



England Coast Path Stretch: Iwade to Grain

Report IGR 7: Otterham Quay to The Strand Leisure Park

Part 7.1: Introduction

Start Point:	Otterham Quay (Grid reference 582837 167109)
End Point:	The Strand Leisure Park (Grid reference 578335 169230)
Relevant Maps:	IGR 7a to IGR 7d

7.1.1 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.

7.1.2 This report covers length IGR 7 of the stretch, which is the coast between Otterham Quay in Kent, and The Strand Leisure Park in Medway. 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.

7.1.3 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.

7.1.4 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 7.2: Proposals Narrative

The trail:

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

7.2.2 Follows the coastline quite closely with good views of Medway Estuary.

7.2.3 An inland diversion is necessary between sections IGR-7-S008 and IGR-7-S012 (map IGR 7a) to take the trail past Motney Hill Sewage Treatment Works, and also between sections IGR-7-S032 and IGR-7-S036 and from IGR-7-S041 to IGR-7-S043 to take the trail past industrial land (map IGR 7d).

7.2.4 Follows a route similar to the promoted Saxon Shore Way long distance walking route.

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.

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

- Medway Estuary and Marshes SPA
- Medway Estuary and Marshes Ramsar site
- Medway Estuary and Marshes SSSI
- Medway Estuary Marine Conservation Zone
- Fort Darnet 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.

7.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IGR 7a	IGR-7-S010	The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ The trail is aligned inland of Motney Hill, following the existing Saxon Shore Way along Motney Hill Road.	To prevent disturbance, by recreational users, of wintering, breeding and on passage birds which are found using Motney Hill.
Direction Map IGR 7A	Off the coast of IGR 7	The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ Coastal access rights would be excluded all year across Fort Darnet island, in the Medway channel (see paras 7.2.20 to	To prevent disturbance, by recreational users, of wintering, breeding and on passage birds which are found using the island and the adjacent saltings.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		7.2.21 and Directions Map IGR 7A)	

7.2.7 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:

7.2.8 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 seawall.
- There are existing steps near Motney Hill (map IGR 7a) where it would be necessary to ascend/descend the seawall. In this location, physical constraints prevent the use of a ramp or step-free route.
- The motorbike inhibitors currently in place at Riverside Country Park may restrict double pushchairs and large mobility scooters, however the motorbike inhibitors currently in place near Gillingham Marshes provide enough space for large mobility scooters.

7.2.9 At Motney Hill (map IGR 7a), an existing stile will be removed to make the trail easier to use. We envisage this 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:

7.2.10 **Estuary:** This report proposes that the trail should contain sections aligned around 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.

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

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.

7.2.12 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 7.3.1 below.

7.2.13 Between Motney Hill and the Riverside Country Park we have used this discretion to limit the landward extent of the coastal margin to the landward edge of the surfaced coastal path. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because the landward edge of the flood barriers and banks along this stretch are not clear in their extent, and the path edge provides an easily identifiable boundary for access users.

7.2.14 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 7.3.1. 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 7.3.1) 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.

7.2.15 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 at Rainham and Gillingham (Medway Estuary)

7.2.16 Access to the mudflat and saltmarsh in the coastal margin seaward of route sections IGR-7-S001 to IGR-7-S043 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 7A, IGR 7B, IGR 7C and IGR 7D.

7.2.17 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 Sewage Treatment Works, Motney Hill

7.2.18 Access is to be excluded to Motney Hill Sewage Treatment Works, in the coastal margin seaward of route sections IGR-7-S008 and IGR-7-S009, by direction under Sections 24 and 25(b) of the Countryside and Rights of Way Act (2000) all year round. This will prevent disruption to ongoing commercial activity and is also necessary for public safety reasons. 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 7A and IGR 7B.

7.2.19 Motney Hill Sewage Treatment Works is operational throughout the year. The site presents significant land management and public safety risks. Therefore public access has been excluded from the site. The exclusion does not apply to any land that could be considered to be excepted land.

Exclusion of access to Fort Darnet island, Medway Channel

7.2.20 Access is to be excluded on Fort Darnet island, which lies in the coastal margin seaward of sections IGR-7-S001 to IGR-7-S043 by direction under s26(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 Map IGR 7A.

7.2.21 Protected bird species use the island and the adjacent saltings year round. 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.

7.2.22 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.

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

7.2.23 **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.

7.2.24 Column 4 of table 7.3.1 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 IGR 7a to IGR 7d as the proposed route of the trail.

7.2.25 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 7.3.1, the route is to be at the centre of the line shown on maps IGR 7b and IGR 7c as the proposed route of the trail.

