



England Coast Path Stretch: Isle of Sheppey

Report IOS 6: Warden Road, Warden Point to Isle of Harty (east)

Part 6.1: Introduction

Start Point:	Warden Road, Warden Point (Grid reference 601671, 172378)
End Point:	Isle of Harty (east) (Grid reference 602946 166184)
Relevant Maps:	IOS 6a to IOS 6g

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

6.1.2 This report covers length IOS 6 of the stretch, which is the coast between Warden Road, Warden Point and the Isle of Harty (east). It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

Part 6.2 Proposals Narrative

The trail:

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

6.2.2 Includes three sections of new path at Warden Springs Caravan Park. See map IOS 6a and associated tables below for details.

6.2.3 Mostly follows the coastline quite closely and maintains good views of the sea.

6.2.4 In Leysdown-on-Sea, an inland diversion is necessary to take the trail past residential areas and caravan sites that occupy the shoreline (maps IOS 6b and IOS 6c).

Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

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

- Sheppey Cliffs and Foreshore Site of Special Scientific Interest (SSSI)
- Outer Thames Estuary Special Protection Area (SPA)
- The Swale SPA
- The Swale Ramsar site
- The Swale SSSI
- The Swale Estuary Marine Conservation Zone (MCZ)
- The Swale National Nature Reserve (NNR)

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

6.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IOS 6e and IOS 6f	IOS-6-S036 and IOS-6-S037	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Coastal access rights would be excluded from the existing fenced enclosure on Shell Ness beach (see paras 6.2.18 & 6.2.19). ■ Coastal access rights would be restricted in the coastal margin, on Shell Ness, requiring dogs to be kept on a lead (see paras 6.2.20 & 6.2.21). ■ The existing enclosure fencing on Shell Ness beach would be upgraded. ■ Existing notices on Shell Ness beach will be upgraded. These will explain and raise awareness about the wildlife sensitivities and requirement for dogs to be kept on leads. 	To prevent disturbance, from recreational users, of breeding birds within the fenced enclosure, and to other migratory and overwintering birds along the shoreline.

6.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

- a Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites,
- our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

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

- The trail would follow an uneven grass or bare soil path along the cliff top near Warden Springs Caravan Park (map IOS 6a); and along the seawall between Leysdown Country and Coastal Park (map IOS 6c) and Sheepwash (map IOS 6g).

- Steps are necessary near Warden Spring (map IOS 6a), to ascend/descend steep slopes. Physical constraints prevent the creation of more accessible ramps here. A signed, step-free route is available along Thorn Hill Road and Cliff Drive.
- Existing steps near Warden (map IOS 6a) are also necessary to ascend/descend to the promenade. Physical constraints prevent the creation of a more accessible ramp here.
- Near the Leysdown Country and Coastal Park (map IOS 6c), at the start of section IOS-6-S031, the trail ascends/descends the seawall on a short, narrow path. Due to physical and other constraints the creation of a wider path is not feasible at this location.

6.2.9 At an area of informal parking along section IOS-6-S030 (map IOS 6c), the trail will follow a new painted walkway alongside the seawall, in order to separate walkers from parked vehicles and improve the current access provisions.

6.2.10 On the seawall, near the Hamlet of Shellness (map IOS 6e), the existing stile will be replaced with a kissing gate, and near Sheepwash (Map IOS 6g), an existing, narrow kissing gate will be replaced with a new wider gate, so as to make them easier to use. We envisage this happening as part of the establishment works described below.

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

Where we have proposed exercising statutory discretions:

6.2.11 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 6.3.1 below.

6.2.12 In Leysdown-on-Sea we have used this discretion to limit the landward extent of the coastal margin to the edge of the promenade (map IOS 6b). 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 clear break of slope or boundary feature landward of the flood barrier and the edge of the promenade provides an easily identifiable boundary for access users.

6.2.13 South of Leysdown-on-Sea and Nutts Caravan Site (map IOS 6c), we have used our discretion to propose the inclusion of additional 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.

6.2.14 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 6.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c (above Table 6.3.1) 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.

6.2.15 **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/flats of Leysdown and The Swale Estuary

6.2.16 Access to the saltmarsh/flat in the coastal margin seaward of route sections IOS-6-S001 to IOS-1-S045 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 IOS 6A to 6D.

6.2.17 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.

Exclusion of access at Shell Ness

6.2.18 Access is to be excluded from a fenced area of Shell Ness beach, within the coastal margin, adjacent to route sections IOS-6-S036 and IOS-6-S037, under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) all year round to protect sensitive wildlife (breeding, passage and overwintering birds). The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map IOS 6B.

6.2.19 The exclusion reflects the current land management of this part of The Swale National Nature Reserve. Within the existing fenced area, sensitive breeding birds are present in spring and summer, alongside other roosting birds during the winter months. The Habitats Regulation Assessment for the site concluded that allowing access to these areas would cause a significant effect by disturbing the bird species using the site. The Assessment will be published alongside this report.

Restriction of access at Shell Ness

6.2.20 Dogs are to be kept to a lead on Shell Ness beach, within the coastal margin, adjacent to route sections IOS-6-S036 and IOS-6-S037, under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) all year round to protect sensitive wildlife (breeding, passage and overwintering birds). The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps IOS 6B and 6C.

6.2.21 A dogs on leads restriction will support the management of Shell Ness spit, part of The Swale National Nature Reserve, for conservation purposes. The Habitats Regulation Assessment for the site concluded that allowing unrestricted dog access would cause a significant effect by disturbing the concentrations of internationally-protected bird species using Shell Ness spit. The Assessment will be published alongside this report.

6.2.22 These directions will not prevent or affect:

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

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

6.2.23 The directions we give over mud flats and saltmarsh are intended to avoid any new public rights being created, in view of their inherent hidden dangers.

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

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

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

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

6.2.25 Column 4 of table 6.3.1 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 6a to IOS 6g as the proposed route of the trail.

6.2.26 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 6.3.1 the route is to be at the centre of the line shown on maps IOS 6b and IOS 6c as the proposed route of the trail.

Other future change:

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

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

Establishment of the trail:

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

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

6.2.29 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £21,548.70 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.

6.2.30 There are seven main elements to the overall cost:

- A significant number of new directional and information signs would be needed on the trail.
- A new 3 metre sleeper bridge to access Warden Springs Caravan Park.
- New steps at Warden Springs Caravan Park.
- Gate improvements.
- A painted walkway near Leysdown Country and Coastal Park.
- Interpretation signs about sensitive wildlife would be installed at Shell Ness.
- Improvements to fencing at Shell Ness beach.

