of way;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

2.2.32 There are three main elements to the overall cost:

- **New Signs:** A number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing public right of way network. New

interpretation panels are required as part of the proposed mitigation detailed in the Habitats Regulations Assessment.

- New steps, a sleeper bridge and a culvert will be installed where we are proposing new access in order to improve accessibility.
- New gates and barriers are needed where we are introducing new access to take into account the adjacent land use. The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where replacing step stiles with pedestrian gates would enhance the convenience of the trail.

More significant items of establishment works are shown on the relevant maps accompanying this report. Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signs & interpretation	£10,451
Steps, sleeper bridge and culvert	£5500
Gates and barriers	£10,287
Project management	£3936
Total	£30,174 (Exclusive of any VAT payable)

2.2.33 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Medway Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

2.2.34 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

2.2.35 We estimate that the annual cost to maintain the trail will be £16,626 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 2.3: Proposals Tables

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

2.3.1 Section Details – Maps GWO 2a to GWO 2m: Allhallows to Denton

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 2.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
GWO 2a	GWO-2-S001*	Not an existing walked route	Yes – See table 2.2.3	No	Fence line	Clarity and cohesion	
GWO 2a	GWO-2-S002*	Not an existing walked route	Yes – See table 2.2.3	No			
GWO 2a	GWO-2-S003*	Not an existing walked route	Yes - See table 2.2.3	No			
GWO 2a	GWO-2-S004* to GWO-2-S005*	Not an existing walked route	Yes - See table 2.2.3	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
GWO 2a	GWO-2-S006*	Not an existing walked route	Yes – See table 2.2.3	No	Fence line	Clarity and cohesion	
GWO 2a	GWO-2-S007*	Public footpath	Yes - See table 2.2.3	No	Fence line	Clarity and cohesion	
GWO 2a	GWO-2-S008*	Public footpath	Yes - See table 2.2.3	No	Fence line	Clarity and cohesion	
GWO 2a	GWO-2-S009* and GWO-2-S010*	Not an existing walked route	Yes - See table 2.2.3	No			
GWO 2a	GWO-2-S011*	Public footpath	Yes - See table 2.2.3	Yes - bank			
GWO 2a	GWO-2-S012	Public footpath	Yes – See table 2.2.3	Yes - bank			
GWO 2b to GWO 2c	GWO-2-S013 to GWO-2-S015	Public footpath	Yes – See table 2.2.3	Yes - bank			
GWO 2d	GWO-2-S016 to GWO-2-S017	Public footpath	Yes – See table 2.2.3	Yes - bank			
GWO 2d	GWO-2-S018	Other existing walked route	Yes – See table 2.2.3	Yes - bank			
GWO 2d	GWO-2-S019	Other existing walked route	Yes – See table 2.2.3	Yes - bank			
GWO 2d	GWO-2-S020	Public footpath	No	Yes - bank			
GWO 2d	GWO-2-S021	Public footpath	No	Yes- bank	Track edge	Additional Landward Area	The track provides a wide and sheltered route that

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
							may be preferred by some users.
GWO 2d	GWO-2-S022	Public footpath	No	No			
GWO 2d to GWO 2e	GWO-2-S023*	Public footpath	No	No	Track edge	Clarity and cohesion	
GWO 2e	GWO-2-S024*	Public footpath	No	No	Track edge	Clarity and cohesion	
GWO 2e to GWO 2f	GWO-2-S025*	Public footpath	No	No	Track edge	Clarity and cohesion	
GWO 2f	GWO-2-S026 to GWO-2-S029	Public footpath	No	Yes - bank	Track edge	Additional Landward Area	The track provides a wide and sheltered route that may be preferred by some users.
GWO 2f to GWO 2g	GWO-2-S030 and GWO-2-S031	Public footpath	No	Yes - bank	Track edge	Additional Landward Area	The track provides a wide and sheltered route that may be preferred by some users.
GWO 2g	GWO-2-S032* to GWO-2-S033*	Public footpath	No	No	Track edge	Clarity and cohesion	
GWO 2h	GWO-2-S034*	Public footpath	No	No	Track edge	Clarity and cohesion	
GWO 2i	GWO-2-S035* and GWO-2-S036*	Public footpath	No	No	Track edge	Clarity and cohesion	
GWO 2j	GWO-2-S037*	Public footpath	Yes - See table 2.2.3	Yes - bank			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
GWO 2j	GWO-2-S038* to GWO-2-S039*	Public footpath	Yes - See table 2.2.3	No	Path edge	Clarity and cohesion	
GWO 2j	GWO-2-S040* to GWO-2-S041*	Public footpath	Yes - See table 2.2.3	No	Fence line	Clarity and cohesion	
GWO 2j	GWO-2-S042*	Other existing walked route	Yes - See table 2.2.3	No	Fence line	Clarity and cohesion	
GWO 2j	GWO-2-S043*	Public footpath	Yes - See table 2.2.3	No	Fence line	Clarity and cohesion	
GWO 2j	GWO-2-S044*	Public footpath	Yes - See table 2.2.3	No	Fence line	Clarity and cohesion	
GWO 2j	GWO-2-S045*	Public footpath	Yes - See table 2.2.3	Yes - bank	Fence line	Clarity and cohesion	The fence line provides a clearer boundary than the landward edge of bank (which extends beyond the fence line)
GWO 2j	GWO-2-S046* and GWO-2-S047*	Public footpath	Yes - See table 2.2.3	Yes - bank			
GWO 2k	GWO-2-S048*	Public footpath	Yes - Normal	Yes - bank			
GWO 2k	GWO-2-S049*	Other existing walked route	Yes – Normal	Yes – bank			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
GWO 2l	GWO-2-S050*	Other existing walked route	Yes - See table 2.2.3	Yes – bank			
GWO 2l	GWO-2-S051*	Public footpath	Yes - See table 2.2.3	Yes - bank	Fence line	Clarity and cohesion	The fence line provides a clearer boundary than the landward edge of bank (which extends beyond the fence line)
GWO 2m	SO52*	Public footpath	Yes - See table 2.2.3	Yes – bank			
GWO 2m	GWO-2-S053	Public footpath	Yes - See table 2.2.3	No	Fence line	Clarity and cohesion	
GWO 2m	GWO-2-S054	Public footpath	Yes - See table 2.2.3	No	Fence line	Clarity and cohesion	
GWO 2m	GWO-2-S055	Other existing walked route	Yes - See table 2.2.3	No	Fence line	Clarity and cohesion	
GWO 2m	GWO-2-S056	Public footway (pavement)	Yes - See table 2.2.3	No	Pavement edge	Clarity and cohesion	
GWO 2m	GWO-2-S057	Public footway (pavement)	Yes - See table 2.2.3	No	Pavement edge	Clarity and cohesion	
GWO 2m	GWO-2-S058	Public footpath	Yes - See table 2.2.3	No	Landward edge of road	Clarity and cohesion	

2.3.2 Other options considered: Maps GWO 2a to GWO 2m: Allhallows Leisure Park to Denton

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
GWO 2a	GWO-2-S001 to GWO-2-S011	<p>We considered aligning the trail along the existing public footpath across Dagnam Saltings, as shown on the map.</p> <p>We also considered a beach route, which could only be available at low tide.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the current public footpath is impassable in places and does not provide a safe and continuous route, as it passes through saltmarsh and across tidal creeks. It is only partially available at low tide and any restoration would require robust, new crossings over the saltmarsh channels to ensure that they would withstand tidal inundations. This type of construction would lead to the loss and damage of designated saltmarsh (SSSI) ■ there are sensitive nature conservation features across Dagnam Saltings saltmarsh, beach and foreshore all year round. A promoted route across this area would impact on internationally important habitats and the designated populations of breeding and wintering birds ■ a route landward of the saltmarsh provides a safe and continuous route, which reduces impact on the sensitive designated features while still being close to the coast and providing elevated views of the sea and the important wildlife ■ this proposal is made with the support of the landowners ■ 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 ■ under our proposals, the public footpath would remain available within the coastal margin, but would not form part of the designated trail

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
GWO 2d and GWO 2e	GWO-2-S023 to GWO-2-S025	We considered aligning the trail along the top of the sea wall around the recently created Salt Fleet Flats, which is seaward of the proposed route on the public footpath.	<p>We opted for the proposed route:</p> <ul style="list-style-type: none"> ■ access to footpath along the seawall is restricted for nature conservation purposes, from October to March, as part of the planning conditions for the creation of the Salt Fleet Flats ■ this proposal is made with the support of the landowner ■ 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
GWO 2g to GWO 2i	GWO-2-S032 to GWO-2-S036	We considered aligning the trail seaward of the proposed route along the public footpath.	<p>We opted for the proposed route:</p> <ul style="list-style-type: none"> ■ the public footpath is aligned adjacent to a concrete seawall which does not leave adequate space for walking. The proposed route provides an easier route to walk on. ■ 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
GWO 2j	GWO-2-S037 to GWO-2-S047	We considered aligning the trail inland along existing public footpaths and the Environment Agency seawall to the landward side of Alpha Lake. This option arose due to concerns about the integrity of the seawall adjacent to Alpha Lake and a rapidly eroding section of the coastal public footpath.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ this proposal is made with the support of the landowner as they intend to repair the seawall imminently and maintain it for a period necessary to comply with Environment Agency consents ■ it is closer to the coast and maintains views of the sea ■ roll back is proposed on this section to allow the trail to be re-aligned inland if the integrity of the seawall is compromised in the future ■ 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)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
GWO 2k	GWO-2-S048 to GWO-2-S049	We considered aligning the trail along a parallel, higher sea defence bund, just inland of the proposed route. This would be less susceptible to erosion than the proposed route.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the coast, maintains better views of the sea and is the preferred route used by existing walkers ■ this proposal is made with the support of the landowners ■ it partly follows a public right of way that runs along the lower sea defence bund ■ we have proposed roll back in this location in case of coastal erosion ■ 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
GWO 2l	GWO-2-S050	We considered aligning the trail along a parallel, lower sea defence bund, which is the public footpath. This would be more susceptible to erosion than the proposed route.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it follows the walked route on the ground ■ the proposed route is on top of a seawall therefore less susceptible to erosion and has elevated views ■ it is aligned closer to Shornemead Fort Monument ■ 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
GWO 2l, GWO 2m	GWO-2-S051 to GWO-2-S052	We considered aligning the trail along a parallel, higher sea defence bund, just inland of the proposed route. This would be less susceptible to erosion than the proposed route.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the coast, maintains better views of the sea and is the preferred route by existing walkers ■ it avoids the firing fallout range near the Metropolitan Police Milton Firing Range. ■ this proposal is made with the support of the landowners ■ it partly follows a public right of way that runs along the lower sea defence bund and then follows the walked route where the footpath has eroded ■ we have proposed roll back in this location in case of coastal erosion

