

Coastal Access – Isle of Sheppey, lengths IOS1, IOS2, IOS4, IOS6, IOS7, IOS9 and IOS10



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1. Introduction

This document records the representations Natural England has received on lengths IOS1, IOS2, IOS4, IOS6, IOS7, IOS9 and IOS10 of this report from persons or bodies. It also sets out any Natural England comments on these representations.

Where representations were made that relate to the entire stretch for Isle of Sheppey they are included here in so far as they are relevant to lengths IOS1, IOS2, IOS4, IOS6, IOS7, IOS9 and IOS10.

2. Background

Natural England's compendium of reports setting out its proposals for improved access to the coast at Isle of Sheppey, comprising an overview and ten separate length reports, was submitted to the Secretary of State on 22 January 2020. This began an eight-week period during which representations and objections about each constituent report could be made.

In total, Natural England received fourteen representations pertaining to length IOS1, IOS2, IOS4, IOS6, IOS7, IOS9 and IOS10 of the Isle of Sheppey stretch, of which nine were made by organisations or individuals whose representations must be sent in full to the Secretary of State in accordance with paragraph 8(1)(a) of Schedule 1A to the National Parks and Access to the Countryside Act 1949. Section 4 includes these 'full' representations in their entirety, a summary of the five representations made by other individuals or organisations, referred to as 'other' representations, and Natural England's comments on all representations. Section 5 contains the supporting documents referenced in the representations.

3. Layout

The representations and Natural England's comments on them are separated below into the lengths against which they were submitted. Each length section below contains the 'full' and 'other' representations submitted against it, together with Natural England's comments. Where

representations refer to two or more lengths, they and Natural England's comments will appear in duplicate under each relevant length. Note that although a representation may appear within multiple lengths, Natural England's responses may include length-specific comments which are not duplicated across all lengths in which the representation appears. The supporting documents in section 5 are also separated into the lengths against which they were submitted.

4. Record of 'full' and other representations and Natural England's comments on them

Length 1

Full Representations

Representation number: MCA/IOS Overview/R/1/IOS0076

Organisation/ person making representation: The Kent County Council Public Rights of Way and Access Service [REDACTED]

Route section(s) specific to this representation: All stretch reports

Other reports within stretch to which this representation also relates: IOS 2 to IOS 10

Representation in full

In broadest terms, the Kent County Council (KCC) Public Rights of Way (PRoW) and Access Service support the creation of the England Coast Path, recognising the benefits this new National Trail will bring to the County. The establishment of the England Coast Path will supplement the delivery of Kent's Rights of Way Improvement Plan by encouraging active lifestyles, providing sustainable travel choices and supporting the Kent economy.

Having worked closely with Natural England during the development of this stretch, we are grateful for the opportunity we have been given to input into this process. While it is disappointing to see the proposed trail has not been aligned closer to the sea in places, the reasons for the preferred route are understood given the wildlife and environmental constraints of the existing landscape. We also fully understand the difficulties that have been encountered when balancing public and private interests.

The proposed trail alignment would be a welcome addition to the PRoW network, linking together existing paths and improving connectivity across the Isle of Sheppey. The KCC PRoW and Access Service look forward to working with Natural England in the future and delivering this stretch of the England Coast Path.

Natural England's comments

We thank Kent County Council's Public Rights of Way and Access Service for working closely with Natural England in developing coastal access on the Isle of Sheppey and for supporting the final proposals. We are particularly pleased that there is recognition of the various constraints that have resulted in the need to align the trail away from the coast in certain circumstances.

We ask that the Secretary of State note these views and the expected benefits of the coast path in terms of linking communities across the island, encouraging active lifestyles and boosting the local economy.

Representation number: MCA/IOS1/R/1/IOS1652

Organisation/ person making representation: Ramblers

[REDACTED]Coastal Access Officer for Kent

Route section(s) specific to this representation: Report IOS 1

Other reports within stretch to which this representation also relates:

Representation in full

The Ramblers fully support the proposed route along this section of the Coast Path.

Natural England's comments

We very much welcome the positive engagement from [REDACTED] during the development of our proposals and the full support of the Ramblers for our proposals here. The proposals here will create 1.5km of new access and formalise 3km of informal access around Rushenden Marshes, providing views of the upper reaches of The Swale estuary, Queenborough Harbour and Chetney Marshes on the Kent mainland.

Representation number: MCA/IOS2/R/1/IOS1651

Organisation/ person making representation: Historic England

[REDACTED]

Route section(s) specific to this representation: All stretch reports

Other reports within stretch to which this representation also relates: Reports IOS 2 to IOS 10, with particular comments on IOS 2

Representation in full

We (Historic England) would like to make representations on the proposal in general, but also more specifically on report/map numbers:

Report IOS 2 (MAP IOS 2c)

Designated Archaeology

The England Coast Path proposed on Sheppey will pass through one scheduled monument, notably the Sheerness Defences (List Entry Ref: 1005145). However, we do not believe the proposal will have any impact upon its setting or visual amenity. We do not believe any ground works or additions (e.g. re-surfacing, creation of new surfaces, or installation of signposts or other paraphernalia) are proposed within the scheduled area; and thus there will also be no harm to the monument's archaeological value. Scheduled Monument Consent will therefore not be required for any element of the works.

If at any point the proposal changes and you will need to do ground works within, or make any additions to, the scheduled monument then you should re-consult Historic England – as Scheduled Monument Consent may be required for such additional works.

Non-designated Archaeology

Although most of the Path will follow the line of existing paths, tracks and footpaths, there will be a need for some ground works in places. For instance, to provide a path surface across more muddy areas, or to install bridges over existing brooks and water courses. Some new footpath

'furniture' (e.g. sign posts, benches, interpretation boards, etc.) may also be required which will require some ground disturbance.

Although ground disturbance associated with the proposal would appear to be minimal in general, it could potentially disturb non-designated archaeological remains. This may be particularly true in more rural areas and along the banks of natural watercourses, where archaeology is more likely to have been left undisturbed by previous modern development.

We therefore recommend that you consult the Heritage Conservation Team at Kent County Council ([REDACTED]) to obtain their advice on the proposal's impact upon non-designated archaeology.

We do not think that the proposal is likely to cause much if any change to the setting of heritage assets, or to the historic landscape or town character along its course. You should however also consult the local Conservation Officers with regard to the proposal's potential impact upon the setting of Listed Buildings, and the character of historic landscape and conservation areas.

Natural England's comments

We welcome the positive engagement from Historic England during the development of our proposals. Throughout this process we have carefully considered the potential effects of improved coastal access, construction and maintenance works on key heritage and landscape features. We consulted Historic England regarding Scheduled Monuments and both the Heritage Conservation Team at Kent County Council and Swale Borough Council over local heritage assets (in line with para 4.9.5 Coastal Access Scheme), to ensure that our proposals would not have a detrimental effect on heritage or landscape features.

Designated Archaeology

Report IOS 1 does not contain any designated Scheduled Monuments, and therefore no consents or further liaison with Historic England will be necessary prior to establishment of the proposals between Kingsferry Bridge and Alsager Avenue, Rushenden.

Non-designated archaeology

The proposed route in Report IOS 1 does not pass through or close to any conservation areas or listed buildings.

The Public Rights of Way and Access Service of Kent County Council (KCC) is responsible for both the establishment works and future maintenance of the proposed trail. We will pass them the suggested contact within KCC's Heritage Conservation Team so that prior to carrying out any ground disturbance work, all necessary precautions, permissions, authorisations and consents are in place, to ensure non-designated heritage assets are unaffected by the proposed trail.