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	£3,858
Bridge	£3,200
Steps	£700
Gates	£800
Painted walkway	£3,000
Interpretation	£2,180
Fencing	£5,000
Project management	£2,810.70
Total	£21,548.70 (Exclusive of any VAT payable)

6.2.31 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Kent County Council will liaise with

affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

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

6.2.33 We estimate that the annual cost to maintain the trail will be £4,769.76 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 6.3: Proposals Tables

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

6.3.1 Section Details – Maps: IOS 6a to IOS 6g, Warden Road, Warden Point to Isle of Harty (east)

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs. Yes – see table 6.3.3 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 6a	IOS-6-S001*	Not an existing walked route	Yes - See table 6.3.3	No			
IOS 6a	IOS-6-S002*	Not an existing walked route	Yes - See table 6.3.3	No			
IOS 6a	IOS-6-S003*	Not an existing walked route	Yes - See table 6.3.3	No			
IOS 6a	IOS-6-S004*	Other existing walked route	Yes - See table 6.3.3	No			
IOS 6a	IOS-6-S005*	Other existing walked route	Yes - See table 6.3.3	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 6a	IOS-6-S006	Public highway	Yes - See table 6.3.3	No	Landward edge of track	Clarity and cohesion	
IOS 6a	IOS-6-S007	Public highway	Yes - See table 6.3.3	No	Landward edge of track	Clarity and cohesion	
IOS 6a	IOS-6-S008	Public highway	Yes - See table 6.3.3	No	Landward edge of track	Clarity and cohesion	
IOS 6a	IOS-6-S009	Other existing walked route	Yes - See table 6.3.3	No			
IOS 6a	IOS-6-S010	Other existing walked route	Yes - See table 6.3.3	Yes - barrier			
IOS 6a	IOS-6-S011*	Other existing walked route	Yes - normal	Yes - bank			
IOS 6b	IOS-6-S012*	Other existing walked route	Yes - normal	Yes - bank			
IOS 6b	IOS-6-S013	Public footpath	Yes - See table 6.3.3	Yes - barrier			
IOS 6b	IOS-6-S014	Public footpath	Yes – See table 6.3.3	Yes - barrier			
IOS 6b	IOS-6-S015*	Other existing walked route	Yes - normal	Yes - bank			
IOS 6b	IOS-6-S016*	Other existing walked route	Yes - normal	No			
IOS 6b	IOS-6-S017*	Other existing walked route	Yes – See table 6.3.3	No	Landward edge of track	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 6b	IOS-6-S018	Public footpath	Yes – See table 6.3.3	Yes - barrier	Landward edge of promenade	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 6b	IOS-6-S019	Public footpath	Yes – See table 6.3.3	Yes - barrier	Landward edge of promenade	Clarity and cohesion	The landward extent of the flood barrier is not clear
IOS 6b	IOS-6-S020	Public footpath	Yes – See table 6.3.3	No	Landward edge of promenade	Clarity and cohesion	
IOS 6b	IOS-6-S021*	Public footway (pavement)	Yes – See table 6.3.3	No	Edge of pavement	Clarity and cohesion	
IOS 6b	IOS-6-S022*	Other existing walked route	Yes – See table 6.3.3	No	Edge of path	Clarity and cohesion	
IOS 6b	IOS-6-S023*	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 6b	IOS-6-S024*	Public footway (pavement)	No	No	Landward edge of footway	Clarity and cohesion	
IOS 6b	IOS-6-S025*	Public highway	No	No			
IOS 6b	IOS-6-S026*	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 6c	IOS-6-S027*	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
IOS 6c	IOS-6-S028*	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 6c	IOS-6-S029*	Other existing walked route	Yes – See table 6.3.3	No	Various	Additional landward area	Various boundaries: road, car park
IOS 6c	IOS-6-S030	Other existing walked route	Yes – See table 6.3.3	No			
IOS 6c	IOS-6-S031	Other existing walked route	Yes – See table 6.3.3	Yes - bank			
IOS 6c	IOS-6-S032	Other existing walked route	Yes – See table 6.3.3	Yes - bank			
IOS 6d	IOS-6-S033	Other existing walked route	Yes – See table 6.3.3	Yes - bank			
IOS 6d	IOS-6-S034*	Public footpath	Yes – See table 6.3.3	Yes - bank			
IOS 6d and IOS 6e	IOS-6-S035*	Public footpath	Yes – See table 6.3.3	Yes - bank			
IOS 6e	IOS-6-S036*	Public footpath	Yes – See table 6.3.3	Yes - bank			
IOS 6e	IOS-6-S037	Public footpath	Yes – See table 6.3.3	Yes - bank			
IOS 6e	IOS-6-S038	Public footpath	Yes – See table 6.3.3	Yes - bank			
IOS 6f	IOS-6-S039	Public footpath	Yes – See table 6.3.3	Yes - bank			
IOS 6f	IOS-6-S040	Public footpath	Yes – See table 6.3.3	Yes - bank			

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 6f	IOS-6-S041	Public footpath	Yes – See table 6.3.3	Yes - bank			
IOS 6f	IOS-6-S042	Public footpath	Yes – See table 6.3.3	Yes - bank			
IOS 6g	IOS-6-S043	Public footpath	Yes – See table 6.3.3	Yes - bank			
IOS 6g	IOS-6-S044	Public bridleway	Yes – See table 6.3.3	Yes - bank			
IOS 6g	IOS-6-S045	Public bridleway	Yes – See table 6.3.3	No	Fence line	Clarity and cohesion	

6.3.2 Other options considered: Maps IOS 6a to IOS 6g, Warden Road, Warden Point to Isle of Harty (east)

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOS 6a	IOS-6-S001 to IOS-6-S005	We considered aligning the trail inland along Thorn Hill Road and Cliff Drive, on existing walked routes.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and provides good sea views ■ this proposal is made with the support of the land owners ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOS 6a and IOS 6b	IOS-6-S011 and IOS-6-S012 and IOS-6-S015 to IOS-6-S017	We considered aligning the trail along the top of an embankment that runs landward of the trail. Part of this route is a public footpath.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the sea and affords better sea views ■ it is an existing walked route ■ this proposal is made with the support of the land owner ■ 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 6b and IOS 6c	IOS-6-S021 to IOS-6-S029	We considered aligning the trail closer to the coast, following the shoreline past Sheppey Beach Villas, through Nutts Caravan Site and seaward of beach huts, off Shellness Road.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it provides a route past local facilities and public toilets ■ it avoids passing close to homes within the residential area and caravan park that occupy the shoreline ■ access to the beach would remain part of the accessible coastal margin ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.
IOS 6c	IOS-6-S028 and IOS-6-S029	We considered aligning the trail along an existing fenced route, between Shellness Road and the shoreline, alongside Nutts Caravan Park, and then south-east, seaward of a row of enclosed beach huts.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it maintains good sea views ■ it provides a level surface, avoids a set of steps and is a more direct route to join the trail at IOS-6-S030 ■ it crosses open grassland and avoids passing along a narrow fenced route, directly seaward of the beach hut enclosure ■ access to the shoreline, near the beach huts, would remain part of the accessible coastal margin ■ this proposal is made with the support of the land owner ■ 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.
IOS 6d and IOS 6e	IOS-6-S034 and IOS-6-S035	We considered aligning the trail along the access track past Shellbeach Chalets and on towards the Hamlet of Shellness. The track runs landward of the seawall and the proposed route.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it runs along the top of the seawall and provides elevated views of the beach and the sea ■ it is closer to the coast ■ it uses an existing public footpath ■ 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 6d and IOS 6e	IOS-6-S035	We considered aligning the trail closer to the coast, south along the beach and: <ul style="list-style-type: none"> ■ west towards the car park and seawall, north of the Hamlet of Shellness ■ around the shoreline or through the Hamlet of Shellness, and then returning inland towards the car park and seawall of The Swale National Nature Reserve, on an informal path. 	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it provides good elevated views of the sea ■ it is a more direct route along the coast ■ it follows a compacted surface, which is easier to walk along than the sandy beach ■ it provides a safe route, avoiding narrow stretches of beach (at high tide), around the Hamlet of Shellness ■ the alignment proposal is made with the support of the Hamlet of Shellness landowners ■ 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 6e	IOS-6-S036	We considered aligning a spur of the trail south along an informal path (lying immediately west of the Hamlet of Shellness) and along the Shell Ness spit	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it provides good elevated views of the sea ■ it is more direct and avoids walkers having to retrace their steps back from Shell Ness beach