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<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

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

2.3.3 Roll-back implementation – more complex situations: Maps GWO 2a to GWO 2m: Allhallows Leisure Park to Denton

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
GWO 2a	GWO-2-S001 to GWO-2-S011	Allhallows Leisure Park Golf Course, farmland	<p>If it is no longer possible to find a viable route seaward of the golf course (GWO-2-S001 to GWO-2-S002), we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through or round the edge of the course (if it does not impinge on play), or (b) if this is not practicable, to pass somewhere on the landward side of it. 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> <p>A future alignment across the farmland sections GWO-2-S003 to GWO-2-S011 may be dependent on the route at the golf course. However, in all circumstances for these sections we will choose a route after detailed discussions with owners and occupiers.</p>
GWO 2a to GWO 2d	GWO-2-S012 to GWO-2-S019	Farmland, South Thames Estuary and Marshes SSSI, SPA & Ramsar	<p>Stretches of seawall along this low lying coast have been shortlisted for future 'managed re-alignment' within local Shoreline Management Plans. The exact locations and timescales are currently being refined as part of the Thames Estuary 2100 Flood and Coastal Risk Management Strategy. The trail is likely to be adjusted to follow any new seawall or re-alignment design.</p> <p>If this is not appropriate, we will look for a different alignment. In the event that it is not possible to find a viable route seaward of the farmland, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the farmland, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance</p>

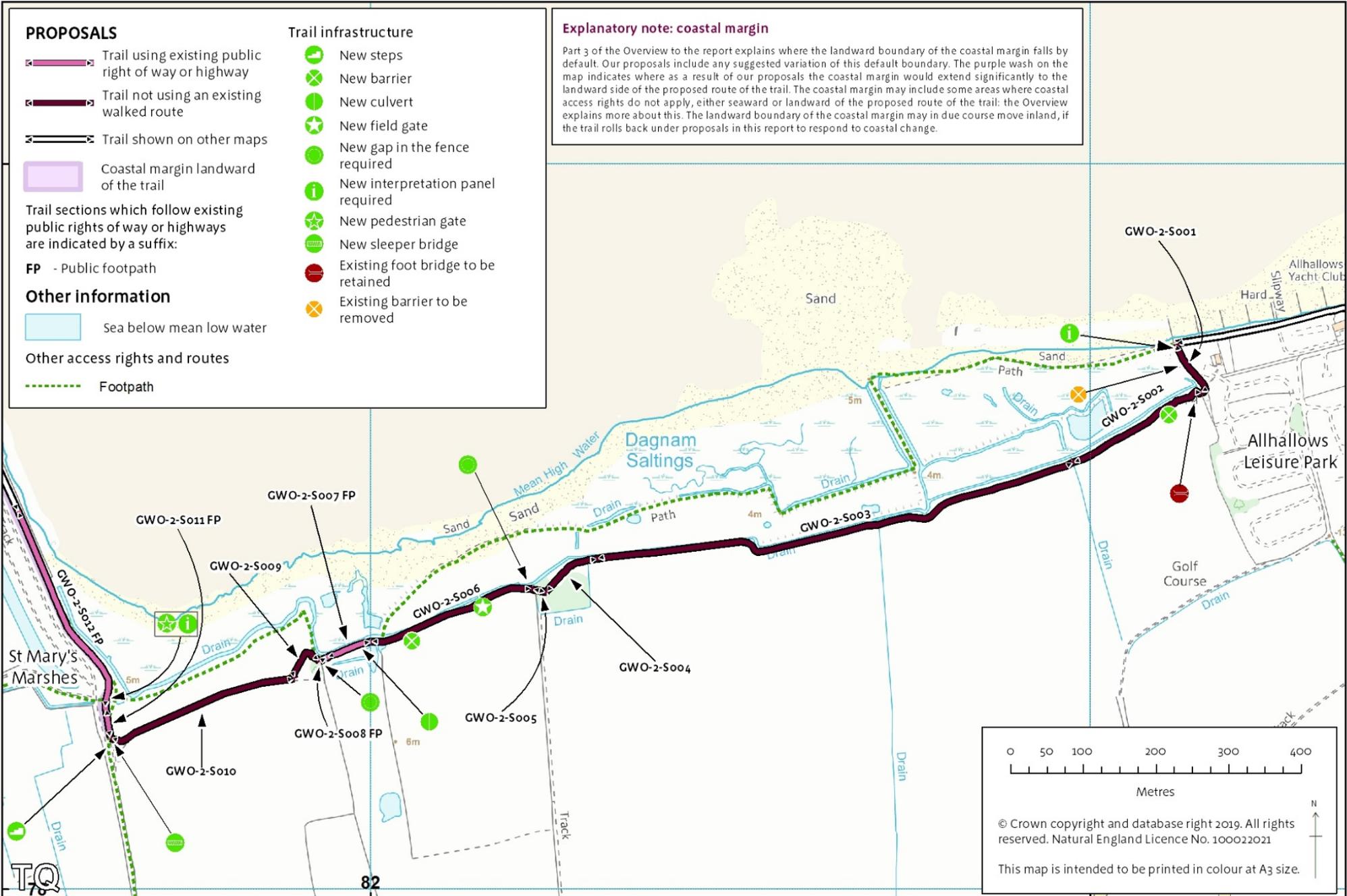
Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			between the interests of potentially affected owners and occupiers and those of the public. The details of any roll back will be subject to a Habitats Regulation Assessment.
GWO 2j	GWO-2-S037 to GWO-2-S047	Waterbodies, South Thames Estuary and Marshes SSSI, SPA & Ramsar, farmland, Brett's Industrial sites, Cliffe Fort Scheduled Monument (SM)	<p>If it is no longer possible to find a viable route seaward or through:</p> <ul style="list-style-type: none"> ■ the industrial sites or ■ the designated nature conservation and historic sites. <p>we will choose a route that passes landward of them, following discussions with owners and occupiers and relevant experts.</p> <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. The details of any roll back will be subject to a Habitats Regulation Assessment.</p>
GWO 2l and GWO 2m	GWO-2-S050 to GWO-2-S058	South Thames Estuary and Marshes SSSI, SPA & Ramsar, farmland, Shornemead Fort Monument, Metropolitan Police Milton Firing Range, Industrial Units	<p>If it is no longer possible to find a viable route seaward or through:</p> <ul style="list-style-type: none"> ■ the designated nature conservation and historic sites ■ land that is likely to require a public safety exclusion (such as the Firing Range), or ■ the industrial sites and compounds, <p>we will choose a route that passes landward of them, following discussions with owners and occupiers, relevant experts.</p> <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. The details of any roll back will be subject to a Habitats Regulation Assessment.</p>

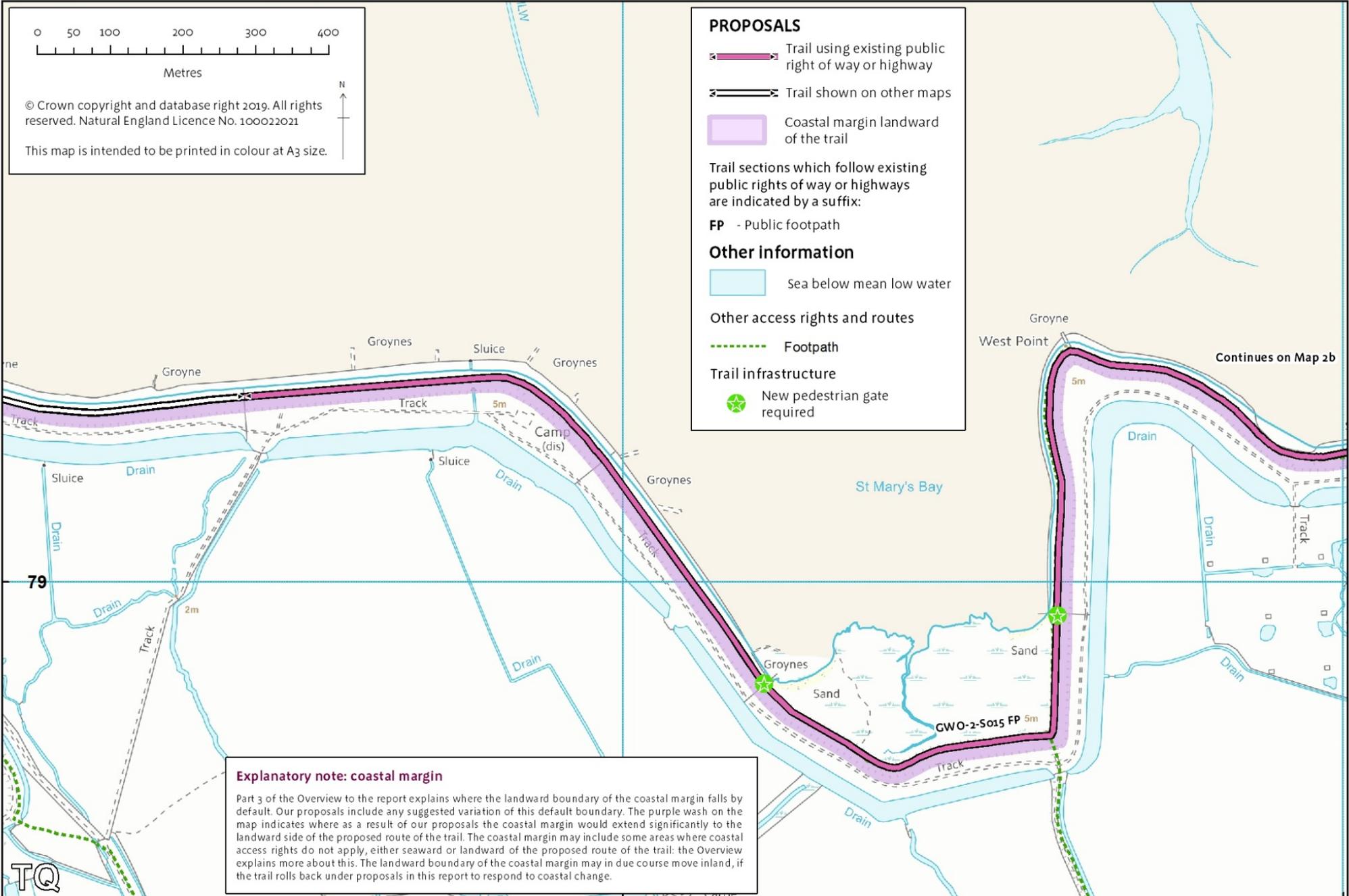
In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

