



England Coast Path Stretch: Iwade to Grain

Report IGR 8: The Strand Leisure Park to Frindsbury

Part 8.1: Introduction

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|----------------|--|
| Start Point: | The Strand Leisure Park (Grid reference 578335 169230) |
| End Point: | Frindsbury (Grid reference 574984 169998) |
| Relevant Maps: | IGR 8a to IGR 8e |

8.1.1 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.

8.1.2 This report covers length IGR 8 of the stretch, which is the coast between The Strand Leisure Park and Frindsbury 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.

8.1.3 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.

8.1.4 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 8.2: Proposals Narrative

The trail:

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

8.2.2 Includes one section of new path, at the Rochester Riverside re-development site, see maps IGR 8d & IGR 8e (section IGR-8-S085). This route has been agreed with the land owner to follow the planned riverside walk and open in stages over the next decade, if ongoing development allows. In the meantime, an alternative route is proposed inland of the site.

8.2.3 Follows a route similar to the promoted Saxon Shore Way long distance walking route in some places.

8.2.4 Follows the coastline closely intermittently, with good views of the Medway Estuary, near Gillingham Pier (map IGR 8a), around St Mary's Island (map IGR 8b) near Gun Wharf (map IGR 8d) and at Rochester Riverside through to Frindsbury (maps IGR 8d & IGR 8e).

8.2.5 Inland diversions are necessary in certain places to take the trail past: industrial land and docks (sections IGR-8-S001 and IGR-8-S034, maps IGR 8a and IGR 8b), Chatham Historic Dockyard (sections IGR-8-S047 to IGR-8-S066, maps IGR 8c and IGR 8d), Ship Pier and Wharves (sections IGR-8-S072 to IGR-8-S084, maps IGR 8d and IGR 8e) and Medway City Industrial Estate (sections IGR-8-S102 to IGR-8-S111, map IGR 8e).

8.2.6 Passes through land that is excepted land under Schedule 1 to the Countryside and Rights of Way Act 2000 by virtue of it being land used as a park (route sections IGR-8-S028 and IGR-8-S029, map IGR 8b). The owner has agreed in writing to dedicate as coastal margin, if this report is approved, an access strip along the proposed route through the park at Finsborough Down. The dedication would remove the excepted land status of this strip and enable coastal access rights to come into effect along it.

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.

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

- Medway Estuary and Marshes SSSI
- Medway Estuary Marine Conservation Zone
- Chatham Dockyard Scheduled Monuments (SM). This includes 45 separate designations associated with Chatham Dockyard
- Chatham Lines, section at Chatham Gun Wharf 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.

8.2.8 Measures to protect the environment

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|-------------------|---|---|---|
| IGR 8c and IGR 8d | IGR-8-S049 to IGR-8-S050 and IGR-8-S056 IGR-8-S058 to IGR-8-S059 IGR-8-A003 to IGR-8-A005 | All new waymarking signs within the boundaries of the aforementioned Scheduled Monuments will be attached to existing posts / infrastructure. Therefore no new posts will be installed in the Scheduled Monument. | To avoid physical damage to the Scheduled Monuments associated with Chatham Dockyard and Chatham Lines. |

8.2.9 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:

- 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:

8.2.10 There are few artificial barriers to accessibility on the proposed route. However, there are some steps along the proposed route where it would be necessary to ascend/descend (maps IGR 8d and IGR 8e). At these sites we will signpost a step-free route that will take a short diversion inland.

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

Where we have proposed exercising statutory discretions:

8.2.11 **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 map IGR 8e.

8.2.12 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.

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

8.2.13 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 Tables 8.3.1 and 8.3.2 below.

8.2.14 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 8.3.1. 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 8.3.1) 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.

8.2.15 Restrictions and/or exclusions: We have proposed to exclude and restrict 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 Chatham, Rochester, and Strood (Medway Estuary)

8.2.16 Access to the mudflat and saltmarsh in the coastal margin seaward of route sections IGR-8-S001 to IGR-8-S111 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 Map IGR 8A, IGR 8B, IGR 8C, IGR 8D and IGR 8E.

8.2.17 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.

Restrictions at St Mary's Island

8.2.18 Dogs are to be kept to leads at St Mary's Island on the trail and the associated coastal margin at IGR-8-S022 to IGR-8-S043 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 6B

8.2.19 In addition, fishing will not be allowed from the trail and the associated coastal margin at IGR-8-S022 to IGR-8-S025 and IGR-8-S034 to IGR-8-S042 under Section 24 of the Countryside and Rights of Way Act (2000) for the purpose land management. This restriction will have no legal effect on land where coastal access rights do not apply. See Directions Maps IGR 6B.

8.2.20 St Mary's Island is a private residential estate. The estate has regulations for residents and visitors which state that fishing is not permitted from the riverside walkway and dogs must be kept to a lead. This restriction reflects existing land management practices.

Exclusion at Chatham Historic Dockyard

8.2.21 Access is to be excluded to Chatham Historic Dockyard seaward of route sections IGR-8-S049 to IGR-8-S067 by direction under Section 24 of the Countryside and Rights of Way Act (2000), all year round, for land management reasons. This will prevent disruption to ongoing commercial activity. 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 8C.

8.2.22 Chatham Historic Dockyard is a very popular tourist venue and attracts over 100,000 paying visitors annually. The dockyard is mostly enclosed via fencing and gates, but there are open areas accessible within the seaward margin which, if accessed, would cause a disruption to the ongoing management of commercial activities within the attraction and a loss of income.

Exclusion of access at Medway Council Offices, Gun Wharf

8.2.23 Access is to be excluded to the riverside walkway (on route sections IGR-8-S064 to IGR-8-S067) at Medway Council's offices and to the coastal margin seaward of them by direction under Section 24 of the Countryside and Rights of Way Act (2000), from 7pm to 7am daily. The exclusion will have no legal effect on land where coastal access rights do not apply. See Directions Map IGR 8D.

8.2.24 The riverside walkway at Medway Council's offices currently provides permissive access to the public during the daytime only for security reasons. This restriction reflects existing land management practices.

Exclusion of access to Rochester Riverside

8.2.25 Access is to be excluded to Rochester Riverside on route sections IGR-8-S084 to IGR-8-S086 by direction under Sections 24 and Section 25(1)(b) of the Countryside and Rights of Way Act (2000), all year round, to ensure public safety and meet operational requirements on a construction site. The exclusion will have no legal effect on land where coastal access rights do not apply. See Directions Maps IGR 8D and IGR 8E.

8.2.26 Rochester Riverside is an area currently being redeveloped into a mixed residential and retail area. The main route alignment follows the approved masterplan and will be on the riverside when the construction work is complete. However public access will be restricted by the developer until 2029 due to building works. During this time an alternative route will be promoted on Rochester High Street and Corporation Street landward of this route.

8.2.27 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.

8.2.28 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.

