



England Coast Path Stretch: Isle of Sheppey

Report IOS 9: Windmill Creek to Ferry Road

Part 9.1: Introduction

Start Point:	Windmill Creek (Grid reference 597712 167340)
End Point:	Ferry Road (Grid reference 591640 169303)
Relevant Maps:	IOS 9a to IOS 9f

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 on the Isle of Sheppey, Kent.

9.1.2 This report covers length IOS 9 of the stretch, which is the coast between Windmill Creek and Ferry Road. 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 Generally follows existing walked routes, including public rights of way, along most of this length.

9.2.2 Includes two sections of new path at Windmill Creek. See map IOS 9a and associated tables below for details.

9.2.3 Mainly follows the coastline closely and affords good views of the estuary, in places.

9.2.4 In some areas a significant inland diversion is necessary to take the trail past areas of important and sensitive wildlife at Elmley Round Fields, part of Elmley National Nature Reserve (maps IOS 9c and IOS 9d).

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.

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

- The Swale Special Protect Area (SPA)
- The Swale Ramsar site
- The Swale Site of Special Scientific Interest (SSSI)
- The Swale Marine Conservation Zone (MCZ)

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

9.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IOS 9a to IOS 9c	IOS-9-S004 to IOS-9-S006	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none">■ The trail is aligned landward of the existing seawall.■ Coastal access rights would be excluded year-round over the seawall in the coastal margin between Windmill Creek (map IOS 9a) and Sharfleet Creek (map IOS 9c). See paras 9.2.15 & 9.2.16 and Direction maps IOS 9A and 9B).■ A new interpretation board at Windmill Creek (map IOS 9a), at the eastern entrance to Elmley	<ul style="list-style-type: none">■ To prevent disturbance to breeding, roosting and wintering birds on the narrow upper saltmarsh and mud flats along The Swale and the inland grazing marshes, by recreational users along the exposed top of the seawall.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>National Nature Reserve, will explain the access arrangements and wildlife sensitivities of the site.</p> <ul style="list-style-type: none"> ■ Information signs, along the trail, will reinforce the requirement to stay landward of the seawall. 	
IOS 9c	IOS-9-S006	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned along the public right of way inland of the seawall rather than along landward base of the seawall. 	<ul style="list-style-type: none"> ■ To prevent disturbance to breeding, roosting and wintering birds on the grazing marsh between the trail and the seawall by recreational users.
IOS 9c and IOS 9d	IOS-9-S007 to IOS-9-S014	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned inland, around Elmley Round Fields and Elmley Hills. ■ Coastal access rights would be excluded year-round over the seawall and grazing marshes in the coastal margin (see paras 9.2.17 & 9.2.18 and Direction Map IOS 9C). ■ The trail would be clearly marked along the inland tracks, landward of the Elmley Round Fields boundary fences. Information signs will encourage walkers along the trail and away from the existing, largely impassable, public footpaths/bridleways and the sensitive areas of coastal margin. 	<ul style="list-style-type: none"> ■ To prevent disturbance to breeding, roosting and wintering birds on the upper saltmarsh, foreshore and grazing marshes, by recreational users.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IOS 9c and IOS 9d	IOS-9-S007 to IOS-9-S011	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Dogs would be excluded from the hay fields on the higher land adjacent to the Elmley Round Fields grazing marshes in the coastal margin (see paras 9.2.19 & 9.2.20 and Direction Map IOS 9C). 	<ul style="list-style-type: none"> ■ To prevent disturbance from dogs, visible on the higher ground, to the overwintering and breeding birds found on the Elmley Round Fields grazing marshes.

9.2.7 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:

9.2.8 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 below the seawall around Spitend Point and along the eastern half of the route from IOS-9-S004 to IOS-9-S005 (Maps IOS 9a and 9b) before adopting firmer tracks.

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

Where we have proposed exercising statutory discretions:

9.2.9 **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 9.3.1 below.

9.2.10 Near Windmill Creek (map IOS 9a), we have used this discretion to limit the landward extent of the coastal margin to a fence line. This has had the effect of reducing the amount of coastal margin that would otherwise have been available by default. The option provides the most clarity here as the fence provides a more obvious boundary than the base of the seawall.

9.2.11 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 below 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.

9.2.12 **Restrictions and/or exclusions:** We have proposed to exclude or 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 The Swale Estuary

9.2.13 Access to the mudflats/saltmarsh in the coastal margin seaward of route sections IOS-9-S001 to IOS-9-S021 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 9A to 9C.

9.2.14 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 to the Elmley National Nature Reserve seawall

9.2.15 Access is to be excluded from the seawall within the coastal margin seaward of route sections IOS-9-S004 to IOS-9-S006 by direction under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) all year-round to protect sensitive wildlife (breeding, roosting, migratory 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 9A and 9B.

9.2.16 The grazing marsh inland of the seawall supports important numbers of breeding, roosting and overwintering birds, while the adjacent fringing saltmarsh and extensive mudflats support large numbers of feeding and roosting waterfowl. The Habitats Regulation Assessment for the site concluded that allowing access along the seawall would cause a significant effect by disturbing the internationally-protected bird species using the site. The Assessment will be published alongside this report.

Exclusion of access to Elmley Hills and Elmley Round Fields and seawall, Elmley National Nature Reserve

9.2.17 Access is to be excluded from an area of coastal margin seaward of route sections IOS-9-S007 to IOS-9-S014 by direction under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) all year-round to protect sensitive wildlife (breeding, roosting, migratory 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 9C.

9.2.18 The grazing marsh is important for breeding waders, particularly lapwing, and for overwintering birds which feed and roost here at high tide. Marsh harriers also nest in the reeds of the borrow-dyke close to the seawall. The Habitats Regulation Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site. The Assessment will be published alongside this report.

Restriction on access to Elmley hayfields

9.2.19 Access for dogs is to be excluded on an area of coastal margin directly adjacent to route sections IOS-9-S007 to IOS-9-S011 by direction under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) all year-round to protect sensitive wildlife (breeding, roosting, 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 9C.

