



England Coast Path Stretch: Isle of Sheppey

Report IOS 2: Alsager Avenue, Rushenden to Oak Lane, Minster

Part 2.1: Introduction

Start Point:	Alsager Avenue, Rushenden (Grid reference 590682 171527)
End Point:	Oak Lane, Minster (Grid reference 596508 173066)
Relevant Maps:	IOS 2a to IOS 2f

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

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

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

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

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

Part 2.2: Proposals Narrative

The trail:

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

2.2.2 Maintains some views of The Swale Estuary near Queenborough (map IOS 2a) and good views of The Thames Estuary between The Moat, Sheerness and Oak Lane, Minster (maps IOS 2c to IOS 2f).

2.2.3 In other areas significant inland diversions are necessary. These take the trail past: an ongoing development site near Chalk Wharf, Queenborough which is currently inaccessible (see map IOS 2a and 'Other future change' below); existing creek-side industry and housing at Queenborough (map IOS 2a), and major port industry at The Lappel (map IOS 2b) and Sheerness port and docks (map IOS 2c).

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.

2.2.4 The following designated sites affect this length of coast (see Overview maps C1 and C2):

- Outer Thames Estuary Special Protection Area (SPA)
- Medway Estuary and Marshes SPA
- Medway Estuary and Marshes Ramsar site
- Medway Estuary and Marshes Site of Special Scientific Interest (SSSI)
- Medway Estuary Marine Conservation Zone (MCZ)
- The Swale Estuary MCZ
- Sheppey Cliffs and Foreshore SSSI
- Sheerness defences Scheduled Monument (SM)

2.2.5 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

2.2.6 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:

2.2.7 There are a few artificial barriers to accessibility on the proposed route, which makes use of existing surface paths wherever these meet the criteria in the Coastal Access Scheme. However, the

natural coastal terrain and urban infrastructure along the route can be challenging for some people with reduced mobility and this is the case on sections of our proposed route because:

- there are places where it would be necessary to negotiate steps and narrow sections of existing path, especially where the trail crosses and/or follows the substantial flood defence barriers along The Swale and on the northern coast between Sheerness and Minster (see maps IOS 2a to IOS 2c);
- the trail would follow an uneven, compacted shingle ridge (map IOS 2e) and uneven grass or bare soil paths along a cliff top (map IOS 2f).

2.2.8 Near Seacliff Caravan Park (map IOS 2f), the existing path over a ditch will be replaced with a small footbridge, so as to make the trail easier to use. At Minster-on-Sea (map IOS 2f), part of the Minster cliffs path will be improved to provide a drier and more even surface. We envisage these improvements happening as part of the physical establishment works described below.

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

Where we have proposed exercising statutory discretions:

2.2.9 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 2.3.1 below.

2.2.10 Along Queenborough Wall (maps IOS 2a and IOS 2b) and along the northern coastline between Sheerness and Minster Cliffs (maps IOS 2c to IOS 2e) the trail runs on substantial flood barriers. We have used this discretion to limit the landward extent of the coastal margin to the wall that runs along the top of the flood barrier, adjacent to the trail. 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:

- There is no consistent and clear boundary feature at the bottom of the flood barrier that could mark the boundary of the coastal margin, but the concrete seawall provides an easily identifiable boundary for access users.

2.2.11 Adjacent to The Leas, Minster Cliffs (map IOS 2e) we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owner of this land is content for us to propose this.

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

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

2.2.13 **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/flats of The Swale Estuary

2.2.14 Access to the saltmarsh/flat in the coastal margin seaward of route sections IOS-2-S001 to IOS-2-S021) is to be excluded all year-round by direction under s25A of the Countryside and Rights of Way Act

(2000) as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map IOS 2A.

2.2.15 The mudflat in this area is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. Areas of saltmarsh have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk.

2.2.16 These directions will not prevent or affect:

- any existing local use of the land by right; where such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

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

2.2.17 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 salt marsh.

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

2.2.18 **Other factors affecting access:** It is possible that during extreme weather events, not predicted to be more than once in every four or five years, route sections IOS-2-017 to IOS-2-019 (Queenborough to The Lappel, maps IOS 2a and IOS 2b), may be closed for short periods. Because there are no safe alternatives using the road network, signs at both ends of Queenborough Wall will advise path users, in these circumstances, to wait for the tide to recede or to make other arrangements.