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

8.2.29 **Alternative routes:** An alternative route is to operate as a diversion from the ordinary route at times when access to the riverside walk near Medway Council, Gun Wharf (route sections IGR-8-S064 to IGR-8-S067), is excluded by direction from 7pm to 7am, all year. The alternative route is to be at the centre of the line shown as route sections IGR-8-A001 to IGR-8-A005 on map IGR 8d. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

8.2.30 An alternative route will operate at Rochester Riverside (route sections IGR-8-S084 to IGR-8-S086) while this area is being developed into a mixed residential and retail area. Development is

expected to be completed in 2029. The alternative route is to be at the centre of the line shown as route sections IGR-8-A006 to IGR-8-A007 on maps IGR 8d and IGR 8e. The alternative route would not have the effect of creating any additional spreading room on either the seaward or the landward side.

8.2.31 By default, an alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of 8.3.2 describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

8.2.32 **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.

8.2.33 Column 4 of table 8.3.1 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 8a to IGR 8c as the proposed route of the trail.

8.2.34 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 8.3.1 the route is to be at the centre of the line shown on maps IGR 8a to IGR 8e as the proposed route of the trail.

8.2.35 We are aware that the Medway Estuary and Swale Coastal Flood and Erosion Risk Strategy (MEASS) proposes a policy to construct a new seawall at The Strand Leisure Park. The exact locations and timings of implementing this policy is currently being refined for this site. The trail is likely to be rolled back to follow any managed realignment design or higher land, as appropriate.

Other future change:

8.2.36 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.

8.2.37 At the time of preparing the report, we foresee the need for changes to the proposed access provisions to the west of Gillingham Pier. There are plans for a mixed use waterfront development called Chatham Waters, part of which has already been built. In the coming phases a new waterfront

promenade will be delivered providing an opportunity to align the trail (map IGR 8a) closer to the coast with improved views of the Medway Estuary. When the waterfront promenade is complete, Natural England will review its trail alignment and, if appropriate, will prepare a separate variation report to the Secretary of State.

8.2.38 We also foresee the need for minor changes to the proposed access provisions at Sun Pier in Chatham (map IGR 8d), as this site is re-developed during the next two years. When the development is complete, Natural England will review its trail alignment and, if appropriate, will 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:

8.2.39 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.

8.2.40 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £13,709 and is informed by:

- information already held by the access authority, Medway 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.

8.2.41 There is one main element to the overall cost:

- A significant number of new signs would be needed on the trail.

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 | £11,921 |
| Project management | £1,788 |
| Total | £13,709 (Exclusive of any VAT payable) |

8.2.42 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:

8.2.43 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).

8.2.44 We estimate that the annual cost to maintain the trail will be £2,328 (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 8.3: Proposals Tables

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

8.3.1 Section Details: Map IGR 8a to IGR 8e – The Strand Leisure Park to Frindsbury

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 8.3.3: 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 8.3.4’ 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 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 8a | IGR-8-S001 | Public footway (pavement) | Yes - See table 8.3.4 | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8a | IGR-8-S002 to IGR-8-S004 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8a | IGR-8-S005 | Other existing walked route | No | 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 8a | IGR-8-S006 | Other existing walked route | No | No | Landward edge of path | Clarity and cohesion | |
| IGR 8a | IGR-8-S007 | Other existing walked route | No | No | Landward edge of promenade | Clarity and cohesion | |
| IGR 8a | IGR-8-S008 | Other existing walked route | No | No | Landward edge of promenade | Clarity and cohesion | |
| IGR 8a | IGR-8-S009 to IGR-8-S010 | Other existing walked route | No | No | Landward edge of promenade | Clarity and cohesion | |
| IGR 8a | IGR-8-S011 | Public highway | No | No | Landward edge of road | Clarity and cohesion | |
| IGR 8a | IGR-8-S012 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8a | IGR-8-S013 to IGR-8-S014 | Other existing walked route | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8a | IGR-8-S015 and IGR-8-S016 | Other existing walked route | No | No | Landward edge of path | Clarity and cohesion | |
| IGR 8a | IGR-8-S017 | Public footway (pavement) | No | No | Road | Clarity and cohesion | |
| IGR 8a | IGR-8-S018 | Cycle track (pedestrian) | No | No | 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 8a | IGR-8-S019 | Cycle track (pedestrian) | No | No | Road | Clarity and cohesion | |
| IGR 8b | IGR-8-S020 to IGR-8-S021 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8b | IGR-8-S022 | Other existing walked route | No | No | Landward edge of promenade | Clarity and cohesion | |
| IGR 8b | IGR-8-S023 | Other existing walked route | No | No | Landward edge of path | Clarity and cohesion | |
| IGR 8b | IGR-8-S024 | Other existing walked route | No | No | Landward edge of promenade | Clarity and cohesion | |
| IGR 8b | IGR-8-S025* | Other existing walked route | No | No | Landward edge of boardwalk | Clarity and cohesion | |
| IGR 8b | IGR-8-S026* | Other existing walked route | No | No | | | |
| IGR 8b | IGR-8-S027* | Other existing walked route | No | No | Fence line | Clarity and cohesion | |
| IGR 8b | IGR-8-S028* to IGR-8-S029* | Other existing walked route | No | Yes - bank | Landward edge of path | Clarity and cohesion | Landward boundary reflects the extent of the dedicated access strip through Finsborough |

| 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 |
| | | | | | | | Down (see para 8.2.6) |
| IGR 8b | IGR-8-S030* | Other existing walked route | No | No | Wall | Clarity and cohesion | |
| IGR 8b | IGR-8-S031* | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8b | IGR-8-S032*-IGR-8-S039 | Other existing walked route | Yes - See table 8.3.4 | Yes - barrier | Landward edge of promenade | Clarity and cohesion | |
| IGR 8c | IGR-8-S040 | Other existing walked route | Yes - See table 8.3.4 | No | Landward edge of promenade | Clarity and cohesion | |
| IGR 8c | IGR-8-S041 | Other existing walked route | Yes - See table 8.3.4 | No | Landward edge of promenade | Clarity and cohesion | |
| IGR 8c | IGR-8-S042 to IGR-8-S043 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8c | IGR-8-S044 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8c | IGR-8-S045 | Other existing walked route | No | No | | | |
| IGR 8c | IGR-8-S046 | Other existing walked route | No | No | Landward edge of promenade | 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 8c | IGR-8-S047 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8c | IGR-8-S048 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8c | IGR-8-S049* | Other existing walked route | No | No | Landward edge of pavement / walkway | Clarity and cohesion | |
| IGR 8c | IGR-8-S050* | Other existing walked route | No | No | | | |
| IGR 8c | IGR-8-S051 | Other existing walked route | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8c | IGR-8-S052 | Other existing walked route | No | No | Landward edge of road | Clarity and cohesion | |
| IGR 8c | IGR-8-S053 | Other existing walked route | No | No | Landward edge of road | Clarity and cohesion | |
| IGR 8c | IGR-8-S054 to IGR-8-S055 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8c | IGR-8-S056 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8d | IGR-8-S057 | Cycle track (pedestrian) | No | No | Landward edge of pavement | 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 8d | IGR-8-S058 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8d | IGR-8-S059 | Cycle track (pedestrian) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8d | IGR-8-S060 | Public highway | No | No | | | |
| IGR 8d | IGR-8-S061 to IGR-8-S066 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8d | IGR-8-S067 to IGR-8-S068 | Other existing walked route | No | No | Landward edge of promenade | Clarity and cohesion | |
| IGR 8d | IGR-8-S069 | Other existing walked route | No | No | | | |
| IGR 8d | IGR-8-S070 to IGR-8-S071 | Other existing walked route | No | No | Landward edge of promenade | Clarity and cohesion | |
| IGR 8d | IGR-8-S072 | Other existing walked route | No | No | Landward edge of path | Clarity and cohesion | |
| IGR 8d | IGR-8-S073 to IGR-8-S084 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | Section IGR-8-S084 will be temporarily excluded due to construction |