Other Representations

Representation ID: MCA/IOS Stretch/R/1/IOS0008

Organisation/ person making representation: Disabled Ramblers
[REDACTED]

Route sections on or adjacent to the land: All stretch reports

Other reports within stretch to which this representation also relates: Reports IOS 2 to IOS 10

Summary of representation:

It was really encouraging to read of the positive physical changes that Natural England are intending to make to improve access for mobility vehicles, and also to read that, where possible, alternative ways to progress along the Coast Path will be indicated. Disabled Ramblers are also grateful that the proposals included explanations in those instances where satisfactory solutions could not be found.

[REDACTED] thanks Natural England for their hard work on this, and for helping to open up the opportunities available to those with limited mobility.

Natural England's comment:

We welcome such positive support from the Disabled Ramblers and their appreciation of our efforts to provide access for those with limited mobility, wherever possible.

Meeting Disabled Ramblers members in 2019 and the trialling of different types of scooters and a variety of gate designs has helped to raise our own awareness of the issues and opportunities for those with limited mobility. This along with the consideration of a wider choice of infrastructure options has helped in drafting our proposals.

Although for some parts of Sheppey the infrastructure options are limited by landscape and/or land management issues, we have sought to improve accessibility where we can (in line with Coastal Access Scheme para 4.3.1). This includes creating gaps, providing ramps, removing stiles and specifying suitably wide gates wherever possible.

Representation ID: MCA/IOS stretch/R/2/IOS0137

Organisation/ person making representation: South Eastern Power Networks plc
[REDACTED]

Route sections on or adjacent to the land: All stretch reports, particularly IOS-1-S015 (Map IOS 1b)

Other reports within stretch to which this representation also relates: IOS 2 to IOS 10

Summary of representation:

The representation applies to all reports/maps as UKPN apparatus is present.

One specific issue that should also be considered is that on Map IOS1b (IOS-1-S015) shows a new barrier being installed. UK power Networks has an electrical substation (391539 WHARF COMPANY) supplying the pier at Loading Hope Reach. Will the barrier preclude any access to this substation / the Loading Hope Reach pier?

It has no objection to the works, but UKPN insist on a dialogue with them to discuss working arrangements with them under HSE guidance and Energy Networks Association Technical Specifications, relating to work near underground cables and overhead wires.

UKPN insist on appropriate mitigation and guidance when working around electrical apparatus and give a contact number in the event of working in the vicinity of their apparatus.

No formal objection but wish to make a representation that a dialogue occurs directly with UKPN before any works are carried out in the vicinity of their apparatus so as to manage and co-ordinate the works safely.

Natural England's comment:

We welcome the representation from South Eastern Power Networks (SEPN) highlighting the presence of utility infrastructure in the vicinity of the proposed trail on the Isle of Sheppey.

Working arrangement near SEPN apparatus

The Public Rights of Way and Access Service of Kent County Council (KCC), the relevant Access Authority, will install the required infrastructure highlighted in our proposals, and we have passed them SEPN's contact number. KCC are familiar with installing the type of small works identified in our proposals, such as fingerposts, waymark post, steps, culverts and sleeper bridges, along with the necessary mitigation required around utilities. They therefore adopt standard risk assessments to ensure that there is no adverse impact on structures, such as underground cabling or overhead wires. For example, where installing a waymarker post into the ground, the contractor would be digging less than 1m into the ground and measures such as using a CAT scan before starting work and digging carefully are deemed appropriate to manage these risks.

If any larger excavation works are undertaken, such as surfacing schemes, that use heavy plant, KCC would conduct a search with the utility companies (e.g. through linesearchbeforeyoudig.co.uk) before starting the groundworks. If any major utilities were identified in the vicinity of the job site, the utility company would be consulted accordingly. We believe the above approach is pragmatic and proportional to the type of works being completed as part of our proposals.

Barrier at IOS-1-S015

The proposed infrastructure work at section IOS-1-S015 aims to retain a vehicular barrier in this location, but modify the existing design to allow for the creation of a pedestrian access point adjacent to the barrier. We can confirm that the new infrastructure proposed will not preclude vehicular access along the track to the SEPN substation at Loading Hope Reach.

Relevant appended documents (see Section 5):

5A: MCA/IOS stretch/R/2/IOS0137- maps of UKPN's site supplied by South Eastern Power Networks plc

Length 2

Representation number: MCA/IOS2/R/3/IOS1652

Organisation/ person making representation: Ramblers

[REDACTED], Coastal Access Officer for Kent

Route section(s) specific to this representation: Report IOS 2

Other reports within stretch to which this representation also relates:

Representation in full

The Ramblers fully support the proposed route along this section of the Coast Path. We note the intention to move the trail along the coast once the development at Queenborough is complete which will significantly enhance the route and the town.

Natural England's comments

We very much welcome the support for the proposals from the Ramblers, including our intention to vary the route near Rushenden Road in the future - once Homes England's development at Queenborough allows for a coastal and Creekside walkway. In the meantime, the public footpath along the seawall here remains available within the coastal margin.

Representation number: MCA/IOS2/R/1/IOS1651

Organisation/ person making representation: Historic England

[REDACTED]

Route section(s) specific to this representation: All stretch reports, with particular comments on Map IOS 2c

Other reports within stretch to which this representation also relates: Reports IOS 1 and IOS 3 to IOS 10.

Representation in full

We (Historic England) would like to make representations on the proposal in general, but also more specifically on report/map numbers:

Report IOS 2 (MAP IOS 2c)

Designated Archaeology

The England Coast Path proposed on Sheppey will pass through one scheduled monument, notably the Sheerness Defences (List Entry Ref: 1005145). However, we do not believe the proposal will have any impact upon its setting or visual amenity. We do not believe any ground works or additions (e.g. re-surfacing, creation of new surfaces, or installation of signposts or other paraphernalia) are proposed within the scheduled area; and thus there will also be no harm to the monument's archaeological value. Scheduled Monument Consent will therefore not be required for any element of the works.

If at any point the proposal changes and you will need to do ground works within, or make any additions to, the scheduled monument then you should re-consult Historic England – as Scheduled Monument Consent may be required for such additional works.

Non-designated Archaeology

Although most of the Path will follow the line of existing paths, tracks and footpaths, there will be a need for some ground works in places. For instance, to provide a path surface across more muddy areas, or to install bridges over existing brooks and water courses. Some new footpath 'furniture' (e.g. sign posts, benches, interpretation boards, etc.) may also be required which will require some ground disturbance.

Although ground disturbance associated with the proposal would appear to be minimal in general, it could potentially disturb non-designated archaeological remains. This may be particularly true in more rural areas and along the banks of natural watercourses, where archaeology is more likely to have been left undisturbed by previous modern development.

We therefore recommend that you consult the Heritage Conservation Team at Kent County Council ([REDACTED]) to obtain their advice on the proposal's impact upon non-designated archaeology.

We do not think that the proposal is likely to cause much if any change to the setting of heritage assets, or to the historic landscape or town character along its course. You should however also consult the local Conservation Officers with regard to the proposal's potential impact upon the setting of Listed Buildings, and the character of historic landscape and conservation areas.

Natural England's comments

We welcome the positive engagement from Historic England during the development of our proposals. Throughout this process we consulted with Historic England regarding Scheduled Monuments (SM) and the Heritage Conservation Team at Kent County Council over local heritage assets (in line with para 4.9.5 Coastal Access Scheme) to ensure that our proposals would not have a detrimental effect on heritage or landscape features.

Designated Archaeology

The proposed route near Sheerness Defences scheduled monument is aligned along existing public rights of way, with some additional coast path signs being added to existing sign posts. Natural England proposals also identify the installation of one new signpost near this scheduled monument (see map in Section 5). We have consulted with Historic England about this location recently, and on their advice will apply for a Schedule Monument Consent if the works affect land inside the boundary of the SM.

Non-designated archaeology

The proposed route in Report IOS 2 passes a number of listed buildings and goes through three conservation areas (Queenborough, Sheerness: Royal Naval Dockyard & Bluetown and Sheerness: Marine Town). Our proposals, which have been shared with Swale Borough Council, include installing a number of new sign posts and adding to existing signs along the pavements, rights of way and existing walked routes that make up the route. The Public Rights of Way and Access Service of Kent County Council (KCC) will therefore liaise with Swale Borough Council officers responsible for the conservation areas, to ensure that the design and location of the signs are in keeping with these designations.

