



England Coast Path Stretch: Iwade to Grain

Report IGR 6: Shoregate Creek to Otterham Quay

Part 6.1: Introduction

Start Point:	Shoregate Creek (Grid reference 584938 169125)
End Point:	Otterham Quay (Grid reference 582837 167109)
Relevant Maps:	IGR 6a to IGR 6b

6.1.1 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 Iwade in Kent, and Grain in Medway.

6.1.2 This report covers length IGR 6 of the stretch, which is the coast between Shoregate Creek and Otterham Quay in Kent. 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.

6.1.3 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.

6.1.4 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 6.2: Proposals Narrative

The trail:

6.2.1 Follows existing walked routes, including public rights of way, along part of this length.

6.2.2 Includes 13 sections of new path, to the south of Horsham Marshes and Woodgers Wharf. See map IGR 6b and associated tables below for details.

6.2.3 A significant inland diversion is necessary to take the trail past sensitive and important wildlife sites around the coastline north of Ham Green and west of Upchurch and also at Bayford and Horsham Marshes (maps IGR 6a and IGR 6b).

6.2.4 Follows the promoted Saxon Shore Way long distance walking route from section IGR-6-S001 to IGR-6-S010 and IGR-6-S012 to IGR-6-S013 (maps IGR 6a and IGR 6b).

Protection of the environment:

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.

6.2.5 The following designated sites affect this length of coast (see Overview Map C and Map D):

- Medway Estuary and Marshes Special Protection Area (SPA)
- Medway Estuary and Marshes Ramsar site
- Medway Estuary and Marshes Site of Special Scientific Interest (SSSI)
- Medway Estuary Marine Conservation Zone (MCZ)
- World War II Heavy Anti-aircraft gunsite (TS3) Scheduled Monument (SM)

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

6.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IGR 6a and IGR 6b	IGR-6-S001 to IGR-6-S023	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ between Shoregate Creek and Otterham Quay the trail is aligned inland of the Upchurch peninsula coastline and of Bayford and Horsham Marshes. ■ coastal access rights would be excluded all year along the seawall of this coast and to adjacent grazing marshes / fields including Bayford and Horsham Marshes and Admiralty Tip. 	<p>To prevent disturbance, by recreational users to:</p> <ul style="list-style-type: none"> ■ breeding, passage and wintering birds which are found roosting, feeding and nesting along the shoreline, seawall and coastal grazing marshes and fields around Upchurch peninsula, including Bayford and , Hamgreen Saltings, Bayford Marshes, Horsham Marsh and Admiralty Tip.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<ul style="list-style-type: none"> ■ coastal access rights would be excluded for winter only across fields between Poot Lane and Horsham Fishing Lakes ■ see paras 6.2.17 to 6.2.20 and Directions Map IGR 6A, IGR 6B, IGR 6C and IGR 6D 	<ul style="list-style-type: none"> ■ internationally important numbers of wintering birds found on fields near Poot Lane.
IGR 6a	IGR-6-S006 to IGR-6-S009	<p>There will be no new infrastructure or surface improvements carried out within the World War II Gunsite Scheduled Monument (SM), near Poot Lane.</p> <p>The alignment of the trail and the proposed surfacing works will remain within the existing fence line and also wholly within the alignment of the public footpath, outside the definitive footprint of the World War II Gunsite SM.</p>	<p>To avoid physical damage to the Scheduled Monument.</p> <p>To improve the condition of the existing footpath and reduce the risk of erosion from footfall affecting the SM in the future.</p>
IGR 6b	IGR-6-OA001	<p>Prior to construction of a footbridge, great crested newt and water vole surveys will be carried out to inform any methodology necessary to safeguard wildlife, as part of a planning application for the footbridge.</p> <p>A Construction Environmental Management Plan will also be required to ensure pollution control measures have been put in place to safeguard wildlife.</p>	To avoid impact on protected species, and their habitat, that may be present within the construction area.
IGR 6b	IGR-6-S008 and IGR-6-S009	Prior to removal of two conifer trees a bat inspection survey will be carried out to inform any methodology necessary to safeguard wildlife.	To avoid impact on protected species that may be roosting in the proposed trees to be felled.

6.2.7 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 cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how

we came to this conclusion; 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:

6.2.8 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for some 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 through fields;
- The existing kissing gates near Poot Lane and Horsham Fishing Lakes may not provide enough space for those with larger mobility scooters or pushchairs, however there are physical and other constraints to replacing these kissing gates with larger alternatives.

6.2.9 South of Ham Green (map IGR 6a), vegetation that is encroaching and narrowing the path will be cleared near the existing chicane access barrier to make it easier to pass. At IGR-6-S008 and IGR-6-S009, the drainage of the trail will be improved to avoid surface water flooding, and tree stumps in this location will also be removed to make the path easier to use. Some new infrastructure is also necessary along this stretch of the trail and we will seek to install the most accessible items to reduce unnecessary barriers, where practical. At Horsham Farm and north of Beckenham Mobile Home Park (map IGR 6b), we will aim to install a ramp instead of steps to improve accessibility for those with reduced mobility. The new kissing gates south of Horsham Marsh (map IGR 6b) will also provide enough space for large mobility scooters and pushchairs to pass. At Admiralty Tip, an existing field gate will be replaced with a chicane access barrier, to make the trail easier to use. We envisage this work happening as part of the physical establishment work described below.