7.2.26 We are aware that the Medway Estuary and Swale Coastal Flood and Erosion Risk Strategy (MEASS) proposes the following policies in this area:

- managed realignment of the seawall at Grange in the next 10 years;
- discontinue the maintenance of the seawall around Motney Hill peninsula; and
- construct a new seawall at The Strand Leisure Park.

The exact locations and timings of implementing the above policies are currently being refined for all these sites. The trail is likely to be rolled back to follow any managed realignment design or higher land, as appropriate.

Other future change:

7.2.27 At the Strand Leisure Park, we foresee the need for future changes to the proposed access provisions, due to the construction of a new seawall as part of the MEASS strategy (see above). We may realign the trail on top of, or landward of, the seawall. If this occurs prior to our proposed alignment becoming unsuitable for walkers due to tidal inundation, any such change would require Natural England to prepare a separate variation report to the Secretary of State.

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

Establishment of the trail:

7.2.28 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.

7.2.29 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £2,473 and is informed by:

- information already held by the access authority, Medway Council, in relation to the management of 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.

7.2.30 There are two main elements to the overall cost:

- A significant number of new signs would be needed on the trail.
- A stile will be removed to make the trail easier to use.

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	£1,820
Removal of stile	£330
Project management	£323
Total	£2,473 (Exclusive of any VAT payable)

7.2.31 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:

7.2.32 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).

7.2.33 We estimate that the annual cost to maintain the trail will be £3,613 (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 7.3: Proposals Tables

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

7.3.1 Section Details: Maps IGR 7a to IGR 7d - Otterham Quay to The Strand Leisure Park

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 7.3.2: 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 7.3.3’ 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
IGR 7a	IGR-7-S001 and IGR-7-S002	Other existing walked route	Yes - See table 7.3.3	No			
IGR 7a	IGR-7-S003	Other existing walked route	Yes - See table 7.3.3	No	Landward edge of path	Clarity and cohesion	
IGR 7a	IGR-7-S004	Other existing walked route	Yes - See table 7.3.3	No	Landward edge of path	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 7a	IGR-7-S005	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
IGR 7a	IGR-7-S006	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
IGR 7a	IGR-7-S007	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
IGR 7a	IGR-7-S008*	Other existing walked route	Yes - See table 7.3.3	No			
IGR 7a	IGR-7-S009*	Other existing walked route	Yes - See table 7.3.3	No			
IGR 7a	IGR-7-S010*	Public highway	Yes - See table 7.3.3	No	Landward edge of road	Clarity and cohesion	
IGR 7a	IGR-7-S011	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
IGR 7a	IGR-7-S012	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
IGR 7a	IGR-7-S013	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
IGR 7a	IGR-7-S014	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
IGR 7b	IGR-7-S015*	Other existing walked route	Yes - See table 7.3.3	Yes - barrier	Landward edge of path	Clarity and cohesion	The path edge provides a clearer boundary than the landward edge of the

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
							flood barriers
IGR 7b	IGR-7-S016 to IGR-7-S017	Public footpath	Yes - See table 7.3.3	Yes - barrier	Landward edge of path	Clarity and cohesion	As above
IGR 7b	IGR-7-S018	Public footpath	No	Yes - barrier	Landward edge of path	Clarity and cohesion	As above
IGR 7b	IGR-7-S019 to IGR-7-S020	Public footpath	No	Yes - barrier	Landward edge of path	Clarity and cohesion	As above
IGR 7b	IGR-7-S021*	Other existing walked route	No	Yes - barrier	Landward edge of path	Clarity and cohesion	As above
IGR 7b	IGR-7-S022*	Public footpath	No	Yes - barrier	Landward edge of path	Clarity and cohesion	The path edge provides a clearer boundary than the landward edge of the flood barriers
IGR 7b	IGR-7-S023* to IGR-7-S024	Other existing walked route	No	Yes - barrier	Landward edge of path	Clarity and cohesion	As above