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> ■ it avoids an informal path that is wet underfoot and occasionally floods ■ Shell Ness will form part of the coastal margin, with interpretation at the car park explaining the wildlife sensitivities found on the spit and the access provisions and restrictions in this area ■ we concluded that overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.

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

6.3.3 Roll-back implementation – more complex situations: Maps IOS 6a to IOS 6g, Warden Road, Warden Point to Isle of Harty (east)

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOS 6a and IOS 6b	IOS-6-S001 to IOS-6-S004, IOS-6-S013 and IOS-6-S014	Warden Springs Caravan Park and Little Groves Leisure Park	If it is no longer possible to find a viable route seaward of the specified caravan sites, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site / course, 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.
IOS 6a to IOS 6c	IOS-6-S005 to IOS-6-S010, IOS-6-S017 to IOS-6-S022 and IOS-6-S029	Residential / urban areas of Warden and Leysdown-on-Sea	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.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOS 6a	IOS-6-S001 to IOS-6-S010	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 appropriate or (b) if necessary, be routed landward of it.
IOS 6c	IOS-6-S030 and IOS-6-S031	Shellness Road	If it is no longer possible to find a viable route seaward of the specified road, we will choose a route along the road itself (if safety allows) or landward of it, following discussions with owners and occupiers.
IOS 6c to IOS 6g	IOS-6-S031 to IOS-6-S045	Designated site: The Swale Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar site	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SPA, Ramsar) 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.

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

Part 6.4: Maps

6.4.1 Map Index

Map reference	Map title
IOS 6a	Warden Road, Warden Point to Jetty Road Drain
IOS 6b	Jetty Road Drain to Nutts Caravan Site
IOS 6c	Nutts Caravan Site to Muswell Manor
IOS 6d	Muswell Manor to Shellbeach Chalets
IOS 6e	Shellbeach Chalets to The Swale National Nature Reserve
IOS 6f	The Swale National Nature Reserve to Saltworks
IOS 6g	Saltworks to Isle of Harty (east)
Directions Map IOS 6A	Directions for Report IOS 6: Warden Road, Warden Point to Isle of Harty (east)
Directions Map IOS 6B	Directions for Report IOS 6: Warden Road, Warden Point to Isle of Harty (east)
Directions Map IOS 6C	Directions for Report IOS 6: Warden Road, Warden Point to Isle of Harty (east)
Directions Map IOS 6D	Directions for Report IOS 6: Warden Road, Warden Point to Isle of Harty (east)

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 | reverment |
| 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:

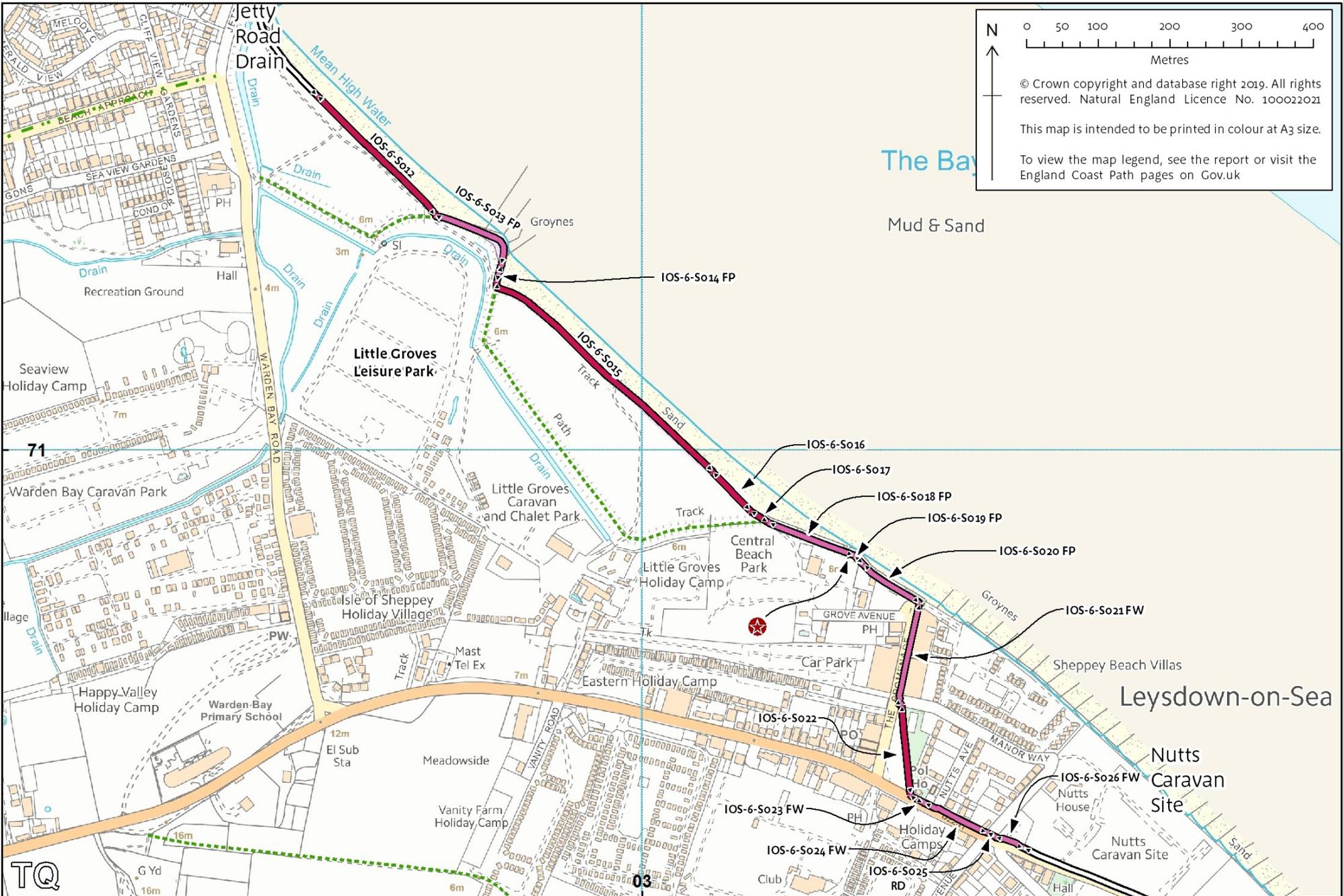
- Existing steps to be retained
- New steps required
- Existing steps to be removed