We will also pass to the Public Rights of Way and Access Service the suggested contact within KCC's Heritage Conservation Team, so that prior to carrying out any ground disturbance work, all necessary precautions, permissions, authorisations and consents are in place, to ensure any non-designated heritage assets are unaffected by the proposed trail.

Relevant appended documents (see section 5):

5B: MCA/IOS2/R/1/IOS1651 Site map of proposed new infrastructure near Scheduled Monument

Other Representations

Representations containing similar or identical points

Representation ID:

MCA/IOS2/R/2/IOS0528

MCA/IOS2/R/4/IOS0954

MCA/IOS2/R/5/IOS0757

Organisation/ person making representation:

[REDACTED]

[REDACTED]

[REDACTED]

Name of site: Neptune Terrace, Sheerness, Kent

Report map reference: IOS 2d

Route sections on or adjacent to the land: IOS-2-S052

Other reports within stretch to which this representation also relates

Summary of point:

Background: Neptune Terrace Alleyway directly bounds the front of residents' properties (Grade 2 Listed Terrace), it serves as their only main access route and residents are affected by all public use.

Concerns:

1. Public awareness of route will bring more people through the alleyway and increase disturbance to the residents of the Grade II listed buildings.
2. Increased use will exacerbate existing problems of anti-social activity – particularly motor bikes/quad bikes using the alley and cyclists refusing to obey dismount signs, often becoming hostile when approached – and dog fouling. In addition, fast cyclists and others pose a safety hazard to residents, particularly children.
3. A major concern is that the alleyway poses a public safety hazard, due to its deteriorating paving, which will become worse through increased footfall and present a growing trip hazard to visitors and residents.
4. Maintenance of the alleyway by Swale Borough Council ceased a decade or so ago and its ownership remains unknown. Residents consider it unreasonable for them to have to endure increased wear and tear, without NE or another public body accepting responsibility for the maintenance and liabilities relating to the alley, or undertaking any physical works to make the alleyway safer and that this should include regular maintenance and liability insurance.
5. No alternative route has been proposed in the report, although residents had previously highlighted two other options to Natural England (the beach or Marine Parade footpath).
Suggested alternatives:
 - a) Residents wish to reduce footfall along Neptune Terrace (ideally for residents only) and there is a usable and maintained public footpath along the north side of Marine Parade, with steps near Redan Place (west end), and a ramp near the car park (east end).
6. If the alleyway remains the preferred route, (MCA/IOS2/R/2/IOS0528 also notes that unofficially it's considered an historic continuation of the Sheerness Promenade) residents would only find the plan acceptable if responsibility for maintenance and liability is adopted by an appropriate authority. Most importantly, residents would want to see access control – such as kissing gates – to limit access to pedestrians only.

Natural England's comment:

In making our decision to align the route through Neptune Terrace we sought to strike a fair balance between public interest and the concerns of the residents. Through consultation with residents, including an evening meeting with several residents – we gained a clear understanding of the issues they raised in the representation and their preferred options.

1. Increased disturbance to residents

In terms of footfall, we accept that national trail status will likely increase the number of walkers who will be using Sheppey's England Coast Path, if approved. However, we don't consider that this trail status would necessarily increase other types of potential disturbance mentioned, such as antisocial behaviour (see below) or people gathering by the houses. Most walkers are respectful to their surroundings and we do not consider it likely that the status of the trail or additional (ECP) walkers would significantly increase noise levels along the alleyway. Neptune Terrace is already an established walked route, and is commonly used as the link between two sections of Sheerness Promenade – a historical use acknowledged in one representation. In addition, the alleyway is also promoted and well used as part of the [Sheerness Way Cycle Ride route](#) and the [Sustrans National Cycle Network route 174](#), with notices for cyclists to dismount along the ~70m length of Neptune Terrace.

2. Problems of anti-social activity

We recognise that residents along Neptune Terrace are concerned and impacted by antisocial behaviour, including dog fouling and motorbikes / cyclists travelling at speed along the alleyway. However, we are not aware of any evidence where the use of existing promoted routes as the line of the England Coast Path produces any significant effects on these types of incidents. Indeed it seems likely that the presence of law-abiding citizens may have some reducing effect on such behaviour. The proposals, if approved, will only give rights to access on foot, and we believe that this is unlikely to exacerbate the problems described which appear more associated with the existing cycleway.

3. Safety concerns over the surface

The surface of Neptune Terrace is paved, with some unevenness and gapping between the slabs, and some evidence of occasional water pooling across part of the alley (see photos in section 5). In relation to the suitability of the alleyway in providing a safe and convenient route (Coastal Access Scheme 4.2), the trail is currently used by cyclists and walkers and the condition of the paving slabs and occasional puddling is familiar within an urban setting such as this. The existing condition of the surface is also readily visible to walkers. On advice from Kent County Council, we do not consider that the surface requires any specific safety measures or repairs at this time.

4. Maintenance and liability taken on by a public body

The representation suggests that a public authority should take on liability and relevant insurance for any risks along the alley due to the presence of the proposed route, if approved. We are aware that the alley does not have a registered owner (see Land Registry map in section 5) and that due to this absence, the situation is less than clear. We are also aware that Neptune Terrace is not maintained by a public authority. Kent County Council (KCC) will be the access authority with the powers to maintain the England Coast Path (if approved), and if works are required to make the route suitable for the pedestrian use associated with this national trail, they would seek the best value solution to ensure the trail is safe and convenient. However, we do not consider that additional footfall along this stretch of alleyway is likely to have a significant material effect, through wear and tear, on the life span of this paved surface or on the ability of residents to access their properties. As explained above, we consider that specific safety measures or surface repairs are not required at this time.

However, in relation to the use of the alley as part of the England Coast Path (if approved), the liability position will become much clearer due to the unique provisions of the coastal access legislation. This reduces occupiers' liability to the lowest levels in English law on land affected by coastal access rights, such as along the trail and in the coastal margin (excluding excepted land and public rights of way or highways). Together with Kent County Council's powers to maintain the trail, risks associated with the safety of pedestrians are addressed by the legislation – without the need for a public authority to take on liability insurance.

5. No alternative route proposed

During the development of the proposals, the residents raised some alternative options to consider. We looked at these carefully to consider both public and private interests, and they are highlighted in Table 2.3.2 Other Options considered:

i) Align along the top of the beach, seaward of the concrete flood defences in this area. We decided against this option as we normally avoid aligning the trail across shingle, given it is difficult to walk on (Coastal Access Scheme 7.12.4). Although this would be a relatively short section of beach (about 100m), the well walked Neptune Terrace that, in our view, provides a more viable option. In addition, the beach is also inundated on some high tides and HM Coastguard advised that it would not be safe when the tide is up, especially during storms or spring tides. They highlighted their preference to route the path away from this risk area, on safety grounds.

ii) Align onto and along the pavement of Marine Parade, landward of Neptune Terrace. We decided against aligning along Marine Parade as Neptune Terrace provides a pleasant and direct route (Coastal Access Scheme 4.3.1) that links the two parts of the Sheerness promenade that lie each side of this location. In addition, Neptune Terrace is a long-established existing walked route, as well as a promoted cycle route and we considered increased pedestrian access would not significantly impact adjacent residents. In addition, if the route were to follow Marine Parade, pedestrian access would be likely to continue along Neptune Terrace as it does now, especially as the alley would come into coastal margin. The Marine Parade option also includes one more set of steps than the proposed alignment, further reducing accessibility, as well as creating a section of road side access where an existing off-road alternative is possible.