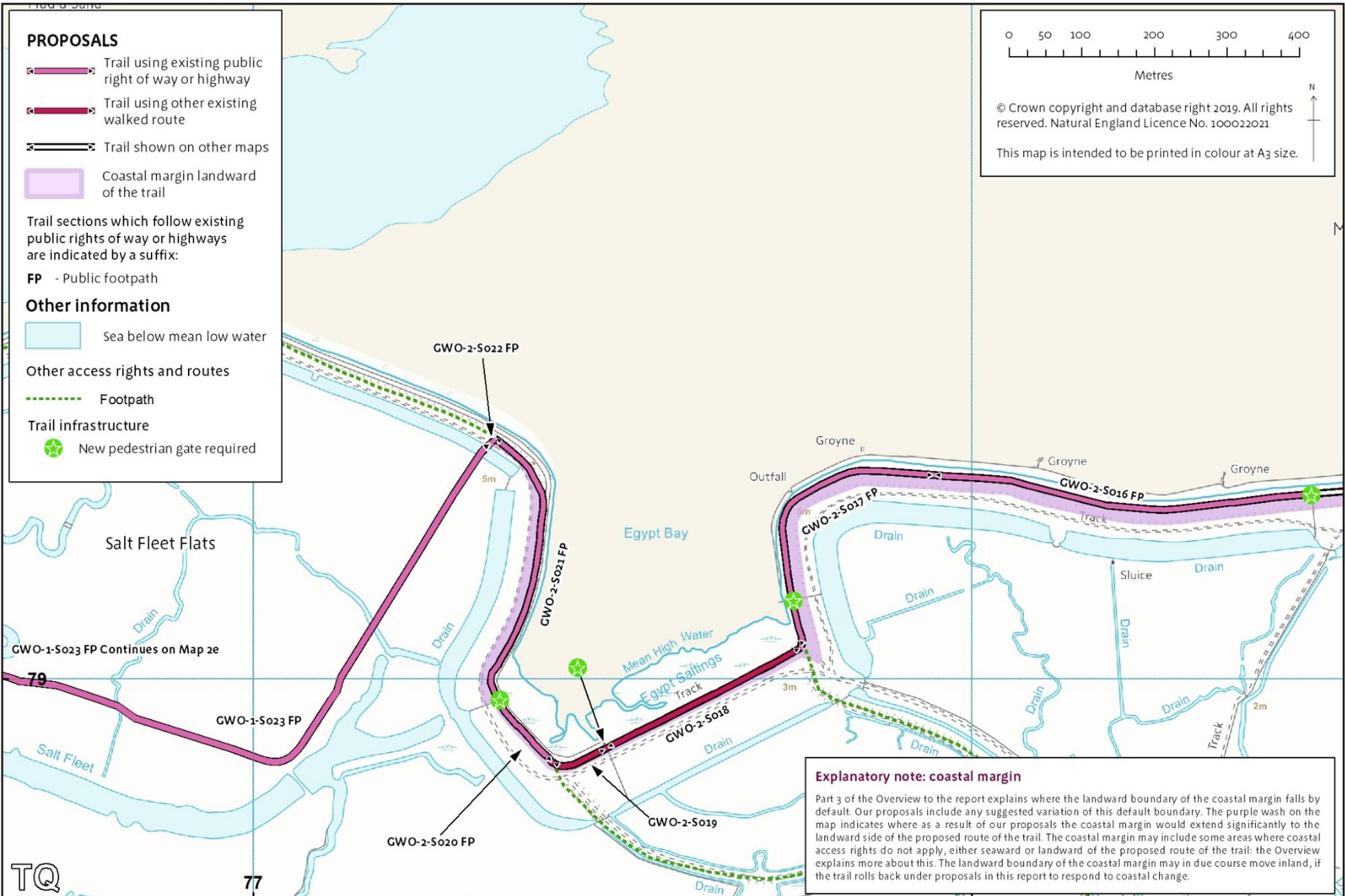
Part 2.4: Proposals Maps

2.4.1 Map Index

Map reference	Map title
GWO 2a	Allhallows Leisure Park to St Mary's Marshes
GWO 2b	St Mary's Marshes
GWO 2c	St Mary's Bay
GWO 2d	Egypt Bay
GWO 2e	Salt Fleet Flats
GWO 2f	Salt Fleet Flats to Cliffe Marshes
GWO 2g	Cliffe Marshes
GWO 2h	Cliffe Marshes to Lower Hope Point
GWO 2i	Lower Hope Point to Cliffe Pools Nature Reserve
GWO 2j	Cliffe Pools Nature Reserve to Higham Marshes
GWO 2k	Higham Marshes to Shorne Marshes
GWO 2l	Shorne Marshes to Eastcourt Marshes
GWO 2m	Eastcourt Marshes to Denton
Directions Map GWO 2A	Directions for Report GWO 2: Allhallows to Denton.
Directions Map GWO 2B	Directions for Report GWO 2: Allhallows to Denton.
Directions Map GWO 2C	Directions for Report GWO 2: Allhallows to Denton.
Directions Map GWO 2D	Directions for Report GWO 2: Allhallows to Denton.
Directions Map GWO 2E	Directions for Report GWO 2: Allhallows to Denton.

