



England Coast Path Stretch: Iwade to Grain

Report IGR 9: Frindsbury to Burnt House Farm

Part 9.1: Introduction

| | |
|----------------|---|
| Start Point: | Frindsbury (Grid reference 574984 169998) |
| End Point: | Burnt House Farm (Grid reference 580266 172419) |
| Relevant Maps: | IGR 9a to IGR 9d |

9.1.1 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.

9.1.2 This report covers length IGR 9 of the stretch, which is the coast between Frindsbury and Burnt House Farm 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.

9.1.3 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.

9.1.4 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 9.2: Proposals Narrative

The trail:

9.2.1 Follows existing walked routes, including public rights of way, along the entire length.

9.2.2 Mostly follows the coastline closely, with good views of the Medway Estuary at Upper Upnor (map IGR 9a), Lower Upnor to Cockham Wood (maps IGR 9b and IGR 9c) and between Hoo Marina and Abbot's Court Wharf (maps IGR 9c and IGR 9d).

9.2.3 Is aligned on the foreshore near Cockham Wood, along the existing public right of way between sections IGR-9-S032 and IGR-9-S037 (map IGR 9b). Parts of this section of the trail will be inundated during high tide with an optional alternative route provided between Lower Upnor and Buttercroft Wharf (see maps IGR 9b and IGR 9c).

9.2.4 Requires significant inland diversions to pass Medway City Industrial Estate in Rochester (map IGR 9a) and Kingsnorth Power Station (map IGR 9d).

9.2.5 Follows a route similar to the promoted Saxon Shore Way (SSW) long distance walking route as far as Abbot's Court Wharf, where the Saxon Shore Way turns inland.

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.

9.2.6 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
- Tower Hill to Cockham Wood SSSI
- Medway Estuary Marine Conservation Zone
- Artillery Castle at Upnor Scheduled Monument (SM)
- Cockham Wood Fort Scheduled Monument (SM)
- Hoo Fort 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.

9.2.7 Measures to protect the environment

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|--------|-------------------------|--|---|
| IGR 9c | IGR-9-S037 | There will be no new infrastructure installed within the Cockham Wood Scheduled Monument (SM). | To avoid physical damage to the Scheduled Monument. |

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|--------|-------------------------|--|--|
| | | The alignment of the trail will remain on the foreshore and not on the Cockham Wood SM. | To reduce the risk of the SM, within the woodland, becoming eroded by people walking over it. |
| IGR 9d | IGR-9-S051 | Two new interpretation panels at Hoo Marsh and Flats will explain the sensitivity of the site for wintering birds, asking people to keep to the path and observe the requirement to keep dogs under effective control. | To prevent disturbance, by recreational users, of wintering and on passage birds which are found roosting and feeding at high tide at Hoo Marsh and Flats. |

9.2.8 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of 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:

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

- The trail would follow uneven bare soil or shingle path in some places;
- Steps are necessary in places along the path (maps IGR 9a and IGR 9d), however there are physical constraints to proposing a ramp or step-free route in these locations.
- The Optional Alternative Route (maps IGR 9b and IGR 9c) is very steep in places and may not be suitable for all, including mobility vehicle users.
- At Kingsnorth Grazing Marsh (map IGR 9d), we considered replacing the existing stiles with large kissing gates to enable large mobility vehicles and pushchairs to pass. However, due to physical and other constraints, smaller kissing gates are proposed which may restrict certain users with mobility vehicles.

9.2.10 At IGR-9-S007, the vegetation encroaching on the trail will be cleared to widen the path and make it easier to use. The new kissing gate near Abbot's Court Wharf (map IGR 9d) will be large enough to accommodate large mobility scooters and pushchairs. 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:

9.2.11 **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 Overview Map A2.

9.2.12 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.

9.2.13 **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 Table 9.3.1 below.

9.2.14 At IGR-9-S035 we have used this discretion to limit the landward extent of the coastal margin to the fence line. 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 fence line provides an easily identifiable boundary for access users than the landward edge of the barrier (which extends beyond the fence line).

9.2.15 Between Buttercrook Wharf and Abbot's Court Wharf (IGR-9-S051 and IGR-9-S052), we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owner of this land is content for us to propose this.

9.2.16 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 9.3.1. 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 9.3.1) 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.

9.2.17 **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 Upnor and Hoo (Medway Estuary)

9.2.18 Access to the mudflat and saltmarsh in the coastal margin seaward of route sections IGR-9-S001 to IGR-9-S057 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 9A, IGR 9B, IGR 9C and IGR 9D.

9.2.19 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.

9.2.20 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.

9.2.21 The directions we give 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.

9.2.22 **Optional alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between sections IGR-9-S006 and IGR-9-S008 when it is unavailable at high tides. The optional alternative route is to be at the centre of the line shown as route section IGR-9-OA001 on map IGR 9a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

9.2.23 An optional alternative route is to operate as an optional diversion from the ordinary route between sections IGR-9-S026 and IGR-9-S050 when it is unavailable during high tides. The optional alternative route is to be at the centre of the line shown as route sections IGR-9-OA002 to IGR-9-OA018 on maps IGR 9b and IGR 9c. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

9.2.24 An optional alternative route is to operate as an optional diversion from the ordinary route between sections IGR-9-S054 and IGR-9-S057 when the route is flooded during exceptionally wet weather. The optional alternative route is to be at the centre of the line shown as route section IGR-9-S019 on map IGR 9d. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

9.2.25 By default, an optional 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 optional 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 table 9.3.2 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.

9.2.26 **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.

9.2.27 Column 4 of tables 9.3.1 and 9.3.2 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 9a to IGR 9d as the proposed route of the trail.