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 7b to IGR 7c	IGR-7-S025* to IGR-7-S026*	Public footpath	No	Yes - barrier	Landward edge of path	Clarity and cohesion	As above
IGR 7c	IGR-7-S027	Public footpath	No	No	Landward edge of track	Clarity and cohesion	The track and path edge provides a clearer boundary than the landward edge of the flood barriers
IGR 7c	IGR-7-S028	Public footpath	No	No	Landward edge of path	Clarity and cohesion	As above
IGR 7c	IGR-7-S029	Public footpath	Yes - See table 7.3.3	Yes - bank	Landward edge of path	Clarity and cohesion	As above
IGR 7c	IGR-7-S030	Public footpath	Yes - See table 7.3.3	No	Landward edge of path	Clarity and cohesion	
IGR 7d	IGR-7-S031	Public footpath	Yes - See table 7.3.3	Yes - bank			
IGR 7d	IGR-7-S032	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
IGR 7d	IGR-7-S033	Other existing walked route	Yes - See table 7.3.3	No	Landward edge of path	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 7d	IGR-7-S034	Public footway (pavement)	Yes - See table 7.3.3	No	Landward edge of pavement	Clarity and cohesion	
IGR 7d	IGR-7-S035	Public footway (pavement)	Yes - See table 7.3.3	No	Landward edge of pavement	Clarity and cohesion	
IGR 7d	IGR-7-S036	Public Highway	Yes - See table 7.3.3	No	Landward edge of road	Clarity and cohesion	
IGR 7d	IGR-7-S037	Public highway	Yes - See table 7.3.3	No	Landward edge of road	Clarity and cohesion	
IGR 7d	IGR-7-S038	Public highway	Yes - See table 7.3.3	No	Landward edge of road	Clarity and cohesion	
IGR 7d	IGR-7-S039	Other existing walked route	Yes - See table 7.3.3	No	Landward edge of path	Clarity and cohesion	
IGR 7d	IGR-7-S040	Other existing walked route	Yes - See table 7.3.3	No	Landward edge of path	Clarity and cohesion	
IGR 7d	IGR-7-S041	Other existing walked route	Yes - See table 7.3.3	No	Landward edge of path	Clarity and cohesion	
IGR 7d	IGR-7-S042 and IGR-7-S043	Public footway (pavement)	Yes - See table 7.3.3	No	Landward edge of pavement	Clarity and cohesion	

7.3.2 Other options considered: Maps IGR 7a to IGR 7d - Otterham Quay to The Strand Leisure Park

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IGR 7a	IGR-7-S008 to IGR-7-S010	We considered aligning the trail on the seawalls of the Sewage Treatment Works and Motney Hill.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoids entering the fenced sewage treatment works, which could expose people to the site's inherent safety risks and disrupt operations ■ it avoids disturbance to nationally and internationally important over-wintering, breeding and migratory birds ■ it has distant views of the estuary, ■ it follows the existing walked route along the promoted Saxon Shore Way ■ 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 7a	IGR-7- S010	We considered aligning the trail around Motney Hill, west of the Sewage Treatment Works, which offers views of the estuary.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoids disturbance to nationally and internationally important over-wintering, breeding and migratory birds ■ it still offers occasional long reaching views of the estuary ■ the existing walked Saxon Shore Way is a more direct route ■ Motney Hill, west of the Sewage Treatment Works, will become part of the accessible coastal margin ■ 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 7b	IGR-7-S015, IGR-7-S021 and IGR-7-S023 and IGR-7-S024	We considered aligning the trail along the existing public rights of way which lie landward of the proposed route.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the coast and has better views of the estuary ■ it follows the existing walked route ■ 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 7c	IGR-7-S026	We considered aligning a spur of the trail to the northern tip of Horrid Hill.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it follows the existing public right of way and promoted Saxon Shore Way ■ it is more direct and avoids having to return inland from the spur along the same route ■ it provides good views of the estuary and of Horrid Hill, which is well signed from the proposed route, as part of the Riverside Country Park ■ Horrid Hill will become part of the accessible coastal margin ■ 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.

7.3.3 Roll-back implementation – more complex situations: Maps IGR 7a to IGR 7d - Otterham Quay to The Strand Leisure Park

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IGR 7a and IGR 7b	IGR-7-S001 to IGR-7-S017	Road, buildings and designated sites (Medway Estuary and Marshes)	<p>We are aware that stretches of coast in this area have been identified for future 'no active intervention' within the Medway Estuary and Swale Flood and Coastal Erosion Risk Strategy.</p> <p>If it is no longer possible to find a viable route seaward of a designated sites whose designated features are sensitive to public access, or where the existing route</p>

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			<p>already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it</p> <p>If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings and curtilage etc), we will choose a route landward of it, following discussions with owners and occupiers.</p> <p>The details of any roll back will be subject to any necessary Habitat Regulations Assessment.</p>
IGR 7c and IGR 7d	IGR-7-S029 to IGR-7-S043	Leisure park, golf course, sewage works, buildings.	<p>Along this section of low lying coast new seawalls are likely to be created in the future in order to protect this part of the coastline. Details are currently being defined as part of the Medway Estuary and Swale Coastal Flood and Erosion Risk Strategy. The trail is likely to be adjusted to follow any new seawall design. In the event that it is not possible to find a viable route seaward of The Strand Leisure Park or any excepted land (e.g. buildings and curtilage, gardens etc), 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>