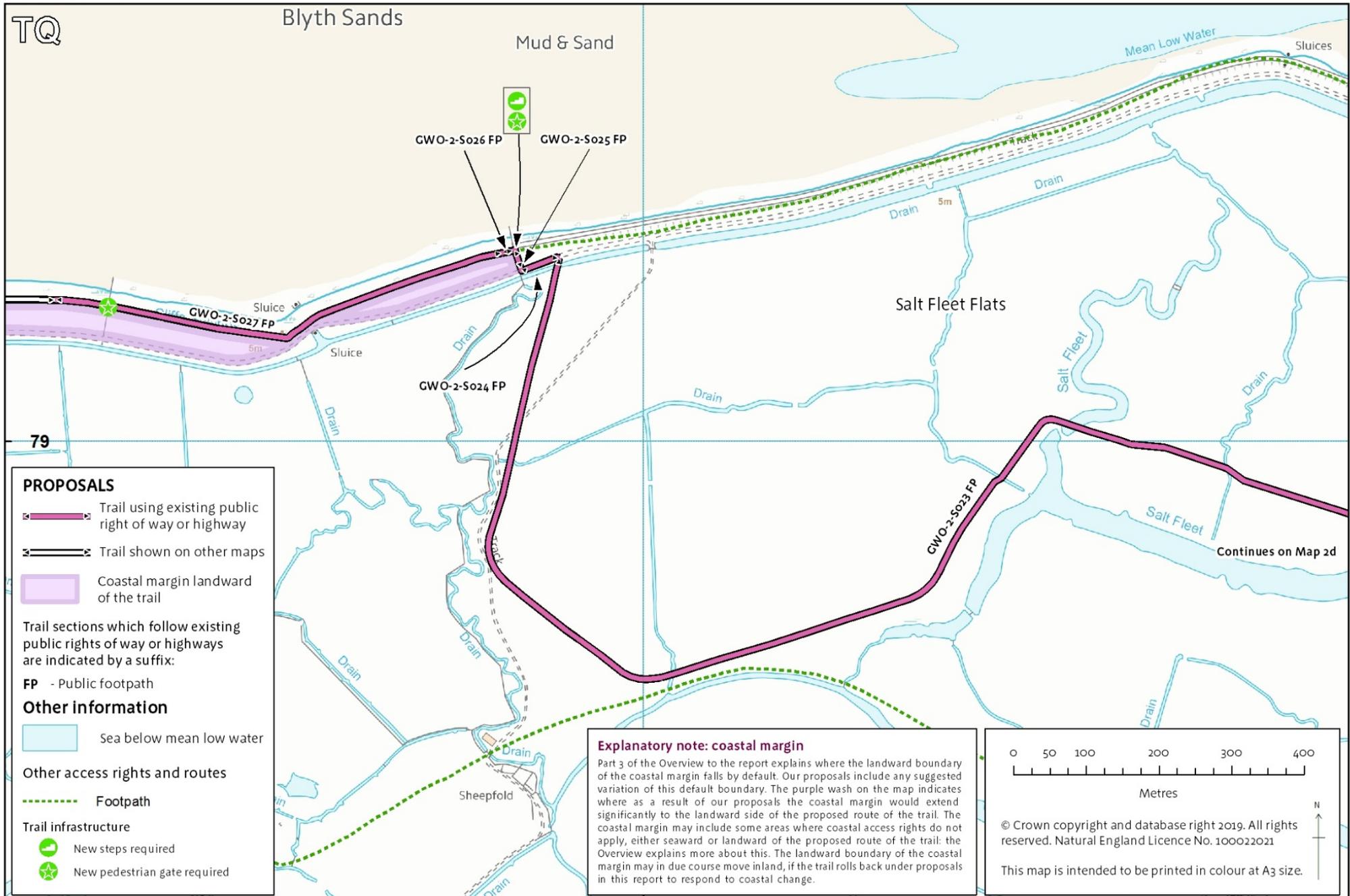






TQ

77



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 information

 Sea below mean low water

Other access rights and routes

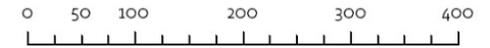
 Footpath

Trail infrastructure

 New pedestrian gate required

Explanatory note: coastal margin

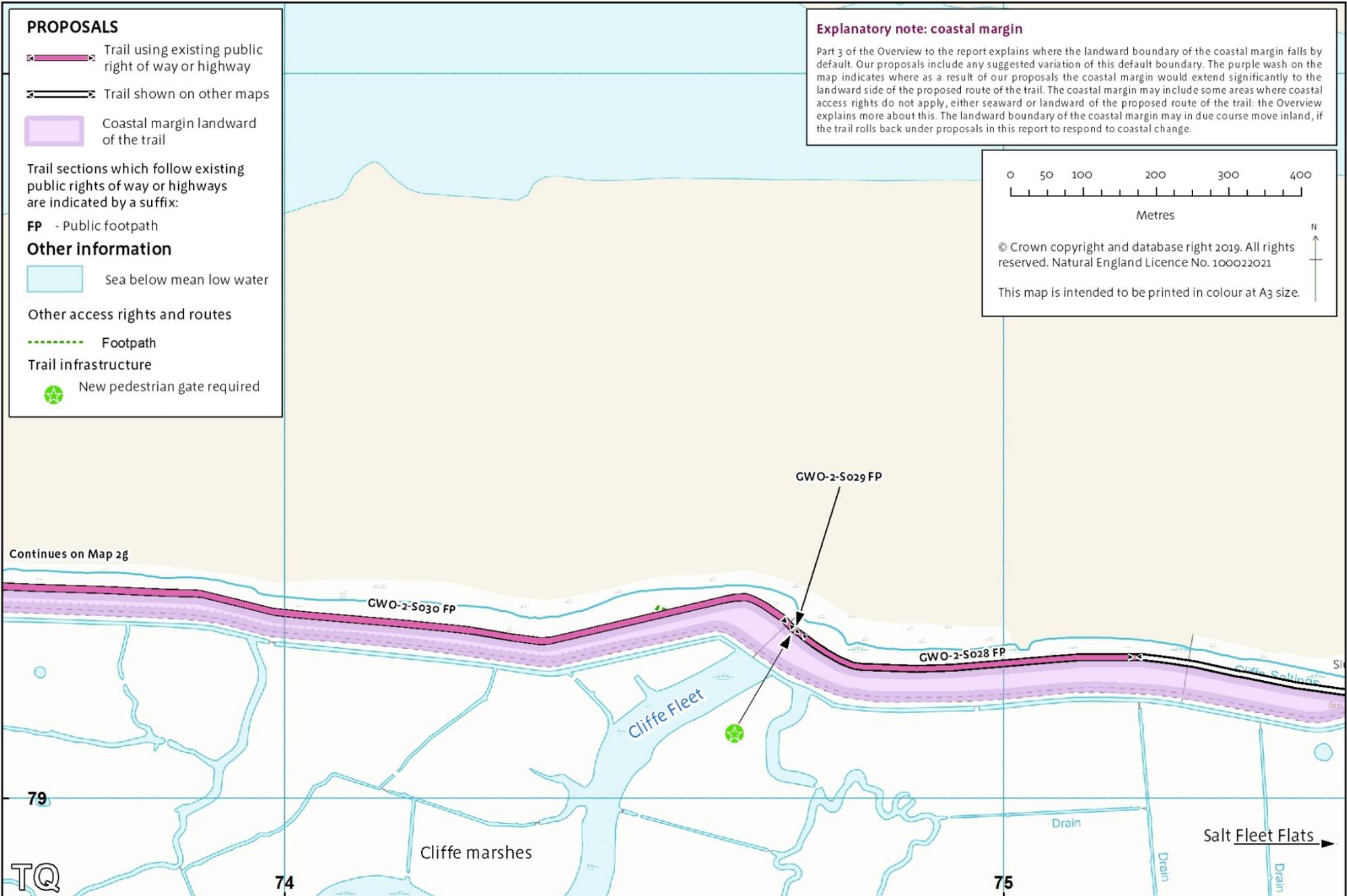
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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.