9.2.28 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 tables 9.3.1 or 9.3.2, the route is to be at the centre of the line shown on maps IGR 9a to IGR 9c as the proposed route of the trail.

9.2.29 We are aware sections of low lying coast near Kingsnorth have been shortlisted for 'managed re-alignment' within the Medway Estuary and Swale Coastal Flood and Erosion Risk Strategy within the next 10 years. While the exact locations and timings are currently being refined, the trail is likely to be rolled back to follow any new seawall or re-alignment design.

Other future change:

9.2.30 There are also places described in this report where we foresee the need for future changes to the proposed access provisions.

9.2.31 At the time of preparing the report, we are aware that Medway Council is considering an option to develop a new rural town on the Hoo peninsula, north of Cockham Wood (maps IGR 9b and IGR 9c). If this development is approved, we may look at new opportunities for an improved Coast Path in the area near Cockham Wood. 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:

9.2.32 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.

9.2.33 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £18,347 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.

9.2.34 There are three main elements to the overall cost:

- A significant number of new signs would be needed on the trail, including new interpretation panels to provide information on optional alternative routes and sensitivities of the site for wintering birds.
- New timber steps will be installed near Hoo Flats to improve access to the sea wall.
- New kissing gates are required at Kingsnorth Grazing Marsh.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

| Item | Cost |
|------------------------|---|
| Signs & interpretation | £11,317 |
| Steps | £2,000 |
| Gates | £2,637 |
| | |
| Project management | £2,393 |
| | |
| Total | £18,347 (Exclusive of any VAT payable) |

9.2.35 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:

9.2.36 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).

9.2.37 We estimate that the annual cost to maintain the trail will be £3,417 (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 9.3: Proposals Tables

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

9.3.1 Section Details: Map IGR 9a to IGR 9d – Frindsbury to Burnt House Farm

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 9.3.3: 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 9.3.4’ 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 9a | IGR-9-S001 to IGR-9-S005 | Cycle track (pedestrian) | No | No | Landward edge of path | Clarity and cohesion | |
| IGR 9a | IGR-9-S006* to IGR-9-S008* | Public footpath | Yes - See table 9.3.4 | No | | | |
| IGR 9a | IGR-9-S009* | Public footpath | Yes - See table 9.3.4 | No | Wall | 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 9a | IGR-9-S010* | Public footpath | Yes - See table 9.3.4 | No | Wall | Clarity and cohesion | |
| IGR 9a | IGR-9-S011* | Public footway (pavement) | Yes - See table 9.3.4 | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 9a | IGR-9-S012 | Public highway | No | No | Landward edge of road | Clarity and cohesion | |
| IGR 9a | IGR-9-S013 | Public footway (pavement) | No | No | Landward edge of pavement edge | Clarity and cohesion | |
| IGR 9a | IGR-9-S014 | Restricted byway | No | No | Landward edge of path | Clarity and cohesion | |
| IGR 9a | IGR-9-S015 to IGR-9-S017 | Public footpath | No | No | Landward edge of path | Clarity and cohesion | |
| IGR 9a | IGR-9-S018 | Other existing walked route | No | No | | | |
| IGR 9a | IGR-9-S019 | Public highway | No | No | | | |
| IGR 9a | IGR-9-S020 | 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 9b | IGR-9-S021 | Public footway (pavement) | No | No | Landward edge of pavement | Clarity and cohesion | |
| IGR 9b | IGR-9-S022 | Public footpath | Yes - See table 9.3.4 | No | Hedgerow | Clarity and cohesion | |
| IGR 9b | IGR-9-S023 | Public footpath | Yes - See table 9.3.4 | No | | | |
| IGR 9b | IGR-9-S024 | Public footpath | Yes - See table 9.3.4 | No | Landward edge of track | Clarity and cohesion | |
| IGR 9b | IGR-9-S025 | Public footpath | Yes - See table 9.3.4 | No | Fence line | Clarity and cohesion | |
| IGR 9b | IGR-9-S026* and IGR-9-S027* | Public footpath | Yes - See table 9.3.4 | No | Landward edge of road | Clarity and cohesion | |
| IGR 9b | IGR-9-S028* | Public footpath | Yes - See table 9.3.4 | No | Landward edge of road | Clarity and cohesion | |
| IGR 9b | IGR-9-S029* to IGR-9-S031* | Public footpath | Yes - See table 9.3.4 | No | Fence line | Clarity and cohesion | |
| IGR 9b | IGR-9-S032* to IGR-9-S034* | Public footpath | Yes - See table 9.3.4 | Yes - foreshore | | | |
| IGR 9b | IGR-9-S035* | Public footpath | Yes - See table 9.3.4 | Yes - barrier | Fence line | Clarity and cohesion | The fence line provides a clearer boundary |