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

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

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

2.2.20 Column 4 of table 2.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps IOS 2a to IOS 2f as the proposed route of the trail.

2.2.21 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

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

Other future change:

2.2.22 A large site, south of The Creek, near Chalk Wharf, Queenborough (map IOS 2a), is currently being prepared and developed for housing and employment use by Homes England. The development plans, likely to be completed around 2025, include an aspiration for a walking route along the coast and around the edge of The Creek. It is our intention to move the trail onto this route, when it becomes available. This will be implemented through the preparation of a separate variation report to the Secretary of State.

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

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

Establishment of the trail:

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

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

2.2.25 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £9,142.50 and is informed by:

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

2.2.26 There are three main elements to the overall cost:

- a number of new signs would be needed on the trail;
- the surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail but some surface improvements will be needed at Minster Cliffs path (map IOS 2f, sections IOS-2-S071 to IOS-3-S091); and
- a small footbridge will be installed.

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	£4,650
Surface and access furniture improvements	£2,700
Footbridge	£600
Project management	£1,192.50
Total	£9,142.50 (Exclusive of any VAT payable)

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

Maintenance of the trail:

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

2.2.29 We estimate that the annual cost to maintain the trail will be £2,584.15 (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 3.3: Proposals Tables

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

2.3.1 Section Details – Map(s) IOS 2a to IOS 2f: Alsager Avenue, Rushenden, to Oak Lane, Minster

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: 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. Column 4 – ‘Yes – see table 2.3.3 means roll-back is proposed but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
3. 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.
4. 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
IOS 2a	IOS-2-S001*	Public highway	No	No	Wall	Clarity and cohesion	
IOS 2a	IOS-2-S002*	Public footpath	No	No	Edge of track	Clarity and cohesion	
IOS 2a	IOS-2-S003*	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 2a	IOS-2-S004*	Public footway (pavement)	No	No	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
IOS 2a	IOS-2-S005*	Public highway	No	No			
IOS 2a	IOS-2-S006	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 2a	IOS-2-S007	Other existing walked route	No	No	Fence line	Clarity and cohesion	
IOS 2a	IOS-2-S008	Public highway	No	No	Edge of pavement	Clarity and cohesion	
IOS 2a	IOS-2-S009	Public highway	No	No	Landward edge of road	Clarity and cohesion	
IOS 2a	IOS-2-S010	Other existing walked route	No	No	Wall	Clarity and cohesion	
IOS 2a	IOS-2-S011	Other existing walked route	No	No	Wall	Clarity and cohesion	
IOS 2a	IOS-2-S012	Other existing walked route	No	No	Wall	Clarity and cohesion	
IOS 2a	IOS-2-S013	Public footpath	No	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
IOS 2a	IOS-2-S014	Public highway	No	No	Landward edge of road	Clarity and cohesion	
IOS 2a	IOS-2-S015	Public highway	No	No			
IOS 2a	IOS-2-S016	Public footpath	No	No	Fence line	Clarity and cohesion	
IOS 2a	IOS-2-S017*	Public footpath	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2a	IOS-2-S018*	Public footpath	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2b	IOS-2-S019*	Public footpath	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2b	IOS-2-S020*	Public footpath	Yes – see table 2.3.3	Yes – barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2b	IOS-2-S021*	Public footpath	Yes – see table 2.3.3	Yes – barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2b	IOS-2-S022*	Public footpath	Yes – see table 2.3.3	Yes – barrier	Wall	Clarity and cohesion	The landward extent of the