6. Signage and kissing gates

Residents suggest that if the alleyway is approved for the proposed trail, new kissing gates / barriers and signage should be installed to create a pedestrians-only route. We understand the residents' frustration over motorbike use and how not all cyclists dismount, but consider *more* signage may not be the best way to change such behaviour. We suggest residents contact Sustrans, especially as this route is promoted as part of NCN route 174. They may be able to advise on the installation of other, more successful access management solutions to encourage slower cycling or dismounting along this stretch of their route.

In regard to erecting barriers to prevent cyclists altogether, this would be not be an appropriate action for Natural England to take as part of these proposals, given the identification of Neptune Terrace as part of two promoted cycle routes.

Conclusion

We appreciate that the residents of Neptune Terrace have existing concerns relating to anti-social activity and the condition of the access route to their houses. However, on balance we consider that the use of Neptune Terrace as part of a long distance walking route would not create a significant additional burden upon the adjacent residents.

Relevant appended documents (see Section 6):

5C: MCA/IOS2/R/2/IOS0528 Letter accompanying representation, with photographs of alleyway

5D: HM Land Registry map for Neptune Terrace (Natural England)

Length 4

Full Representations

Representation number: MCA/IOS4/R/1/IOS1652

Organisation/ person making representation: Ramblers
[REDACTED], Coastal Access Officer for Kent

Route section(s) specific to this representation: Report IOS 4

Other reports within stretch to which this representation also relates:

Representation in full

In view of the erosion of the footpath, the Ramblers fully support the proposed route of this section of the Coast Path.

Natural England's comments

We very much welcome the positive engagement from [REDACTED] during the development of our proposals and the full support of the Ramblers for our proposals for new access here.

Representation number: MCA/IOS2/R/1/IOS1651

Organisation/ person making representation: Historic England
[REDACTED]

Route section(s) specific to this representation: All stretch reports

Other reports within stretch to which this representation also relates: Reports IOS 1 to IOS 3 and IOS 5 to IOS 10, with particular comments on IOS 2

Representation in full

We (Historic England) would like to make representations on the proposal in general, but also more specifically on report/map numbers:

Report IOS 2 (MAP IOS 2c)

Designated Archaeology

The England Coast Path proposed on Sheppey will pass through one scheduled monument, notably the Sheerness Defences (List Entry Ref: 1005145). However, we do not believe the proposal will have any impact upon its setting or visual amenity. We do not believe any ground works or additions (e.g. re-surfacing, creation of new surfaces, or installation of signposts or other paraphernalia) are proposed within the scheduled area; and thus there will also be no harm to the monument's archaeological value. Scheduled Monument Consent will therefore not be required for any element of the works.

If at any point the proposal changes and you will need to do ground works within, or make any additions to, the scheduled monument then you should re-consult Historic England – as Scheduled Monument Consent may be required for such additional works.

Non-designated Archaeology

Although most of the Path will follow the line of existing paths, tracks and footpaths, there will be a need for some ground works in places. For instance, to provide a path surface across more muddy areas, or to install bridges over existing brooks and water courses. Some new footpath 'furniture' (e.g. sign posts, benches, interpretation boards, etc.) may also be required which will require some ground disturbance.

Although ground disturbance associated with the proposal would appear to be minimal in general, it could potentially disturb non-designated archaeological remains. This may be particularly true in more rural areas and along the banks of natural watercourses, where archaeology is more likely to have been left undisturbed by previous modern development.

We therefore recommend that you consult the Heritage Conservation Team at Kent County Council ([REDACTED]) to obtain their advice on the proposal's impact upon non-designated archaeology.

We do not think that the proposal is likely to cause much if any change to the setting of heritage assets, or to the historic landscape or town character along its course. You should however also consult the local Conservation Officers with regard to the proposal's potential impact upon the setting of Listed Buildings, and the character of historic landscape and conservation areas.

Natural England's comments

We welcome the positive engagement from Historic England during the development of our proposals. Throughout this process we have carefully considered the potential effects of improved coastal access, construction and maintenance works on key heritage and landscape features. We consulted with Historic England regarding Scheduled Monuments and with both the Heritage Conservation Team at Kent County Council and Swale Borough Council over local heritage assets (in line with para 4.9.5 Coastal Access Scheme) to ensure that our proposals would not have a detrimental effect on heritage or landscape features.

Designated Archaeology

Report IOS 4 does not contain any designated Scheduled Monuments, and therefore no consents or further liaison with Historic England will be necessary prior to establishment of the proposals between Hen's Brook, Eastchurch Gap and Palm Trees Holiday Park.

Non-designated archaeology

The proposed route in Report IOS 4 does not pass through or close to any conservation areas or listed buildings.

The Public Rights of Way and Access Service of Kent County Council (KCC) is responsible for both the establishment works and future maintenance of the proposed trail. We will pass them the suggested contact within KCC's Heritage Conservation Team, so that prior to carrying out any ground disturbance work, all necessary precautions, permissions, authorisations and consents are in place, to ensure non-designated heritage assets are unaffected by the proposed trail.

Length 6

Full Representations

Representation number: MCA/IOS2/R/3/IOS1652

Organisation/ person making representation: Ramblers
[REDACTED], Coastal Access Officer for Kent
Route section(s) specific to this representation: Report IOS 6

Other reports within stretch to which this representation also relates:

Representation in full

The Ramblers fully support the proposed route along this section of the Coast Path. We welcome the new route at the Warden Springs Caravan Park towards Warden. We note the reasons for the inland diversion around Sheppey Beach Villas and Nutts Caravan Site and are happy that the beach will remain as coastal margin.

Natural England's comments

We very much welcome the positive engagement from [REDACTED] during the development of our proposals and the full support of the Ramblers for our proposals to create new access at Warden Springs. The inland diversion near Sheppey Beach Villas and Nutts Caravan Site takes walkers past local shops and amenities, as well as ensuring the beaches are in the accessible coastal margin.

Representation number: MCA/IOS2/R/1/IOS1651

Organisation/ person making representation: Historic England
[REDACTED]

Route section(s) specific to this representation: All stretch reports

Other reports within stretch to which this representation also relates: IOS 1 to IOS 5 and IOS 7 to IOS 10, with particular comments on IOS 2

Representation in full

We (Historic England) would like to make representations on the proposal in general, but also more specifically on report/map numbers:

Report IOS 2 (MAP IOS 2c)

Designated Archaeology

The England Coast Path proposed on Sheppey will pass through one scheduled monument, notably the Sheerness Defences (List Entry Ref: 1005145). However, we do not believe the proposal will have any impact upon its setting or visual amenity. We do not believe any ground works or additions (e.g. re-surfacing, creation of new surfaces, or installation of signposts or other paraphernalia) are proposed within the scheduled area; and thus there will also be no harm to the monument's archaeological value. Scheduled Monument Consent will therefore not be required for any element of the works.

If at any point the proposal changes and you will need to do ground works within, or make any additions to, the scheduled monument then you should re-consult Historic England – as Scheduled Monument Consent may be required for such additional works.

Non-designated Archaeology

Although most of the Path will follow the line of existing paths, tracks and footpaths, there will be a need for some ground works in places. For instance, to provide a path surface across more muddy areas, or to install bridges over existing brooks and water courses. Some new footpath

'furniture' (e.g. sign posts, benches, interpretation boards, etc.) may also be required which will require some ground disturbance.

Although ground disturbance associated with the proposal would appear to be minimal in general, it could potentially disturb non-designated archaeological remains. This may be particularly true in more rural areas and along the banks of natural watercourses, where archaeology is more likely to have been left undisturbed by previous modern development.

We therefore recommend that you consult the Heritage Conservation Team at Kent County Council ([REDACTED]) to obtain their advice on the proposal's impact upon non-designated archaeology.

We do not think that the proposal is likely to cause much if any change to the setting of heritage assets, or to the historic landscape or town character along its course. You should however also consult the local Conservation Officers with regard to the proposal's potential impact upon the setting of Listed Buildings, and the character of historic landscape and conservation areas.