9.2.20 The hayfield sits on raised land adjacent to Elmley Round Fields, a grazing marsh which supports important populations of breeding and overwintering birds, vulnerable to disturbance by dogs. This arrangement reflects the current land management on this part of Elmley National Nature Reserve. The Habitats Regulation Assessment for the site concluded that allowing access by dogs to this area would cause a significant effect by disturbing the internationally-protected bird species in the area. The Assessment will be published alongside this report.

9.2.21 These directions will not prevent or affect:

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

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

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

9.2.22 **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.

9.2.23 Column 4 of table 9.3.1 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 9a to IOS 9f as the proposed route of the trail.

9.2.24 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 9.3.1, the route is to be at the centre of the line shown on map IOS 9c as the proposed route of the trail.

Other future change:

9.2.25 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:

9.2.26 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.

The trail will be following existing paths or public rights of way other than a short section near the start at the eastern end (IOS-9-004), which follows a level grass bank below the seawall.

9.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £6,480.25 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.

9.2.28 There are three main elements to the overall cost:

- A significant number of new signs and notices would be needed on the trail
- New gates will be required
- A new interpretation board at Windmill Creek

The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

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	£3,135
Gates	£1,600
Interpretation	£900
Project management	£845.25
Total	£6,480.25 (Exclusive of any VAT payable)

9.2.29 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:

9.2.30 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).

9.2.31 We estimate that the annual cost to maintain the trail will be £6,741.21 (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: Maps IOS 9a to IOS 9f – Windmill Creek to Ferry Road

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 9.3.2: 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. Column 4 – ‘Yes – see table 9.3.3’ 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 9a	IOS-09-S001	Public footpath	Yes - see table 9.3.3	Yes - bank			
IOS 9a	IOS-09-S002	Public footpath	Yes - see table 9.3.3	Yes - bank	Fence line	Clarity and cohesion	The landward extent of the bank is not clear on the ground

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 9a	IOS-09-S003*	Not an existing walked route	Yes - see table 9.3.3	No	Fence line	Clarity and cohesion	
IOS 9a	IOS-09-S004*	Not an existing walked route	Yes - see table 9.3.3	No			
IOS 9a and IOS 9b	IOS-09-S005*	Other existing walked route	Yes - see table 9.3.3	No			
IOS 9c	IOS-09-S006*	Public footpath	Yes - see table 9.3.3	No	Edge of track	Clarity and cohesion	
IOS 9c	IOS-09-S007*	Other existing walked route	Yes - see table 9.3.3	No	Edge of track	Clarity and cohesion	
IOS 9c	IOS-09-S008*	Other existing walked route	No	No	Edge of track	Clarity and cohesion	
IOS 9c	IOS-09-S009*	Other existing	No	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
		walked route					
IOS 9c	IOS-09-S010*	Other existing walked route	No	No	Edge of track	Clarity and cohesion	
IOS 9d	IOS-09-S011*	Public bridleway	Yes - see table 9.3.3	No	Edge of track	Clarity and cohesion	
IOS 9d	IOS-09-S012*	Public bridleway	Yes - see table 9.3.3	No	Edge of track	Clarity and cohesion	
IOS 9d	IOS-09-S013*	Other existing walked route	Yes - see table 9.3.3	No			
IOS 9d	IOS-09-S014*	Public footpath	Yes - see table 9.3.3	No			
IOS 9e	IOS-09-S015*	Public footpath	Yes - see table 9.3.3	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 9e	IOS-09-S016*	Public footpath	Yes - see table 9.3.3	Yes - bank			
IOS 9f	IOS-09-S017	Public footpath	Yes - see table 9.3.3	Yes - bank			
IOS 9f	IOS-09-S018 to IOS-09-S020	Public footpath	Yes - see table 9.3.3	Yes - bank			
IOS 9f	IOS-09-S021	Public footpath	Yes - see table 9.3.3	Yes - bank			

9.3.2 Other options considered: Maps IOS 9a to IOS 9f – Windmill Creek to Ferry Road

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOS 9a and IOS 9b	IOS-9-S003 to IOS-9-S005	We considered aligning the trail along an existing public right of way through Spitend Marshes, part of Elmley National Nature Reserve (NNR).	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the coast than the public footpath and it would provide an opportunity to see over the seawall and get good views of the estuary, from an existing bird hide at Spitend Point ■ it follows the existing promoted route through Elmley NNR and avoids increased recreational disturbance to breeding and overwintering birds in the grazing marshes adjacent to the inland public footpath ■ this proposal is made with the support of the landowner ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.
IOS 9a to IOS 9c	IOS-9-S004 to IOS-9-S006 (part)	We considered aligning the trail along the top of the seawall.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ roosting and feeding birds use the narrow upper saltmarsh adjacent to this part of the seawall in winter, and breeding, roosting and wintering birds use the inland grazing marshes. Walkers along the top of the seawall would disturb the internationally important population of birds on this designated site. ■ 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 9c	IOS-9-S006 (part)	We considered aligning the trail along the landward base of the seawall, which would be closer to the estuary.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it follows the existing promoted route through the NNR ■ there are no bird hides or other opportunities to view the estuary along this part of the seawall ■ it provides a more direct route through the Reserve

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> ■ it avoids increased recreational disturbance to breeding and overwintering birds in the undisturbed grazing marshes adjacent to this part of the seawall and to the birds roosting on the intertidal area ■ this proposal is made with the support of the landowner ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.
IOS 9c and IOS 9d	IOS-9-S007 to IOS-9-S014	We considered aligning the trail along the shoreline or the existing public footpaths, between Sharfleet Creek and Clay Reach.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it has some distant, elevated views of the estuary, especially from the public bridleway running east-west from Kings Hill Farm ■ it avoids increased recreational disturbance to important numbers of breeding, roosting and overwintering birds on the Elmley Round Fields grazing marsh and saltmarsh ■ it avoids areas of impassable wet ground and ditches alongside the seawall and along the public rights of way within Elmley Round Fields ■ this proposal is made with the support of the landowner ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOS 9c	IOS-9-S008 to IOS-9-S010	We considered aligning the trail on the existing public footpath to the east of the proposed route.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is a more direct and convenient route ■ it passes close to information boards regarding Elmley National Nature Reserve ■ this proposal is made with the support of the landowner ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.
IOS 9d and IOS 9e	IOS-9-S012 to IOS-9-S016	We considered aligning the trail along an existing track, inland of a large waterbody.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the coast and offers views of The Swale Estuary ■ it follows existing walked paths, including public rights of way ■ this proposal is made with the support of the landowner ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.