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

Where we have proposed exercising statutory discretions:

6.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Medway. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as Rochester Bridge, as indicated by the extent of the trail shown on Overview Map A2.

6.2.11 The Medway Estuary empties into both The Swale and the Thames estuaries. Alignment along these estuaries also formed part of our proposals made for the Whitstable to Iwade and Grain to Woolwich stretches, submitted to the Secretary of State on 27 June 2017 and 5 June 2019, respectively.

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

6.2.12 **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 6.3.1 below.

6.2.13 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 6.3.1. 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 Tables 6.3.1 and 6.3.2) 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.

6.2.14 **Restrictions and/or exclusions:** We have proposed to restrict or 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 around Upchurch peninsula (Medway Estuary)

6.2.15 Access to the mudflat and saltmarsh in the coastal margin seaward of route sections IGR-6-S001 to IGR-6-S027 is to be excluded all year round by direction under Section 25A 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 IGR 6A, IGR 6B, IGR 6C, and IGR 6D.

6.2.16 The mudflat in this location 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 in the Medway Estuary. 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 seawall and coastal grazing marshes / fields around Upchurch peninsula

6.2.17 Access is to be excluded on the seawall and coastal grazing marshes / fields around Upchurch peninsula, including Horsham and Bayford Marshes, seaward of route sections IGR-6-S001 and IGR-6-S022 by direction under Section 26 (3) (a) of the Countryside and Rights of Way Act (2000), all year to avoid disturbance to internationally important numbers of breeding, 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 Maps IGR 6A, IGR 6B, IGR 6C, and IGR 6D.

6.2.18 Protected bird species use the seawall and coastal grazing marshes / fields around Upchurch peninsula, including Horsham and Bayford Marshes, year round. These sites are favoured by curlew, lapwing, shelduck, black-tailed godwit, oystercatchers, redshank, and dark-bellied brent geese in the winter months. In addition, there are breeding avocet, oystercatcher, lapwing, ringed plover, redshank, shelduck, and curlew. 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. The Assessment will be published alongside this report.

Exclusion of access to fields between Poot Lane and Horsham Fishing Lakes, Upchurch

6.2.19 Access is to be excluded to the wet grassland fields at Upchurch, between Poot Lane and Horsham Fishing Lakes, seaward of route sections IGR-6-S007 and IGR-6-S014 by direction under Section 26 (3) (a) of the Countryside and Rights of Way Act (2000) for the winter only (October to March inclusive). This is to avoid disturbance to internationally important numbers of 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 Maps IGR 6C and IGR 6D.

6.2.20 Protected bird species use these fields between Poot Lane and Horsham Fishing Lakes. These sites are favoured by wintering curlew, dark-bellied brent geese and snipe. 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. The Assessment will be published alongside this report.

Exclusion of access to Horsham Farm

6.2.21 Access is to be excluded to Horsham Farm on route section IGR-6-S016 and in the coastal margin seaward of IGR-6-S015 and IGR-6-S016 under Sections 24 of the Countryside and Rights of Way Act (2000). This will apply for up to 20 days per year when signs are displayed for land management reasons (child safeguarding). See Directions Maps IGR 6D.

6.2.22 Horsham Farm hosts scout camps for up to three times per year. Public access into the camping field would present child safeguarding risks. Therefore public access has been excluded from the field for up to 20 days per year when signs are displayed. The exclusion does not apply to any land that could be considered to be excepted land.

Restriction to dogs on leads south of Woodgers Wharf

6.2.23 Dogs are to be kept to leads all year-round at the hay field south of Woodgers Wharf, adjacent to Otterham Creek. This direction is to apply to the trail at route section IGR-6-S023 and to the immediate coastal margin through which it passes. This direction is to have effect under Section 24 of the Countryside and Rights of Way Act (2000) for ongoing land management. This restriction will have no legal effect on land where coastal access rights do not apply. See Directions Map IGR 6D.

6.3.24 The route will be aligned through relatively small field with a high yield hay crop. Dogs must be kept on a lead at all times to minimise contamination of the crop.

Restriction to dogs on leads at Beckenham Mobile Home Park

6.2.25 Dogs are to be kept to leads all year-round at Beckenham Mobile Home Park on route section IGR-6-S024 under Section 24 of the Countryside and Rights of Way Act (2000) for ongoing land management. This restriction will have no legal effect on land where coastal access rights do not apply. See Directions Map IGR 6D.

6.2.26 The route will be aligned through a mobile home park. Site rules state that no resident is allowed to keep a dog on site and visitors' dogs must be kept on a lead at all times. This restriction reflects existing land management practices.

6.2.27 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.

6.2.28 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 mudflats and saltmarsh.

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

6.2.29 **Alternative routes:** An alternative route is to operate as a diversion from the ordinary route up to three times a year, for three days each time, when Scouts are camping in the field at route section IGR-6-S016. The alternative route is to be at the centre of the line shown as IGR-6-A001 on map IGR 6b. It

would not have the effect of creating any additional spreading room on either the seaward or the landward side.

6.2.30 Other factors affecting access: Shooting activity occasionally takes place in the vicinity of route sections IGR-6-S015 to IGR-6-S021. During these times (usually dawn and dusk) public access may be temporarily diverted away from the main trail alignment. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

6.2.31 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.