Map IOS 6a: Warden Road, Warden Point to Jetty Road Drain



Map IOS 6a: Warden Road, Warden Point to Jetty Road Drain

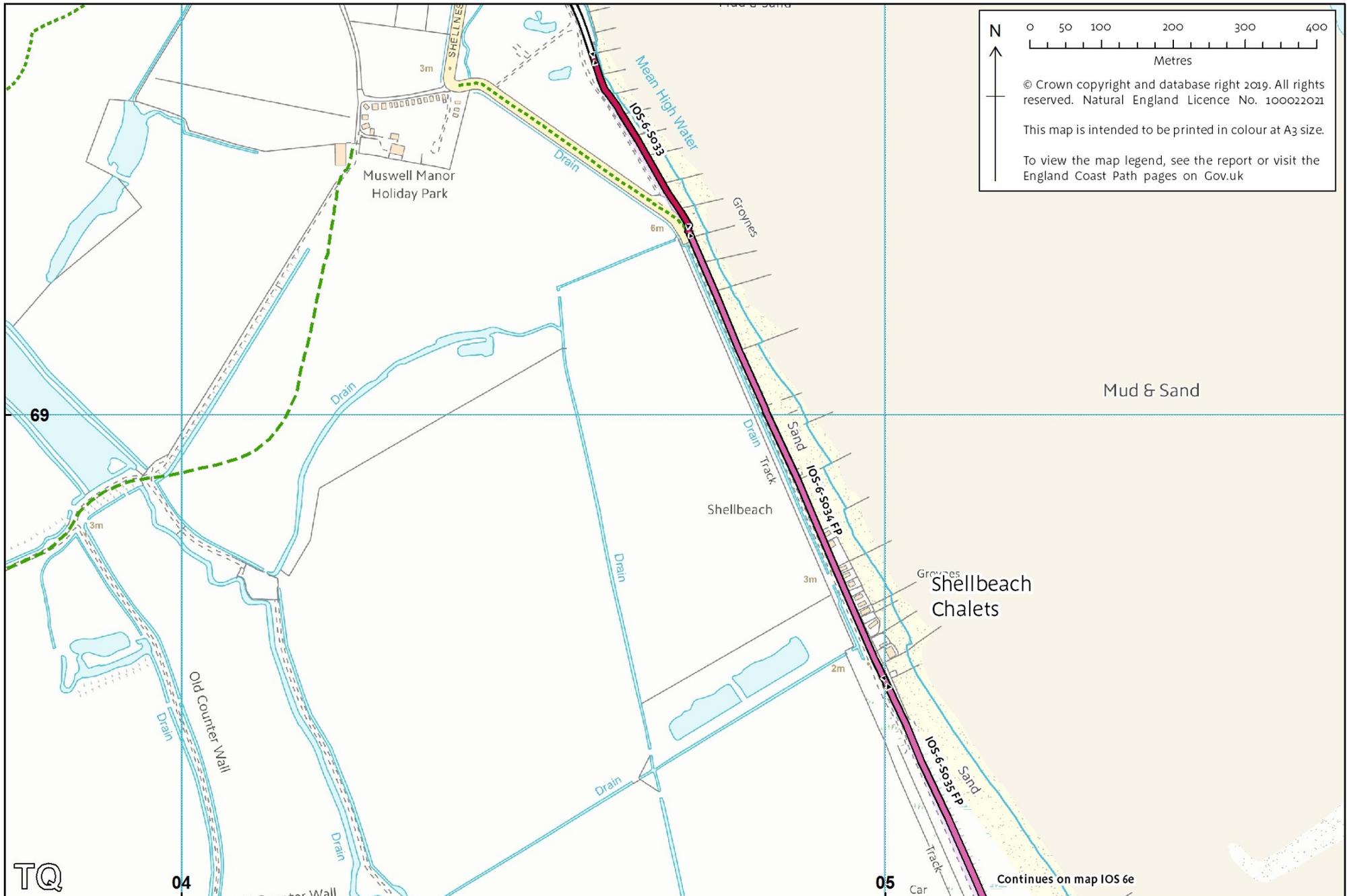
Map IOS 6b: Jetty Road Drain to Nutts Caravan Site



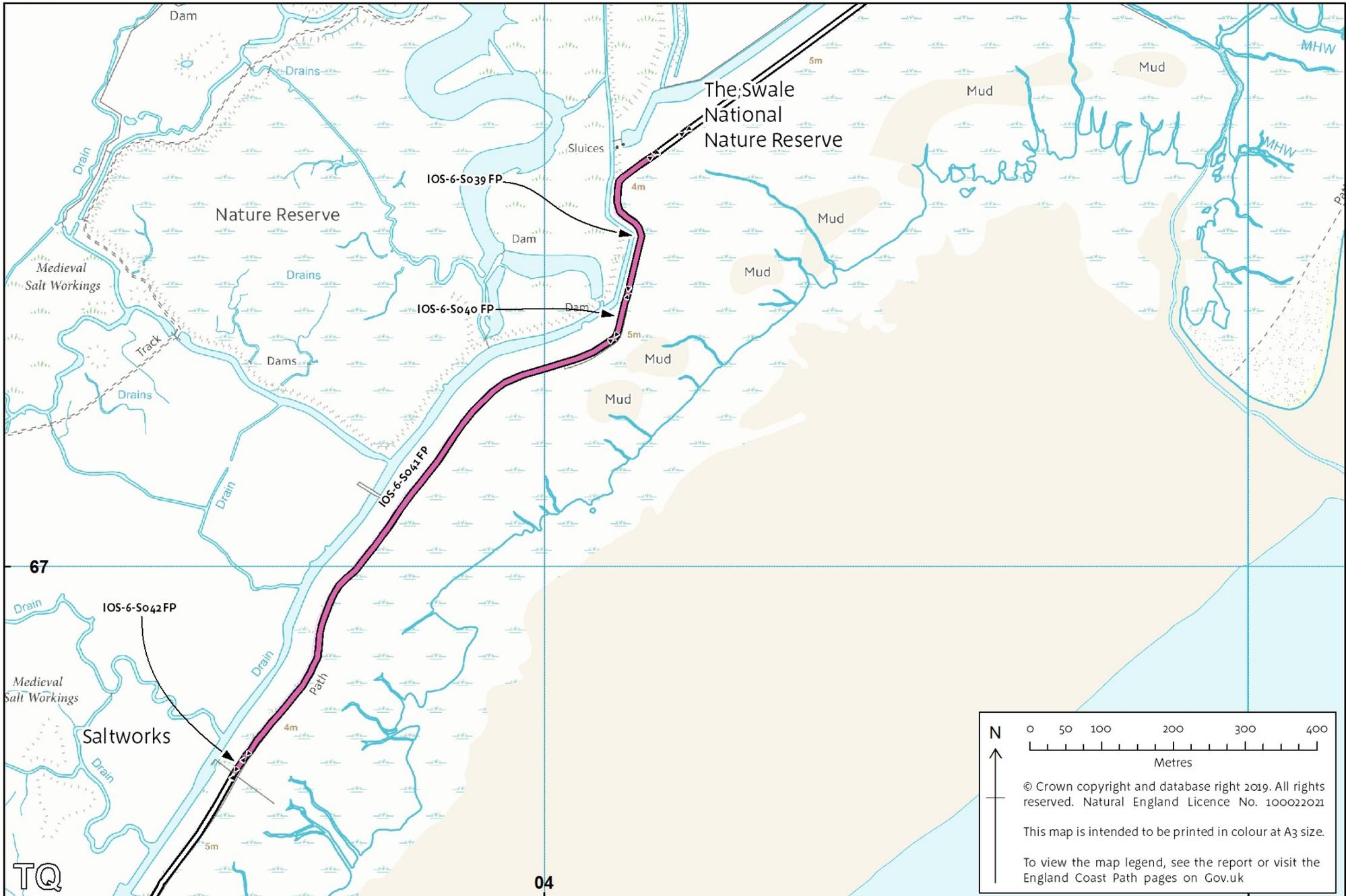
Map IOS 6c: Nutts Caravan Site to Muswell Manor