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.

9.3.3 Roll-back implementation – more complex situations: Maps IOS 9a to IOS 9f – Windmill Creek to Ferry Road

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOS 9a to IOS 9f	IOS-9-S001 to IOS-9-S007 and IOS-9-S011 to IOS-9-S021	Designated site (The Swale SSSI, SPA, Ramsar)	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 passes 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 9a and IOS 9d	IOS-9-S003 to IOS-9-S005 and IOS-9-S011 to IOS-9-S016	Designated site (The Swale SSSI, SPA, Ramsar)	Areas of managed realignment are under consideration on Elmley National Nature Reserve. The exact locations and timings are being refined as part of the Medway Estuary and Swale Coastal Erosion and Flood Risk Strategy (MEASS). The trail is likely to be adjusted to reflect any future changes to the coastal defences.

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
IOS 9a	Windmill Creek to Spitend Marshes (east)
IOS 9b	Spitend Marshes (east) to Wellmarsh Creek
IOS 9c	Wellmarsh Creek to Kings Hill Farm
IOS 9d	Kings Hill Farm to Clay Reach
IOS 9e	Clay Reach to The Dray sluice
IOS 9f	The Dray sluice to Ferry Road
Directions Map IOS 9A	Directions for Report IOS 9: Windmill Creek to Ferry Road
Directions Map IOS 9B	Directions for Report IOS 9: Windmill Creek to Ferry Road
Directions Map IOS 9C	Directions for Report IOS 9: Windmill Creek to Ferry Road

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)

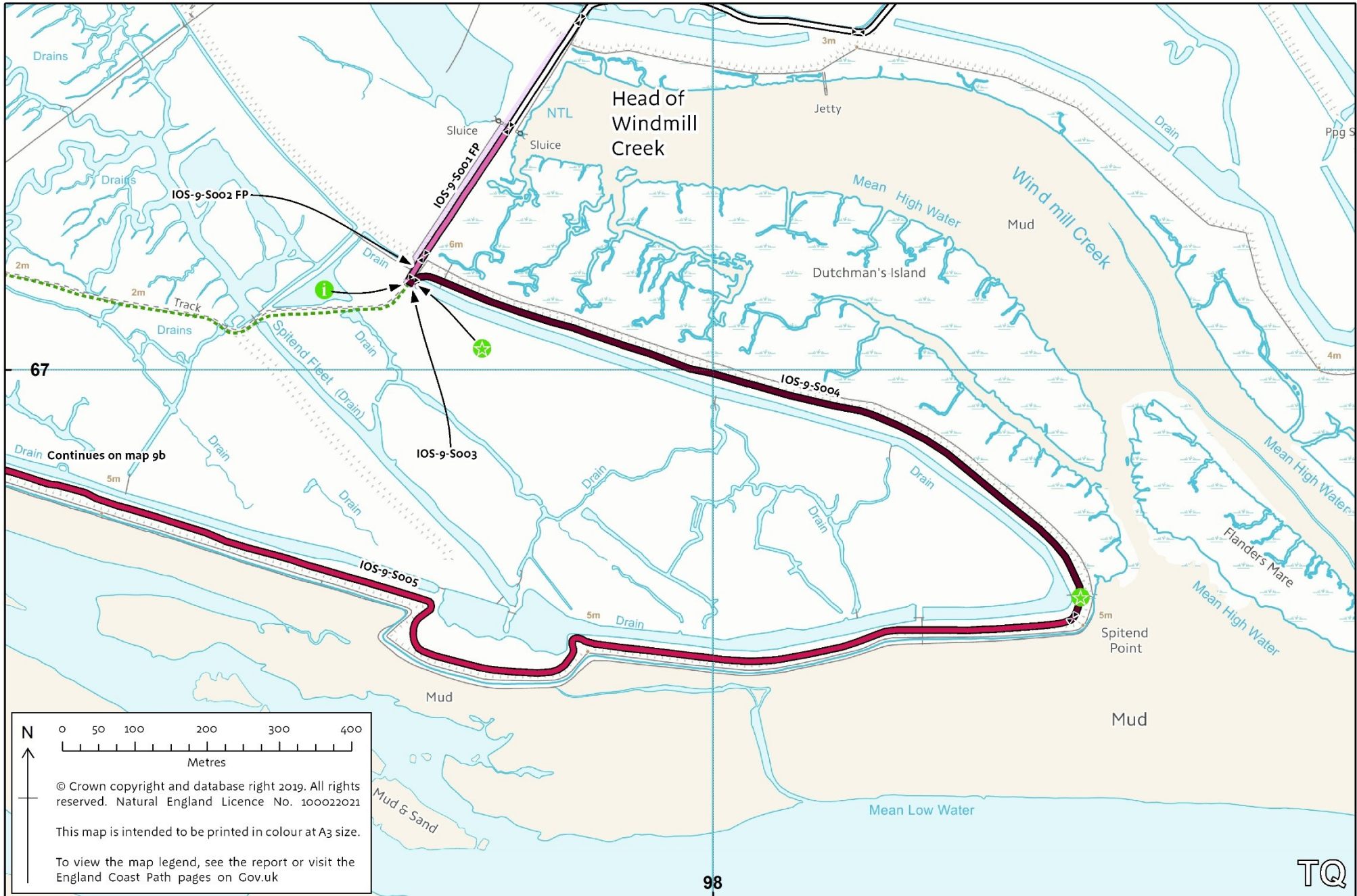
- | | | |
|------------------|----------------------|----------------------|
| barrier | cycle chicane | hurdle |
| boardwalk | drainage | ramp |
| bollard | drop-kerb | revetment |
| clapper bridge | gap in fence | stepping stones |
| footbridge | Bristol gate | steps |
| quad bike bridge | field gate | 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 9a: Windmill Creek to Spitend Marshes (east)