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
							flood barrier is not clear
IOS 2b	IOS-2-S023*	Public footpath	Yes – see table 2.3.3	Yes – barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2b	IOS-2-S024*	Public footpath	Yes – see table 2.3.3	Yes – barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2b	IOS-2-S025*	Public footpath	Yes – see table 2.3.3	Yes – barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2b	IOS-2-S026*	Public footpath	Yes – see table 2.3.3	Yes – barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2b	IOS-2-S027*	Public footpath	Yes – see table 2.3.3	Yes – barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2b	IOS-2-S028*	Public footpath	Yes – see table 2.3.3	Yes – barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2b	IOS-2-S029	Public footpath	No	Yes - barrier			
IOS 2c	IOS-2-S030	Public footpath	No	No	Fence line	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
IOS 2c	IOS-2-S031	Public footpath	No	No			
IOS 2c	IOS-2-S032	Public footpath	No	No	Edge of path	Clarity and cohesion	
IOS 2c	IOS-2-S033	Public highway	No	No			
IOS 2c	IOS-2-S034	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 2c	IOS-2-S035	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 2c	IOS-2-S036	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 2c	IOS-2-S037	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 2c	IOS-2-S038	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 2c	IOS-2-S039	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 2c	IOS-2-S040	Public footway (pavement)	No	No	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
IOS 2c	IOS-2-S041	Public highway	No	No	Edge of pavement	Clarity and cohesion	
IOS 2c	IOS-2-S042	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 2c	IOS-2-S043	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 2c	IOS-2-S044	Public footpath	Yes – see table 2.3.3	No	Edge of path	Clarity and cohesion	
IOS 2c	IOS-2-S045	Public footpath	Yes – see table 2.3.3	No	Edge of path	Clarity and cohesion	
IOS 2c	IOS-2-S046	Public footpath	Yes – see table 2.3.3	No	Fence line	Clarity and cohesion	
IOS 2c	IOS-2-S047	Restricted Byway	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2c	IOS-2-S048	Restricted Byway	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2c	IOS-2-S049	Restricted Byway	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear

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
IOS 2c	IOS-2-S050	Restricted Byway	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2c	IOS-2-S051*	Other Existing Walked Route	Yes – see table 2.3.3	No	Fence line	Clarity and cohesion	
IOS 2d	IOS-2-S052*	Other existing walked route	Yes – see table 2.3.3	No	Wall	Clarity and cohesion	
IOS 2d	IOS-2-S053*	Other existing walked route	Yes – see table 2.3.3	No	Various	Clarity and cohesion	Various boundaries include wall & fence line
IOS 2d	IOS-2-S054	Restricted Byway	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2d	IOS-2-S055	Restricted Byway	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2d	IOS-2-S056	Restricted Byway	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2d	IOS-2-S057	Restricted Byway	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear

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
IOS 2d	IOS-2-S058	Restricted Byway	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2d	IOS-2-S059	Restricted Byway	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2d	IOS-2-S060*	Other existing walked route	Yes - normal	Yes – barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2e	IOS-2-S061*	Other existing walked route	Yes - normal	Yes – barrier			
IOS 2e	IOS-2-S062*	Other existing walked route	Yes - normal	Yes – barrier			
IOS 2e	IOS-2-S063*	Other existing walked route	Yes - normal	Yes – barrier			
IOS 2e	IOS-2-S064*	Other existing walked route	Yes - normal	Yes – barrier			
IOS 2e	IOS-2-S065	Other existing walked route	Yes - normal	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear

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
IOS 2e	IOS-2-S066	Other existing walked route	Yes – see table 2.3.3	Yes - barrier	Wall	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 2e	IOS-2-S067	Other existing walked route	Yes – see table 2.3.3	Yes – barrier	Road	Additional landward area	
IOS 2e	IOS-2-S068*	Other existing walked route	Yes - see table 2.3.3	No	Edge of path	Clarity and cohesion	
IOS 2f	IOS-2-S069*	Other existing walked route	Yes - see table 2.3.3	No			
IOS 2f	IOS-2-S070*	Other existing walked route	Yes - see table 2.3.3	No	Edge of path	Clarity and cohesion	
IOS 2f	IOS-2-S071* to IOS-2-S092*	Other existing walked route	Yes - see table 2.3.3	No			
IOS 2f	IOS-2-S093	Other existing walked route	Yes - see table 2.3.3	No			
IOS 2f	IOS-2-S094	Other existing walked route	Yes - see table 2.3.3	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOS 2f	IOS-2-S095	Other existing walked route	Yes - see table 2.3.3	No	Edge of track	Clarity and cohesion	