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 7.4: Proposals Maps

7.4.1 Map Index

Map reference	Map title
IGR 7a	Otterham Quay to Motney Hill
IGR 7b	Motney Hill to Riverside Country Park
IGR 7c	Riverside Country Park to Grange
IGR 7d	Grange to The Strand Leisure Park
Directions Map IGR 7A	Directions for Report IGR 7: Otterham Quay to The Strand Leisure Park
Directions Map IGR 7B	Directions for Report IGR 7: Otterham Quay to The Strand Leisure Park
Directions Map IGR 7C	Directions for Report IGR 7: Otterham Quay to The Strand Leisure Park
Directions Map IGR 7D	Directions for Report IGR 7: Otterham Quay to The Strand Leisure Park

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:

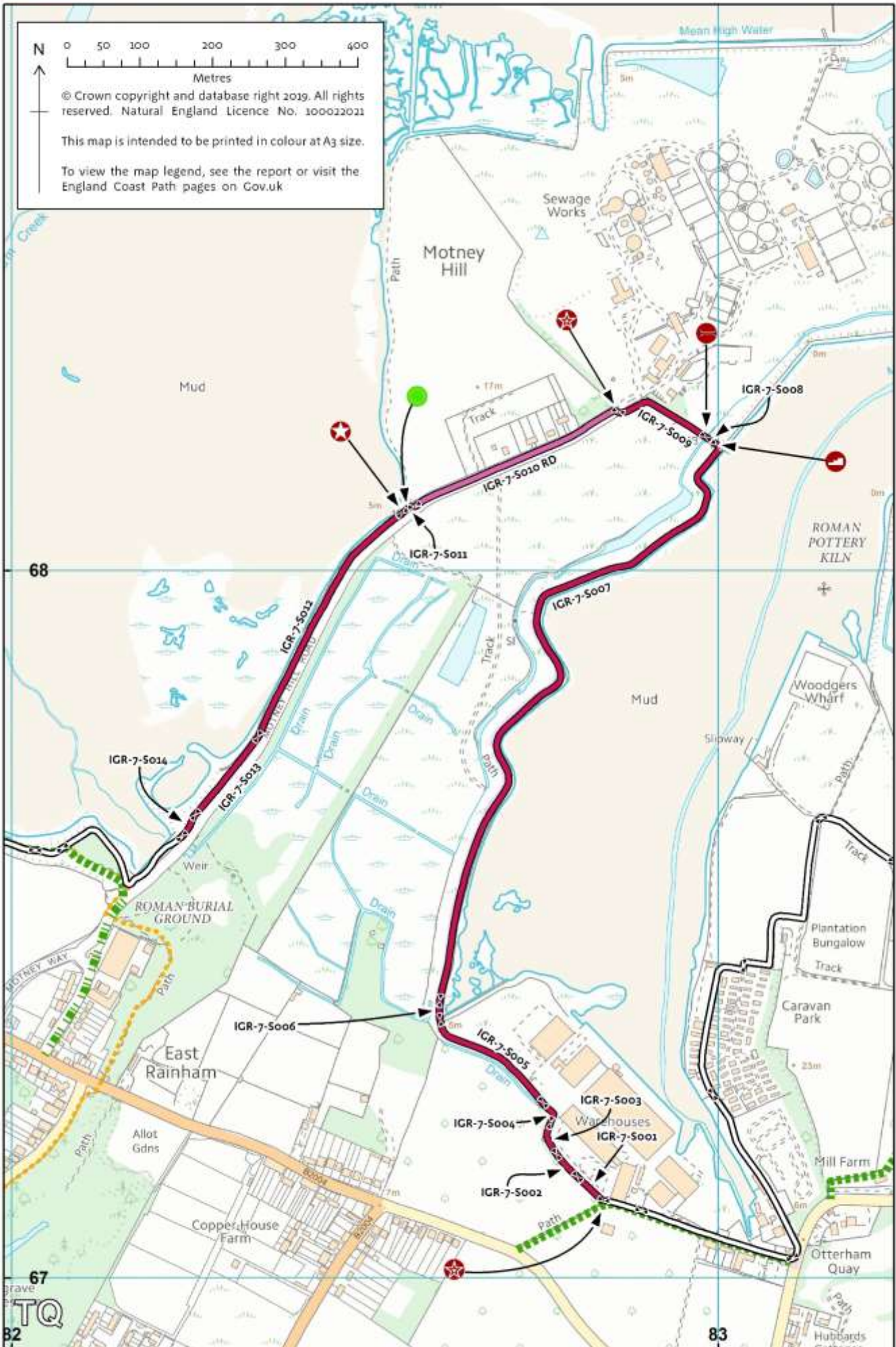
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Motorbike barrier
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Roadside sign
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps
- Advisory sign