Natural England's comments

We welcome the positive engagement from Historic England during the development of our proposals. Throughout this process we have carefully considered the potential effects of improved coastal access, construction and maintenance works on key heritage and landscape features. We consulted with Historic England regarding Scheduled Monuments and the Heritage Conservation Team at Kent County Council and Swale Borough Council over local heritage assets (in line with para 4.9.5 Coastal Access Scheme) to ensure that our proposals would not have a detrimental effect on heritage or landscape features.

Designated Archaeology

Report IOS 6 does not contain any designated Scheduled Monuments, and therefore no consents or further liaison with Historic England will be necessary prior to establishment of the proposals between Warden Rd, Warden Point, and Isle of Harty (east).

Non-designated archaeology

The proposed route in Report IOS 6 does not pass through any conservation areas or affect any of the listed buildings it passes.

The Public Rights of Way and Access Service of Kent County Council (KCC) is responsible for both the establishment works and future maintenance of the proposed trail. We will pass them the suggested contact within KCC's Heritage Conservation Team, so that prior to carrying out any ground disturbance work, all necessary precautions, permissions, authorisations and consents are in place, to ensure non-designated heritage assets are unaffected by the proposed trail.

Length 7

Full Representations

Representation number: MCA/IOS2/R/3/IOS1652

Organisation/ person making representation: Ramblers
[REDACTED]

Route section(s) specific to this representation: Report IOS 7

Other reports within stretch to which this representation also relates:

Representation in full

The Ramblers fully support the proposed route along this section of the Coast Path. We accept the reasons for not aligning the trail west along the coast towards the Ferry Inn. We welcome the new route from the Ferry Inn linking with the sea defence to the west and that this new route section will be accessible to walkers.

Natural England's comments

We very much welcome the positive engagement from [REDACTED] during the development of our proposals and the support of the Ramblers for this route and our proposals to create new coastal access near The Ferry Inn.

Representation number: MCA/IOS2/R/1/IOS1651

Organisation/ person making representation: Historic England
[REDACTED]

Route section(s) specific to this representation: All stretch reports

Other reports within stretch to which this representation also relates: IOS 1 to IOS 6 and IOS 8 to IOS 10, with particular comments on IOS 2

Representation in full

We (Historic England) would like to make representations on the proposal in general, but also more specifically on report/map numbers:

Report IOS 2 (MAP IOS 2c)

Designated Archaeology

The England Coast Path proposed on Sheppey will pass through one scheduled monument, notably the Sheerness Defences (List Entry Ref: 1005145). However, we do not believe the proposal will have any impact upon its setting or visual amenity. We do not believe any ground works or additions (e.g. re-surfacing, creation of new surfaces, or installation of signposts or other paraphernalia) are proposed within the scheduled area; and thus there will also be no harm to the monument's archaeological value. Scheduled Monument Consent will therefore not be required for any element of the works.

If at any point the proposal changes and you will need to do ground works within, or make any additions to, the scheduled monument then you should re-consult Historic England – as Scheduled Monument Consent may be required for such additional works.

Non-designated Archaeology

Although most of the Path will follow the line of existing paths, tracks and footpaths, there will be a need for some ground works in places. For instance, to provide a path surface across more muddy areas, or to install bridges over existing brooks and water courses. Some new footpath 'furniture' (e.g. sign posts, benches, interpretation boards, etc.) may also be required which will require some ground disturbance.

Although ground disturbance associated with the proposal would appear to be minimal in general, it could potentially disturb non-designated archaeological remains. This may be particularly true in more rural areas and along the banks of natural watercourses, where archaeology is more likely to have been left undisturbed by previous modern development.

We therefore recommend that you consult the Heritage Conservation Team at Kent County Council ([REDACTED]) to obtain their advice on the proposal's impact upon non-designated archaeology.

We do not think that the proposal is likely to cause much if any change to the setting of heritage assets, or to the historic landscape or town character along its course. You should however also consult the local Conservation Officers with regard to the proposal's potential impact upon the setting of Listed Buildings, and the character of historic landscape and conservation areas.

Natural England's comments

We welcome the positive engagement from Historic England during the development of our proposals. Throughout this process we have carefully considered the potential effects of improved coastal access, construction and maintenance works on key heritage and landscape features. We consulted with Historic England regarding Scheduled Monuments and the Heritage Conservation Team at Kent County Council and Swale Borough Council over local heritage assets (in line with para 4.9.5 Coastal Access Scheme) to ensure that our proposals would not have a detrimental effect on heritage or landscape features.

Designated Archaeology

The trail proposals in report IOS 7, pass one Scheduled Monument (Medieval moated site at Sayes Court), however no works are proposed in its vicinity and therefore no consents or further liaison with Historic England will be necessary prior to establishment of the proposals between Isle of Harty (east) and Mocketts, Isle of Harty (west).

Non-designated archaeology

The proposed route in Report IOS 7 does not pass through any conservation areas or affect the listed buildings it passes.

The Public Rights of Way and Access Service of Kent County Council (KCC) is responsible for both the establishment works and future maintenance of the proposed trail. We will pass them the suggested contact within KCC's Heritage Conservation Team, so that prior to carrying out any ground disturbance work, all necessary precautions, permissions, authorisations and consents are in place, to ensure non-designated heritage assets are unaffected by the proposed trail.

Other Representations

Representation ID: MCA/IOS8/R/2/IOS1669

Organisation/ person making representation: [REDACTED]

Name of site: West of Ferry Inn, Isle of Harty

Report map reference: Map 7b

Route sections on or adjacent to the land: IOS-7-S010 to IOS-7-S013

Other reports within stretch to which this representation also relates: IOS 8

Summary of representation:

Disturbance to birds of prey at roost

Raptors roosting west of the Ferry Inn, Isle of Harty would be prone to disturbance from interested bird watchers and photographers accessing the area along the coast path.

Natural England's comment:

[REDACTED], amongst others, provided us with information about this winter raptor roost. We have assessed the likelihood of our proposals directly or indirectly affecting this bird population, within the Isle of Sheppey's Nature Conservation Assessment.

The winter roost west of the Ferry Inn is located some way landward of the proposed coast path, where there are no proposed coastal access rights. The scrub will minimise direct disturbance from walkers or photographers using the trail, while the difficult terrain here will deter unauthorised exploration inland from the proposed waterside trail, particularly as there is no existing path leading through this area or a clear destination to head for. In addition, interpretation and signage nearby will request walkers keep to the path, explaining some of the wildlife sensitivities in this area.

We therefore consider that our proposals will not be likely to have an adverse impact on this raptor population.

Length 9

Full Representations

Representation number: MCA/IOS2/R/3/IOS1652

Organisation/ person making representation: Ramblers

[REDACTED]

Route section(s) specific to this representation: Report IOS 9

Other reports within stretch to which this representation also relates:

Representation in full

The Ramblers do not support the alignment of the trail along the landward side of the sea wall or the diversion of the route inland to Kings Hill Farm. The loss of view would significantly detract from this section of the route.

We believe it should follow along the top of the sea wall as per the previous section, IOS 8, and at the Swale NNR (and the rest of Kent where the Coast Path goes through or past NNRs, SSSIs, SPAs and Ramsar sites).

This is one of the remotest sections of the Coast Path in Kent and the least accessible by public transport. It is unlikely to attract any but the hard core coastal walker. Elmley NNR is a very large area and any disturbance to nesting birds by a few people walking along the wall is not going to be any greater than anywhere else in Kent. Until relatively recently the RSPB ran this reserve. It is only since that the landowner has sought to restrict access to the PROWs and other areas.

Our view is that the negative impact on people would be greater than that on birds and there is certainly no justification for this outside the breeding season.

Natural England's comments

We welcome the engagement from [REDACTED] during the development of our proposals and thank the Ramblers for their comments on this section of the coast path through Elmley National Nature Reserve.