2.3.2 Other options considered: Maps IOS 2a to IOS 2f: Alsager Avenue, Rushenden, to Oak Lane, Minster

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOS 2a	IOS-1-S001 to IOS-2-S005	<p>We considered aligning the trail on the public footpath along the coast, past Chalk Wharf, Queenborough and:</p> <ul style="list-style-type: none"> ■ turn inland towards the coast road, or ■ continue north to follow the seawall alongside The Creek 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoids a large area of land currently under extensive development, between the Chalk Wharf seawall and the coast road, where part of the public footpath is temporarily closed (see Other future change and para 2.2.22) ■ 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.
IOS 2a and IOS 2b	IOS-1-S017 to IOS-2-S028	<p>We considered proposing an Optional Alternative Route (following the existing, inland road network) that could be used during extreme weather events, when the coastal frontage of Queenborough Wall floods (around once every 4 or 5 years).</p> <p>No other options were identified for the trail in relation to these maps.</p>	<p>We opted for the proposal because:</p> <ul style="list-style-type: none"> ■ flooding here is very infrequent and the creation of an Optional Alternative Route was not considered appropriate ■ signs will highlight the possibility of infrequent flooding so that walkers can wait until tide recedes ■ the inland road network follows busy main roads with heavy industrial traffic and would not provide a safe route where footways or verges are not in place ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOS 2c and IOS 2d	IOS-2-051 to IOS-2-053	<p>We considered aligning the trail:</p> <ul style="list-style-type: none"> ■ along the pavement of the main coast road, which is landward of the proposed route ■ along the shingle beach, seaward of the proposed route <p>No other options were identified for the trail in relation to map IOS 2c.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it uses a quiet, well used walkway, away from the main coastal road ■ it provides the most direct route for trail walkers and avoids an additional set of steps close to the road ■ it uses an even walking surface and avoids the heavy beach shingle which, the Coastguard has advised, can be unsafe in bad weather and at high tides ■ 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.
IOS 2d and IOS 2e	IOS-2-S060 to IOS-2-S064	<p>We considered aligning the trail along the surfaced footway / cycleway landward of the proposed route.</p> <p>No other options were identified for the trail in relation to map IOS 2d.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is located closer to the coast on top of a shingle ridge, which provides more elevated views of the sea than the footway/cycleway ■ it follows compacted shingle which provides a firm walking surface ■ the cycleway/footway will be within the accessible landward coastal margin ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.
IOS 2e and IOS 2f	IOS-2-S068 to IOS-2-S092	<p>We considered aligning the trail along the existing beach promenade, seaward of the proposed route.</p> <p>No other options were identified for the trail in relation to these maps.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it provides an opportunity to enjoy more elevated views of the sea ■ it avoids using steps or steep paths between the promenade and the top of the coastal slope ■ the promenade remains in the accessible coastal margin ■ 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.

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

2.3.3 Roll-back implementation – more complex situations: Maps IOS 2a to IOS 2f: Alsager Avenue, Rushenden to Oak Lane, Minster

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOS 2a and IOS 2b	IOS-2-S017 to IOS-2-S028	Industrial land	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.
IOS 2c and IOS 2d	IOS-2-S044 to IOS-2-S059	Residential area	If it is no longer possible to find a viable route seaward of any excepted land e.g. buildings, gardens and curtilage, we will choose a route landward of it, following discussions with owners and occupiers.
IOS 2e	IOS-2-S066 and IOS-2-S067	Residential area	If it is no longer possible to find a viable route seaward of any excepted land e.g. buildings / structures, we will choose a route landward of it, following discussions with owners and occupiers.
IOS 2e and IOS 2f	IOS-2-S068 to IOS-2-S092	Residential area landward of Minster Cliffs.	If it is no longer possible to find a viable route seaward of the excepted land e.g. buildings, curtilage and gardens, we will choose a route landward of it, following discussions with owners and occupiers.
IOS 2f	IOS-2-S093 to IOS-2-S095	Designated site: Sheppey Cliffs and Foreshore Site of Special Scientific Interest (SSSI)	If it is no longer possible to find a viable route seaward of a designated site (e.g. 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

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			appropriate or (b) if necessary, be routed landward of it.
IOS 2f	IOS-2-094 and IOS-2-095	Caravan park	If it is no longer possible to find a viable route seaward of the caravan park, we will choose a new route after detailed discussions with all relevant interests, either (a) to continue 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.