Map IOS 6d: Muswell Manor to Shellbeach Chalets



Map IOS 6f: The Swale National Nature Reserve to Saltworks



Map IOS 6f: The Swale National Nature Reserve to Saltworks

N
↑

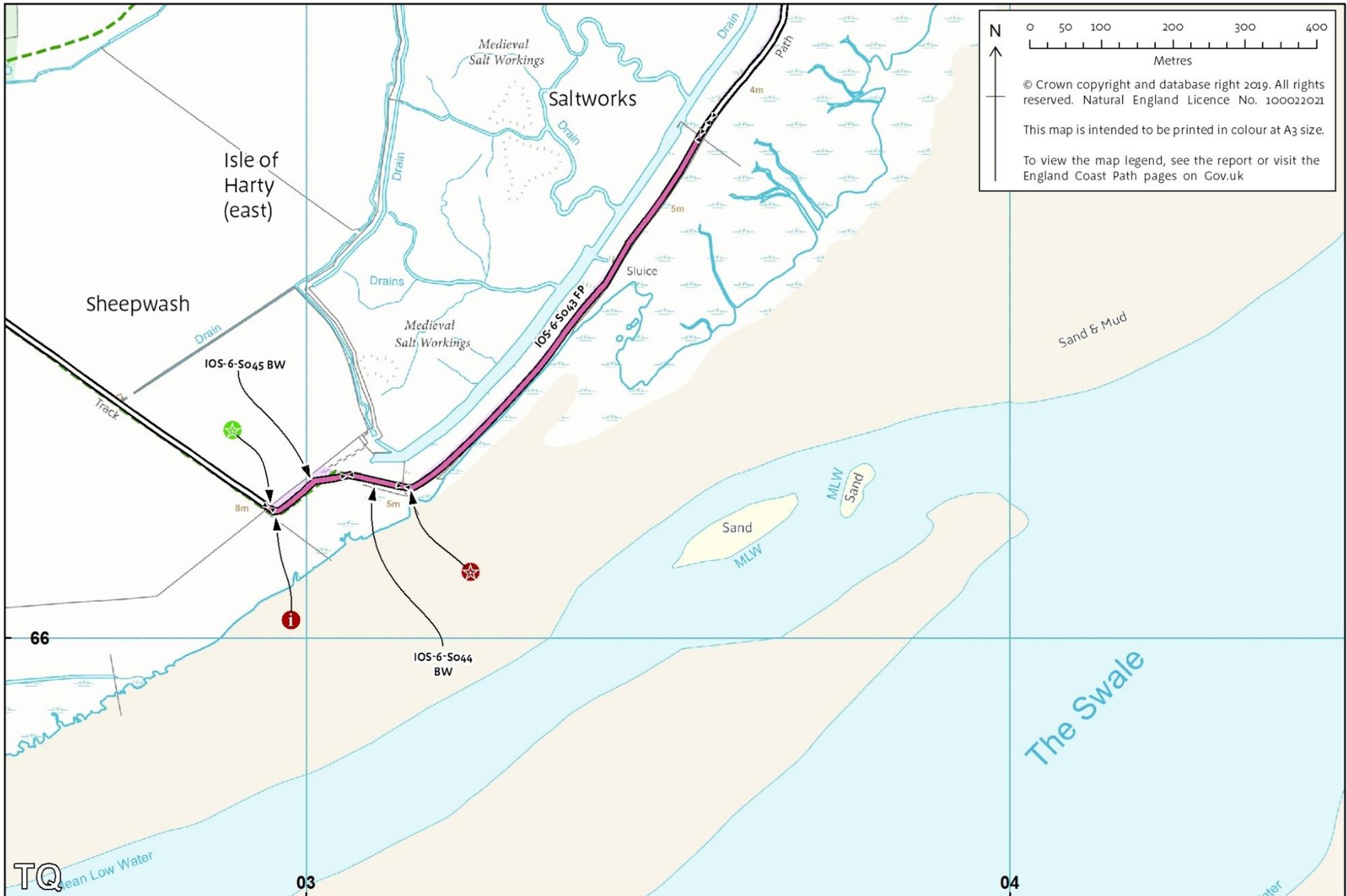
0 50 100 200 300 400
Metres

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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