The sites around Sheppey and the coast of Kent vary significantly in their physical and wildlife characteristics. Our decision about whether the proposed coast path can run along the top of a seawall is made on a site by site basis. The importance, sensitivities and distribution of wildlife populations in the local area (at the time of our proposals) are key factors taken into account, alongside the potential change in the levels of walkers likely to arise from a new coast path in that area (Coastal Access Scheme 4.9).

During the development of our proposals for a route landward of the seawalls at Elmley, we also considered aligning along the top of these flood defences, given the potential public benefit from these coastal views. Regarding the likely use of the area, we predicted that there would be some significant increase in walkers coming to the Nature Reserve (more than just a few hard-core long-distance walkers), due to the new connection between Elmley and Ferry Inn.

In terms of wildlife at this location, intertidal habitats close to the seawall and inland grazing marsh provide important winter roosting and feeding areas for large numbers of migratory birds, while in summer a high concentration of breeding birds are found in the grazing marsh and ditches inland of the flood defences. These sensitivities are reviewed in the Habitats Regulations Assessment (HRA), published alongside the report. New access along the top of the seawall would be visible to birds within both of these areas, and cause significantly more disturbance than the proposed route at the landward base of the seawall. This disturbance could cause bird numbers to be affected. The wildlife sensitivity is greater here than in areas of proposed new access to the east (IOS 8) where birds feed further from the seawall, or at The Swale NNR where there has been long-established access on top of the seawall public footpath.

As a result of potential disturbance, we couldn't conclude that new access along the seawalls at Elmley would not adversely impact the wintering as well as the breeding bird populations of The Swale SPA and Ramsar sites, despite the relatively large size of the nature reserve. The precautionary principle therefore applies and a seawall route in this location could not be pursued, even though the views would have benefited walkers. The HRA found the most appropriate alignment to be along the landward base of the seawall.

The diversion inland at Kings Hill Farm is for the same reason – to protect wintering, migratory and breeding birds that use the intertidal habitats and grazing marsh landward of the seawall. The nature of the seawall, south east of Elmley Hill also means that there is insufficient room to align the trail to its landward side, added to which marsh harriers nest in the reedbed immediately adjacent and so new disturbance couldn't be avoided.

Our proposals mirror existing public access arrangements on Elmley National Nature Reserve, ensuring clarity and consistency for walkers and effective visitor management to protect wildlife. The proposed inland route near Kings Hill Farm also provides some elevated views of the coast line.

While the proposed alignment deviates from the existing footpaths across Elmley, it should be noted that the public right of way network in this area remains unaffected by our proposals.

Representation number: MCA/IOS2/R/1/IOS1651

Organisation/ person making representation: Historic England
[REDACTED]

Route section(s) specific to this representation: All stretch reports

Other reports within stretch to which this representation also relates: Reports IOS 1 to IOS 8 and IOS10, with particular comments on IOS 2

Representation in full

We (Historic England) would like to make representations on the proposal in general, but also more specifically on report/map numbers:

Report IOS 2 (MAP IOS 2c)

Designated Archaeology

The England Coast Path proposed on Sheppey will pass through one scheduled monument, notably the Sheerness Defences (List Entry Ref: 1005145). However, we do not believe the proposal will have any impact upon its setting or visual amenity. We do not believe any ground works or additions (e.g. re-surfacing, creation of new surfaces, or installation of signposts or other paraphernalia) are proposed within the scheduled area; and thus there will also be no harm to the monument's archaeological value. Scheduled Monument Consent will therefore not be required for any element of the works.

If at any point the proposal changes and you will need to do ground works within, or make any additions to, the scheduled monument then you should re-consult Historic England – as Scheduled Monument Consent may be required for such additional works.

Non-designated Archaeology

Although most of the Path will follow the line of existing paths, tracks and footpaths, there will be a need for some ground works in places. For instance, to provide a path surface across more muddy areas, or to install bridges over existing brooks and water courses. Some new footpath 'furniture' (e.g. sign posts, benches, interpretation boards, etc.) may also be required which will require some ground disturbance.

Although ground disturbance associated with the proposal would appear to be minimal in general, it could potentially disturb non-designated archaeological remains. This may be particularly true in more rural areas and along the banks of natural watercourses, where archaeology is more likely to have been left undisturbed by previous modern development.

We therefore recommend that you consult the Heritage Conservation Team at Kent County Council ([REDACTED]) to obtain their advice on the proposal's impact upon non-designated archaeology.

We do not think that the proposal is likely to cause much if any change to the setting of heritage assets, or to the historic landscape or town character along its course. You should however also consult the local Conservation Officers with regard to the proposal's potential impact upon the setting of Listed Buildings, and the character of historic landscape and conservation areas.

Natural England's comments

We welcome the positive engagement from Historic England during the development of our proposals. Throughout this process we have carefully considered the potential effects of improved coastal access, construction and maintenance works on key heritage and landscape features. We consulted Historic England regarding Scheduled Monuments and both the Heritage Conservation Team at Kent County Council and Swale Borough Council over local heritage assets (in line with para 4.9.5 Coastal Access Scheme), to ensure that our proposals would not have a detrimental effect on heritage or landscape features.

Designated Archaeology

Report IOS 9 does not contain any designated Scheduled Monuments, and therefore no consents or further liaison with Historic England will be necessary prior to establishment of the proposals between Windmill Creek and Ferry Rd.

Non-designated archaeology

The proposed route in Report IOS 9 does not pass through or close to any conservation areas or affect any of the listed buildings it passes.

The Public Rights of Way and Access Service of Kent County Council (KCC) is responsible for both the establishment works and future maintenance of the proposed trail. We will pass to them the suggested contact within KCC's Heritage Conservation Team so that prior to carrying out any ground disturbance work, all necessary precautions, permissions, authorisations and consents are in place, to ensure non-designated heritage assets are unaffected by the proposed trail.

Length 10

Full Representations

Representation number: MCA/IOS2/R/3/IOS1652

Organisation/ person making representation: Ramblers
[REDACTED]

Route section(s) specific to this representation: Report IOS 10

Other reports within stretch to which this representation also relates:

Representation in full

The Ramblers recognise the difficulties associated with this stretch and the need for the inland diversion which we support.

However it is very likely that, when the tide is down, people will scramble down the bank and go under the bridge. While not necessarily forming part of the trail we would suggest consideration should be given to improving access so that this is easier and safer. There is a precedent for this at Cockham Wood, Upnor, where the Coast Path is flooded at high tide.

Natural England's comments

We very much welcome the positive engagement from [REDACTED] during the development of our proposals and that the Ramblers recognise the efforts that we have gone to in securing a safe route that connects the Sheppey coast on each side of Kingsferry Bridge, in a very complex environment.

During the development of our proposals near Kingsferry Bridge, we exhausted all other, more coastal, alignment options prior to routing the trail inland - including a new walkway or a low tide route under the bridge, as described in the report, Table 10.3.2 Other options considered. While we understand the Ramblers' suggestion of providing improved access to the intertidal area in order to facilitate access underneath the bridge at low tide, we consider this to be problematic. In our opinion, the intertidal area under the bridge would not be a safe option to promote, due to the muddy substrate and fast tidal movements under the bridge. We also consulted HM Coastguard specifically about this area and they raised similar concerns about public safety, due to tidal action within this constricted area (see email in section 5). They advised against promoting access into the area. We understand that people may try this shortcut, but we would not wish to facilitate and thereby promote access into an unsafe area. Instead, we sought to provide a safe inland route around Kingsferry Bridge.

In contrast, our proposals near Cockham Woods (part of the Iwade to Grain proposals), if approved, would promote a low tide route along the top of a wide and open stretch of the Medway Estuary foreshore, where tidal movements are much more evident. This proposed alignment also follows an established and well used public footpath beside the wood. In addition, new signage will be installed and maintained in this area to ensure walkers fully understand the tide times, associated dangers and the presence of an optional alternative route.