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

Part 2.4: Proposals maps

2.4.1 Map Index

Map reference	Map title
IOS 2a	Alsager Avenue Rushenden, to Queenborough Wall
IOS 2b	Queenborough Wall to Blue Town, Sheerness
IOS 2c	Blue Town, Sheerness to Broadway, Sheerness
IOS 2d	Broadway, Sheerness to Barton's Point, Sheerness
IOS 2e	Barton's Point, Sheerness to The Leas Car Park
IOS 2f	The Leas Car Park to Oak Lane, Minster
Directions Map IOS 2A	Directions for Report IOS 2: Alsager Avenue, Rushenden to Oak Lane, Minster

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

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

- BY** - Public byway
- CT** - Cycletrack (cycles only)
- CP** - Cycletrack (pedestrian)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- BW** - Public bridleway
- KB** - 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 footpaths
- Public byways
- Public bridleways
- Restricted byways
- Sustrans national routes
- Existing access land

Infrastructure types (for status see below)

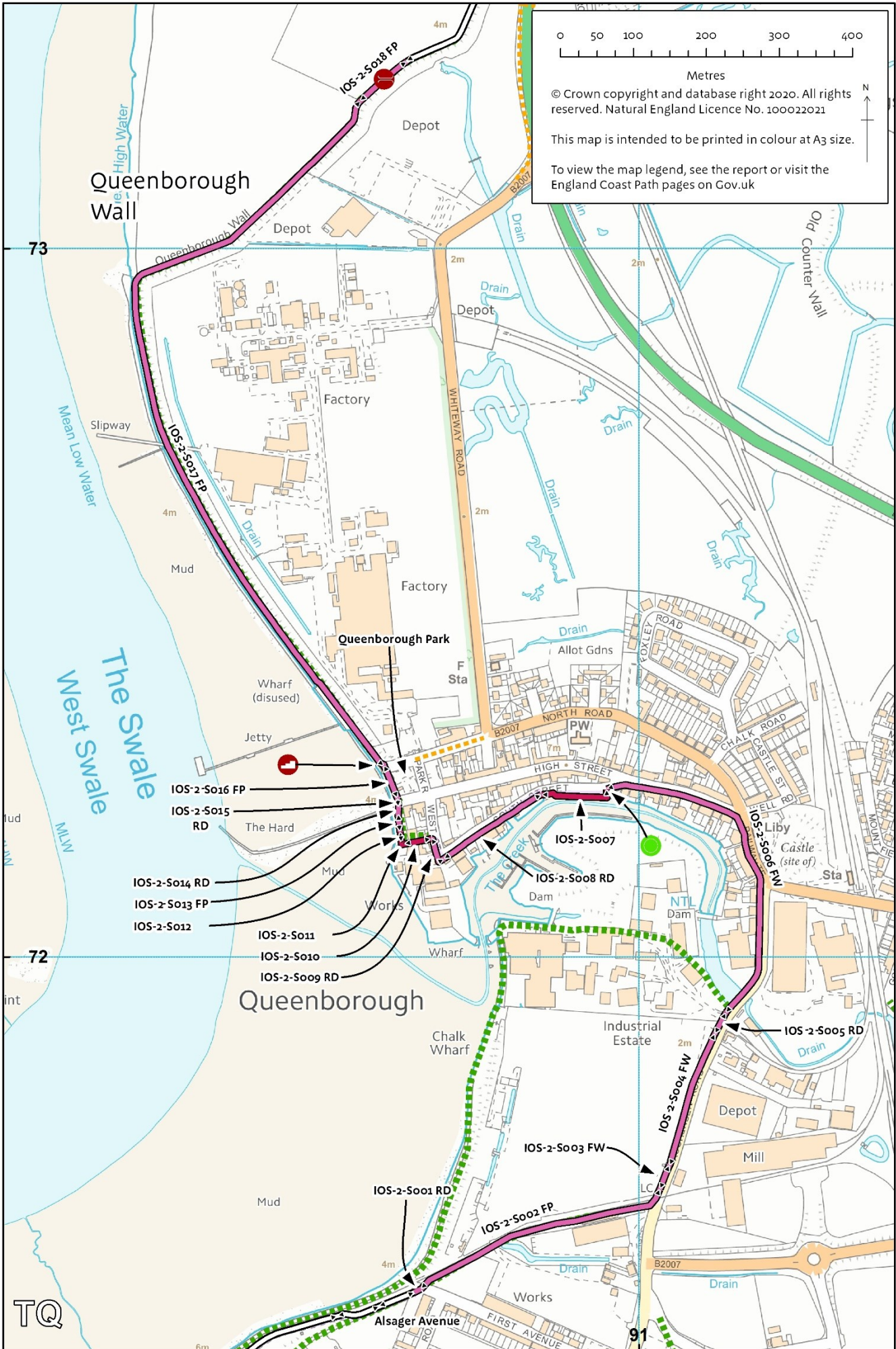
- | | | |
|------------------|----------------------|----------------------|
| barrier | cycle chicane | hurdle |
| boardwalk | drainage | ramp |
| bollard | drop-kerb | revetment |
| clapper bridge | gap in fence | stepping stones |
| footbridge | Bristol gate | steps |
| quad bike bridge | field gate | ladder stile |
| sleeper bridge | kissing gate | lift-up stile |
| vehicle bridge | pedestrian gate | squeeze stile |
| cattle grid | wheelchair gate | step stile |
| culvert | gateway with no gate | stone stile |
| | | interpretation panel |