| 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 |
| | | | | | | | work (see para 8.2.30) |
| IGR 8d and IGR 8e | IGR-8-S085 | Not an existing walked route | No | No | Landward edge of promenade | Clarity and cohesion | This section will be temporarily excluded due to construction work (see para 8.2.30) |
| IGR 8e | IGR-8-S086 | Other existing walked route | No | No | Landward edge of path | Clarity and cohesion | This section will be temporarily excluded due to construction work (see para 8.2.30) |
| IGR 8e | IGR-8-S087 to IGR-8-S089 | Cycle track (pedestrian) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8e | IGR-8-S090 to IGR-8-S097 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8e | IGR-8-S098 to IGR-8-S100 | Other existing walked route | No | No | Landward edge of promenade | Clarity and cohesion | |
| IGR 8e | IGR-8-S101 to | Public footway (pavement) | No | No | Landward edge of pavement | 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-8-S105 | | | | | | |
| IGR 8e | IGR-8-S106 to IGR-8-S107 | Cycle track (pedestrian) | No | No | Landward edge of path | Clarity and cohesion | |
| IGR 8e | IGR-8-S108 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 8e | IGR-8-S109 | Public highway | No | No | | | |
| IGR 8e | IGR-8-S110 to IGR-8-S111 | Public footpath | No | No | Landward edge of path | Clarity and cohesion | |

8.3.2 Alternative routes and optional alternative route details: Map IGR 8a to IGR 8e – The Strand Leisure Park to Frindsbury

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 8.3.3: 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 8.3.4’ 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 8d | IGR-8-A001 | Cycle track (pedestrian) | No | Wall | Landward edge of pavement | |
| IGR 8d | IGR-8-A002 | Cycle track (pedestrian) | No | Fence line | Landward edge of pavement | |
| IGR 8d | IGR-8-A003 | Public highway | No | Seaward edge of road | Landward edge of road | |
| IGR 8d | IGR-8-A004 | Other existing walked route | No | | | |
| IGR 8d | IGR-8-A005 | Other existing walked route | No | Seaward edge of path | Landward edge of path | |
| IGR 8d | IGR-8-A006 | Public footway (pavement) | No | Seaward edge of pavement | Landward edge of pavement | |
| IGR 8e | IGR-8-A007 | Cycle track (pedestrian) | No | Seaward edge of pavement | Landward edge of pavement | |

8.3.3 Other options considered: Map IGR 8b to IGR 8c – Pier Road to Dock Road

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|---|--|
| IGR 8a | IGR-8-S005 to IGR-8-S017 | We considered aligning the trail alongside A289, Pier Road, landward of the ongoing developments around Gillingham Pier. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the coast ■ it has some views of the sea, near Gillingham Piers ■ in the future, the path may be able to move closer to the sea, as re-development continues along this shoreline ■ it avoids use of the pavements and walkways along a busy dual-carriageway road ■ 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 8b | IGR-8-S025 to IGR-8-S032 | We considered aligning the trail along the pavements of Marine View, Restharrow Way, Island Way East, Dunlin Drive and Phalarope Way on St Mary's Island. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the coast and offers some elevated views of Medway Estuary ■ it is a pleasant route through a park and avoids walking alongside roads ■ 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 |
| IGR 8c | IGR-8-S049 to IGR8-S050 | We considered aligning the trail around the edge of a car park at Chatham Historic Dockyard, past the Visitor Centre entrance. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it provides a more direct route ■ Chatham Historic Dockyard entrance is visible from the trail ■ it avoids an unnecessary walk around a car park which does not have any views of the Medway Estuary ■ 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.

8.3.4 Roll-back implementation – more complex situations: Map IGR 8a to IGR 8e – The Strand Leisure Park to Frindsbury

| Map(s) | Route section number(s) | Feature(s) or site(s) potentially affected | Our likely approach to roll-back |
|-------------------|--------------------------|---|--|
| IGR 8a | IGR-8-S001 | Buildings | <p>In the event that it is not possible to find a viable route seaward of any excepted land (e.g. buildings) 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> <p>Sea defences are likely to be raised in the future along the coast directly to the east of this route section, including at The Strand Leisure Park (see report IGR 7). 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 defence / seawall design.</p> |
| IGR 8b and IGR 8c | IGR-8-S033 to IGR-8-S041 | St Mary's Island housing estate, Chatham Maritime Lock and Marina, Dickens World. | <p>This section of the route is aligned seaward of St Mary's flood defences, and may suffer in the future from increased flooding associated with changing sea levels.</p> <p>If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.</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 8.4: Proposals Maps

8.4.1 Map Index

| Map reference | Map title |
|-----------------------|--|
| IGR 8a | The Strand Leisure Park to Pier Road |
| IGR 8b | Pier Road to St Mary's Island |
| IGR 8c | St Mary's Island to Dock Road |
| IGR 8d | Dock Road to Rochester Riverside |
| IGR 8e | Rochester Riverside to Frindsbury |
| Directions Map IGR 8A | Directions for Report IGR 8: The Strand Leisure Park to Frindsbury |
| Directions Map IGR 8B | Directions for Report IGR 8: The Strand Leisure Park to Frindsbury |
| Directions Map IGR 8C | Directions for Report IGR 8: The Strand Leisure Park to Frindsbury |
| Directions Map IGR 8D | Directions for Report IGR 8: The Strand Leisure Park to Frindsbury |
| Directions Map IGR 8E | Directions for Report IGR 8: The Strand Leisure Park to Frindsbury |

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:

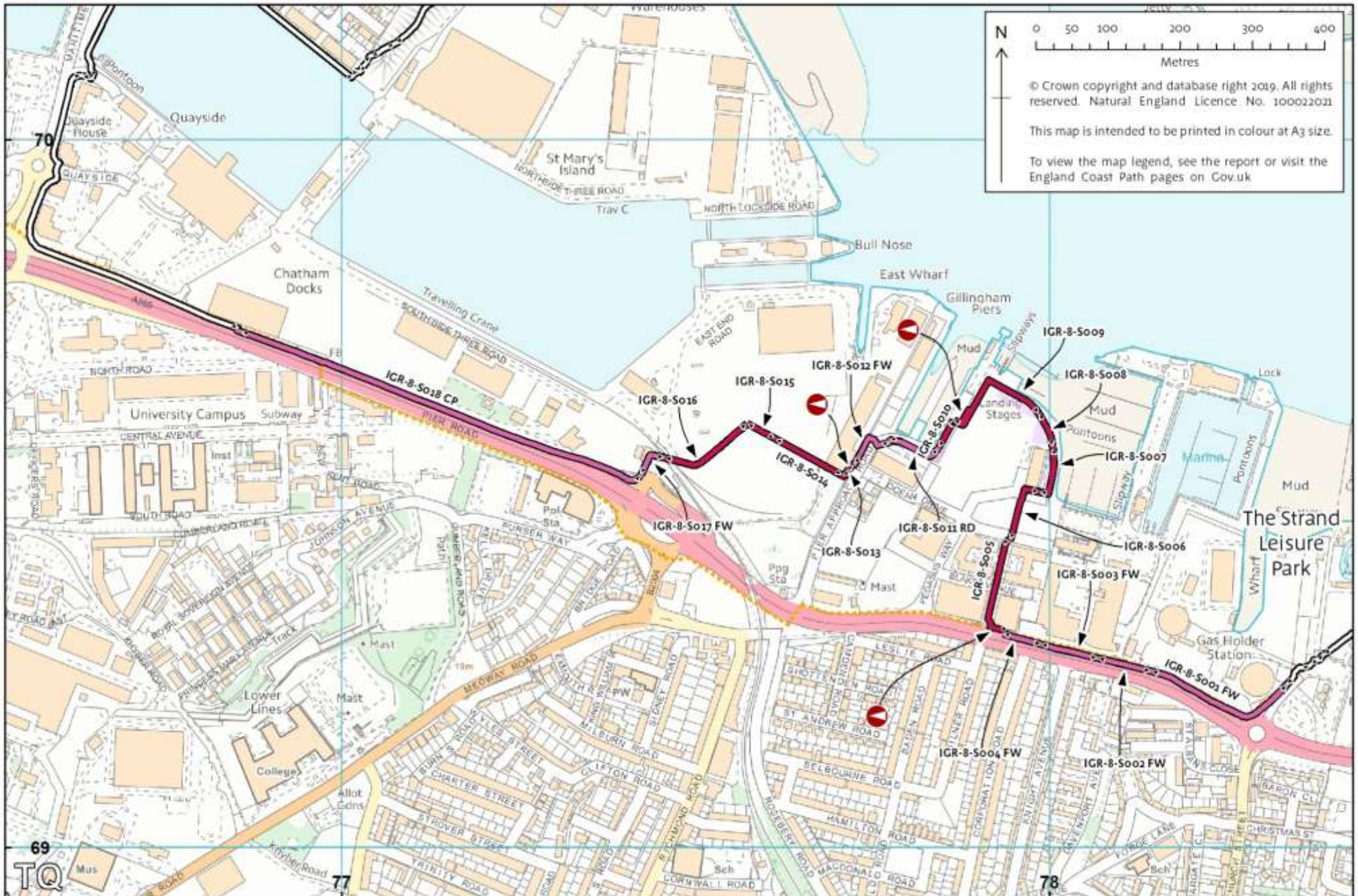
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Motorbike barrier
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Roadside sign
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps
- Advisory sign