Metres

© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

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



Continues on Map 2g

79

TQ

74

Cliffe marshes

Cliffe Fleet

GWO-2-So29 FP

CWO-2-So30 FP

CWO-2-So28 FP

Drain

Salt Fleet Flats

75

Drain

Drain

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 information

Sea below mean low water

Other access rights and routes

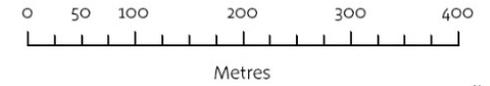
Footpath

Trail infrastructure

New pedestrian gate required

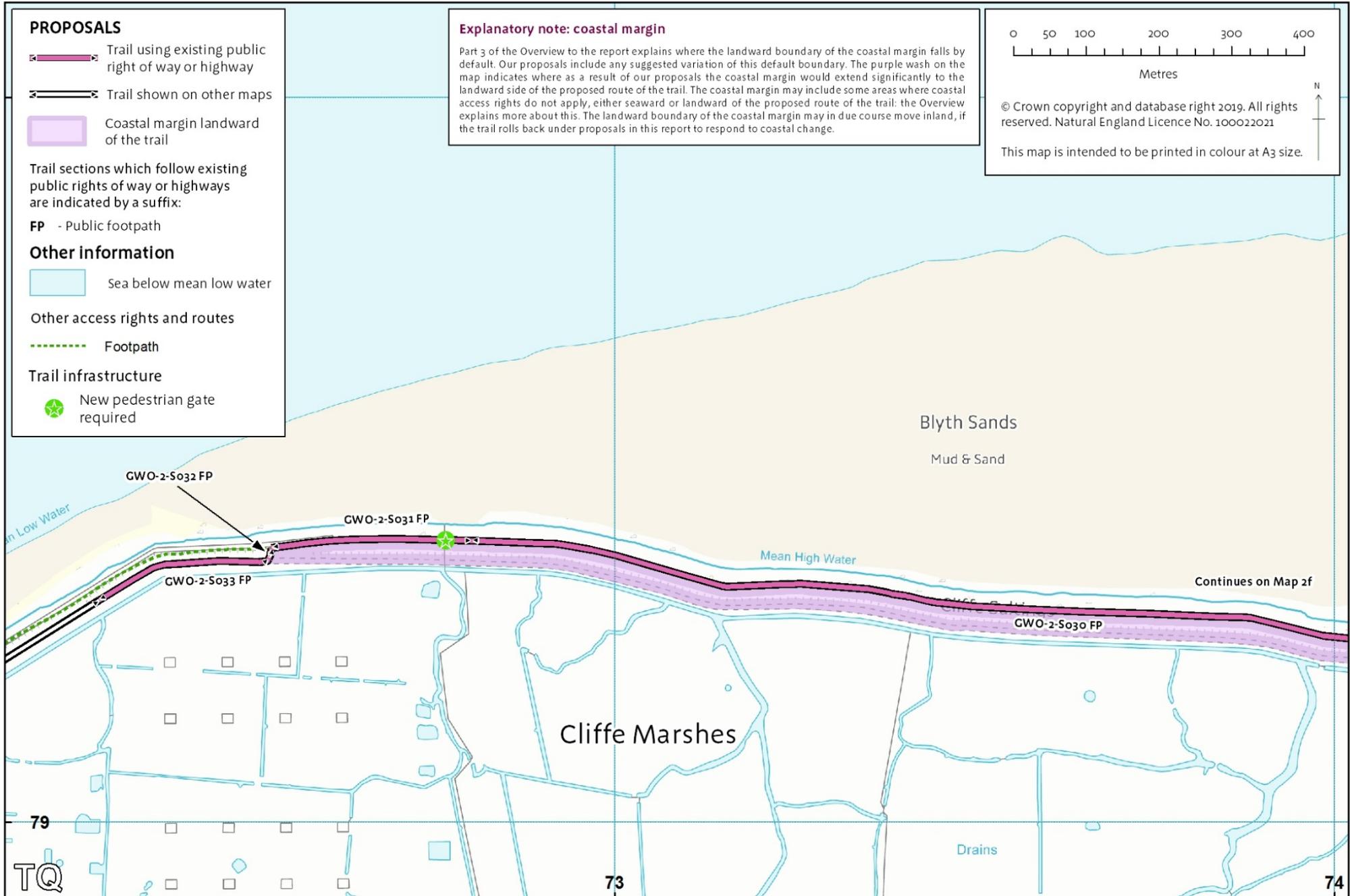
Explanatory note: coastal margin

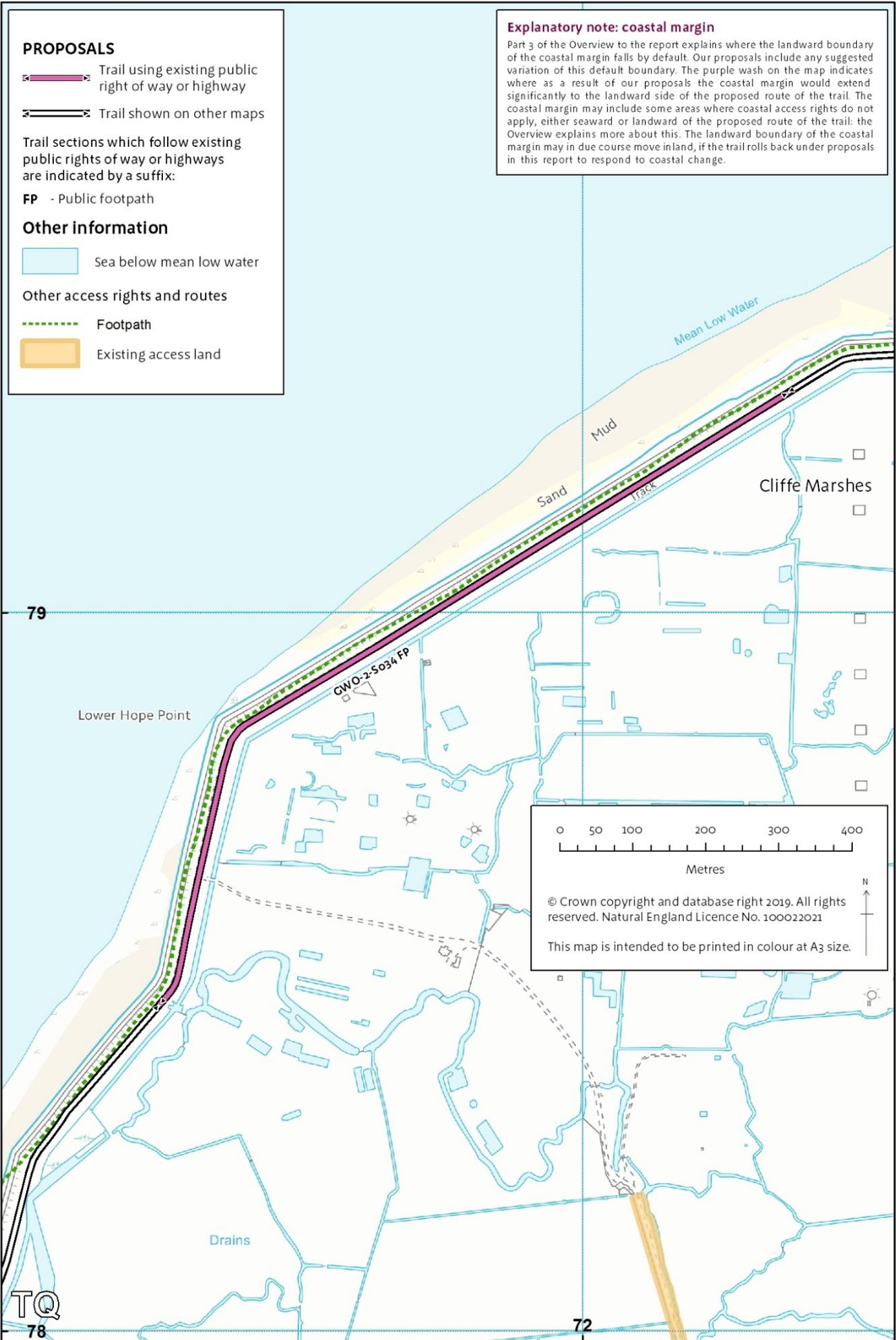
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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.

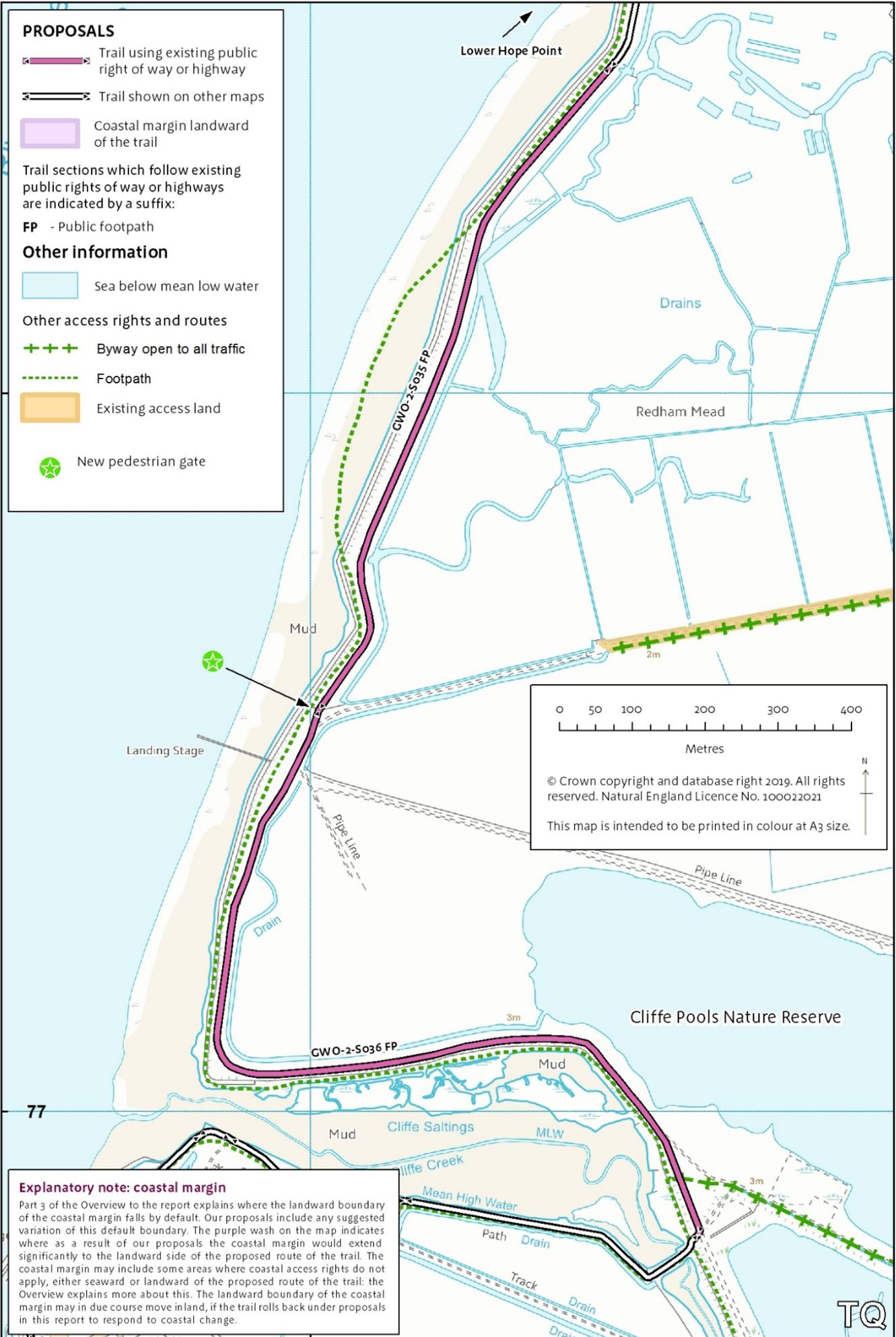


© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

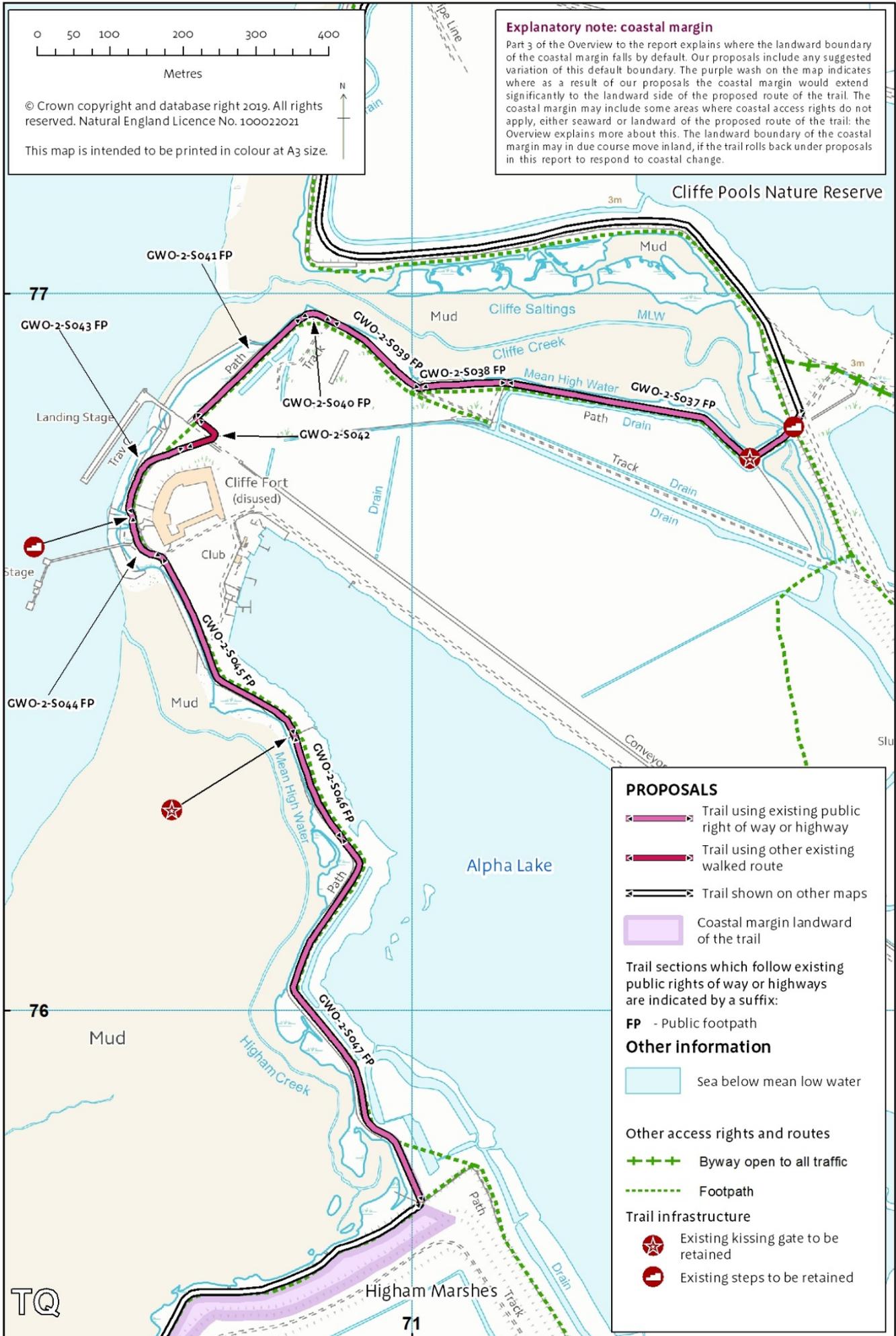
This map is intended to be printed in colour at A3 size.