Infrastructure status

Infrastructure status will be indicated by one of three colours, as shown in the example below:

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

Map IOS 2a: Alsager Avenue, Rushenden to Queenborough Wall



0 50 100 200 300 400
Metres

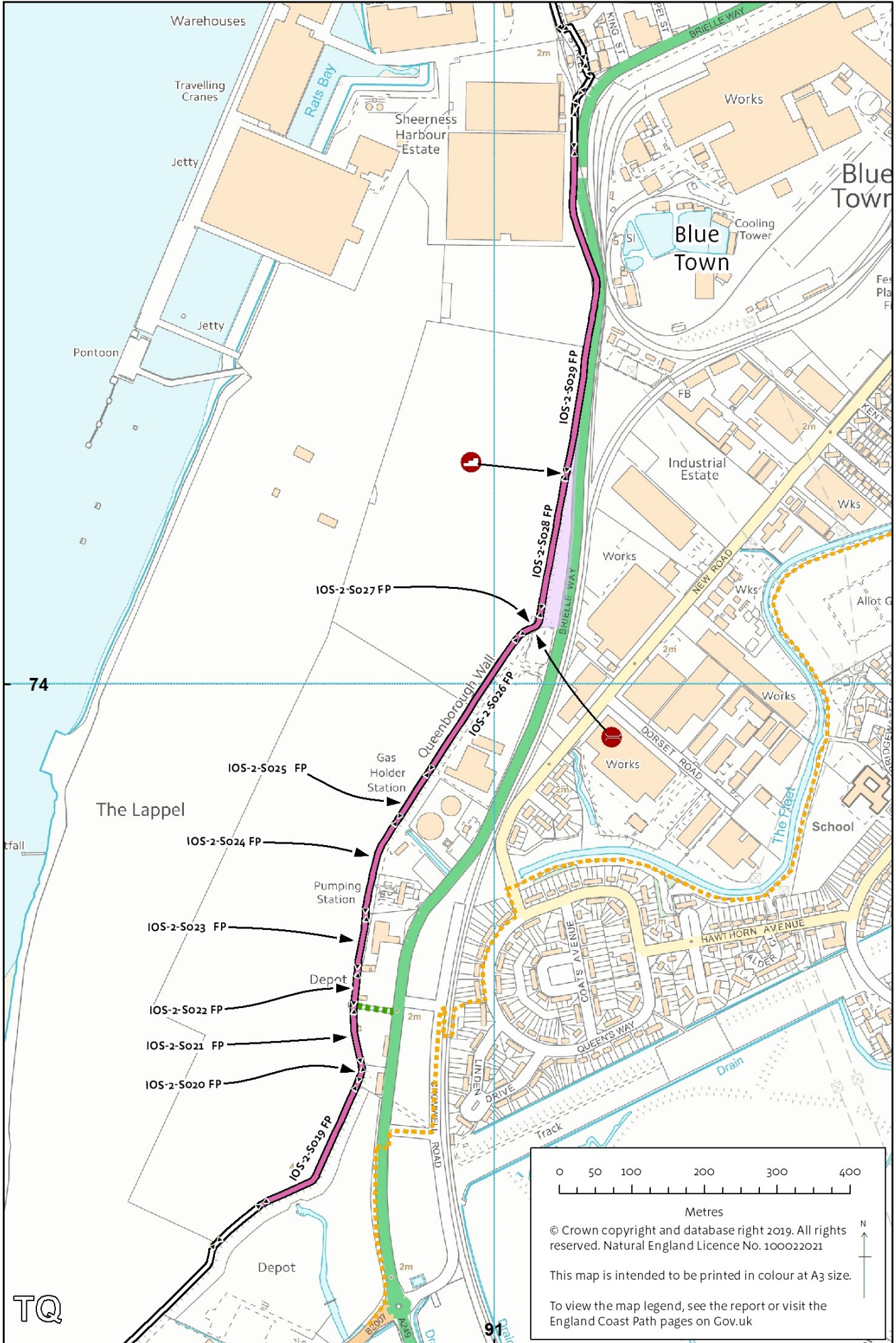
© Crown copyright and database right 2020. All rights reserved. Natural England Licence No. 100022021