| 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 |
| | | | | | | | than the landward edge of barrier (which extends beyond the fence line) |
| IGR 9b | IGR-9-S036* | Public footpath | Yes - See table 9.3.4 | Yes - foreshore | | | |
| IGR 9c | IGR-9-S037* | Public footpath | Yes - See table 9.3.4 | No | Landward edge of path | Clarity and cohesion | |
| IGR 9c | IGR-9-S038* | Public footpath | Yes - See table 9.3.4 | No | Fence line | Clarity and cohesion | |
| IGR 9c | IGR-9-S039* | Public footpath | Yes - See table 9.3.4 | No | Landward edge of path | Clarity and cohesion | |
| IGR 9c | IGR-9-S040* | Public footpath | Yes - See table 9.3.4 | No | | | |
| IGR 9c | IGR-9-S041* | Public footpath | Yes - See table 9.3.4 | No | Edge of road | Clarity and cohesion | |
| IGR 9c | IGR-9-S042* to IGR-9-S043* | Public footpath | Yes - See table 9.3.4 | No | Fence line | Clarity and cohesion | |
| IGR 9c | IGR-9-S044* to IGR-9-S046* | Public footpath | Yes - See table 9.3.4 | 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 9c | IGR-9-S047* to IGR-9-S049* | Public footpath | Yes - See table 9.3.4 | No | Fence line | Clarity and cohesion | |
| IGR 9c | IGR-9-S050 | Public footpath | Yes - See table 9.3.4 | No | Landward edge of road | Clarity and cohesion | |
| IGR 9d | IGR-9-S051 to IGR-9-S052 | Public footpath | Yes - See table 9.3.4 | Yes - bank | Landward edge of track | Additional landward area | |
| IGR 9d | IGR-9-S053* | Other existing walked route | Yes - See table 9.3.4 | No | Landward edge of track | Clarity and cohesion | |
| IGR 9d | IGR-9-S054* to IGR-9-S055* | Public footpath | Yes - See table 9.3.4 | No | | | |
| IGR 9d | IGR-9-S056* to IGR-9-S057* | Public footpath | Yes - See table 9.3.4 | No | Landward edge of track | Clarity and cohesion | |

9.3.2 Alternative routes and optional alternative route details: Map IGR 9a to IGR 9d – Frindsbury to Burnt House Farm

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 9.3.3: 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 9.3.4’ 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 9a | IGR-9-OA001* | Other existing walked route | No | Seaward edge of road | Landward edge of road | |
| IGR 9b | IGR-9-OA002 | Public highway | No | Seaward edge of road | Landward edge of road | |
| IGR 9b | IGR-9-OA003 | Public footway (pavement) | No | Seaward edge of pavement | Landward edge of pavement | |
| IGR 9b | IGR-9-OA004 | Public footpath | No | Seaward edge of path | Landward edge of path | |
| IGR 9b | IGR-9-OA005 | Public footpath | No | Seaward edge of road | Landward edge of road | |
| IGR 9b | IGR-9-OA006 | Public footway (pavement) | No | Seaward edge of pavement | Landward edge of pavement | |
| IGR 9b | IGR-9-OA007 to IGR-9-OA009 | Public footpath | No | Seaward edge of path | Landward edge of path | |

| 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 9b | IGR-9-OA010 | Public footpath | No | Seaward edge of track | Landward edge of track | |
| IGR 9c | IGR-9-OA011 to IGR-9-OA012 | Byway open to all traffic | No | Seaward edge of track | Landward edge of track | |
| IGR 9c | IGR-9-OA013 to IGR-9-OA014 | Public footway (pavement) | No | Seaward edge of pavement | Landward edge of pavement | |
| IGR 9c | IGR-9-OA015 | Restricted byway | No | Seaward edge of road | Landward edge of road | |
| IGR 9c | IGR-9-OA016 | Public footpath | No | | | |
| IGR 9c | IGR-9-OA017 to IGR-9-OA018 | Public footpath | No | Seaward edge of road | Landward edge of road | |
| IGR 9d | IGR-9-OA019 | Public footpath | Yes - See table 9.3.4 | Seaward edge of track | Landward edge of track | |

9.3.3 Other options considered: Map IGR 9a to IGR 9d – Frindsbury to Burnt House Farm

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|-------------------|--------------------------|---|---|
| IGR 9a | IGR-9-S006 to IGR-9-S008 | We considered aligning the trail along the line of the proposed optional alternative route (IGR-9-OA001) to avoid localised tidal flooding. | <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 Medway Estuary ■ it follows a well-used public right of way ■ information panels will be installed to advise people of tidal flooding and the optional alternative 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 9a | IGR-9-OA001 | We also considered extending the optional alternative route north along Upchat Road, in Upnor, to join the proposed route at section IGR-9-S012. | <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 Medway Estuary ■ the proposed optional alternative route follows an existing, publicly accessible 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 9b and IGR 9c | IGR-9-S026 to IGR-9-S049 | We also considered aligning the trail inland, along the line of the proposed optional alternative route (IGR-9-OA002 to IGR-9-OA018), to avoid the tidal flooding that occurs along this part of the coast. | <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 Medway Estuary ■ it follows a well-used public right of way ■ this and the proposed optional alternative route reflect the existing Saxon Shore Way – with its options for a higher and lower route in this area ■ it follows the coastline more directly ■ an information panel at either end of the main route will be installed to advise people of the tides and the optional alternative route ■ 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 |
|--------|---------------------------|---|---|
| | | | the criteria described in chapter 4 of the Coastal Access Scheme |
| IGR 9d | IGR-9-S053 to IGR-9-S055 | We considered aligning the trail to continue to follow the sea wall towards Kingsnorth Power Station and along the public right of way or across Kingsnorth grazing marsh. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it provides a safe and drier route across Kingsnorth grazing marshes, with distant views of the Medway Estuary ■ the seawall will remain part of the accessible coastal margin ■ the public right of way is currently impassable ■ overall, it provides better value than rectifying and maintaining a route across the grazing marsh, given both the costs of providing cattle-proof bridges and the current flood risk policy of re-aligning the seawall inland in this area in ~10 years ■ 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 9d | IGR-9-S054 and IGR-9-S057 | We also considered aligning the trail further inland along the line of the proposed optional alternative route (IGR-9-OA019), to avoid occasional periods of localised flooding and waterlogged conditions. | <p>We opted for the proposed main route and optional alternative route because:</p> <ul style="list-style-type: none"> ■ the proposed route is closer to the coast and has better distant views of the Medway Estuary ■ the proposed route follows a well-used public right of 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 |

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.