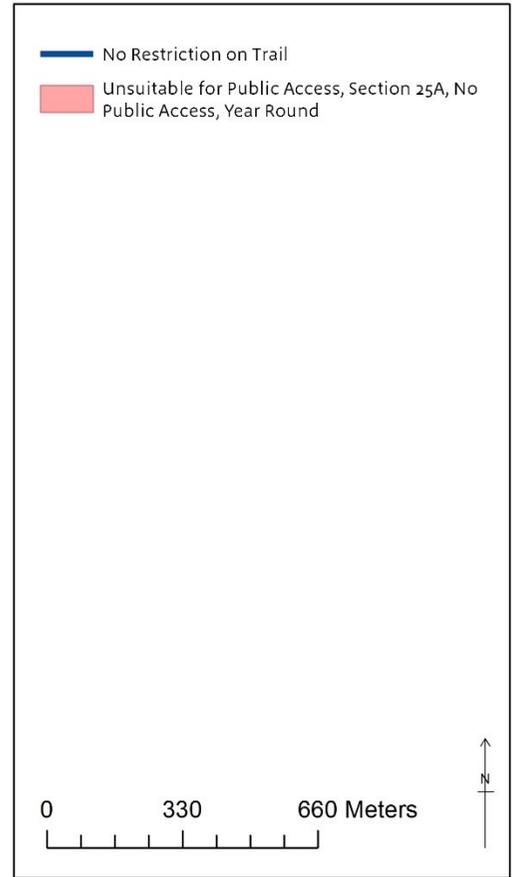
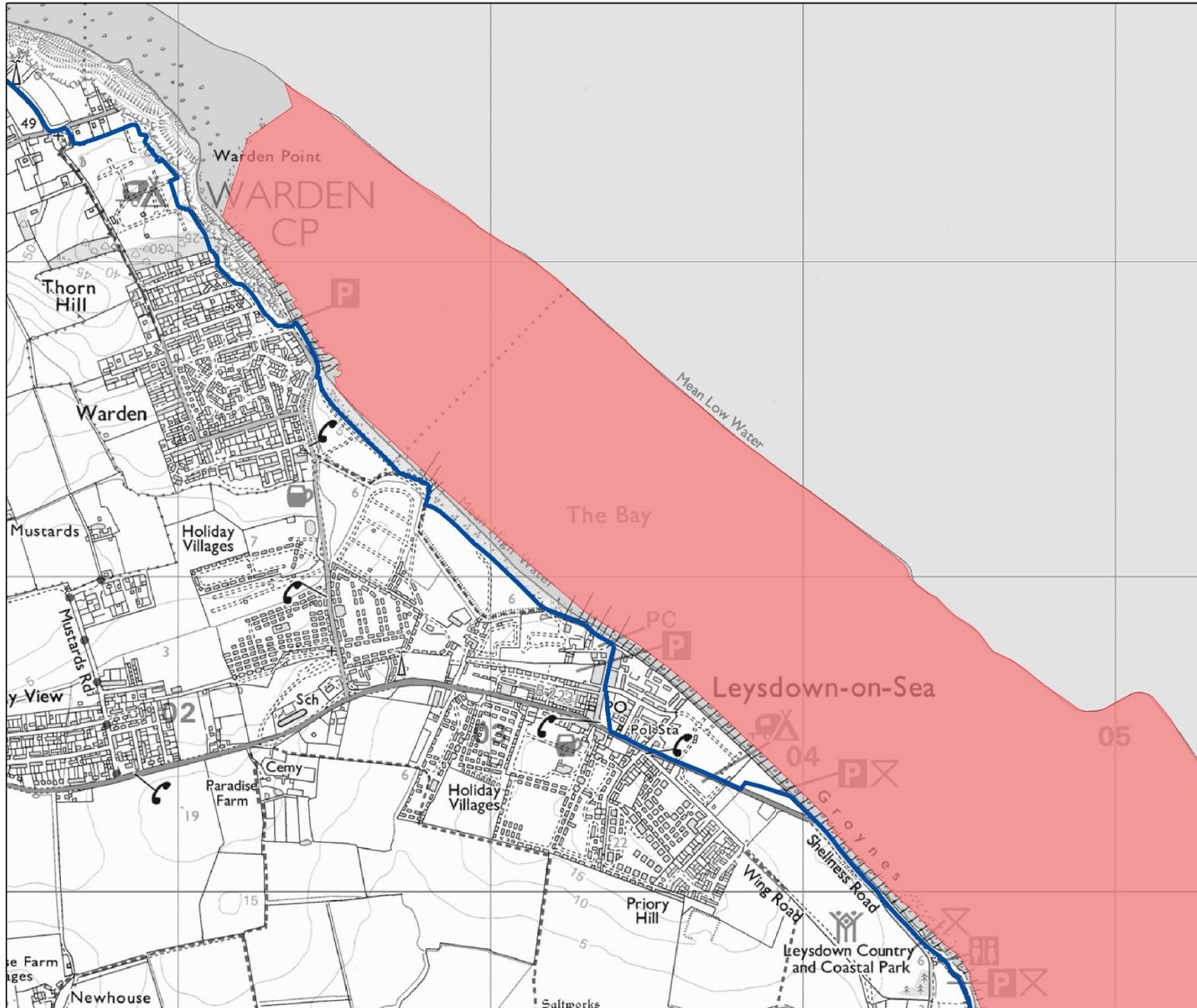
Map IOS 6g: Saltworks to Isle of Harty (east)



Map IOS 6g: Saltworks to Isle of Harty (east)