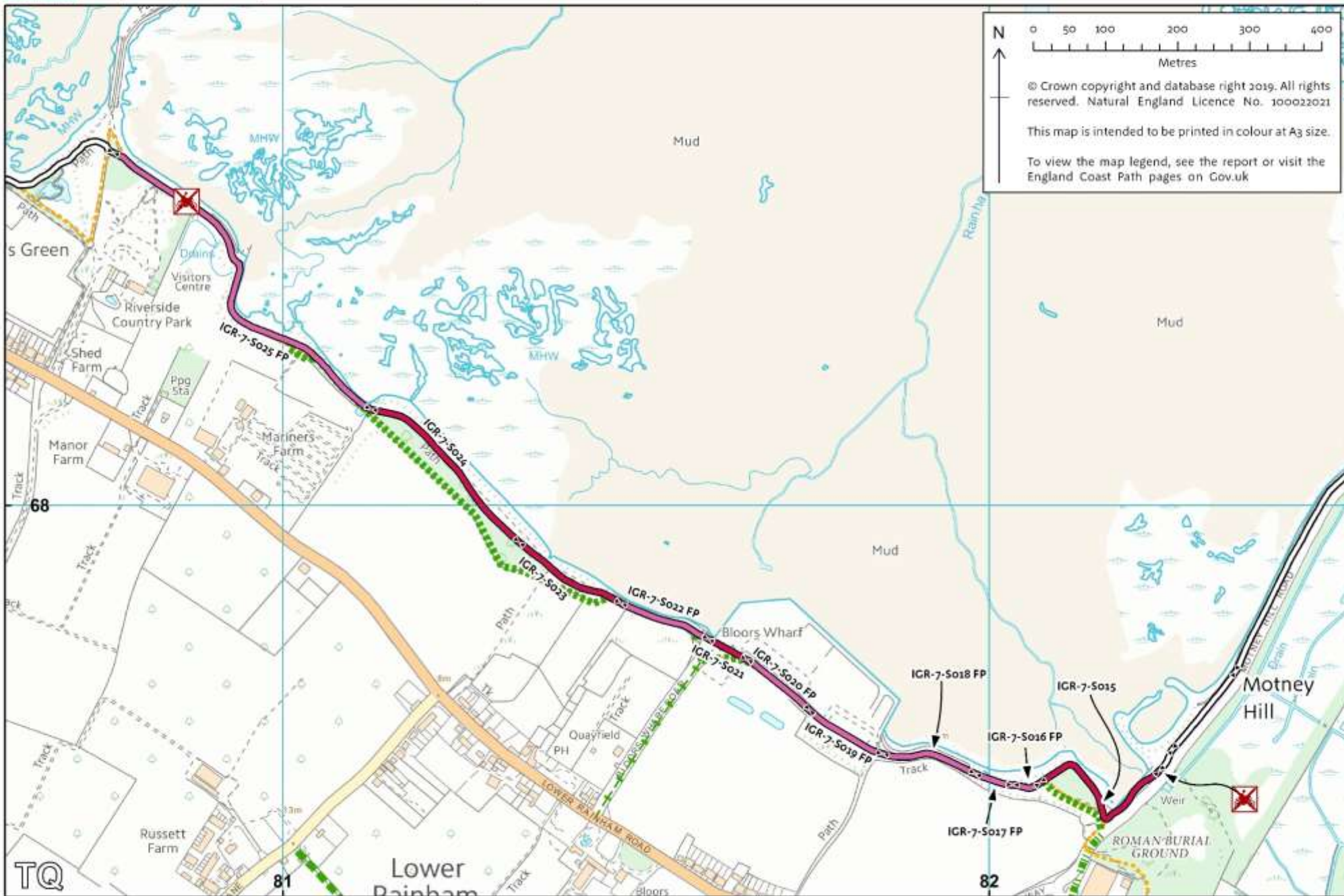
Infrastructure status

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 7b: Motney Hill to Riverside Country Park