Map IOS 9a: Windmill Creek to Spitend Marshes (east)

© Crown copyright and database right 2019. 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 9b: Spitend Marshes (east) to Wellmarsh Creek

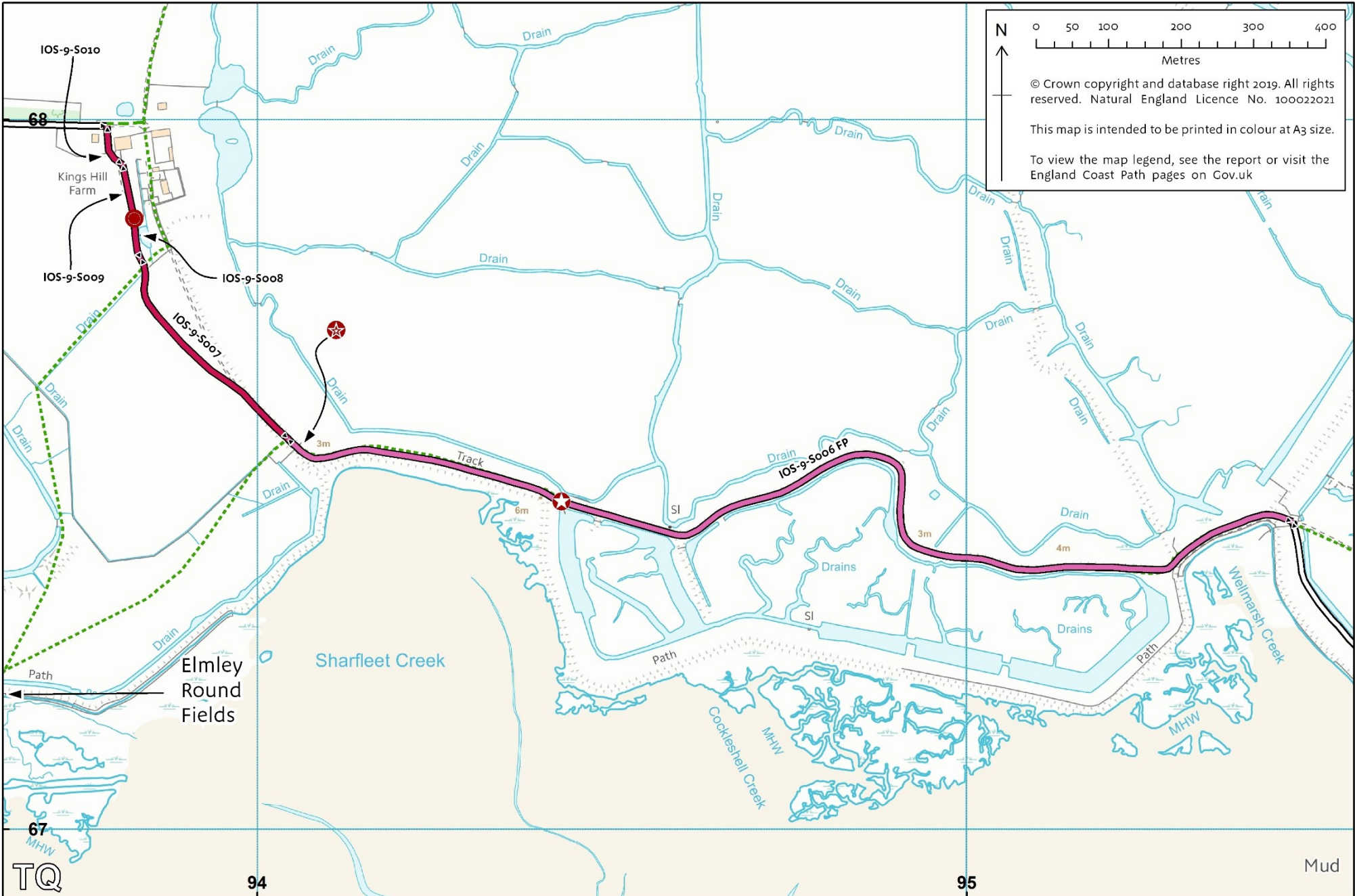