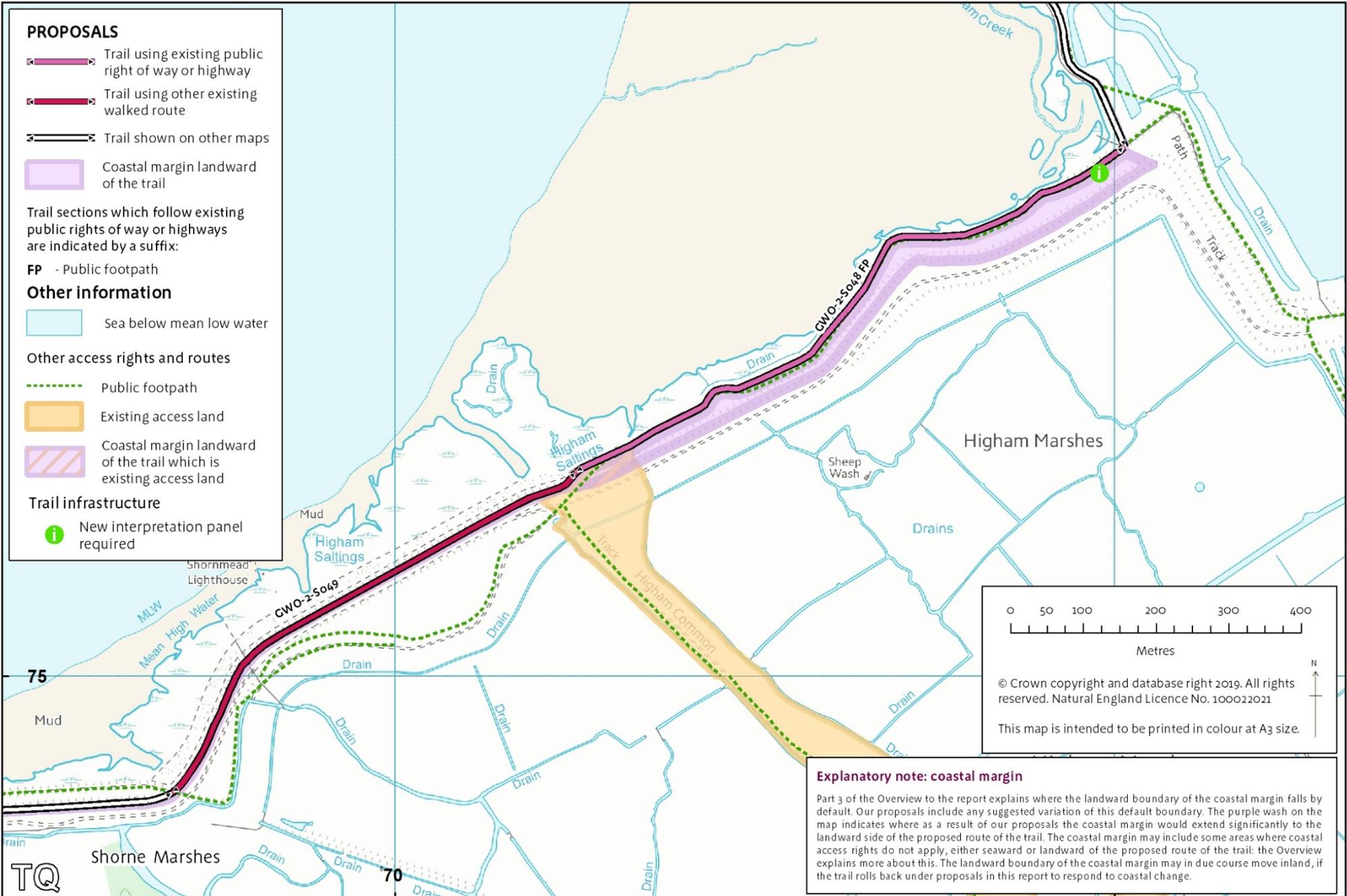






Map GWO 2j: Cliffe Pools Nature Reserve to Higham Marshes





PROPOSALS

- Trail using existing public right of way or highway
- Trail using other 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 information

- Sea below mean low water

Other access rights and routes

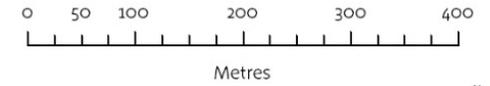
- Footpath
- National Cycle Route

Trail infrastructure

- New steps required
- Existing barrier to be retained
- Existing cycle chicane to be retained
- Existing steps to be retained