6.2.32 Column 4 of tables 6.3.1 and 6.3.2 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 IGR 6a and IGR 6b as the proposed route of the trail.

6.2.33 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.

Other future change:

6.2.34 At this point we do not foresee any need for future changes to the access provisions that we have proposed within this report.

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

Establishment of the trail:

6.2.35 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.

6.2.36 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £18,824 and is informed by:

- information already held by the access authority, Kent County Council, in relation to the management of the existing public rights of way and public highways;
- 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.

6.2.37 There are three main elements to the overall cost:

- A significant number of new signs would be needed on the trail, including signs to advise on restricted coastal access rights.
- New path infrastructure including kissing gates, a footbridge, ramps and chicane access barriers are required where we are introducing new access.
- Vegetation clearance and ground works will be carried out to improve the trail near Poot Lane and Admiralty Tip, and further surfacing works will be carried out to improve a flooded area near Poot Lane.

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	£5,724
Gates, footbridge, ramps and chicane access barriers	£7,650
Vegetation clearance and surfacing works	£2,995
Project management	£2,455
Total	£18,824 (Exclusive of any VAT payable)

6.2.38 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, Kent County 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:

6.2.39 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).

6.2.40 We estimate that the annual cost to maintain the trail will be £1,148 (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 6.3: Proposals Tables

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

6.3.1 Section Details: Maps IGR 6a and IGR 6b – Shoregate Creek to Otterham Quay

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: 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 6.3.4’ 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 accepted 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
IGR 6a	IGR-6-S001*	Restricted byway	Yes - See table 6.3.4	No	Landward edge of road	Clarity and cohesion	
IGR 6a	IGR-6-S002*	Public highway	Yes - See table 6.3.4	No	Landward edge of road	Clarity and cohesion	
IGR 6a	IGR-6-S003* and IGR-6-S004*	Public footpath	Yes - See table 6.3.4	No	Landward edge of track	Clarity and cohesion	
IGR 6a	IGR-6-S005* and	Public footpath	Yes - See table 6.3.4	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
	IGR-6-S006*						
IGR 6a	IGR-6-S007*	Public foot-path	Yes - See table 6.3.4	No	Fence line	Clarity and cohesion	
IGR 6a	IGR-6-S008* and IGR-6-S009*	Public foot-path	Yes - See table 6.3.4	No	Fence line	Clarity and cohesion	
IGR 6a	IGR-6-S010*	Public highway	Yes - See table 6.3.4	No	Landward edge of road	Clarity and cohesion	
IGR 6a	IGR-6-S011*	Other existing walked route	Yes - See table 6.3.4	No			
IGR 6b	IGR-6-S012* and IGR-6-S013*	Public foot-path	Yes - See table 6.3.4	No	Landward edge of track	Clarity and cohesion	
IGR 6b	IGR-6-S014*	Not an existing walked route	Yes - See table 6.3.4	No			
IGR 6b	IGR-6-S015*	Not an existing walked route	Yes - See table 6.3.4	No			
IGR 6b	IGR-6-S016*	Not an existing walked route	Yes - See table 6.3.4	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
IGR 6b	IGR-6-S017*	Not an existing walked route	Yes - See table 6.3.4	No			
IGR 6b	IGR-6-S018*	Not an existing walked route	Yes - See table 6.3.4	No			
IGR 6b	IGR-6-S019* and IGR-6-S020*	Not an existing walked route	Yes - See table 6.3.4	No			
IGR 6b	IGR-6-S021*	Not an existing walked route	Yes - See table 6.3.4	No			
IGR 6b	IGR-6-S022*	Not an existing walked route	Yes - See table 6.3.4	No	Fence line	Clarity and cohesion	
IGR 6b	IGR-6-S023*	Not an existing walked route	Yes - See table 6.3.4	No			
IGR 6b	IGR-6-S024*	Not an existing walked route	Yes - See table 6.3.4	No	Landward edge of road	Clarity and cohesion	
IGR 6b	IGR-6-S025*	Not an existing walked route	Yes - See table 6.3.4	No	Landward edge of road	Clarity and cohesion	

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
IGR 6b	IGR-6-S026*	Public foot-path	Yes - See table 6.3.4	No	Landward edge of road	Clarity and cohesion	
IGR 6b	IGR-6-S027*	Public foot-path	Yes - See table 6.3.4	No	Edge of path	Clarity and cohesion	

6.3.2 Alternative route details: map IGR 6b - Upchurch to Otterham Quay

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: 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 6.3.4’ 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 and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
IGR 6b	IGR-6-A001	Not an existing walked route	Yes – see table 6.3.4			

6.3.3 Other options considered: Maps IGR 6a and IGR 6b – Shoregate Creek to Otterham Quay

See Map IGR 6 Route Options Considered for a depiction of the route options outlined below