Relevant appended documents (see section 5)

5E: HM Coastguard email about public safety under Kingsferry Bridge (Natural England)

Representation number:

MCA/IOS2/R/1/IOS1651

Organisation/ person making representation: Historic England

[REDACTED]

Route section(s) specific to this representation: All stretch reports

Other reports within stretch to which this representation also relates: Reports IOS 1 to IOS 9, with particular comments on IOS 2

Representation in full

We (Historic England) would like to make representations on the proposal in general, but also more specifically on report/map numbers:

Report IOS 2 (MAP IOS 2c)

Designated Archaeology

The England Coast Path proposed on Sheppey will pass through one scheduled monument, notably the Sheerness Defences (List Entry Ref: 1005145). However, we do not believe the proposal will have any impact upon its setting or visual amenity. We do not believe any ground works or additions (e.g. re-surfacing, creation of new surfaces, or installation of signposts or other paraphernalia) are proposed within the scheduled area; and thus there will also be no harm to the monument's archaeological value. Scheduled Monument Consent will therefore not be required for any element of the works.

If at any point the proposal changes and you will need to do ground works within, or make any additions to, the scheduled monument then you should re-consult Historic England – as Scheduled Monument Consent may be required for such additional works.

Non-designated Archaeology

Although most of the Path will follow the line of existing paths, tracks and footpaths, there will be a need for some ground works in places. For instance, to provide a path surface across more muddy areas, or to install bridges over existing brooks and water courses. Some new footpath 'furniture' (e.g. sign posts, benches, interpretation boards, etc.) may also be required which will require some ground disturbance.

Although ground disturbance associated with the proposal would appear to be minimal in general, it could potentially disturb non-designated archaeological remains. This may be particularly true in more rural areas and along the banks of natural watercourses, where archaeology is more likely to have been left undisturbed by previous modern development.

We therefore recommend that you consult the Heritage Conservation Team at Kent County Council ([REDACTED]) to obtain their advice on the proposal's impact upon non-designated archaeology.

We do not think that the proposal is likely to cause much if any change to the setting of heritage assets, or to the historic landscape or town character along its course. You should however also consult the local Conservation Officers with regard to the proposal's potential impact upon the setting of Listed Buildings, and the character of historic landscape and conservation areas.

Natural England's comments

We welcome the positive engagement from Historic England during the development of our proposals. Throughout this process we have carefully considered the potential effects of improved coastal access, construction and maintenance works on key heritage and landscape features. We consulted Historic England regarding Scheduled Monuments and both the Heritage Conservation Team at Kent County Council and Swale Borough Council over local heritage assets (in line with para 4.9.5 Coastal Access Scheme), to ensure that our proposals would not have a detrimental effect on heritage or landscape features.

Designated Archaeology

Report IOS 10 does not contain any designated Scheduled Monuments, and therefore no consents or further liaison with Historic England will be necessary prior to establishment of the proposals between Ferry Rd and Swale Station via Kingsferry Bridge.