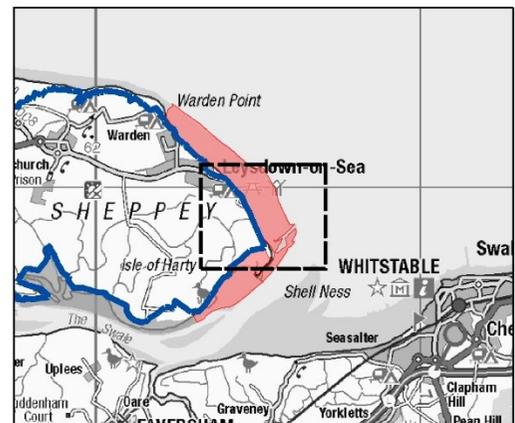
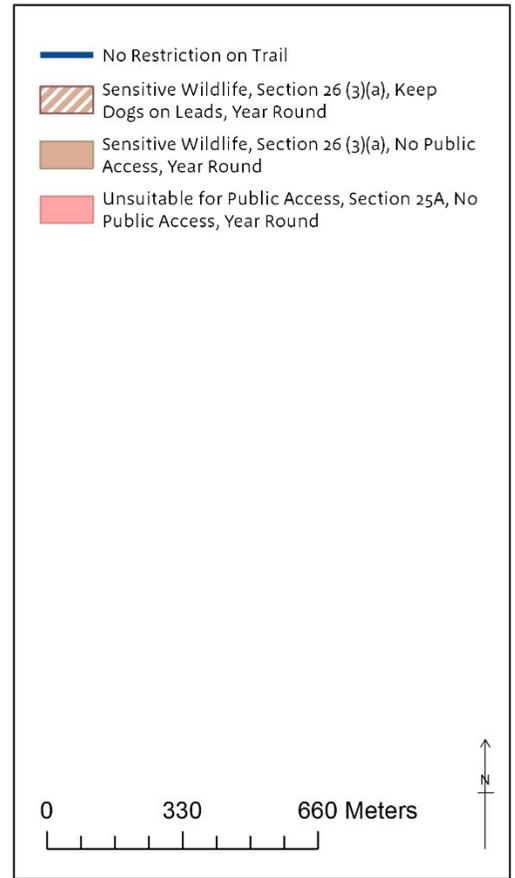
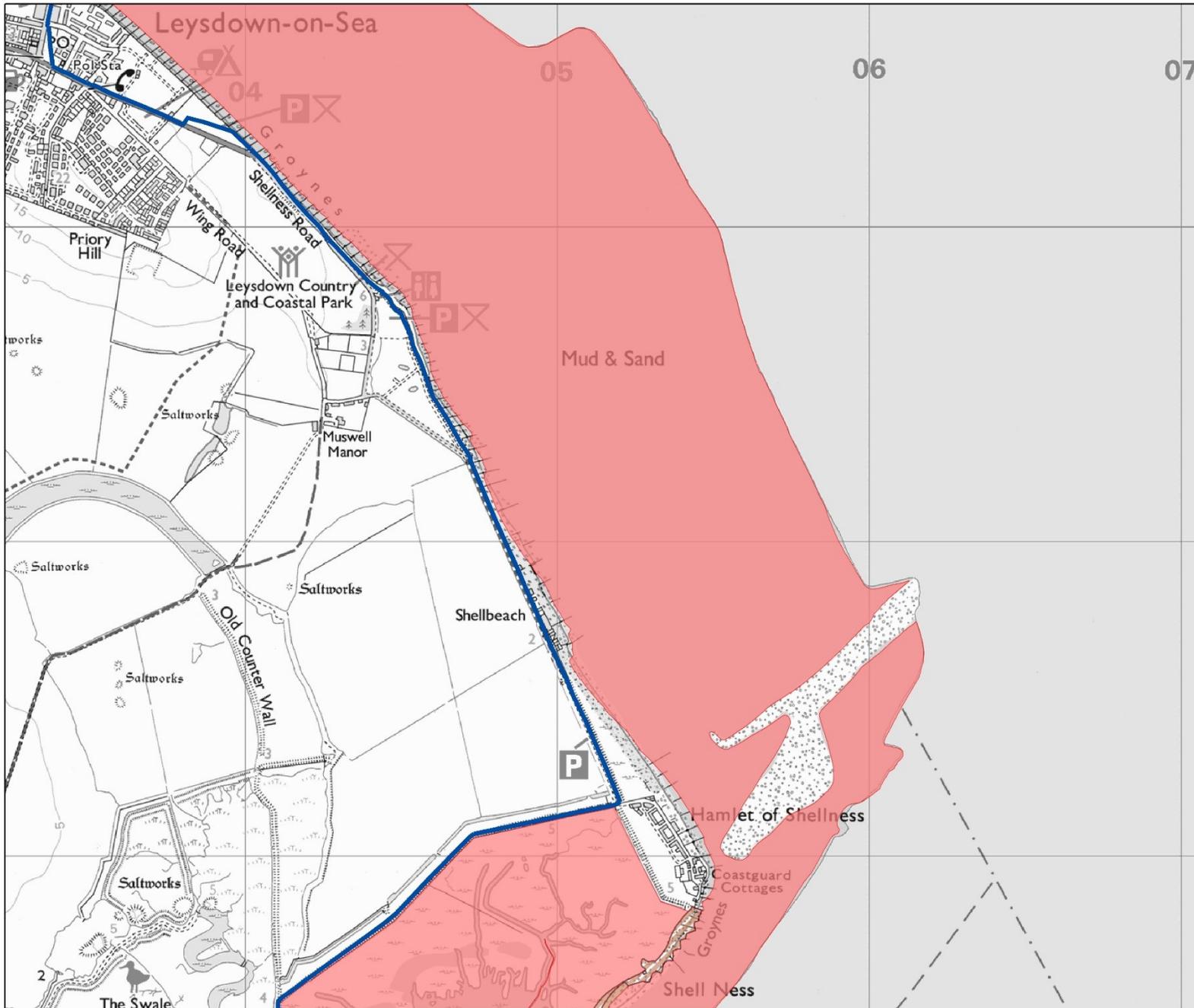
Directions Map IOS 6A

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



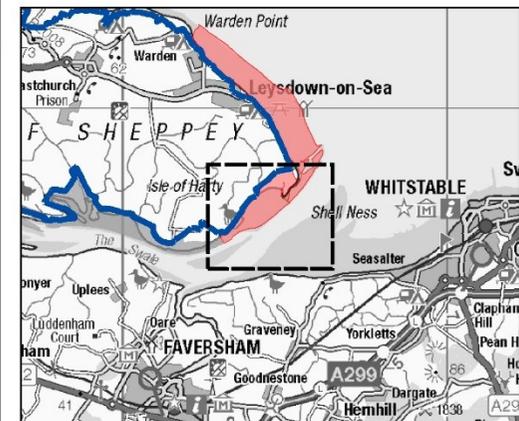
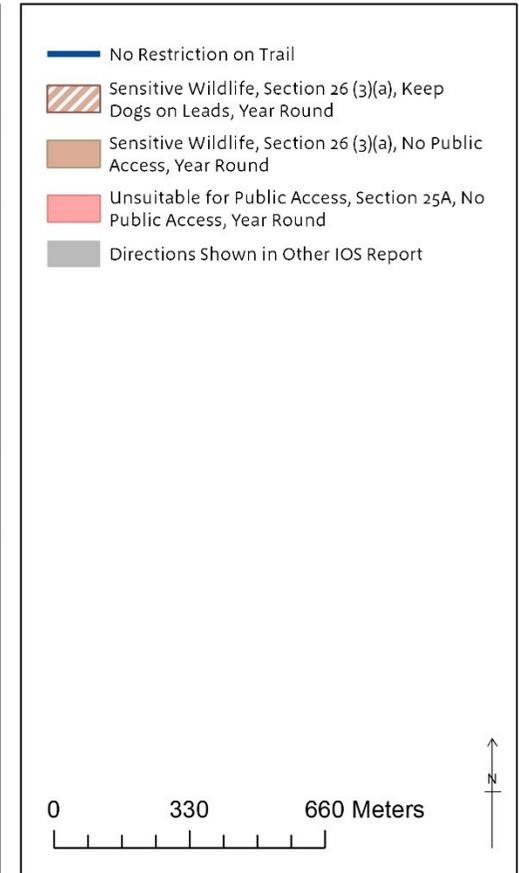
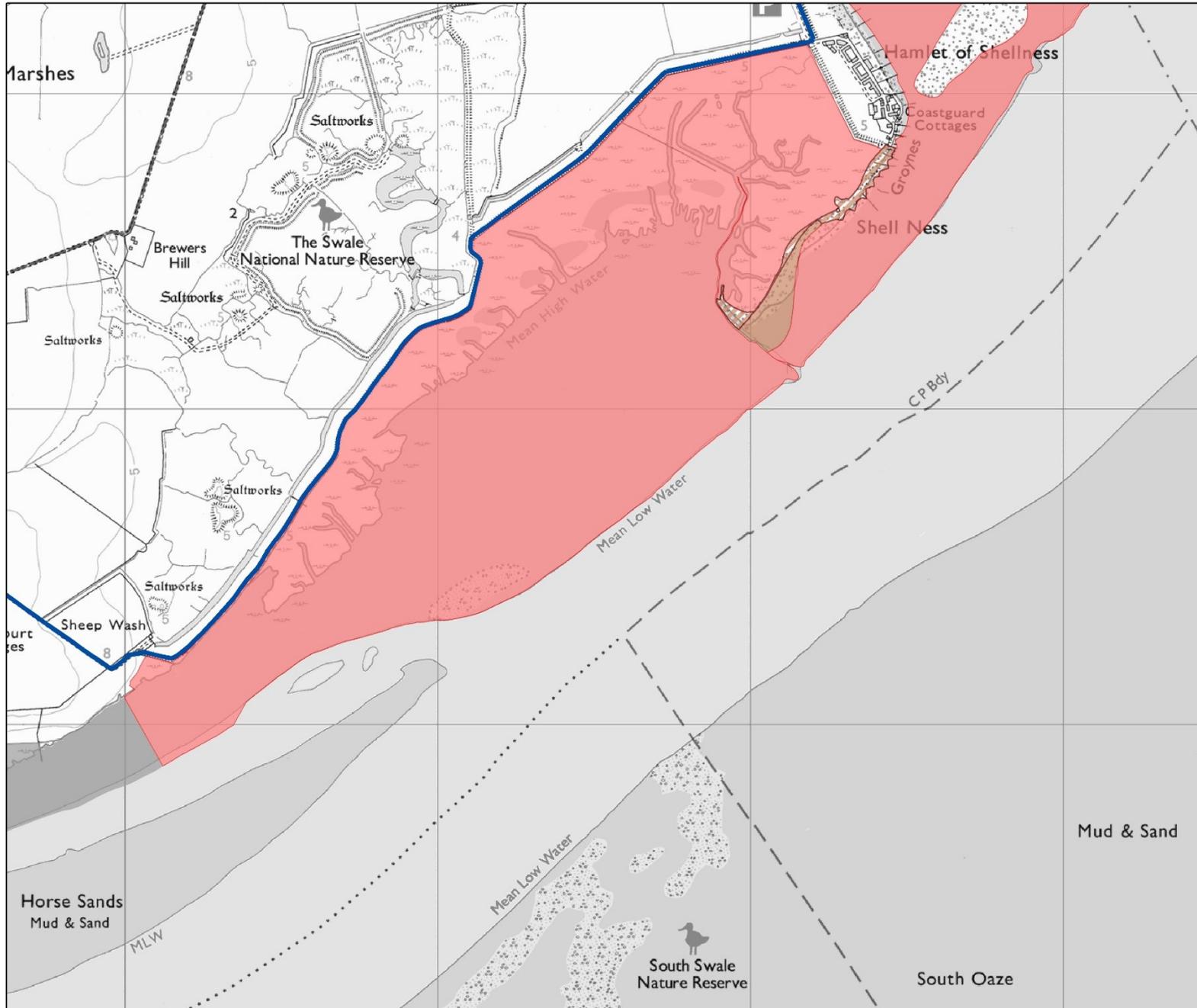
Directions Map IOS 6B