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IGR 6a and IGR 6b	IGR-6-S001 to IGR-6-S023	<p>Option 1 - see maps IGR 6a and IGR 6b and Map IGR 6 Route Options Considered (red route)</p> <p>We considered aligning the trail around the periphery of Upchurch peninsula:</p> <ul style="list-style-type: none"> Along the seawalls north of Ham Green; the seawall around Bayford and Horscham Marshes, and south through Woodgers Wharf 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> it avoids disturbance to areas of national and international importance for the over-wintering, feeding and breeding of resident and migratory birds 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
IGR 6a	IGR-6-S001 to IGR-6-S009	<p>Option 2 - see Map IGR 6 Route Options Considered (brown routes)</p> <p>We explored using a combination of the Upchurch peninsula seawall north of Ham Green, farm tracks and Poot Lane to IGR-6-S010, with a view to minimising access to sensitive areas for wildlife, while affording some increased coastal walking</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> it avoids stretches of Poot Lane that Kent County Council consider unsuitable for a promoted National Trail, due to safety we considered, on balance, that it was not possible to introduce a partial coastal route without the likelihood of disturbance to areas of the peninsula that have national and international importance for the over-wintering, feeding and breeding birds 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
IGR 6a	IGR-6-S011	<p>We considered aligning the trail along the existing Saxon Shore Way (public right of way) through the field at Upchurch.</p> <p>See Map IGR 6b and IGR 6 Route Options Considered (Saxon Shore Way)</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is the existing walked route on the ground and is most direct route across the field ■ 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
IGR 6b	IGR-6-S014 to IGR-6-S025	<p>The Saxon Shore Way - see maps IGR 6b and IGR 6 Route Options Considered (Saxon Shore Way)</p> <p>We considered aligning the trail south of the important wildlife sites at Bayford and Horsham Marshes:</p> <ul style="list-style-type: none"> ■ Following the existing Saxon Shore Way south west of IGR-6-S013, along Horsham Lane and the public footpaths towards Mill Farm, before joining IGR-6-S026 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoids the use of the Saxon Shore Way along Horsham Lane, as Kent County Council Highways advised that this increasingly busy and fast rural road is not suitable for a promoted National Trail due to traffic volume and speeds and other road safety concerns ■ 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
IGR 6b	IGR-6-S014 to IGR-6-S022	<p>Option 3 - see maps IGR 6b and IGR 6 Route Options Considered (blue-dashed routes)</p> <p>We considered using a combination of field edges and farm tracks with a view to minimising access to sensitive areas for wildlife on Horsham Marshes:</p> <ul style="list-style-type: none"> ■ Following the southern edge of Horsham Marsh fields or along existing tracks, near to IGR-6-S015 to IGR-6-S019, before joining IGR-6-S020 ■ Following part / full length of the northern boundary of Admiralty Tip field, seaward of 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoids impacting on national and international important bird populations at Horsham Marshes, through aligning south of existing hedgerows and away from the boundary of the marshes, at Admiralty Tip. ■ it follows the edge of fields to minimise any disruption to existing land use and utilises current tracks and paths, where present ■ it provides elevated coastal views of the Medway Estuary along IGR-6-S021, at Admiralty Tip ■ Environmental Health advised that, at Admiralty Tip, any excavation of soil to install new infrastructure should be avoided ■ we concluded that overall the proposed route struck the best balance in terms of

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
		<p>IGR-6-S021 and IGR-6-S022</p> <ul style="list-style-type: none"> ■ Avoiding Admiralty Tip and/or the Beckenham Mobile Home Park by aligning the trail south of sections IGR-6-S019 to IGR-6-S021 towards Horsham Lane and then south west along the public footpath towards Mill Farm, with no coastal views 	<p>the criteria described in chapter 4 of the Coastal Access Scheme</p>
IGR 6b	IGR-6-S023	<p>Option 4 - see maps IGR 6b and IGR 6 Route Options Considered (green route)</p> <p>We considered aligning the trail along the shoreline edge of the hay field south of Woodgers Wharf, adjacent to Otterham Creek</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoids disturbance to feeding areas of national and international importance for resident and migratory birds ■ it provides uninterrupted, elevated views of the coast at Otterham Creek ■ 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
IGR 6b	IGR-6-S023 to IGR-6-S025	<p>Option 5 - see maps IGR 6b and IGR 6 Route Options Considered (purple route)</p> <p>We considered aligning the trail inland of Beckenham Mobile Home Park, along the boundary of commercial orchards, with occasional views of the Otterham Creek</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is close to the coast and provides uninterrupted, elevated views of the coast at Otterham Creek ■ it has the support of Beckenham Mobile Home Park land owners ■ 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.

6.3.4 Roll-back implementation – more complex situations: Maps IGR 6a and IGR 6b – Shoregate Creek to Otterham Quay

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IGR 6a and IGR 6b	IGR-6-S001 to IGR-6-S002, IGR-6-S007 to IGR-6-S023, IGR-6-A001 and IGR-6-S026 to IGR-6-S027	Buildings, road	<p>We are aware that stretches of coast here have been identified for future ‘no active intervention’ within the Medway Estuary and Swale Flood and Coastal Erosion Risk Strategy.</p> <p>If the trail becomes unsuitable as a walking route in future, and it is no longer possible to find a viable route seaward of buildings or any other excepted land such as homes and gardens, 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.</p>
IGR 6a and IGR 6b	IGR-6-S001, IGR-6-S003 to IGR-6-S006 IGR-6-S024 to IGR-6-S025	Commercial orchards, caravan site	<p>If it is no longer possible to find a viable route seaward of the commercial orchards or caravan site, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the orchard or caravan site, 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>