9.3.4 Roll-back implementation – more complex situations: Map IGR 9a to IGR 9d – Frindsbury to Burnt House Farm

| Map(s) | Route section number(s) | Feature(s) or site(s) potentially affected | Our likely approach to roll-back |
|-------------------|------------------------------|---|---|
| IGR 9a | IGR-9-S006 to IGR-9-S011 | Houses and gardens | <p>In the event that it is no longer possible to find a viable route seaward of any excepted land (e.g. buildings and curtilage, gardens etc.) at Upper Upnor, we will choose a route that passes landward of it, following discussions with owners and occupiers.</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 9b and IGR 9c | IGR-9-S022 to IGR-9-S049 | <p>Designated sites:</p> <p>Tower Hill to Cockham Wood SSSI and Cockham Wood Fort Scheduled Monument (SM)</p> | <p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI and SM) whose designated features are sensitive to public access, or where the existing route 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> |
| IGR 9b and IGR 9c | IGR-9-S022 to IGR-9-S049 | <p>Residential and commercial buildings</p> <p>Boat clubs and Marina.</p> | <p>If it is no longer possible to find a viable route seaward of any excepted land (e.g. buildings and curtilage), we will choose a route landward of it, following discussions with owners and occupiers. 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>If it is no longer possible to find a viable route seaward of the specified boat clubs and marina between Lower Upnor and Buttercrook Wharf, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the 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> |
| IGR 9c and IGR 9d | IGR-9-S050 to IGR-9-S057 and | Designated site | <p>We are aware that stretches of seawall along this low lying coast have been shortlisted for 'managed re-alignment' as part of the Medway Estuary and Swale Coastal Flood and Erosion Risk Strategy. The exact</p> |

| Map(s) | Route section number(s) | Feature(s) or site(s) potentially affected | Our likely approach to roll-back |
|--------|-------------------------|--|---|
| | IGR-9-OA019 | | <p>locations and timescales are currently being refined, however the trail is likely to be adjusted to follow any new seawall or re-alignment design.</p> <p>If it is no longer possible to find a viable route seaward of a designated site (Medway Estuary and Marshes Special Protection Area, Ramsar and SSSI) whose designated features are sensitive to public access, or where the existing route 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> |

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 9.4: Proposals Maps

9.4.1 Map Index

| Map reference | Map title |
|-----------------------|---|
| IGR 9a | Frindsbury to Lower Upnor |
| IGR 9b | Lower Upnor to Cockham Wood |
| IGR 9c | Cockham Wood to Buttercrock Wharf |
| IGR 9d | Buttercrock Wharf to Burnt House Farm |
| Directions Map IGR 9A | Directions for Report IGR 9: Frindsbury to Burnt House Farm |
| Directions Map IGR 9B | Directions for Report IGR 9: Frindsbury to Burnt House Farm |
| Directions Map IGR 9C | Directions for Report IGR 9: Frindsbury to Burnt House Farm |
| Directions Map IGR 9D | Directions for Report IGR 9: Frindsbury to Burnt House Farm |

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.