N

0 50 100 200 300 400
Metres

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

To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

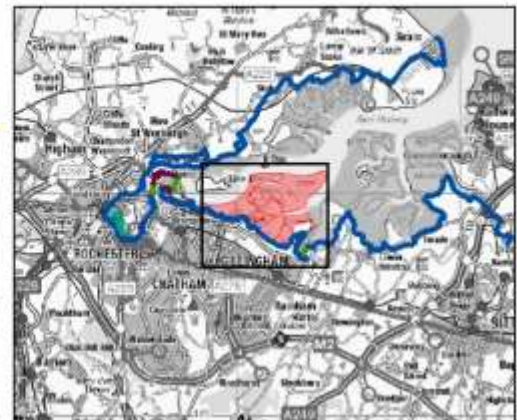
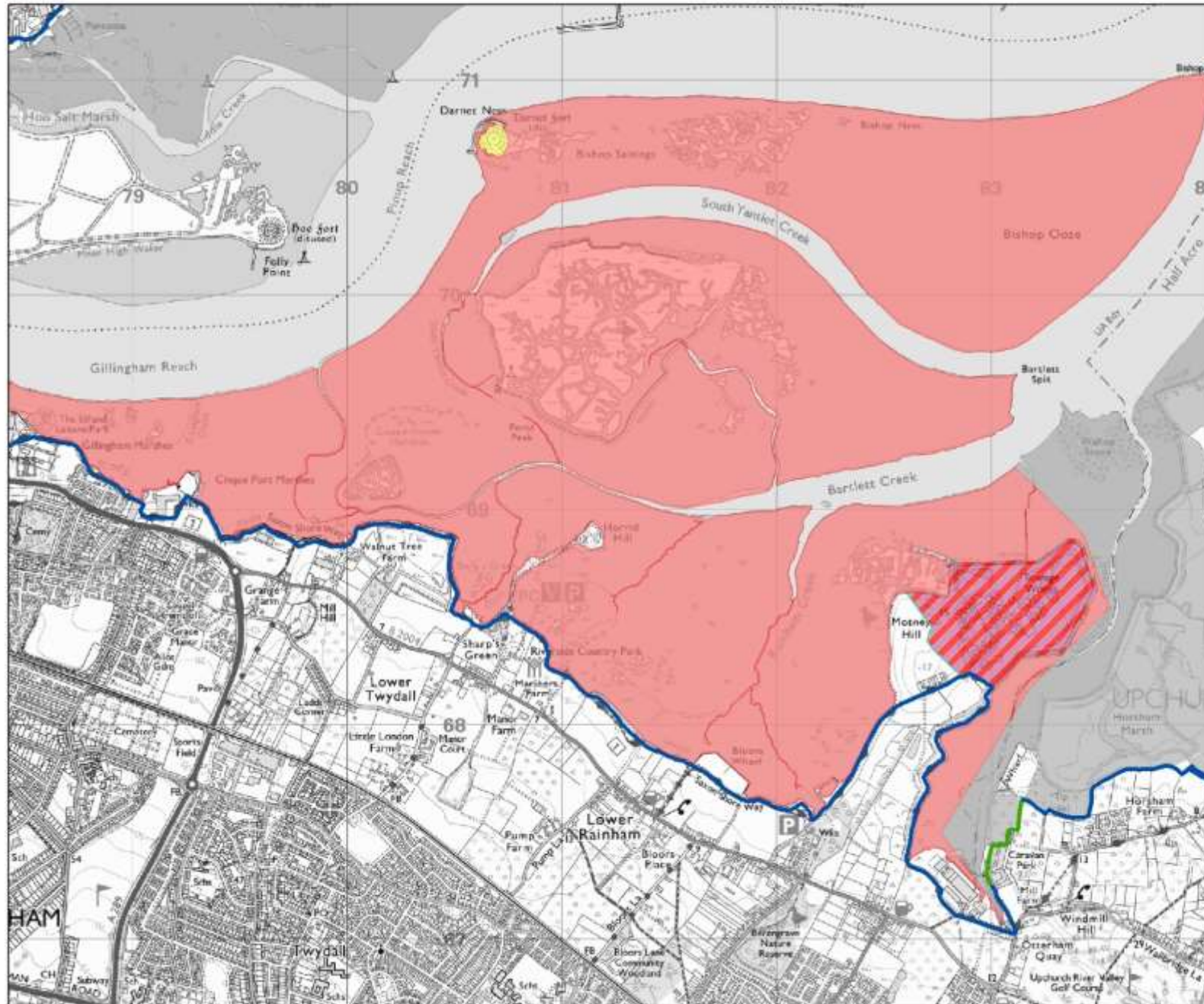
Map IGR 7d: Grange to The Strand Leisure Park