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 6.4: Proposals Maps

6.4.1 Map Index

Map reference	Map title
IGR 6a	Shoregate Creek to Upchurch
IGR 6b	Upchurch to Otterham Quay
IGR 6	Route Options Considered
Directions Map IGR 6A	Directions for Report IGR 6: Shoregate Creek to Otterham Quay
Directions Map IGR 6B	Directions for Report IGR 6: Shoregate Creek to Otterham Quay
Directions Map IGR 6C	Directions for Report IGR 6: Shoregate Creek to Otterham Quay
Directions Map IGR 6D	Directions for Report IGR 6: Shoregate Creek to Otterham Quay

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

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

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

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.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

Infrastructure types

For status of each, where shown on map, see colour codes below

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Motorbike barrier
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Roadside sign
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps
- Advisory sign

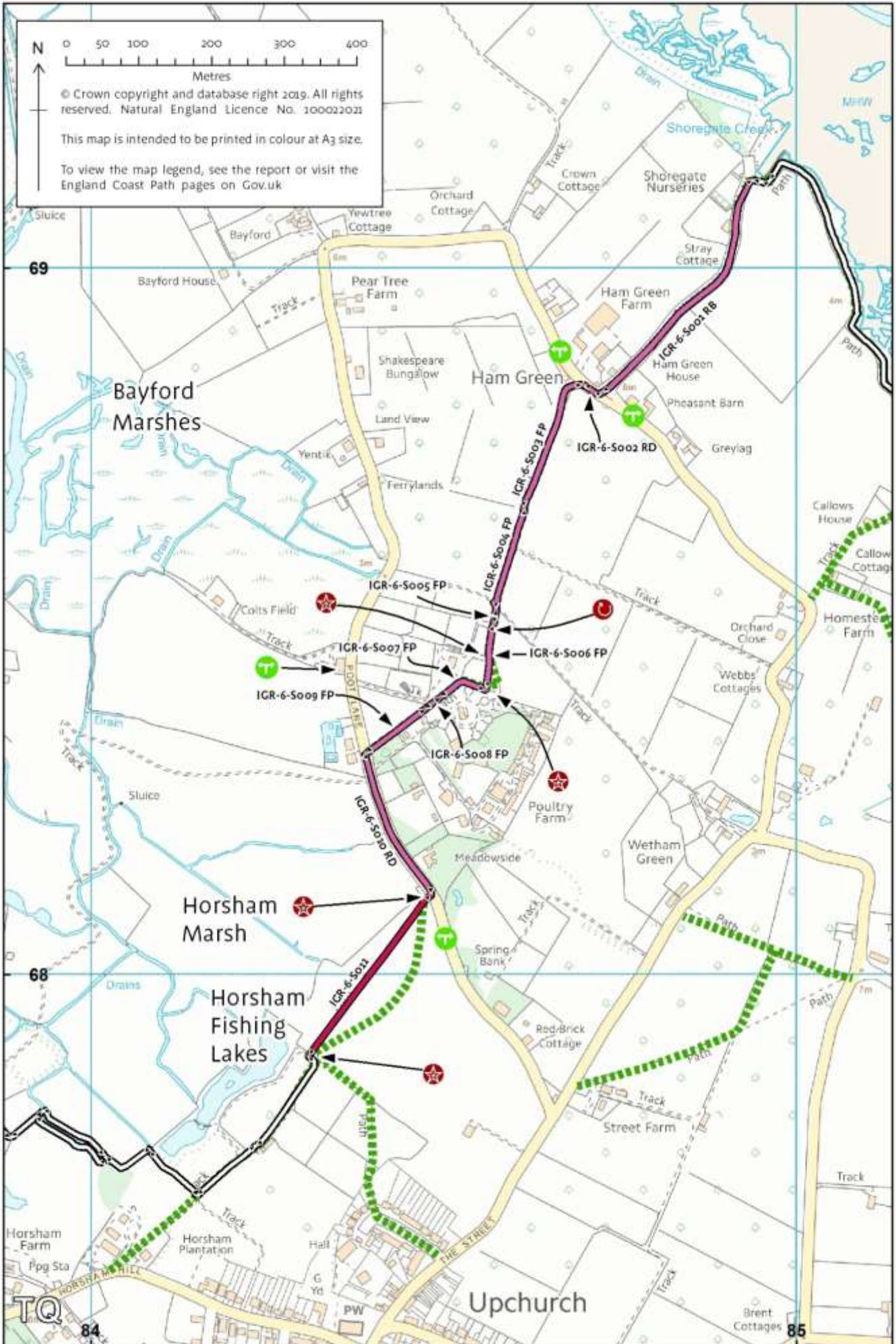
Infrastructure status

Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

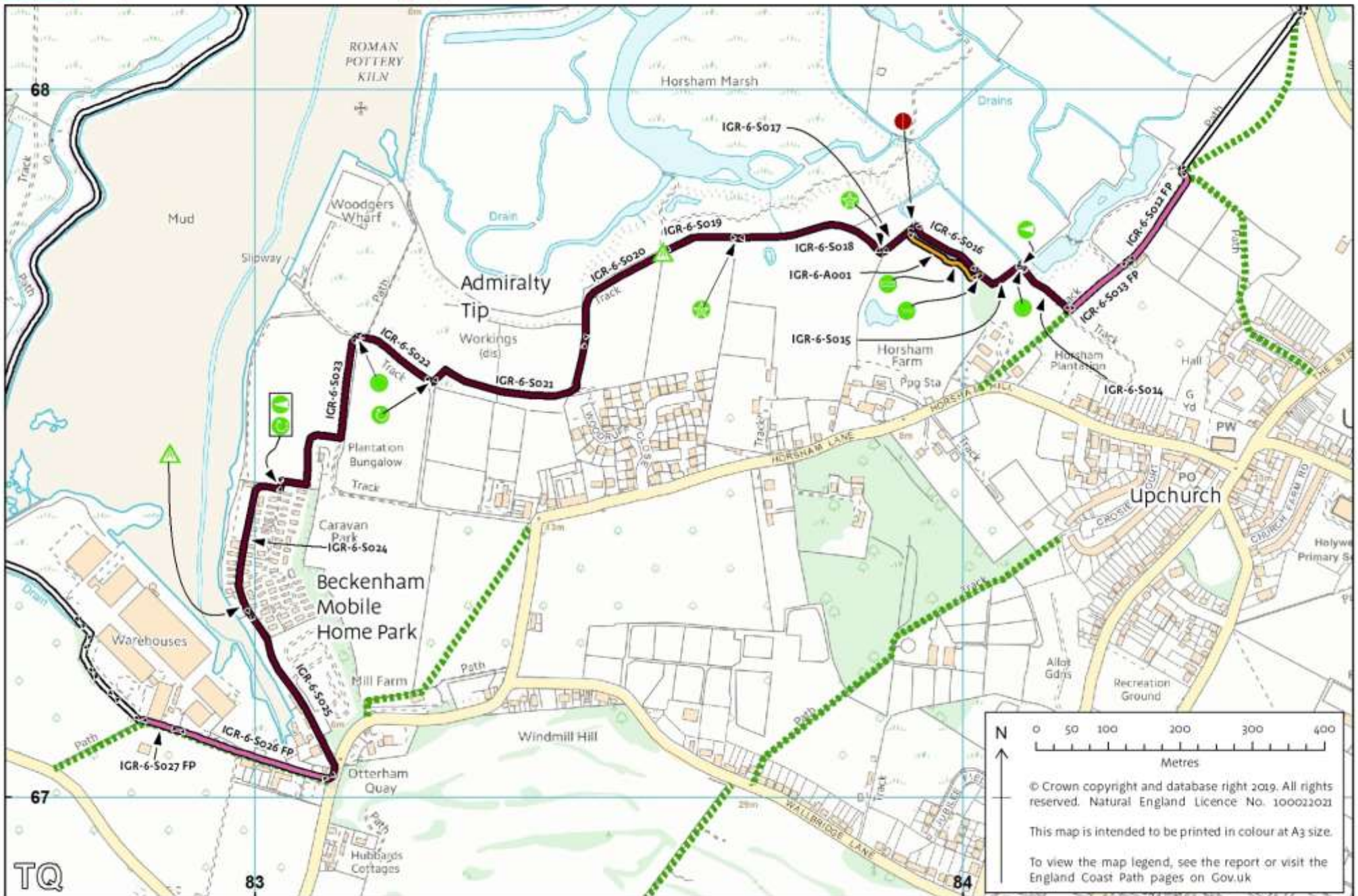
- Existing steps to be retained
- New steps required
- Existing steps to be removed

* Please note that the items in this legend may not all be present on an individual map or report.