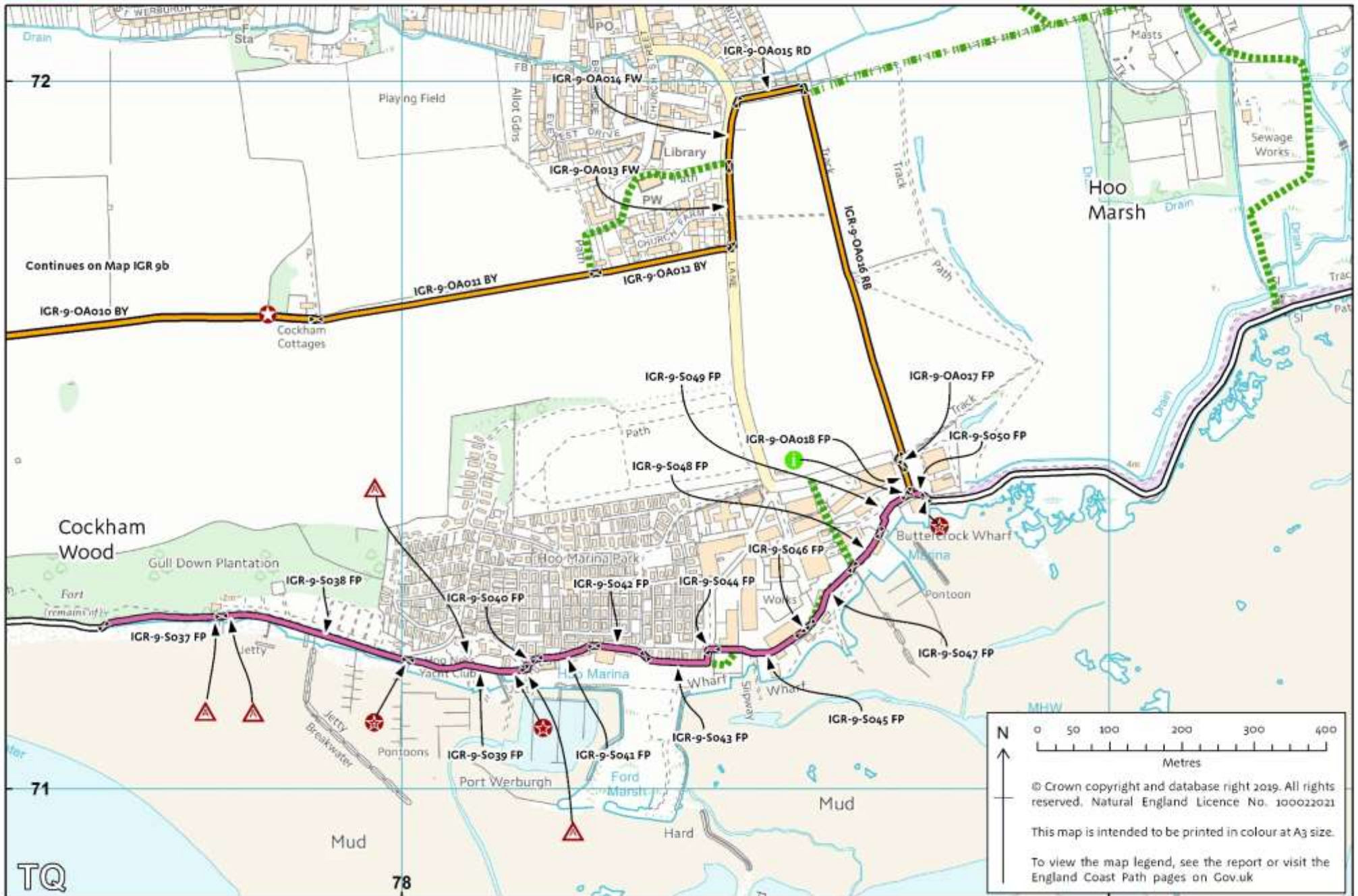


N
0 50 100 200 300 400
Metres
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This map is intended to be printed in colour at A3 size.
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