TQ

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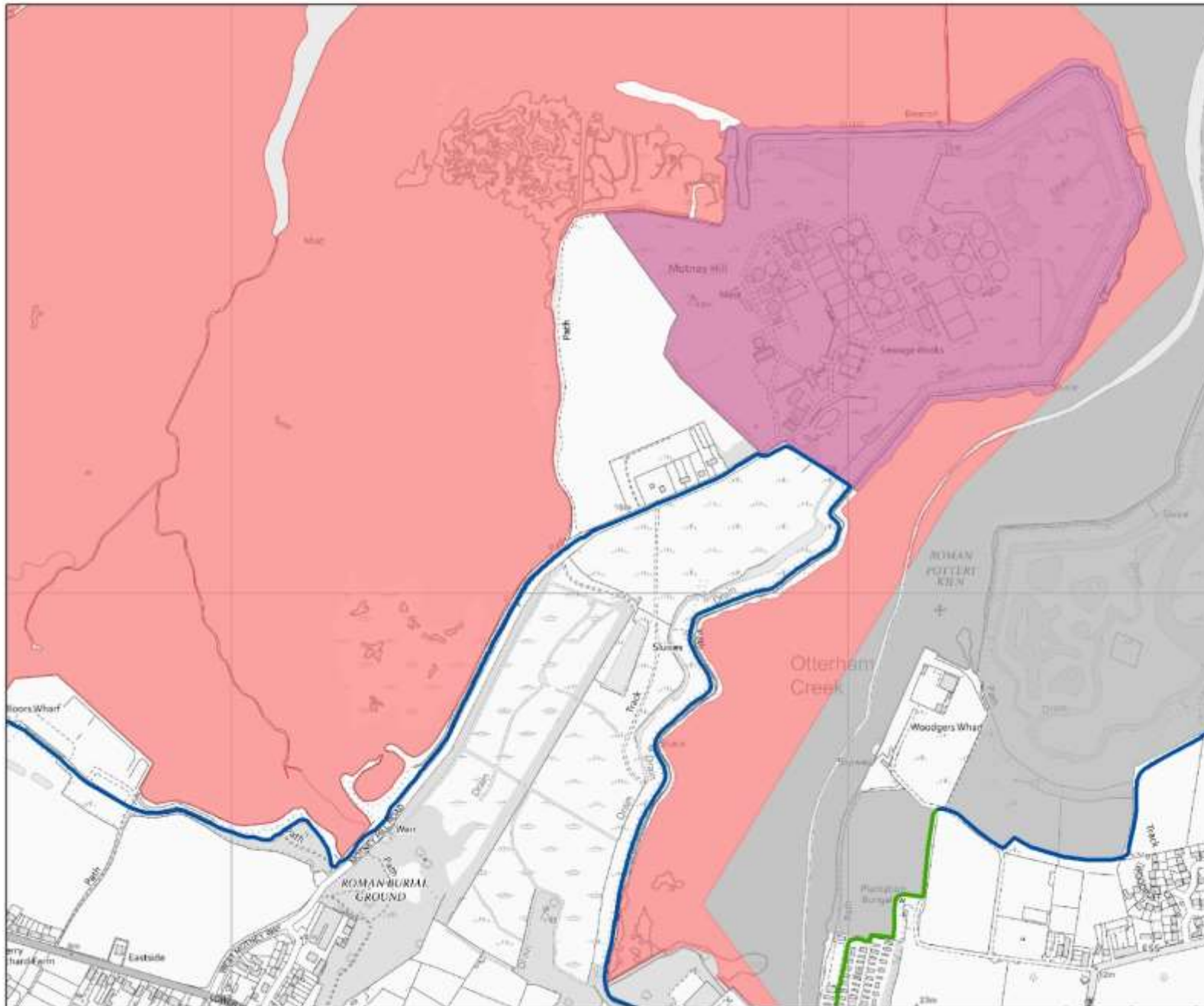
Directions Map IGR 7A

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.