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 IOS 2a: Alsager Avenue, Rushenden to Queenborough Wall

Map IOS 2b: Queenborough Wall to Blue Town, Sheerness

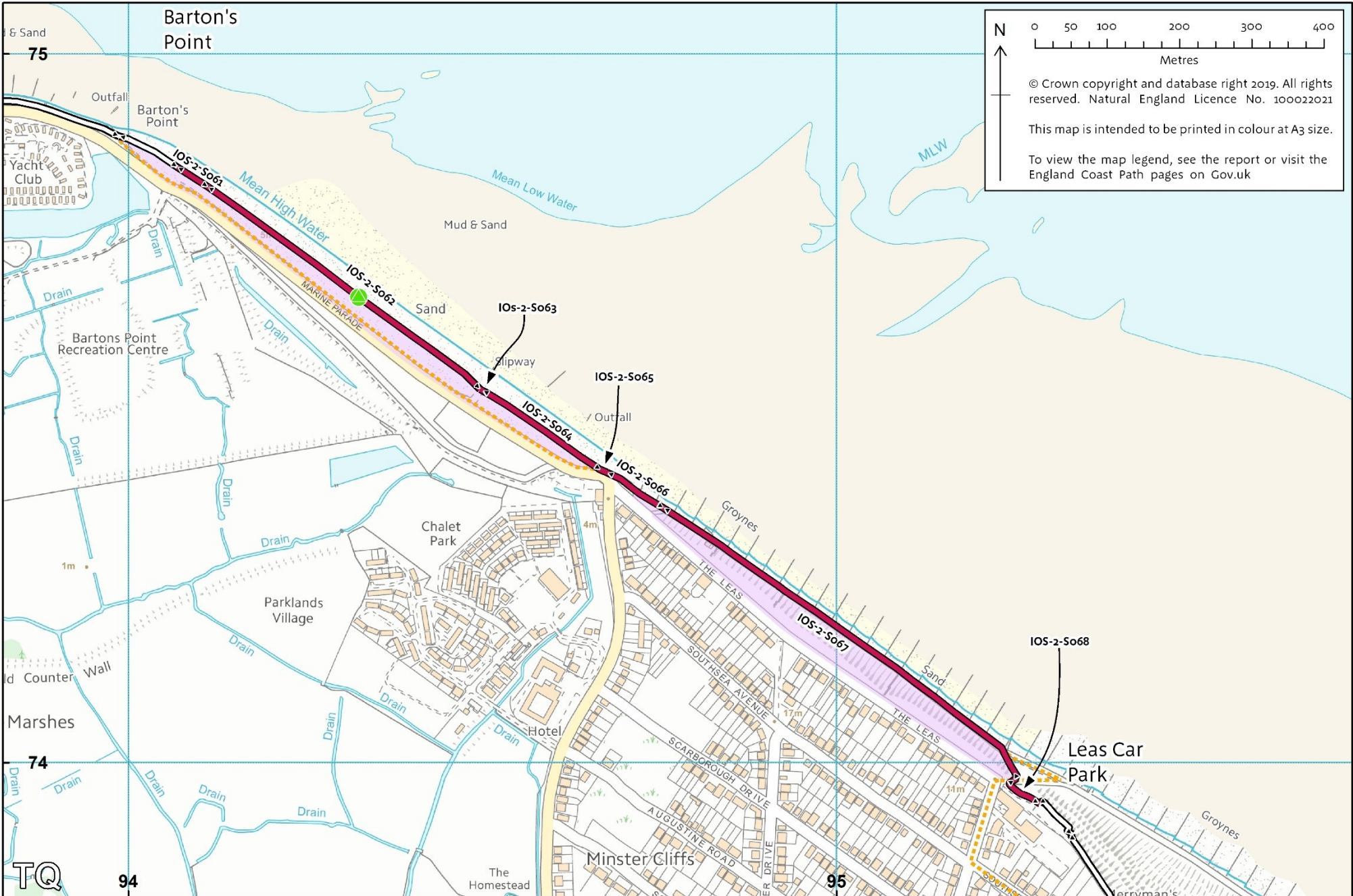


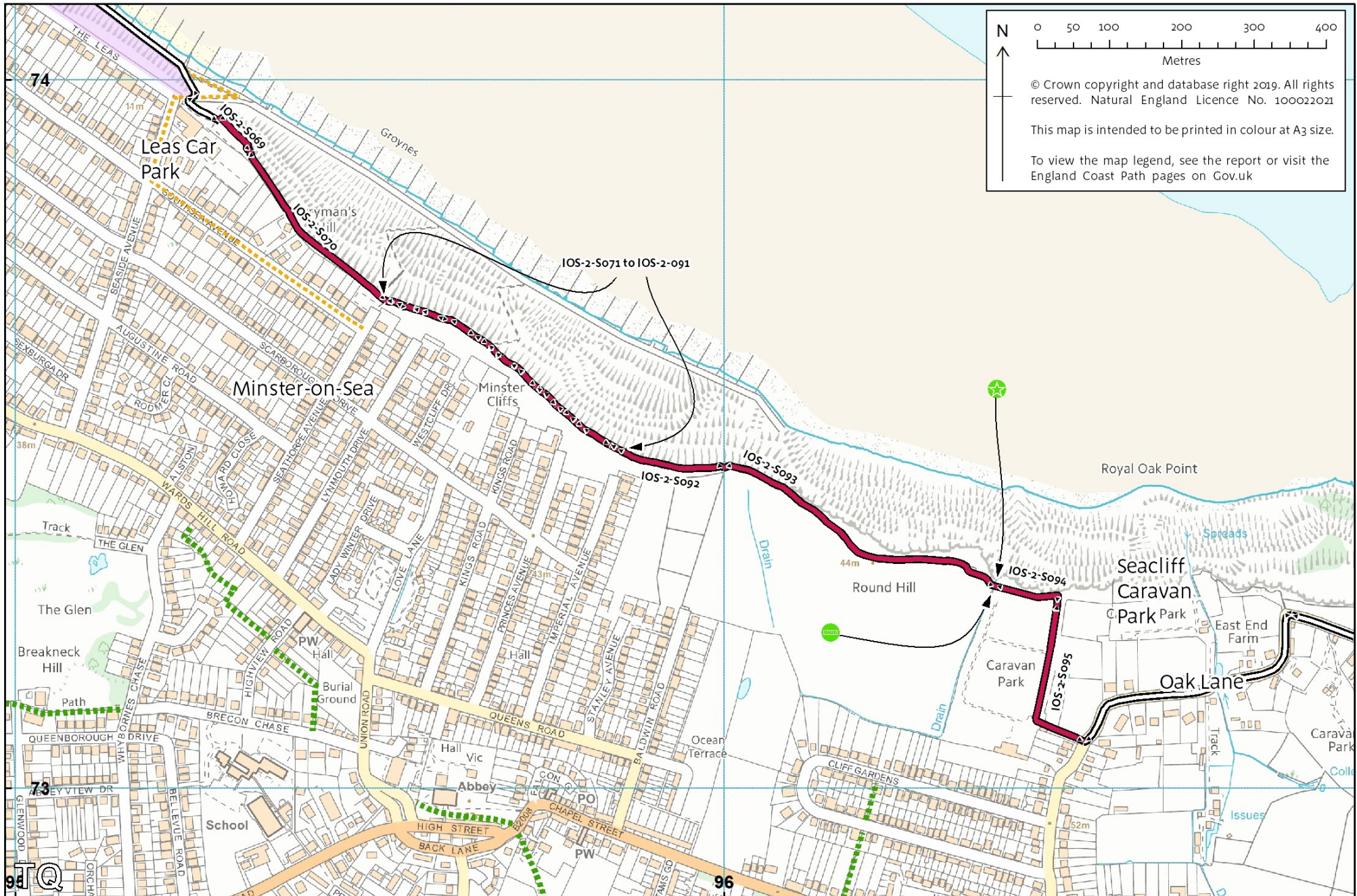


Map IOS 2d: Broadway, Sheerness to Barton's Point, Sheerness



Map IOS 2e: Barton's Point, Shellness to The Leas Car Park





Map IOS 2f: The Leas Car Park to Oak Lane, Minster

Directions Map IOS 2A

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.