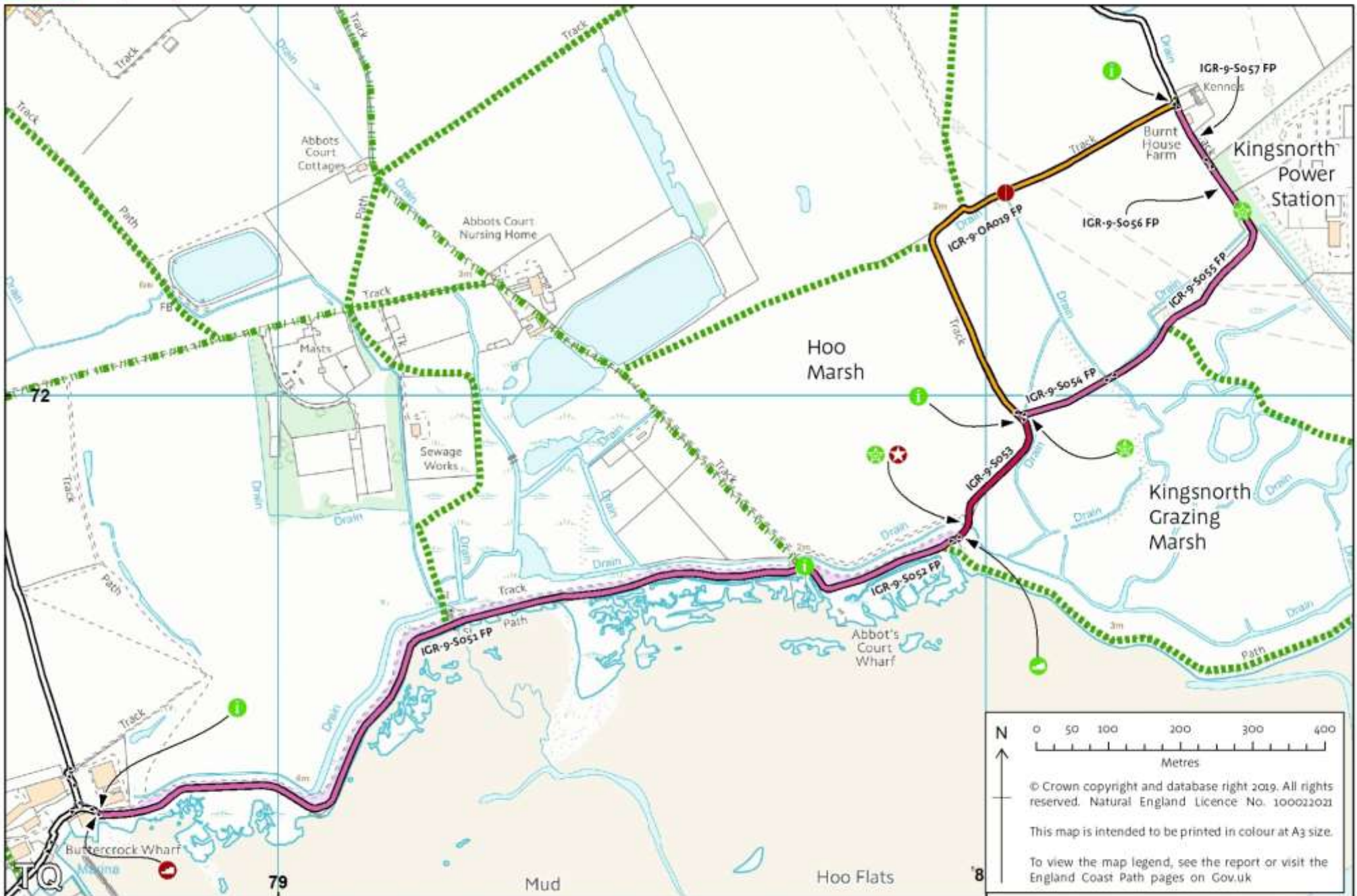
Map IGR 9b: Lower Upnor to Cockham Wood



Map IGR 9b: Lower Upnor to Cockham Wood



Map IGR 9c: Cockham Wood to Buttercrook Wharf

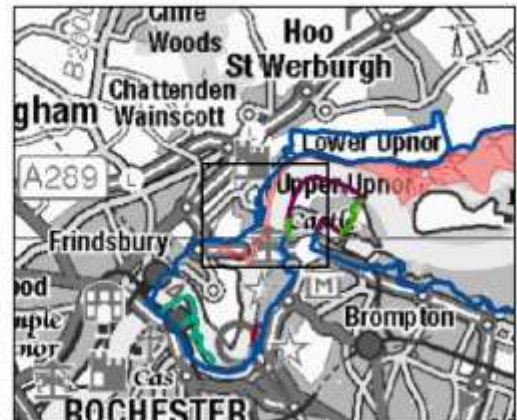
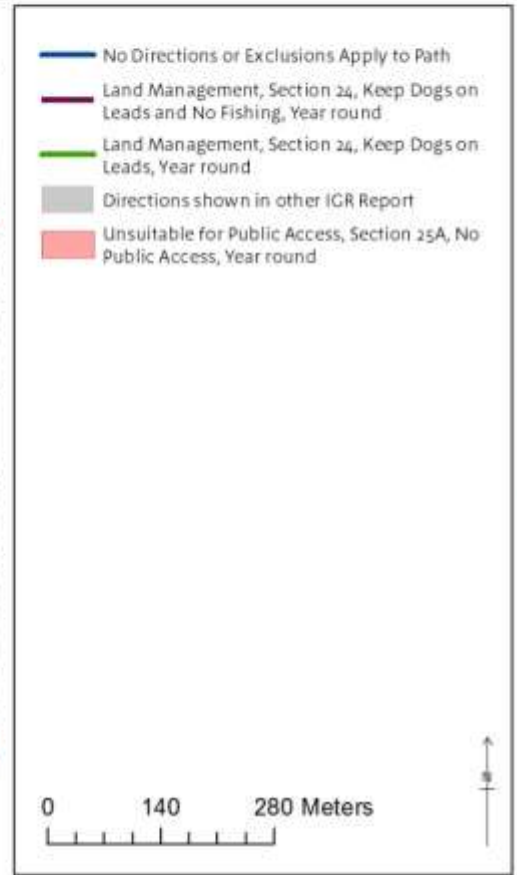
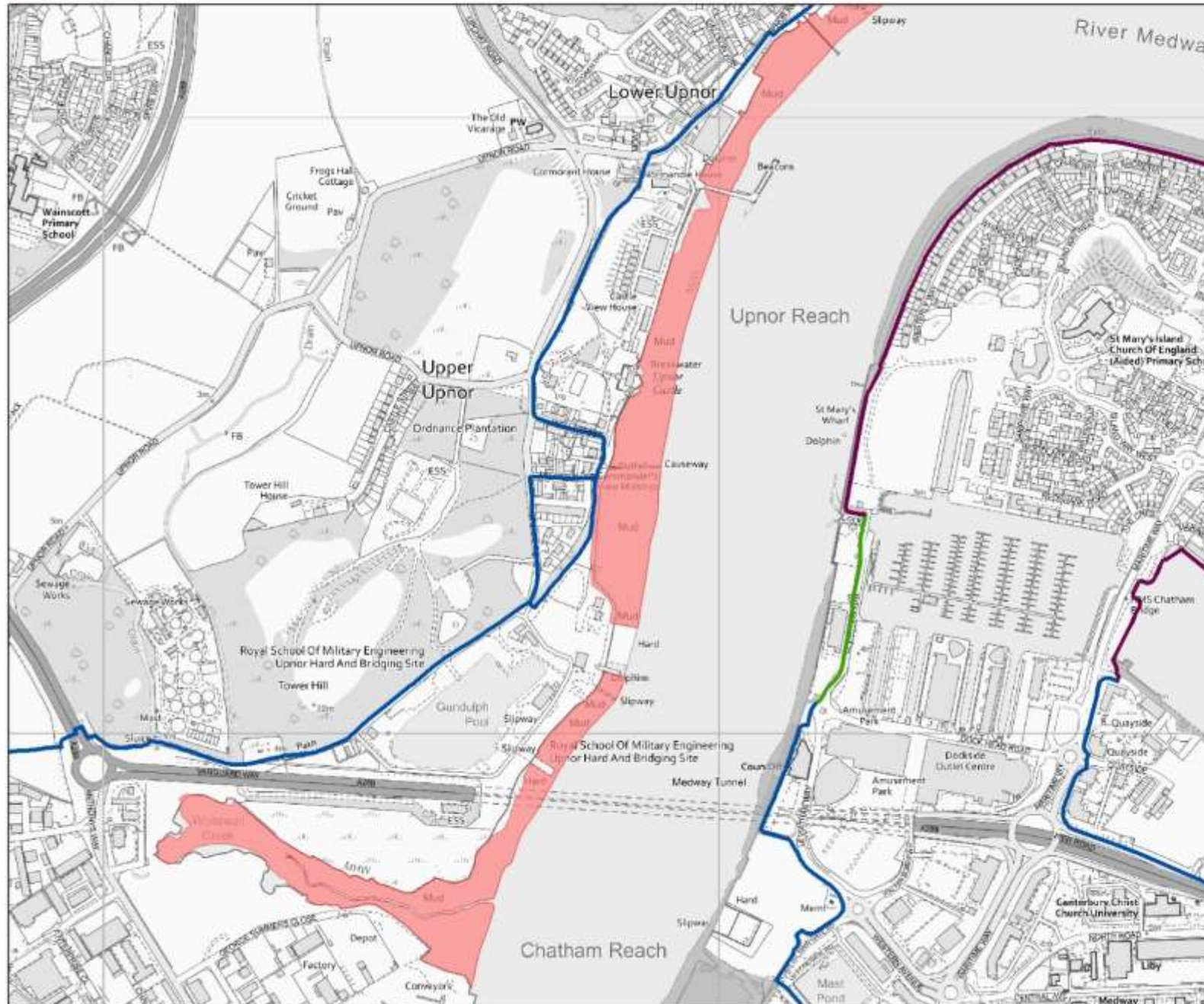


Map IGR 9d: Buttercrook Wharf to Burnt House Farm

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

Directions Map IGR 9A

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.