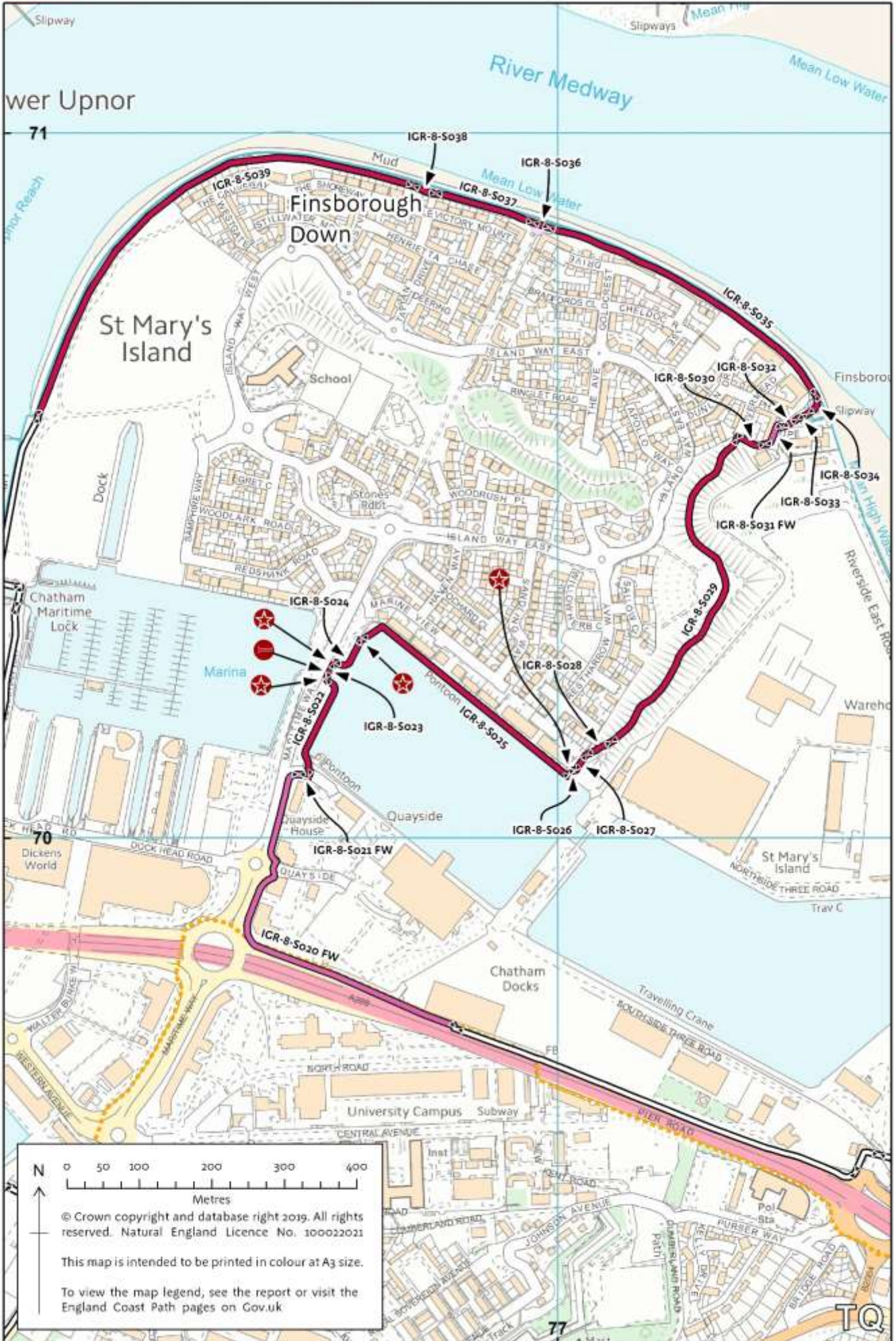
Infrastructure status

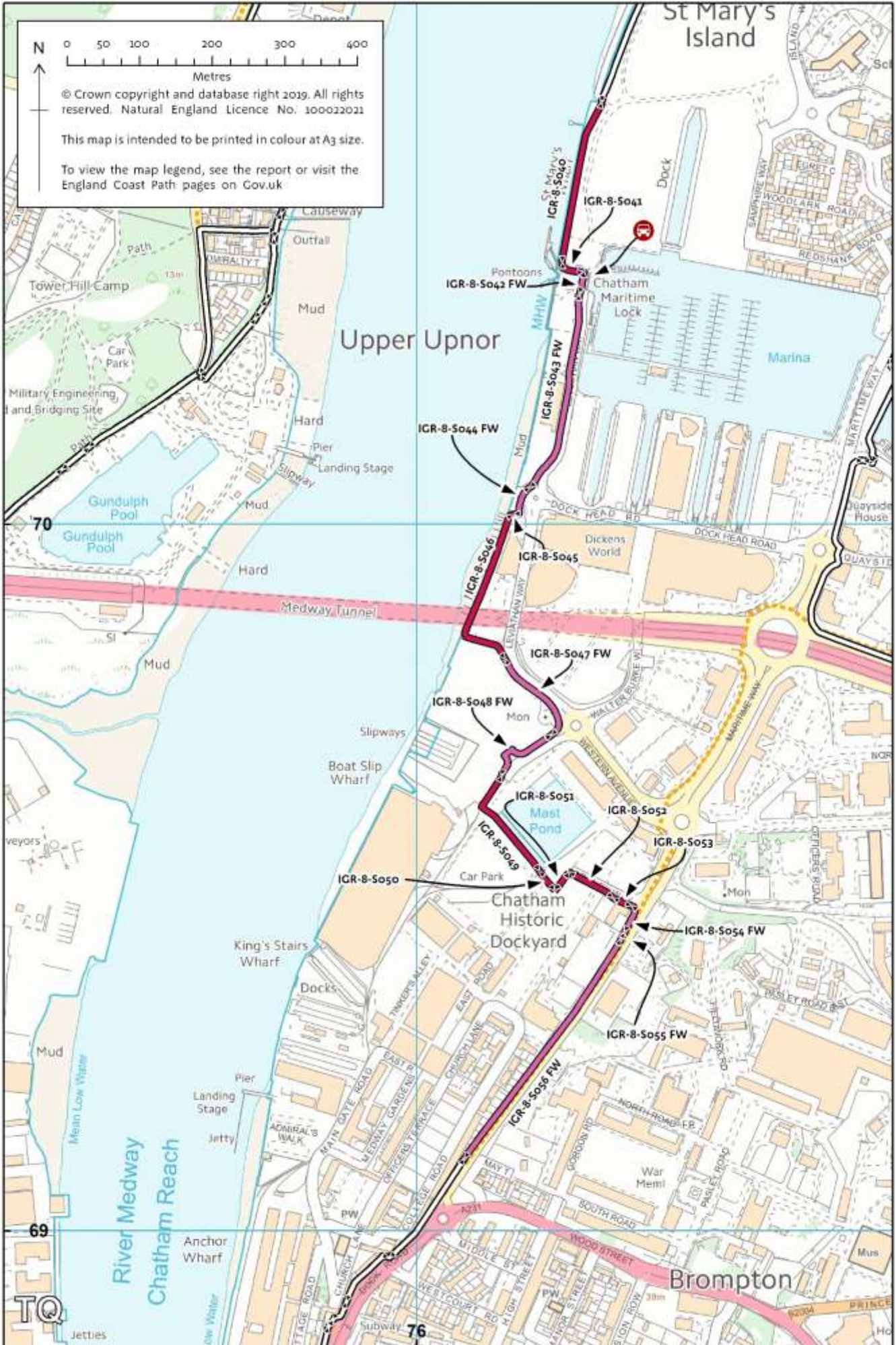
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

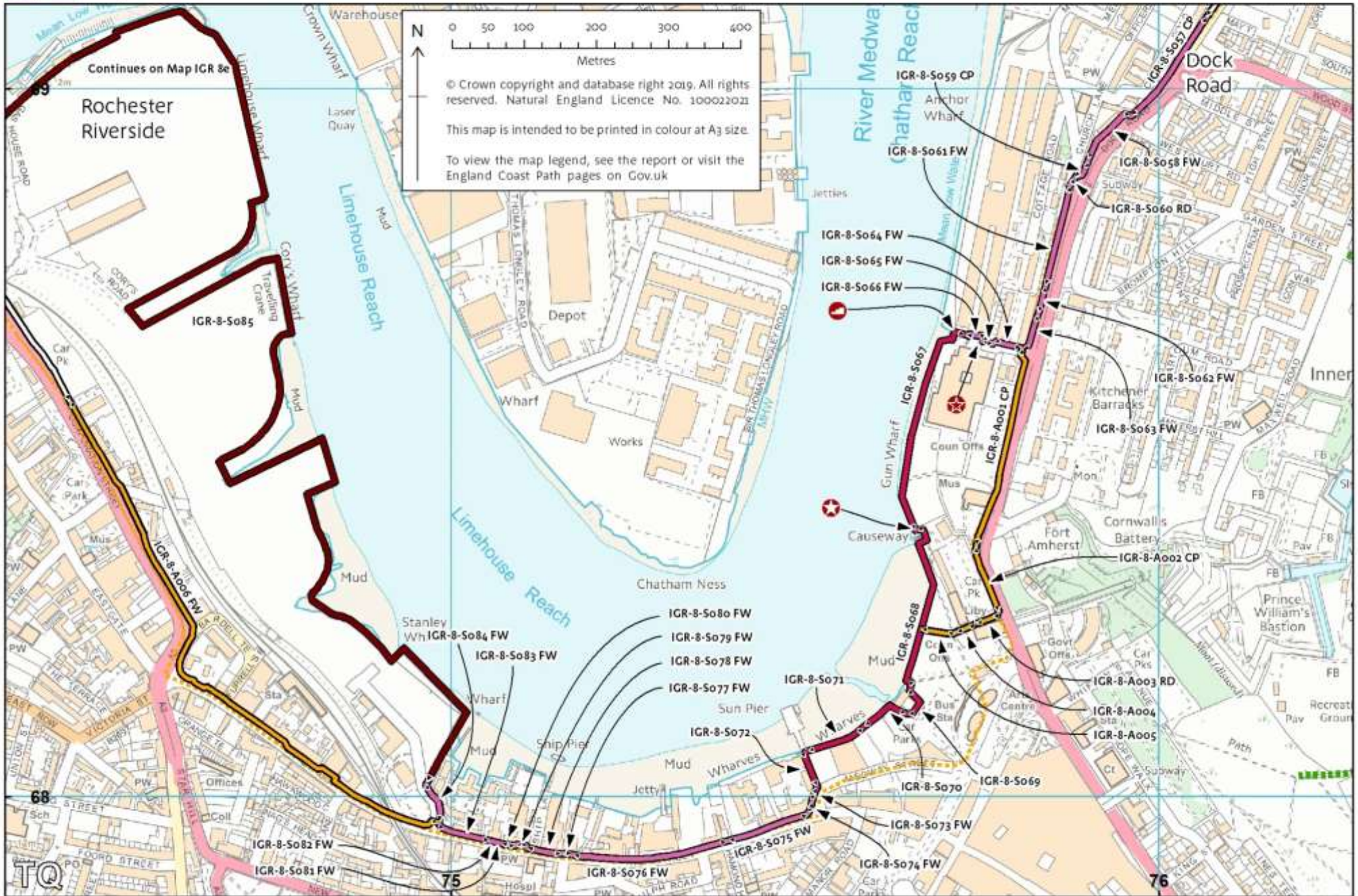
- Existing steps to be retained
- New steps required
- Existing steps to be removed