Map IGR 6a: Shoregate Creek to Upchurch

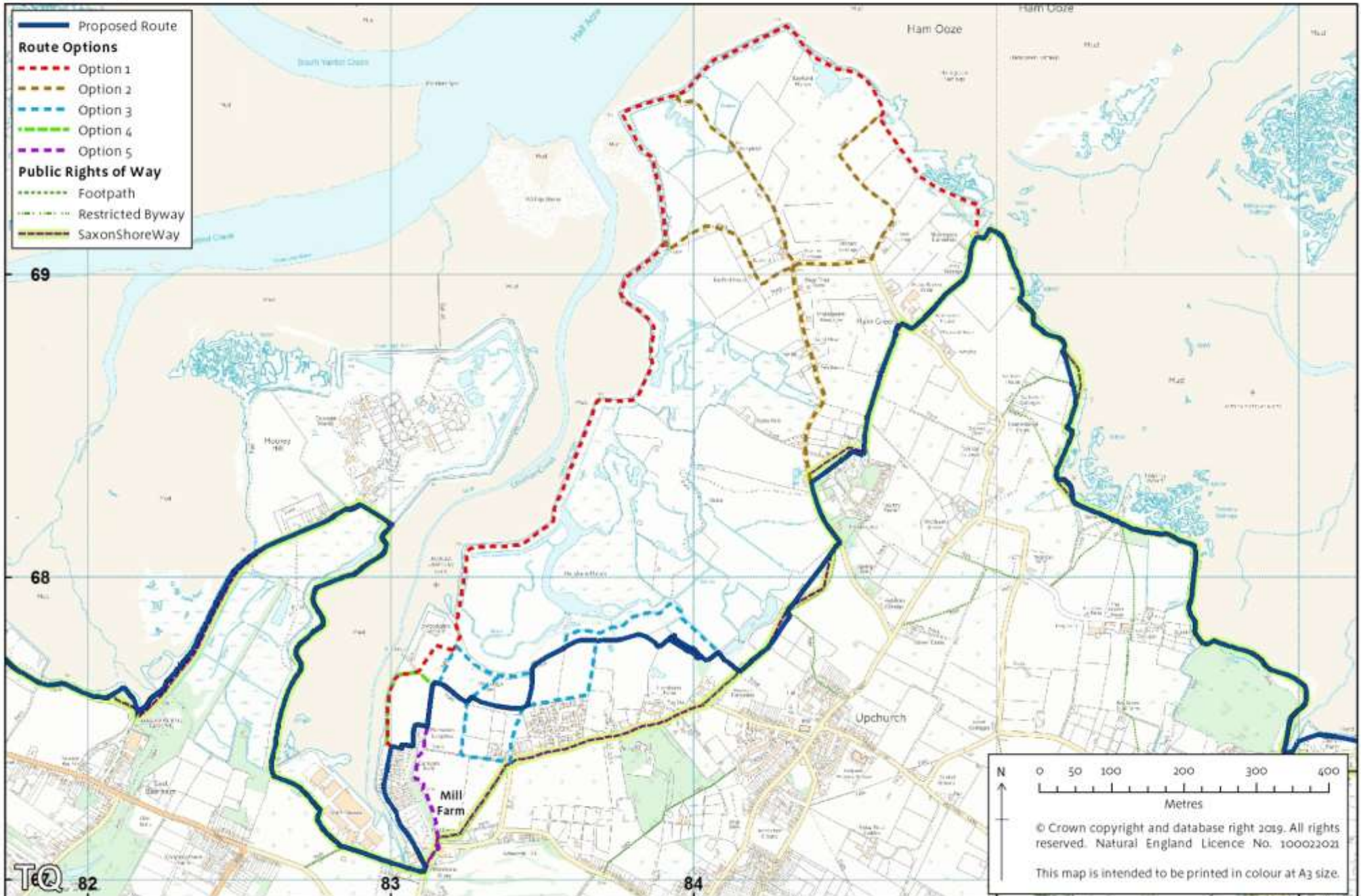


Map IGR 6b: Upchurch to Otterham Quay



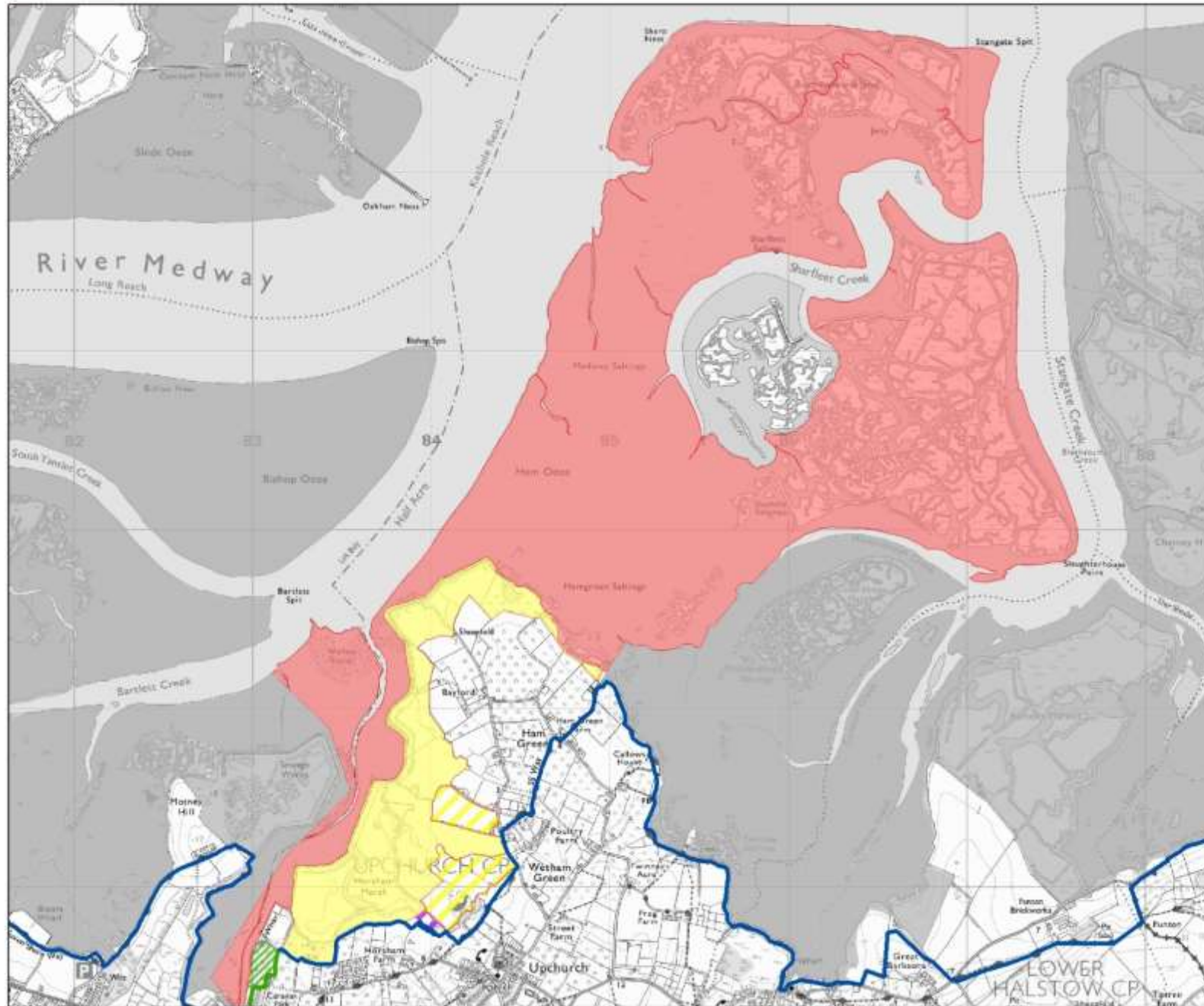
Map IGR 6b: Upchurch to Otterham Quay

Map IGR 6 Route Options Considered



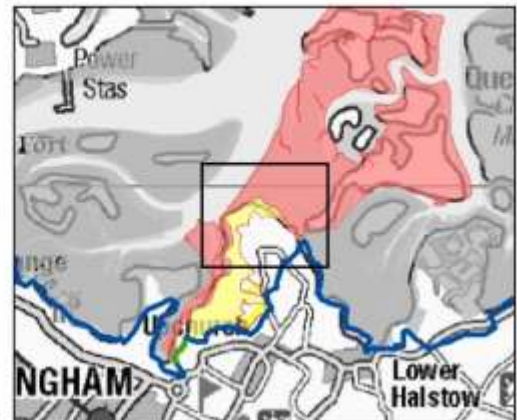