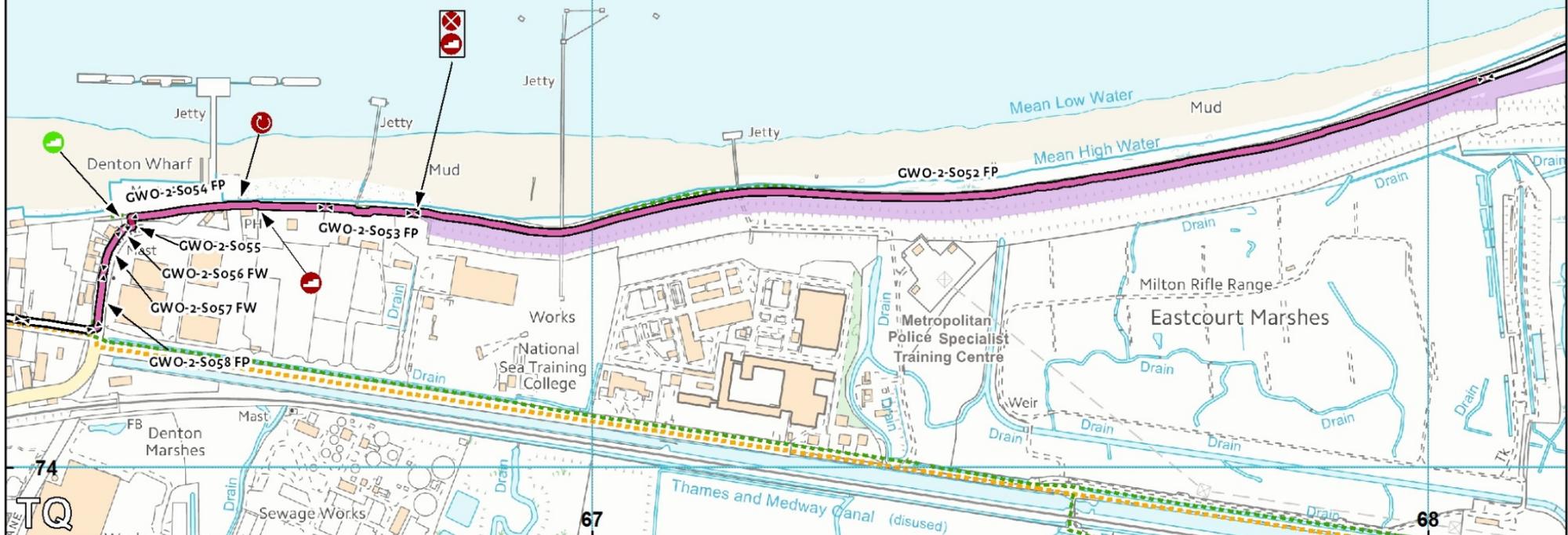
Explanatory note: coastal margin

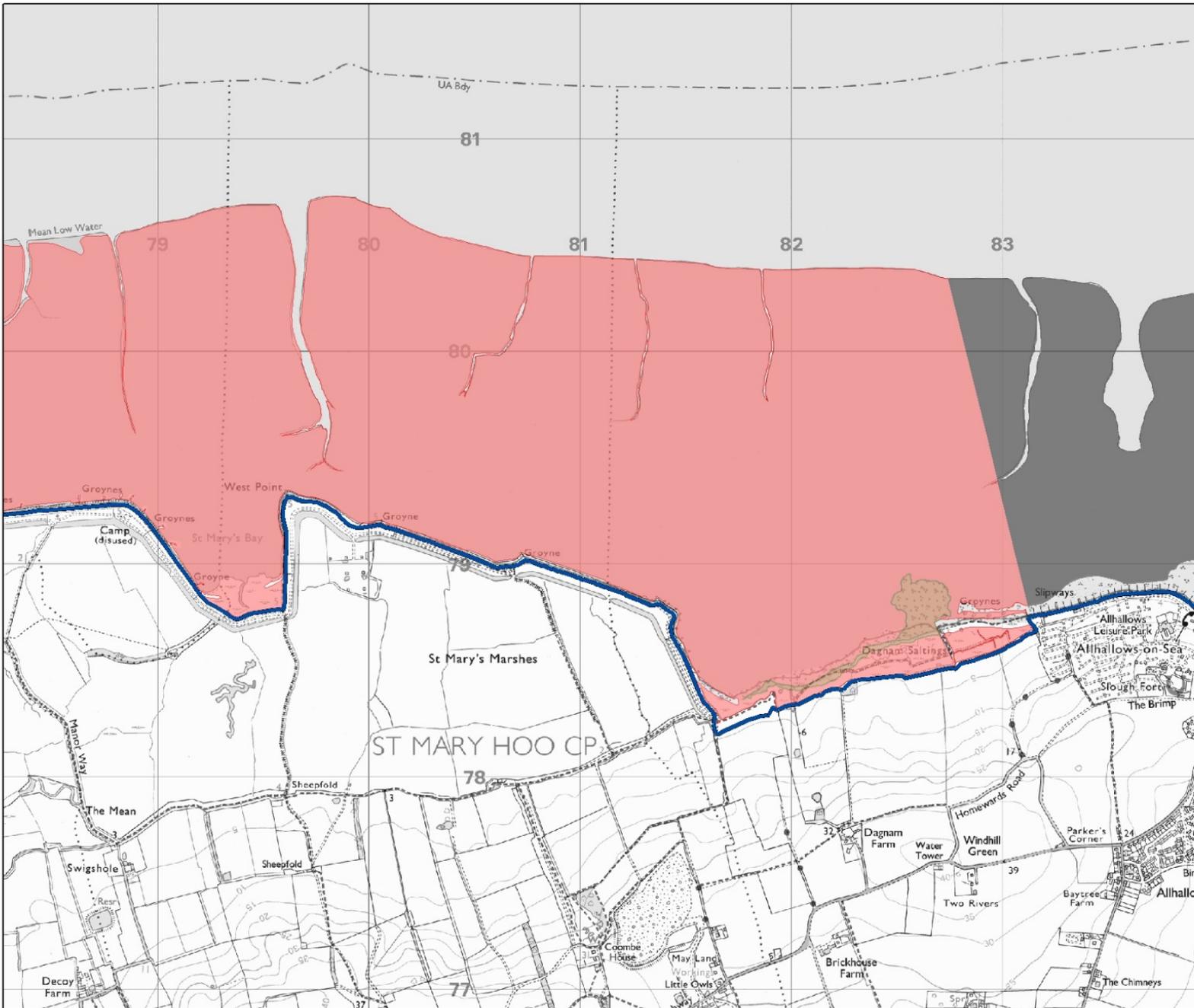
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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.



© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

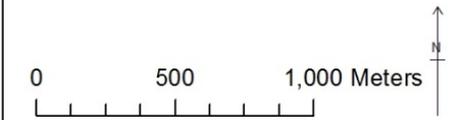
This map is intended to be printed in colour at A3 size.



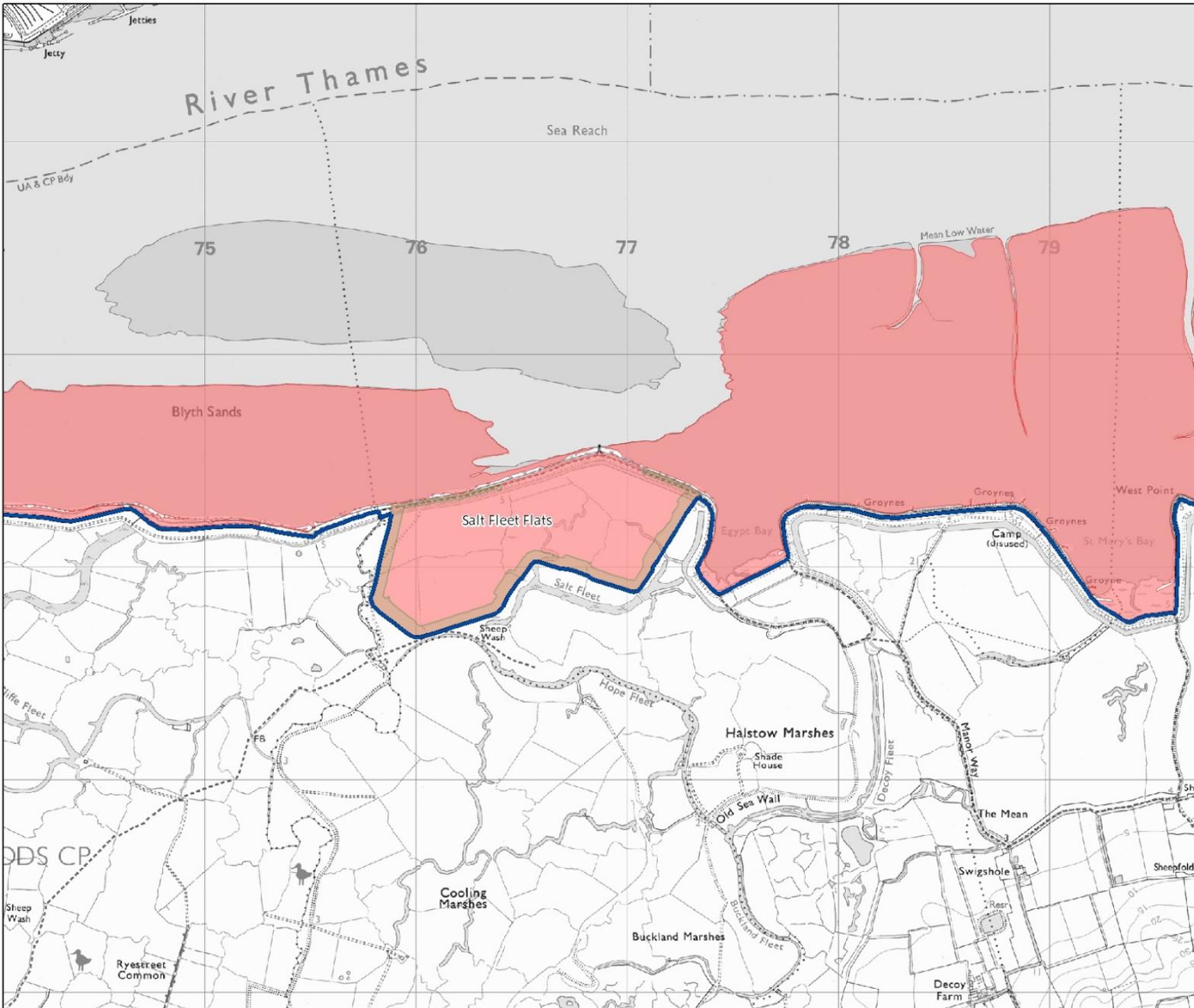


- Proposed Route
- Directions shown in
- Proposed long-term access exclusion, Sensitive Wildlife, Section 26 (3)(a), No Public Access, Year
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

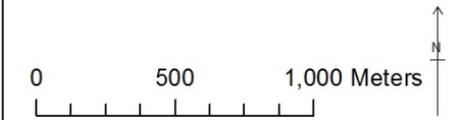


© Crown copyright and database right 2018. All rights reserved. Natural England Licence No. 100022021

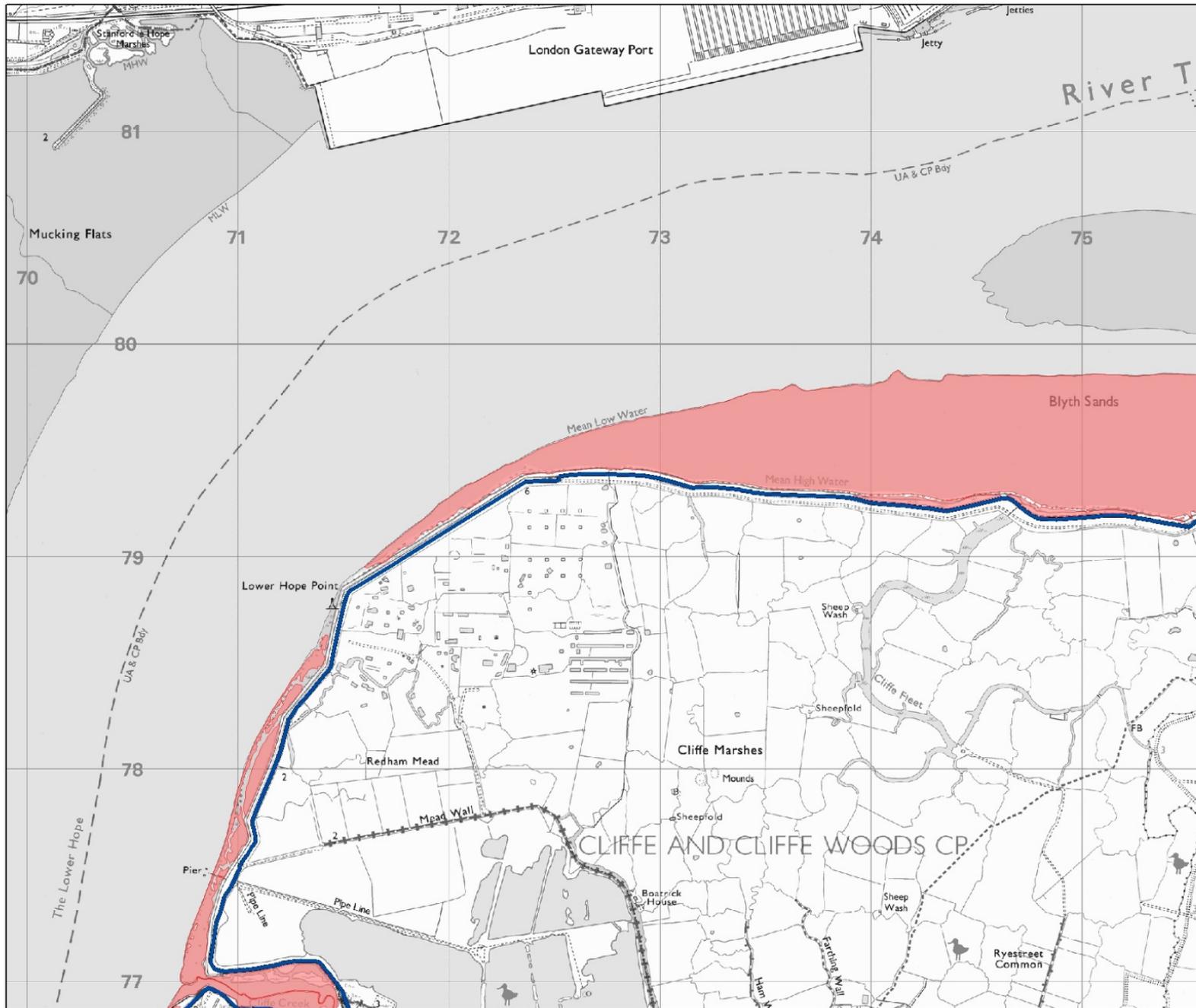


- Proposed Route
- Proposed long-term access exclusion, Sensitive Wildlife, Section 26 (3)(a), No Public Access, Year
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