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



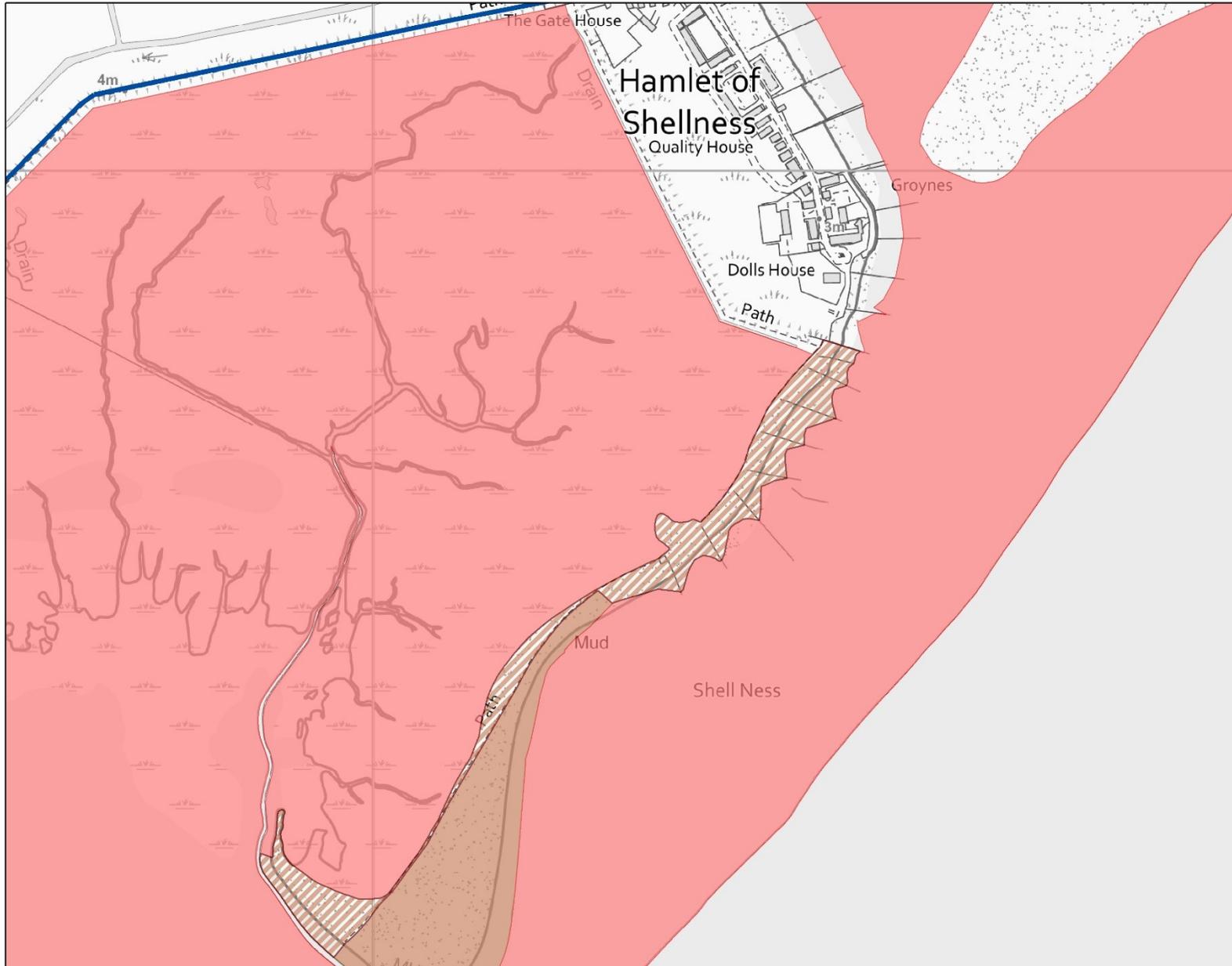
Directions Map IOS 6C

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 - Isle of Sheppey - Natural England's Proposals Report IOS 6 Kingsferry Bridge to Alsger Avenue, Rushenden **Directions Map IOS 6D**

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



-  No Restriction on Trail
-  Sensitive Wildlife, Section 26 (3)(a), Keep Dogs on Leads, Year Round
-  Sensitive Wildlife, Section 26 (3)(a), No Public Access, Year Round
-  Unsuitable for Public Access, Section 25A, No Public Access, Year Round