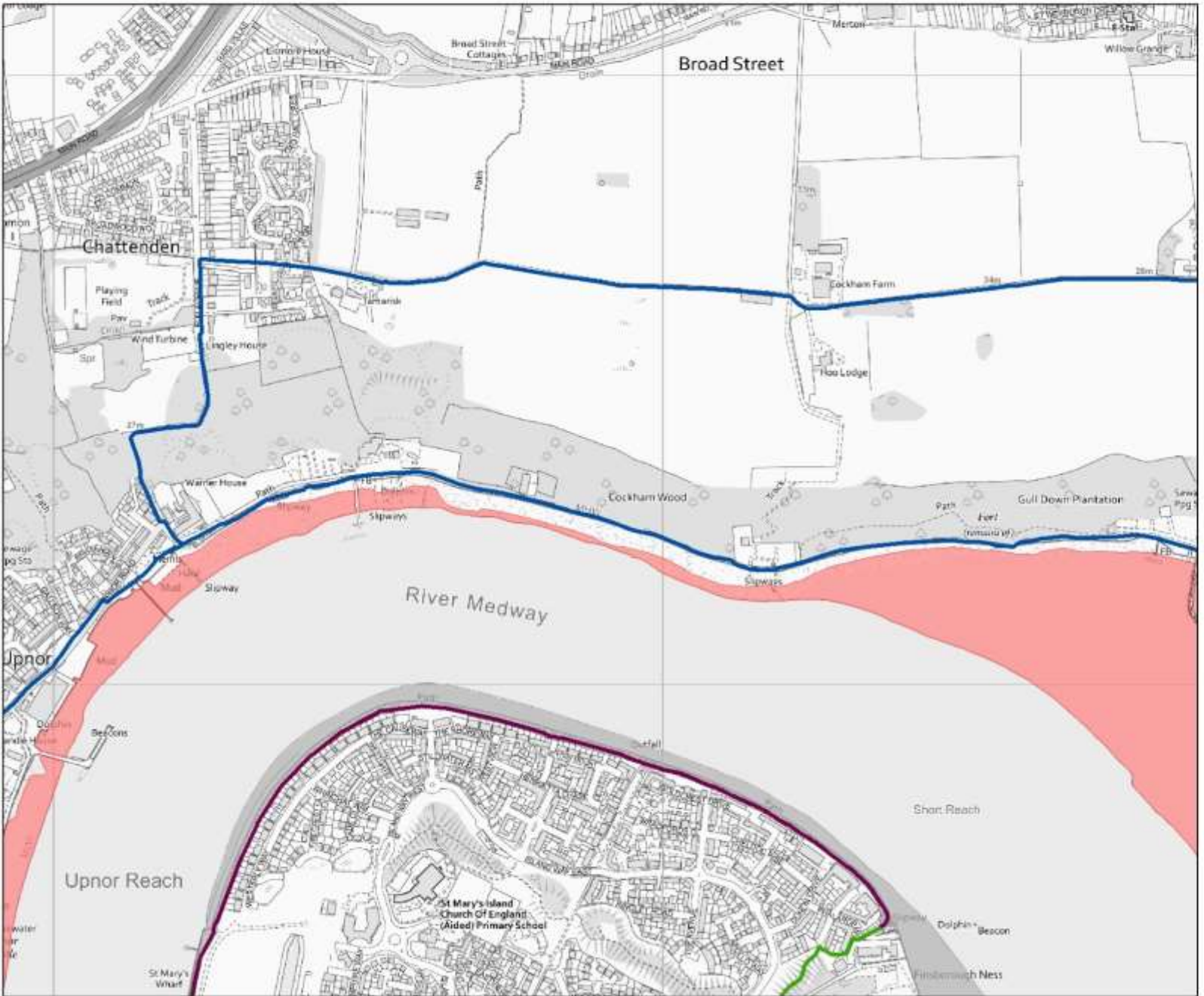


Coastal Access - Iwade to Grain - Natural England's Proposals

Report IGR 9 Frindsbury to Burnt House Farm

Directions Map IGR 9B

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.



- No Directions or Exclusions Apply to Path
- Land Management, Section 24, Keep Dogs on Leads and No Fishing, Year round
- Land Management, Section 24, Keep Dogs on Leads, Year round
- Directions shown in other IGR Report
- Unsuitable for Public Access, Section 25A, No Public Access, Year round