Map IOS 9b: Spitend Marshes (east) to Wellmarsh Creek

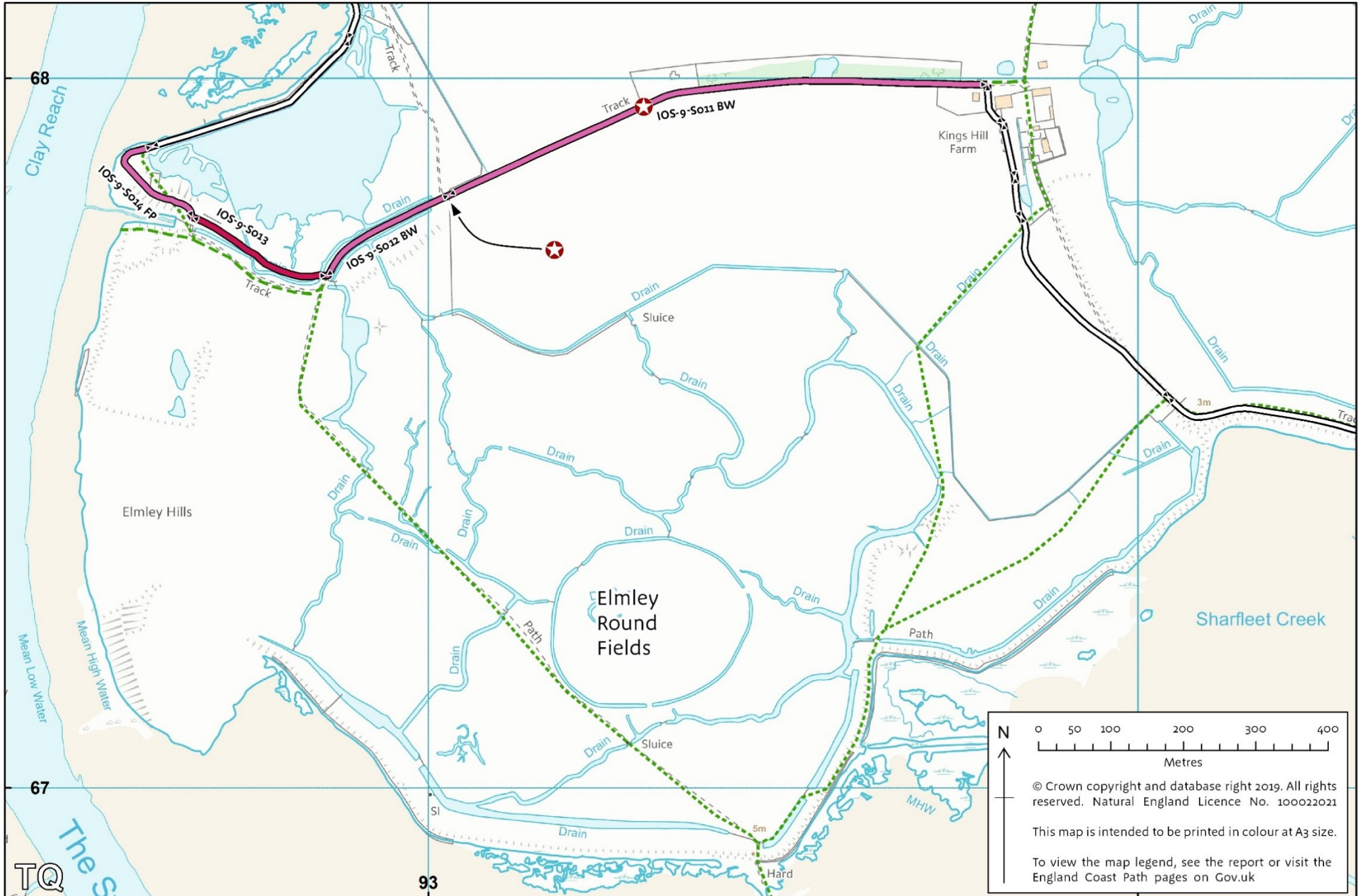
Continues on map 9a

© Crown copyright and database right 2019. 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 9c: Wellmarsh Creek to Kings Hill Farm