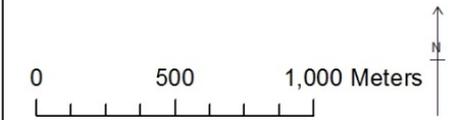


© Crown copyright and database right 2018. All rights reserved. Natural England Licence No. 100022021

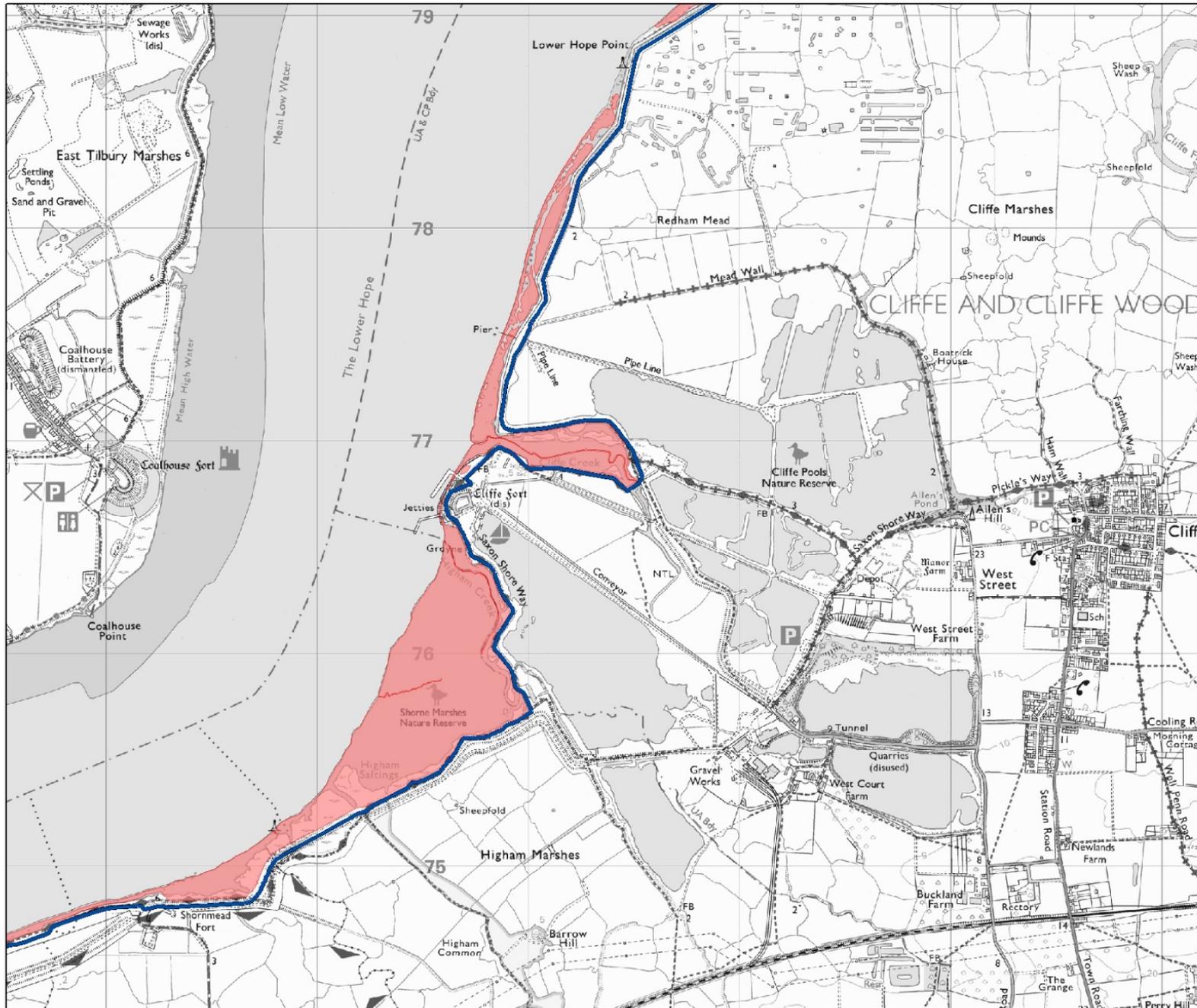


- Proposed Route
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

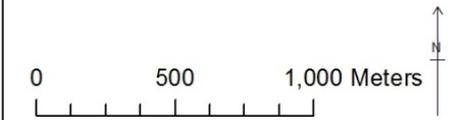


© Crown copyright and database right 2018. All rights reserved. Natural England Licence No. 100022021

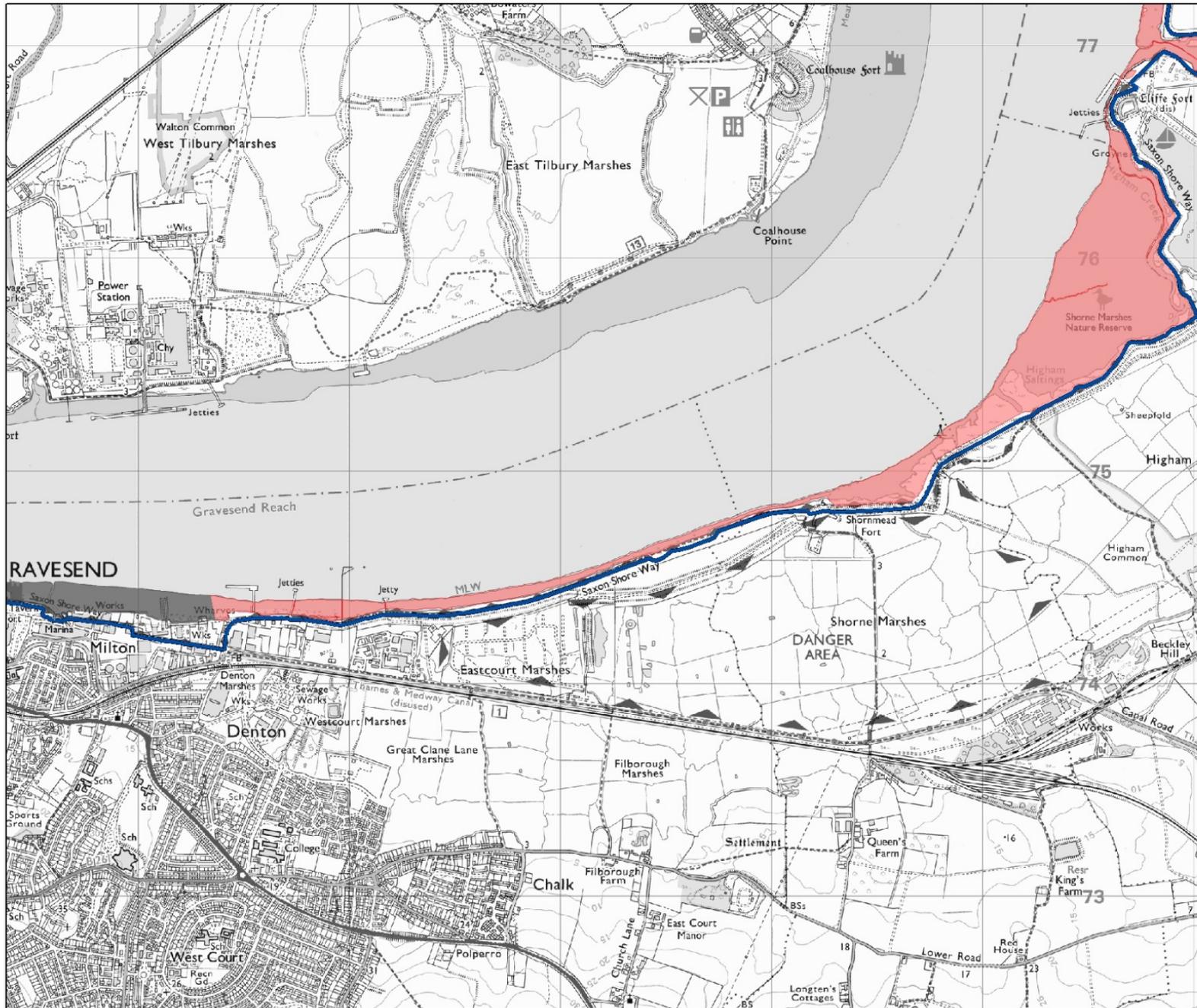


- Proposed Route
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



© Crown copyright and database right 2018. All rights reserved. Natural England Licence No. 100022021



- Proposed Route
- Directions shown in
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

0 500 1,000 Meters

© Crown copyright and database right 2018. All rights reserved. Natural England Licence No. 100022021