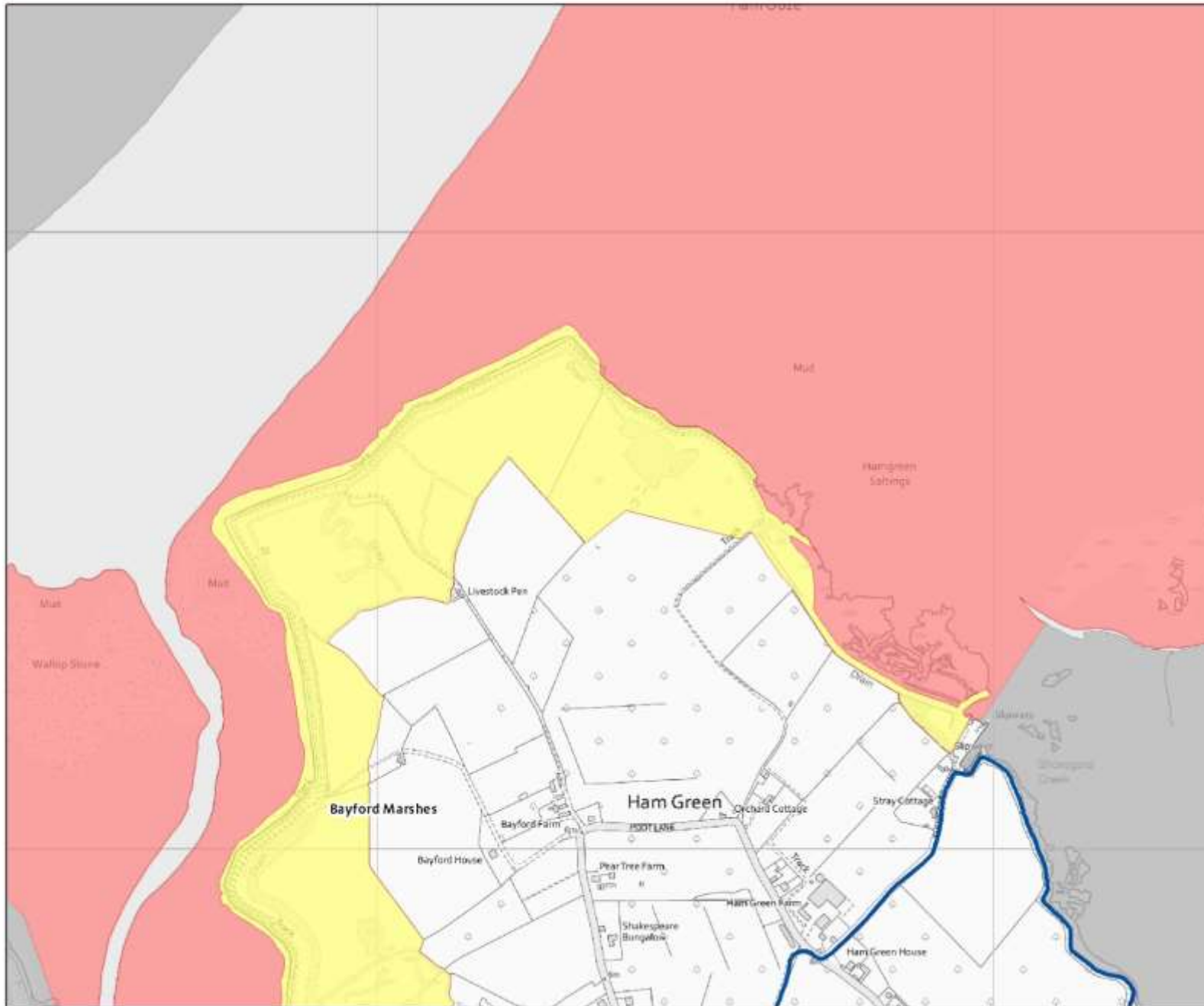
Directions Map IGR 6A

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.



Directions Map IGR 6B

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.



Directions Map IGR 6D

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.