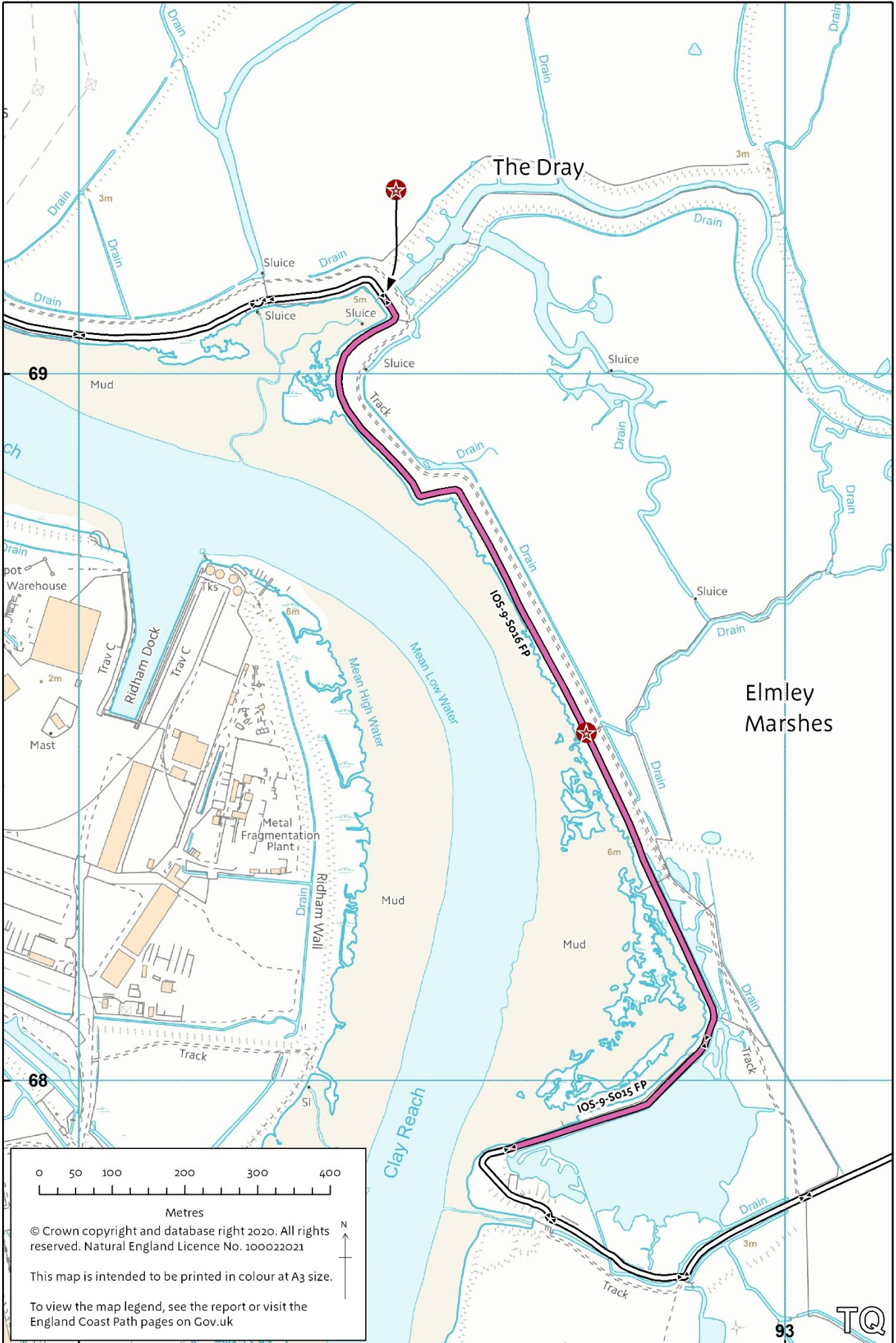


Map IOS 9d: Kings Hill Farm to Clay Reach



Map IOS 9d: Kings Hill Farm to Clay Reach

N
0 50 100 200 300 400
Metres
© Crown copyright and database right 2019. 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

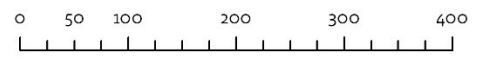
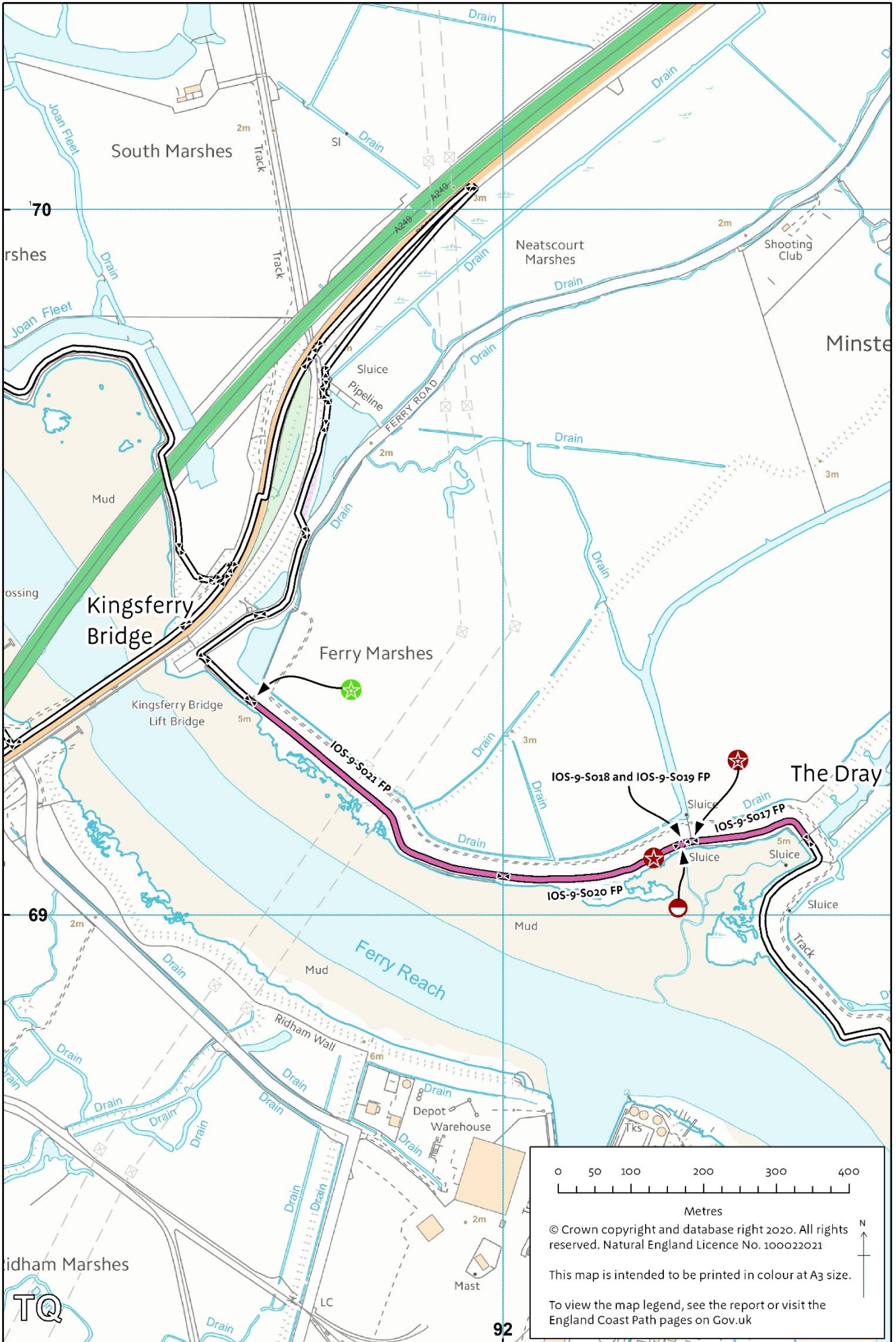