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

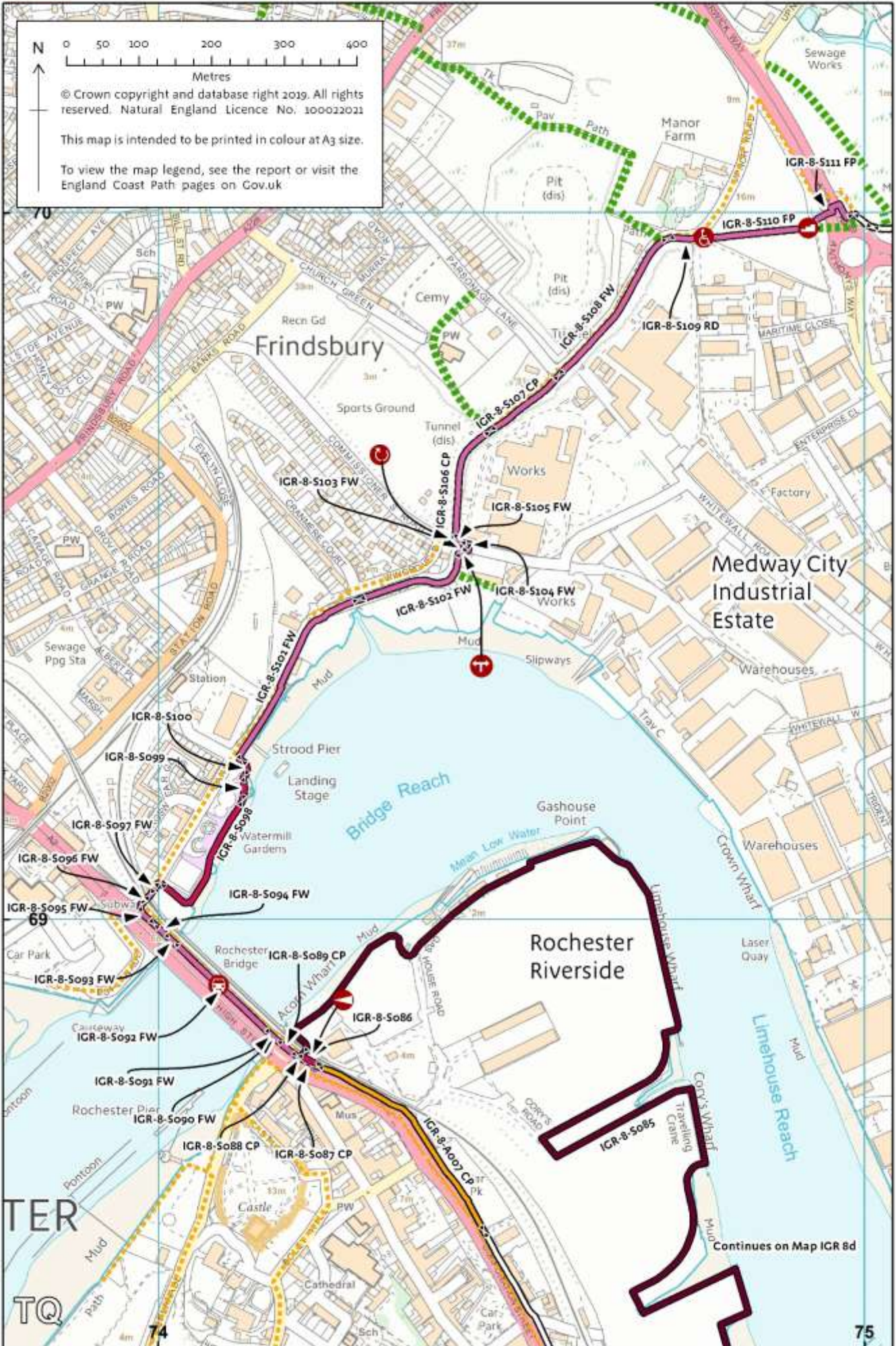








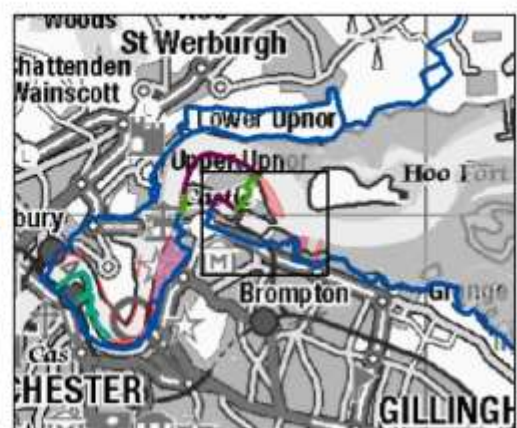
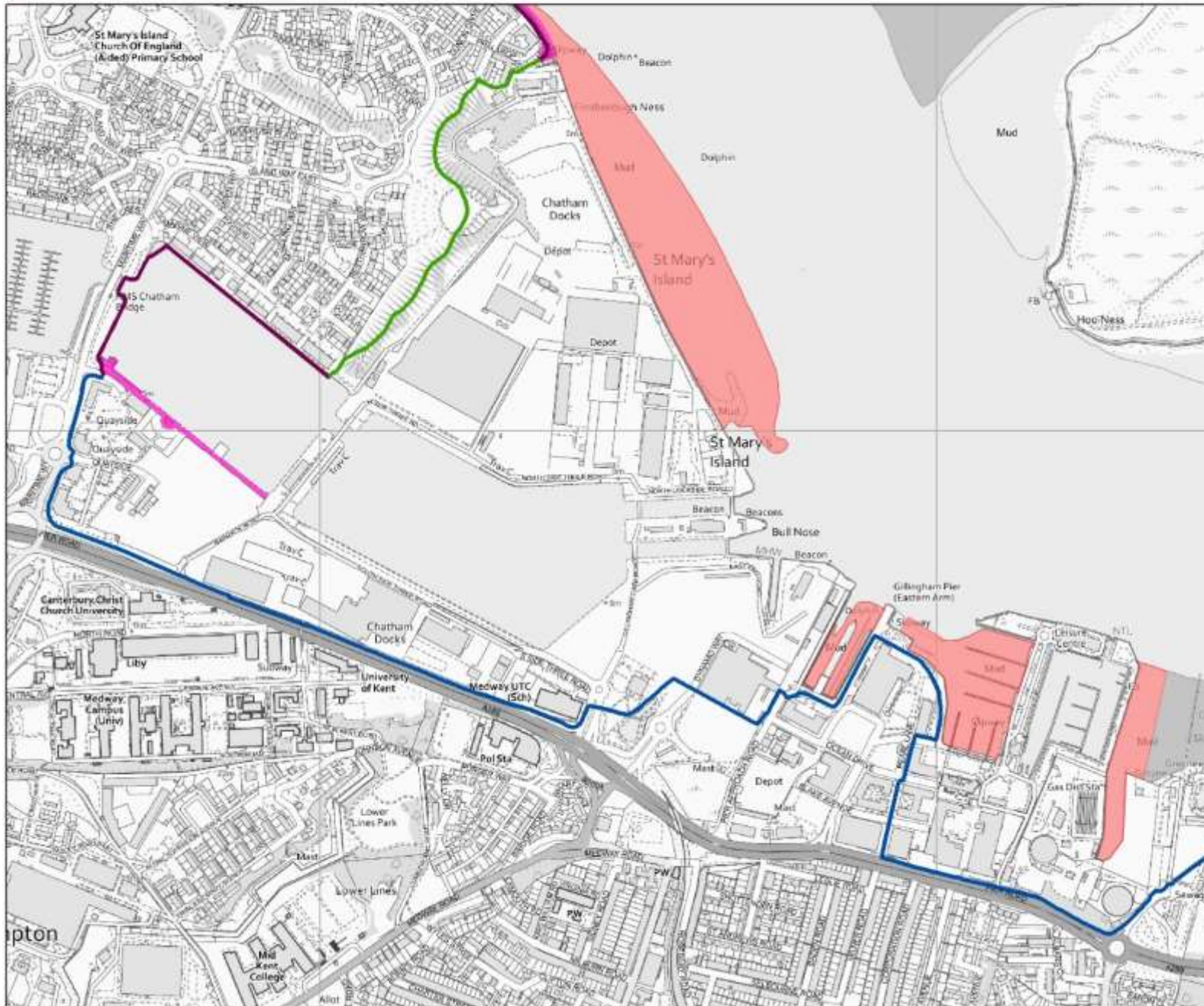
Map IGR 8d: Dock Road to Rochester Riverside