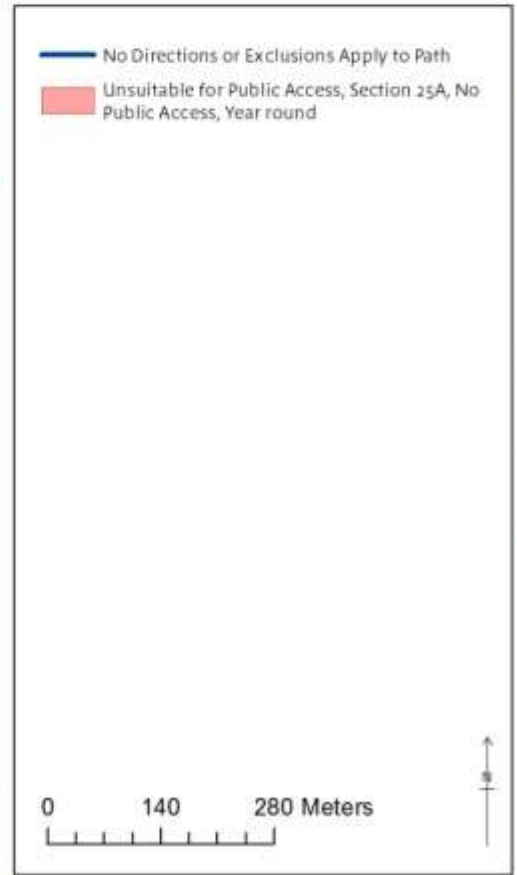
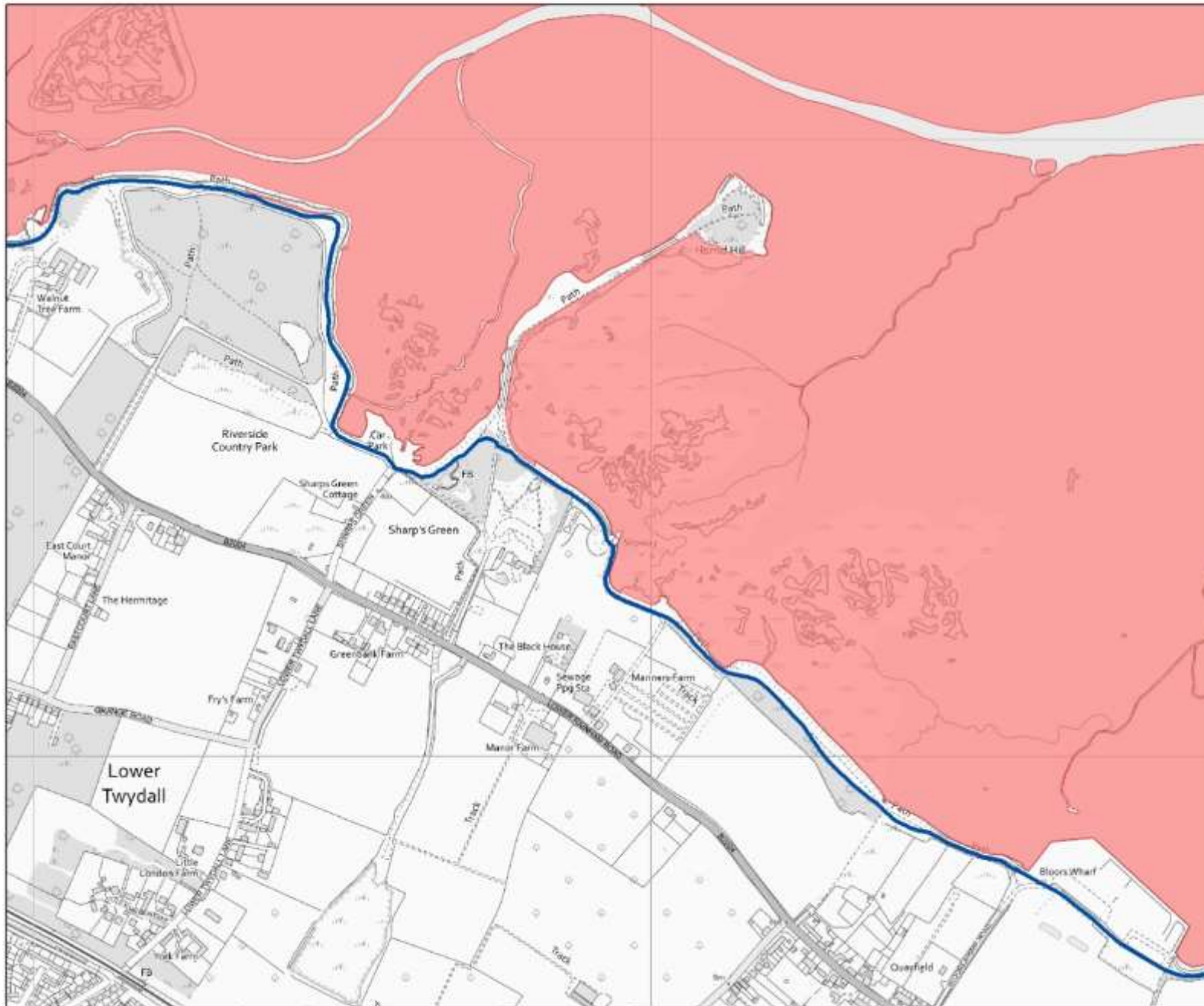
Directions Map IGR 7B

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 7C

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 7D

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.