0 50 100 200 300 400
Metres

© 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



Metres

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

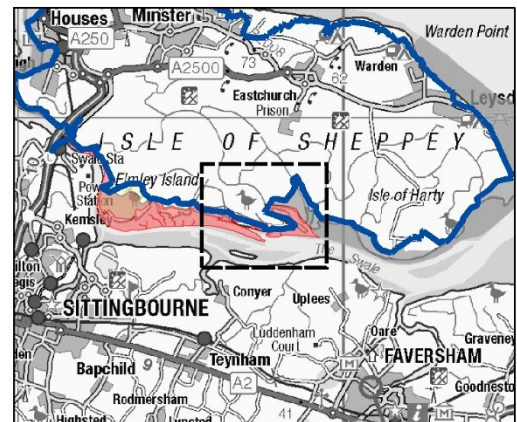
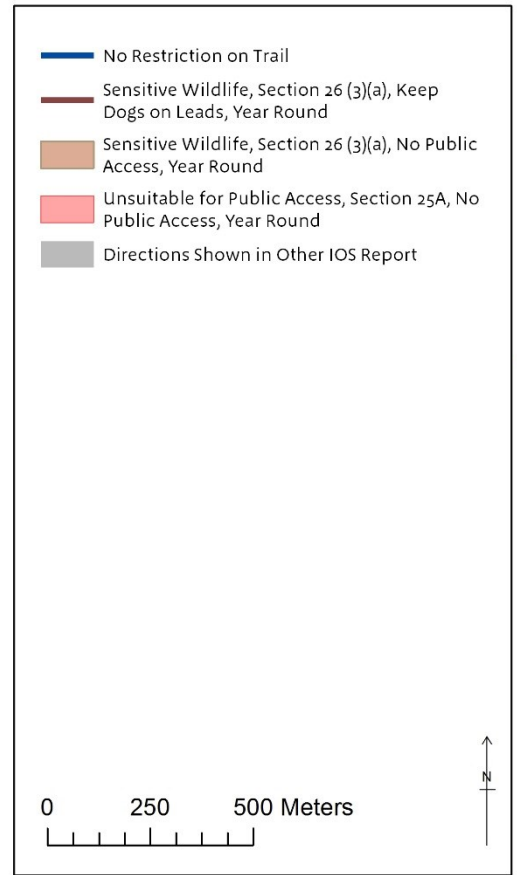
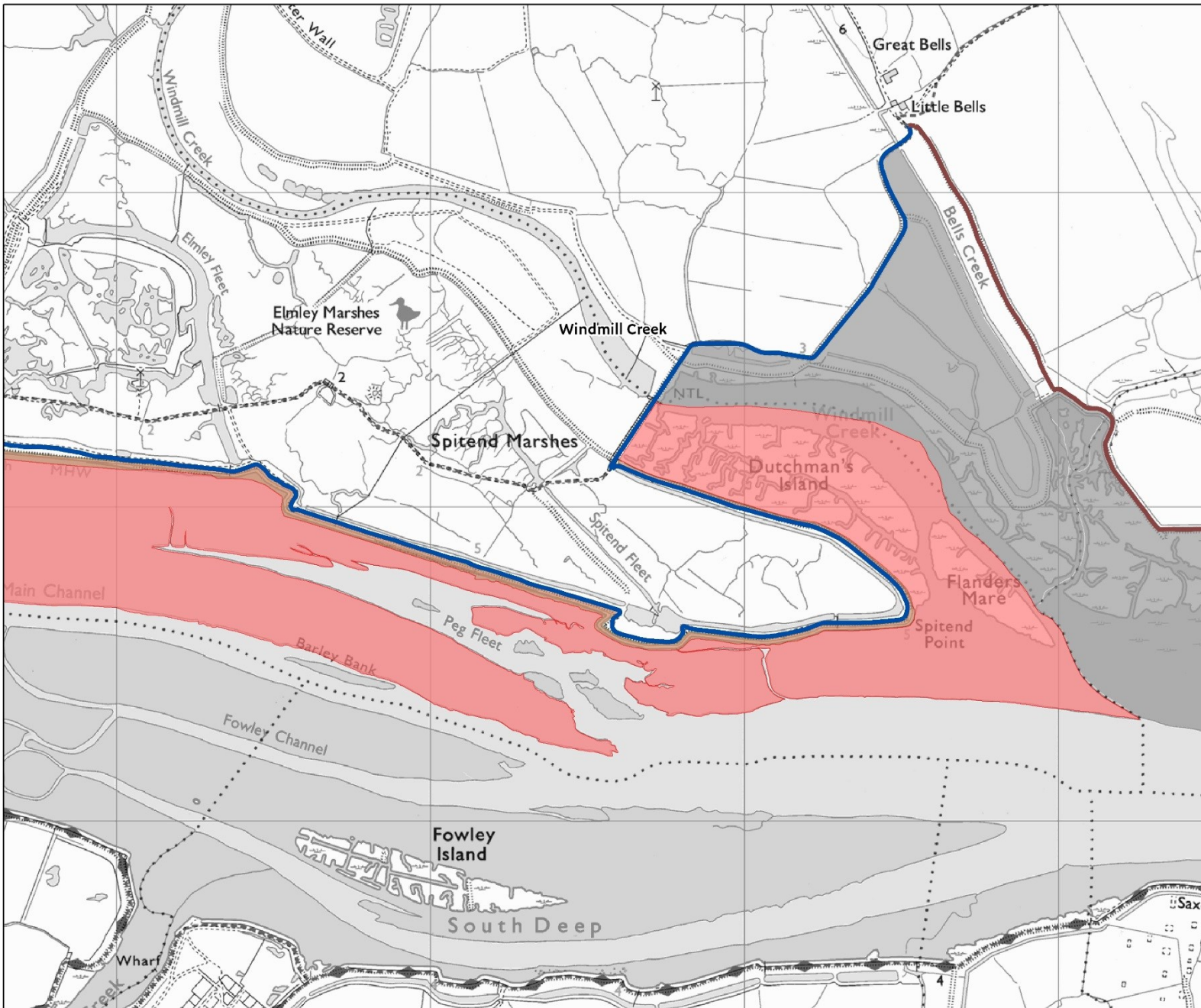
This map is intended to be printed in colour at A3 size.