Continues on Map IGR 8d

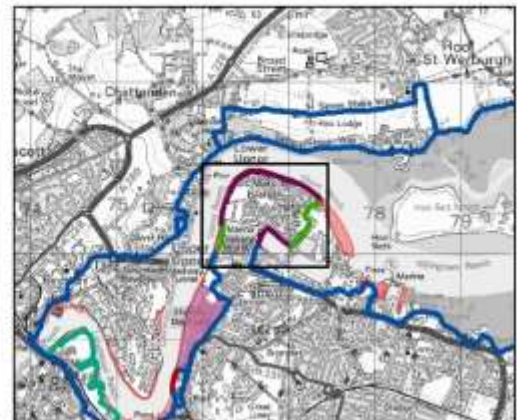
Directions Map IGR 8A

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.



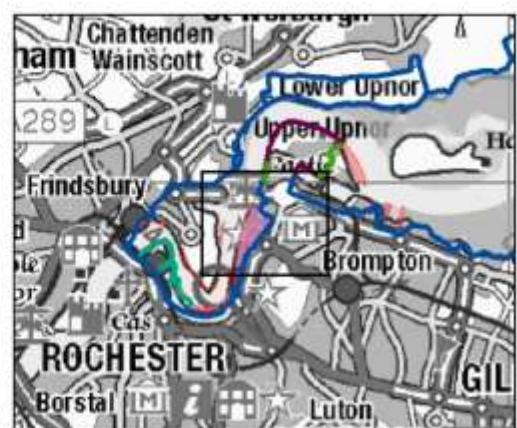
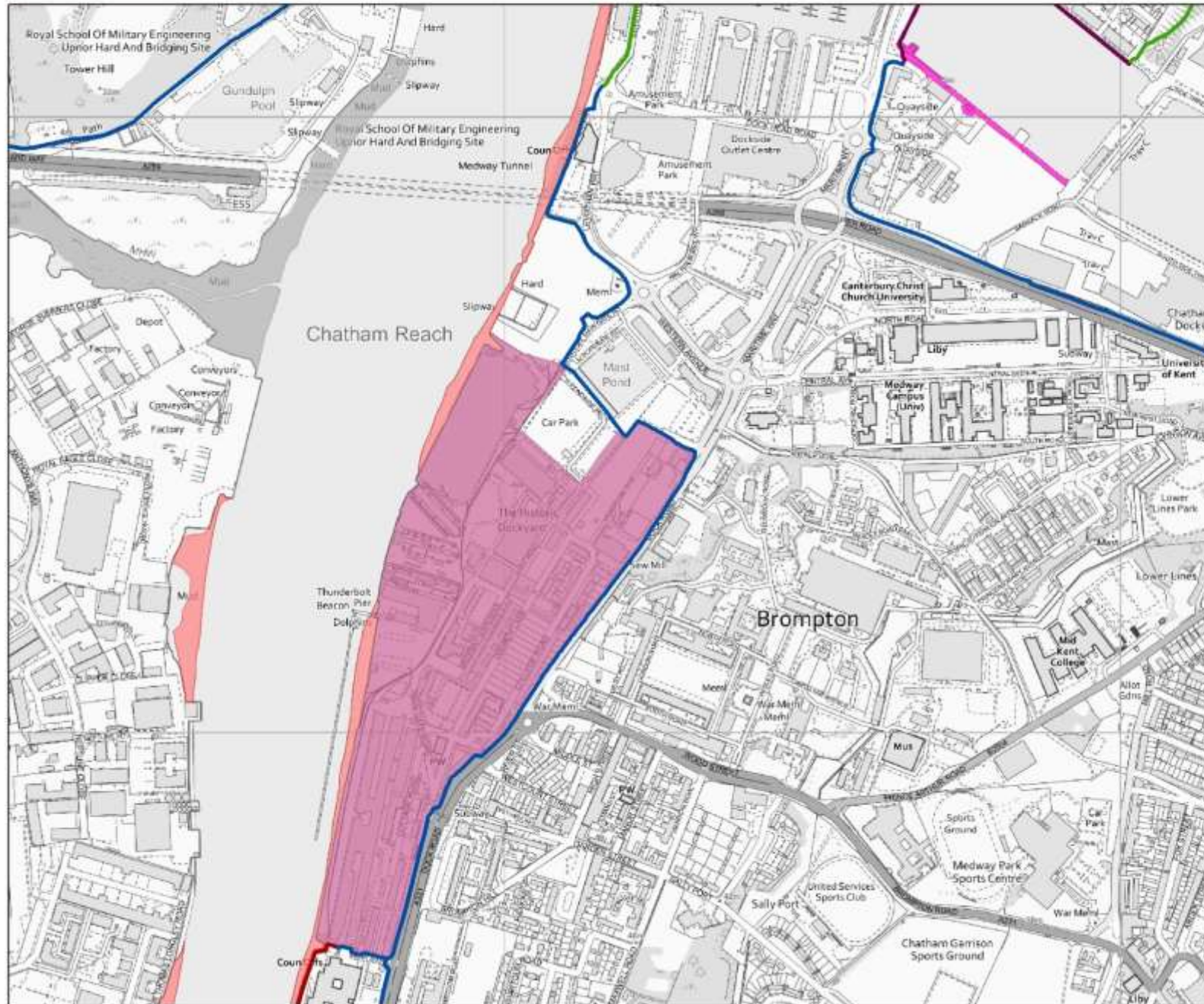
Directions Map IGR 8B