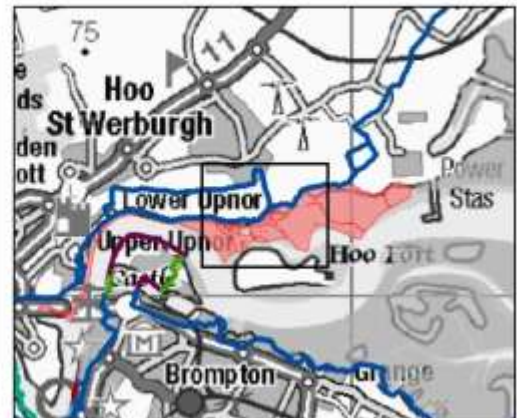
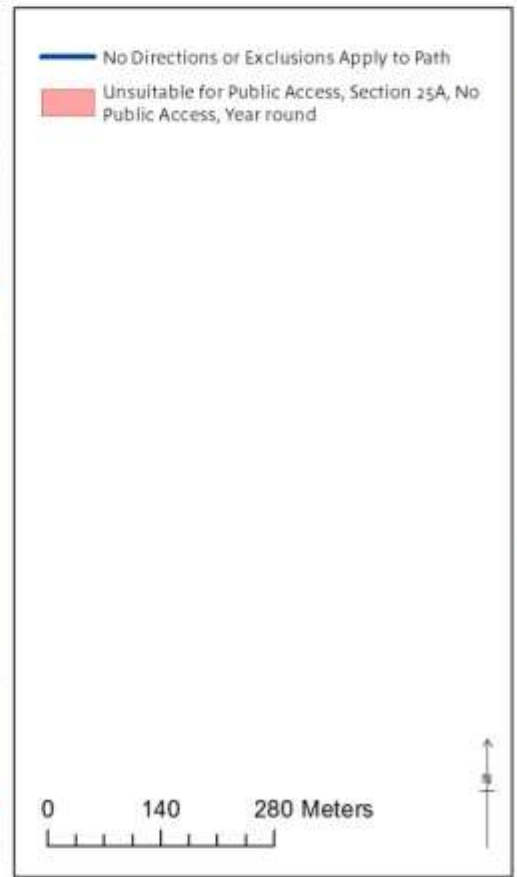
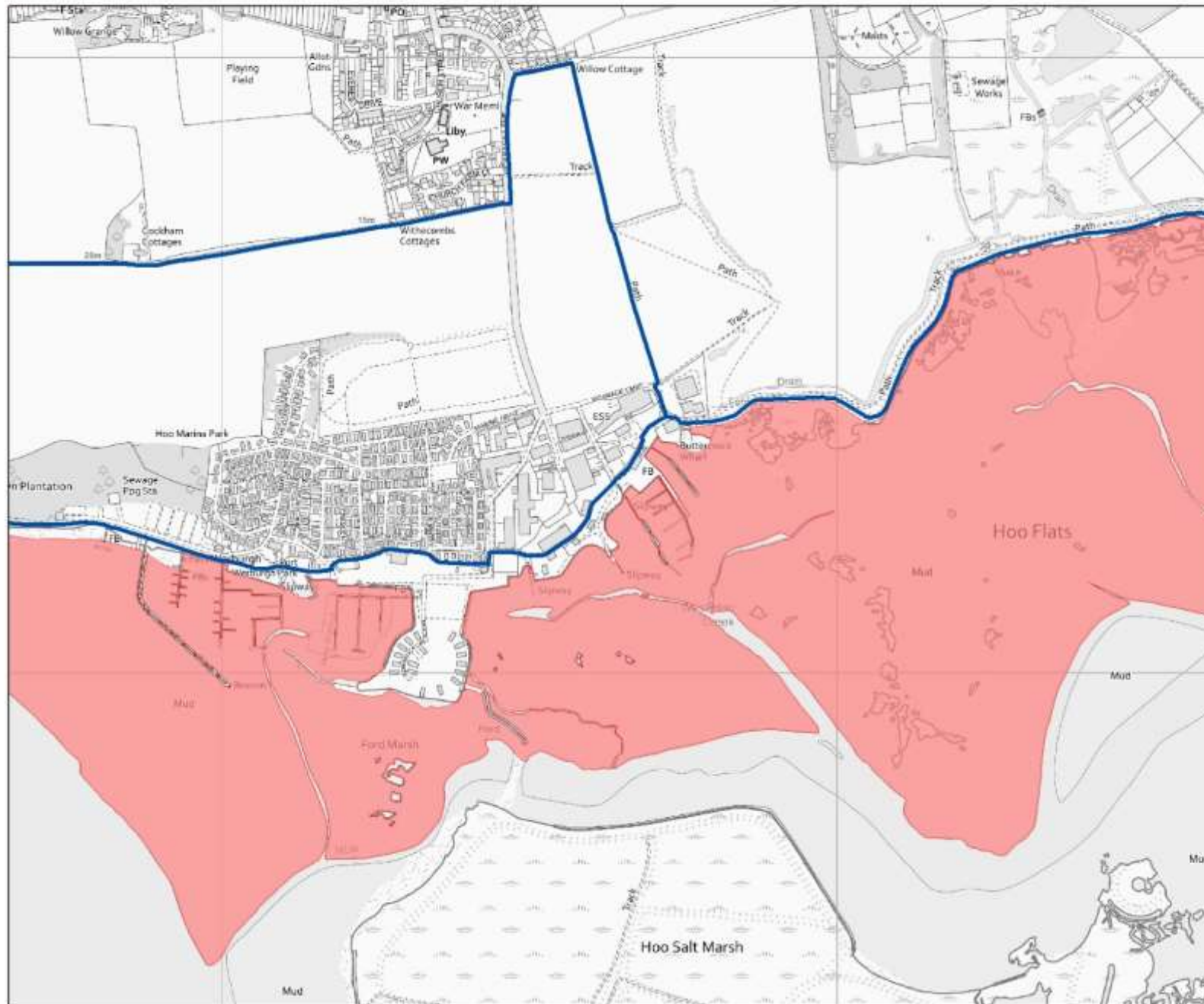
0 140 280 Meters



Directions Map IGR 9B

Directions Map IGR 9C

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 9D

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.