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



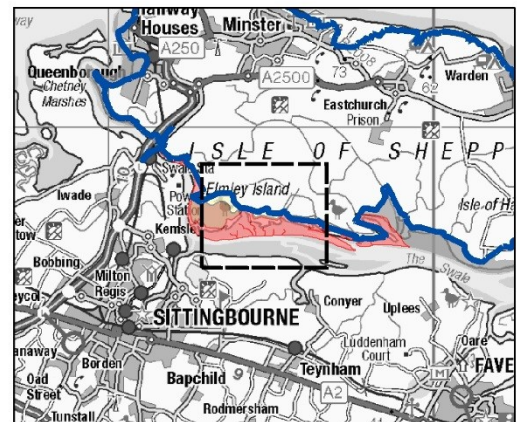
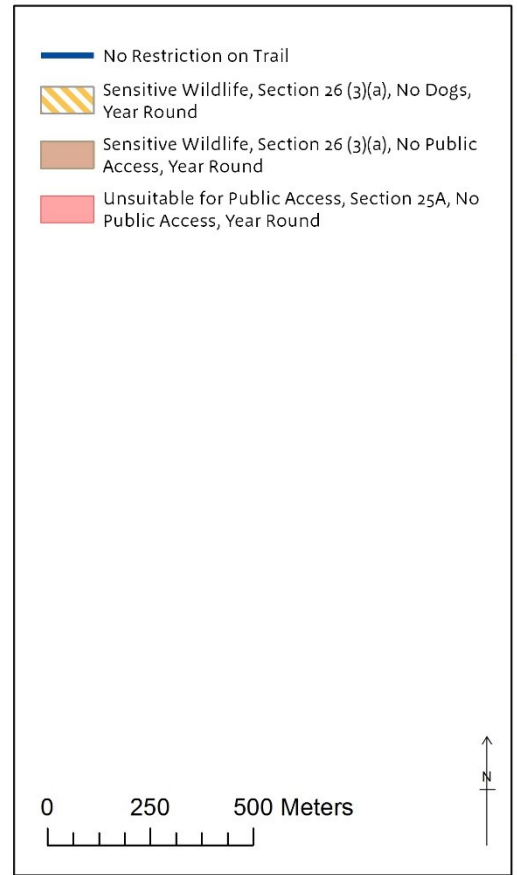
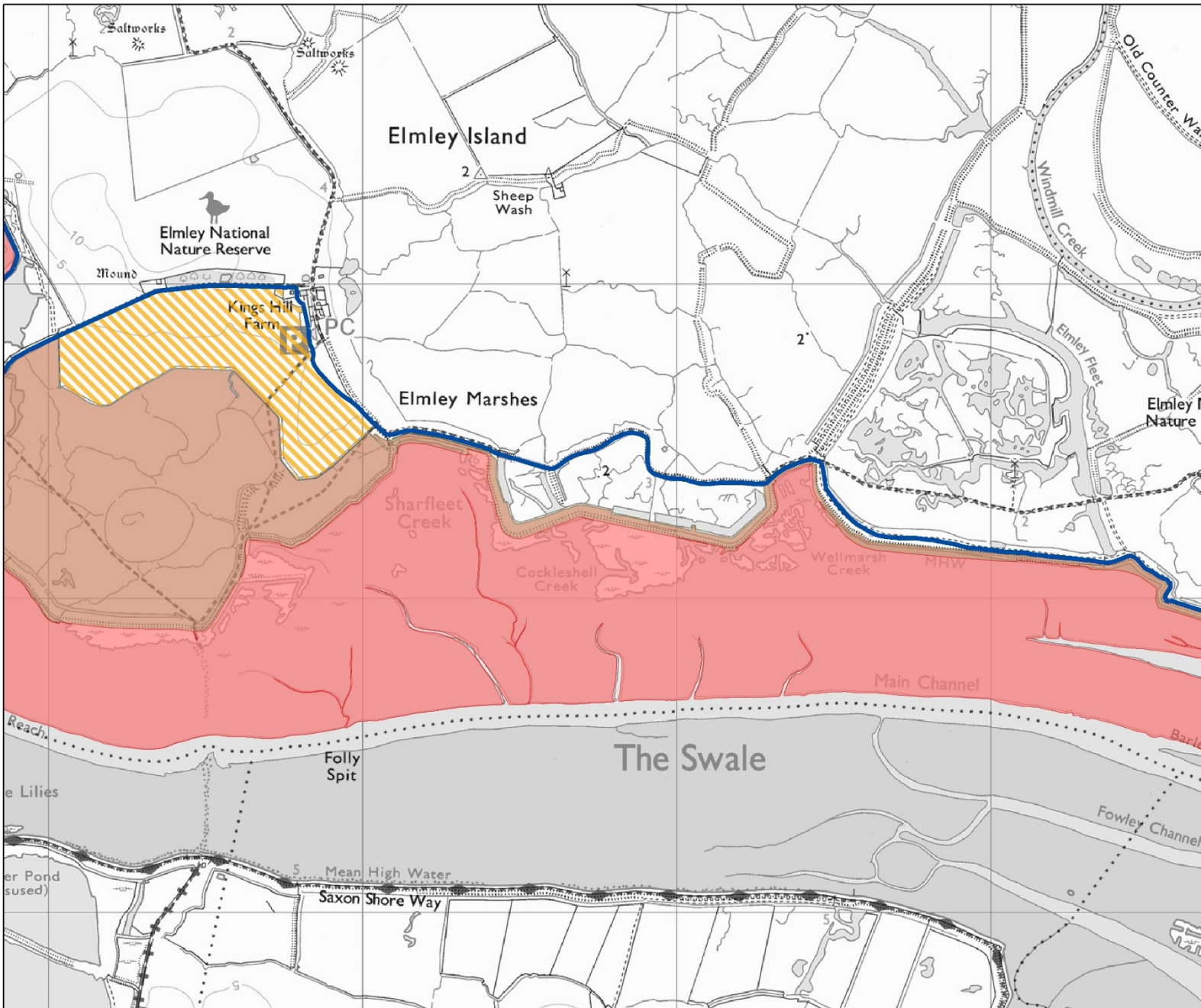
Directions Map IOS 9A

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.



Directions Map IOS 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.



Directions Map IOS 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.