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.



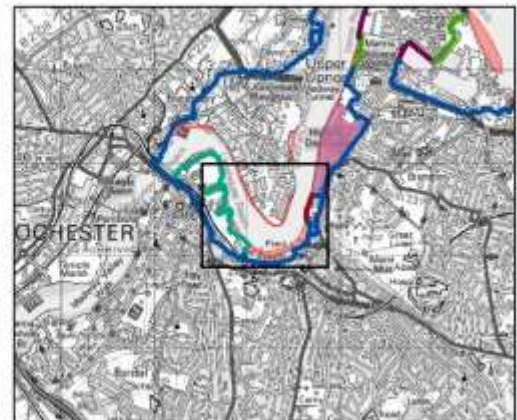
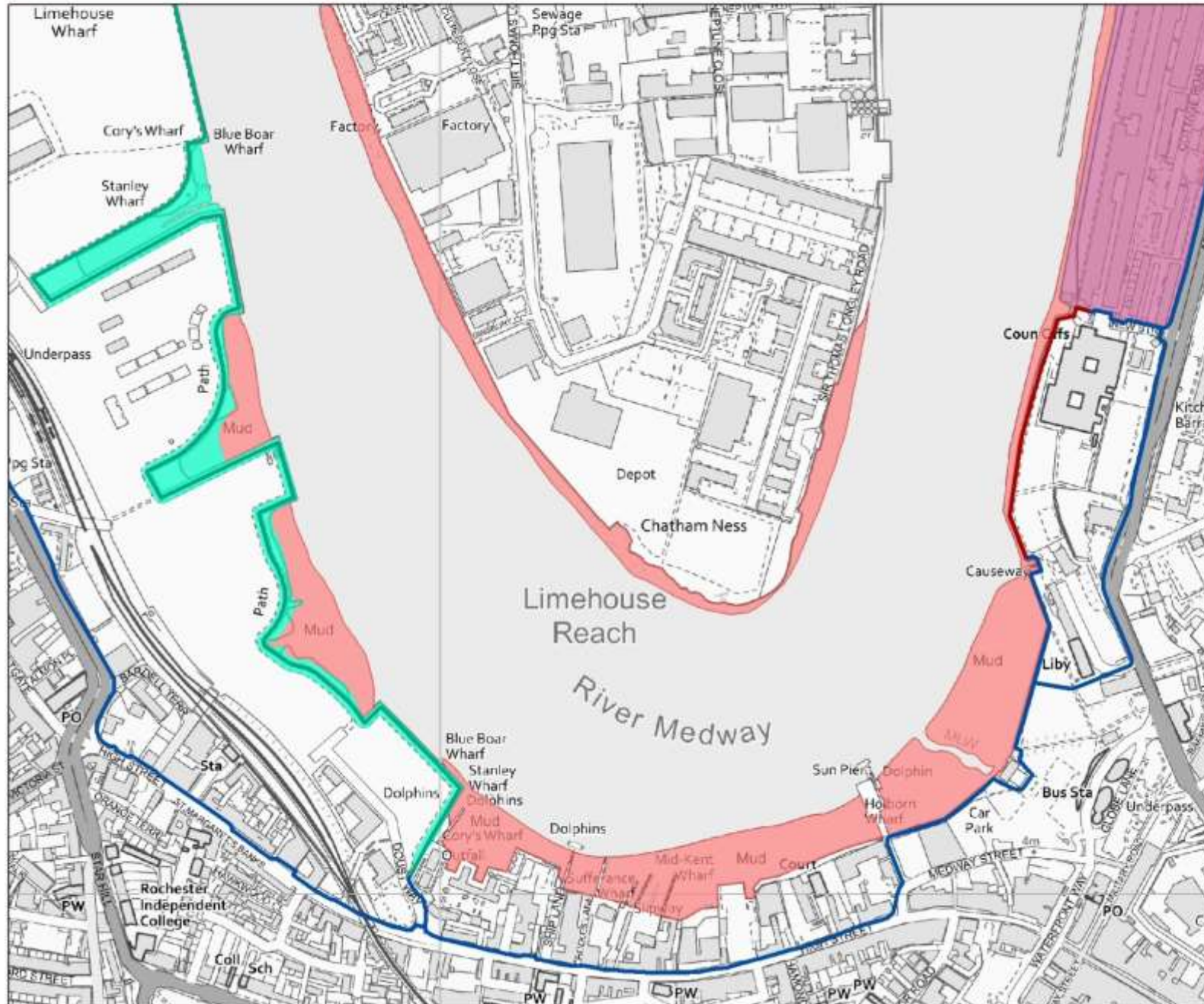
Directions Map IGR 8C

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 8D

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 8E

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.