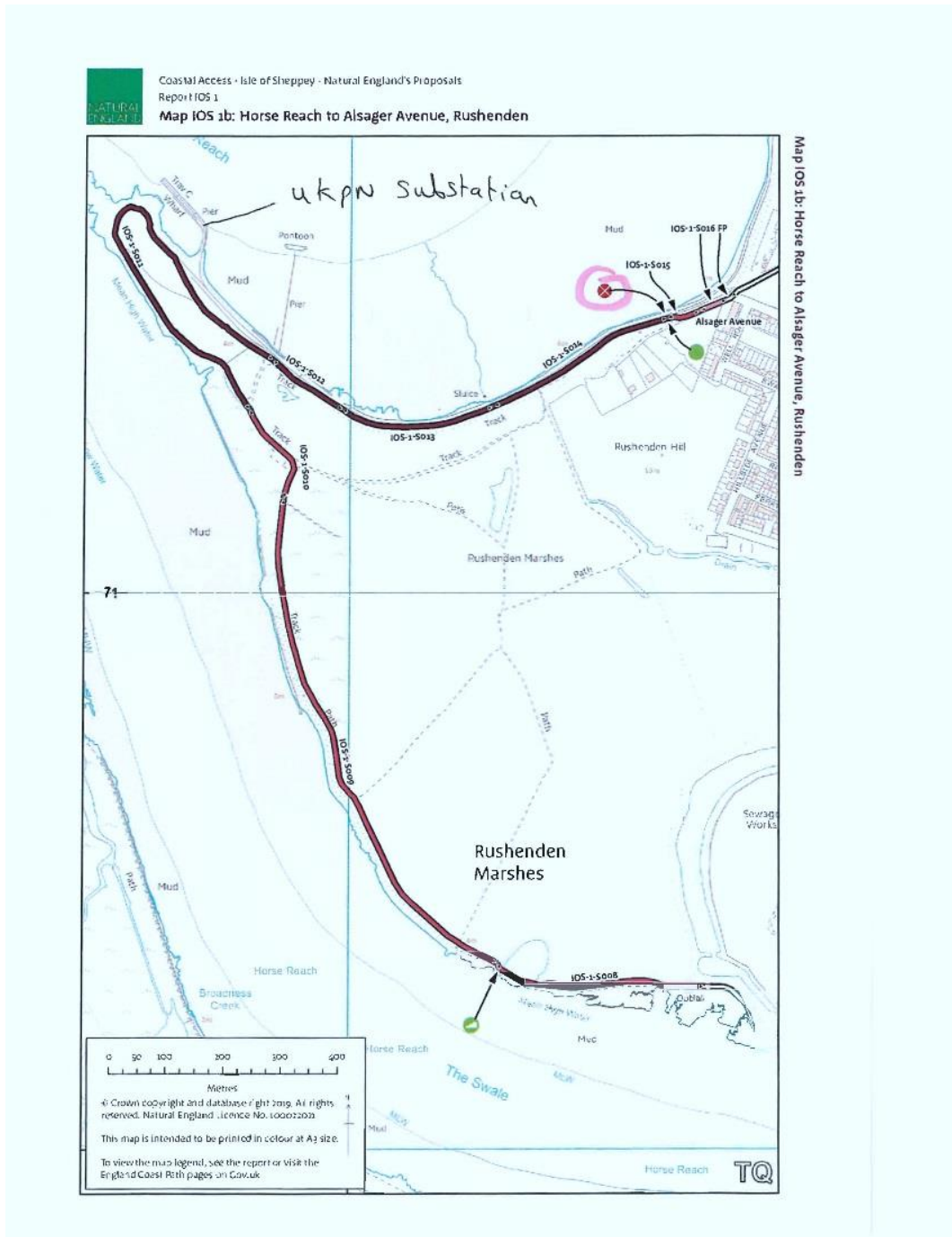
Non-designated archaeology

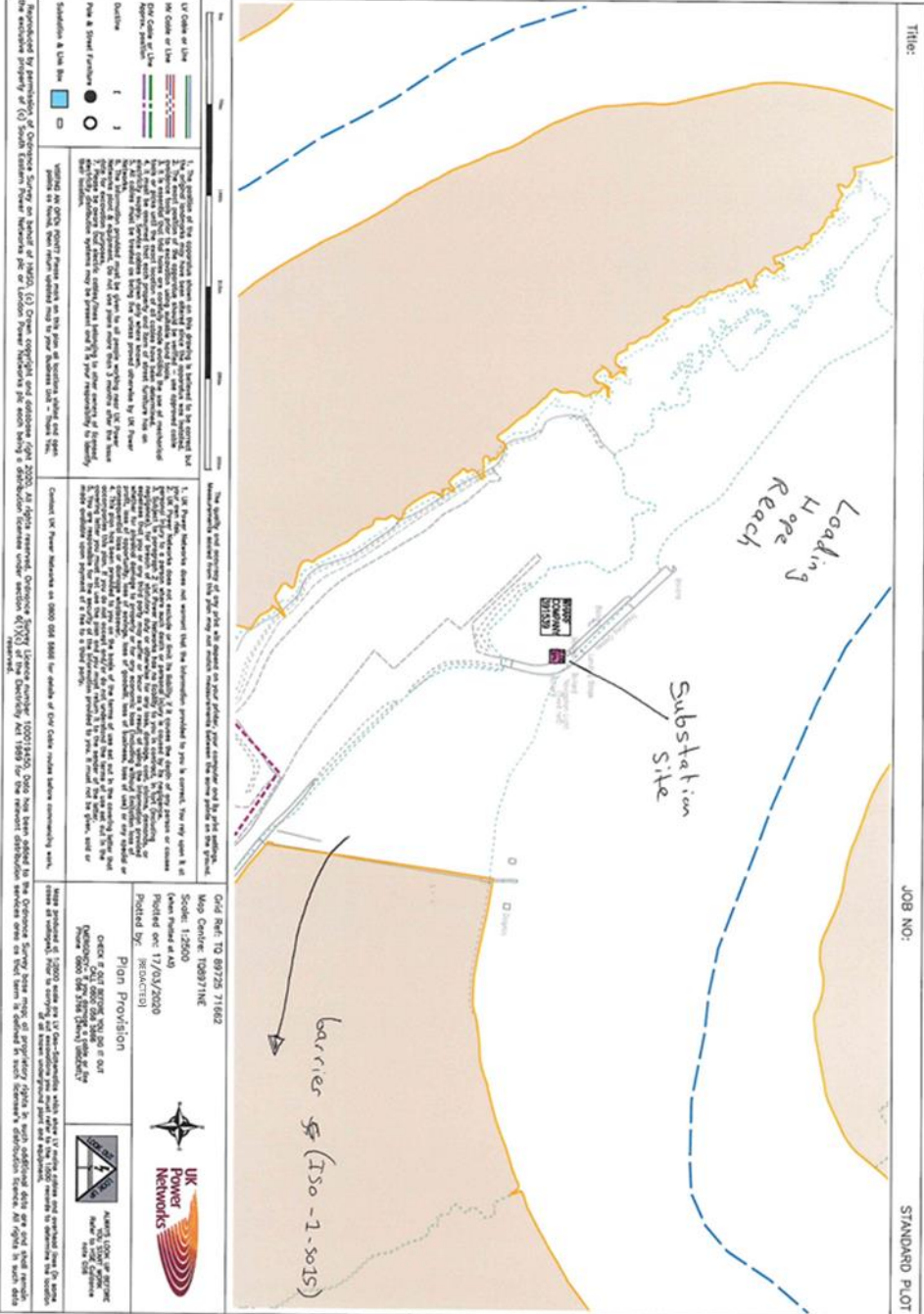
The proposed route in Report IOS 10 does not pass through or close to any conservation areas or listed buildings.

The Public Rights of Way and Access Service of Kent County Council (KCC) is responsible for both the establishment works and future maintenance of the proposed trail. We will pass them the suggested contact within KCC's Heritage Conservation Team so that prior to carrying out any ground disturbance work, all necessary precautions, permissions, authorisations and consents are in place, to ensure non-designated heritage assets are unaffected by the proposed trail.

5. Supporting documents

5A: MCA/IOS stretch/R/2/IOS0137 - maps of UKPN's site supplied by South Eastern Power Networks plc





Title:

JOB NO:

STANDARD PLOT

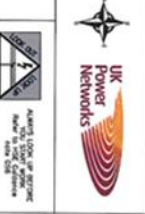
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Legend

UT Cables or Line
 110kV Cables or Line
 33kV Cables or Line
 11kV Cables or Line
 1kV Cables or Line
 Pole & Street Furniture
 Structure & Use Box

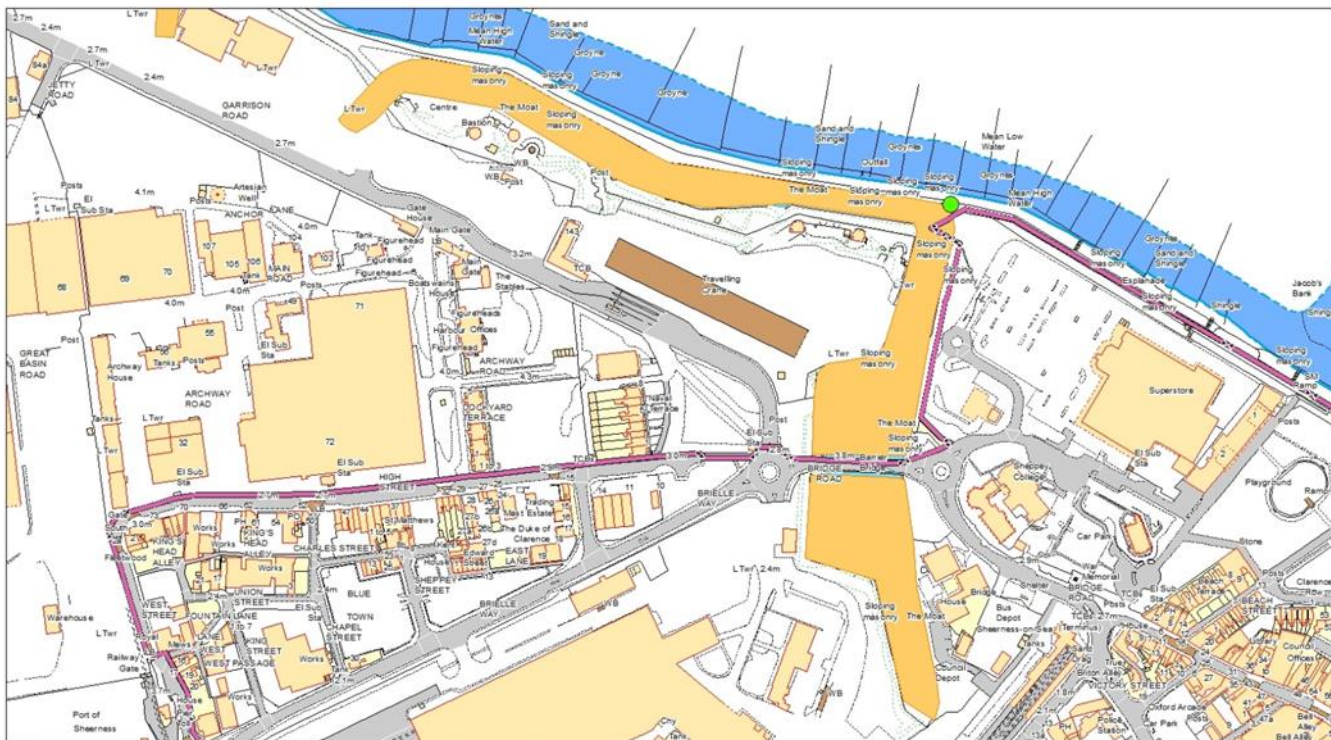
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 Scale: 1:2500
 Drawn: [Name]
 Checked: [Name]
 Date: 17/03/2020
 Printed by: PRODUCTION




Plan Provision
 Order of Draw: 1. UT Cables & Structures, 2. Pole & Street Furniture, 3. Structure & Use Box



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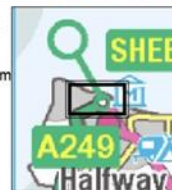
5B: MCA/IOS2/R/1/IOS1651 Site map of proposed new infrastructure near Scheduled Monument



-  **Proposed alignment through Sheerness Defences Scheduled Monument**
-  **Scheduled monument**
-  **New post (infrastructure)**

0 0.0425 0.085 0.17 Miles
 0 0.075 0.15 0.3 km

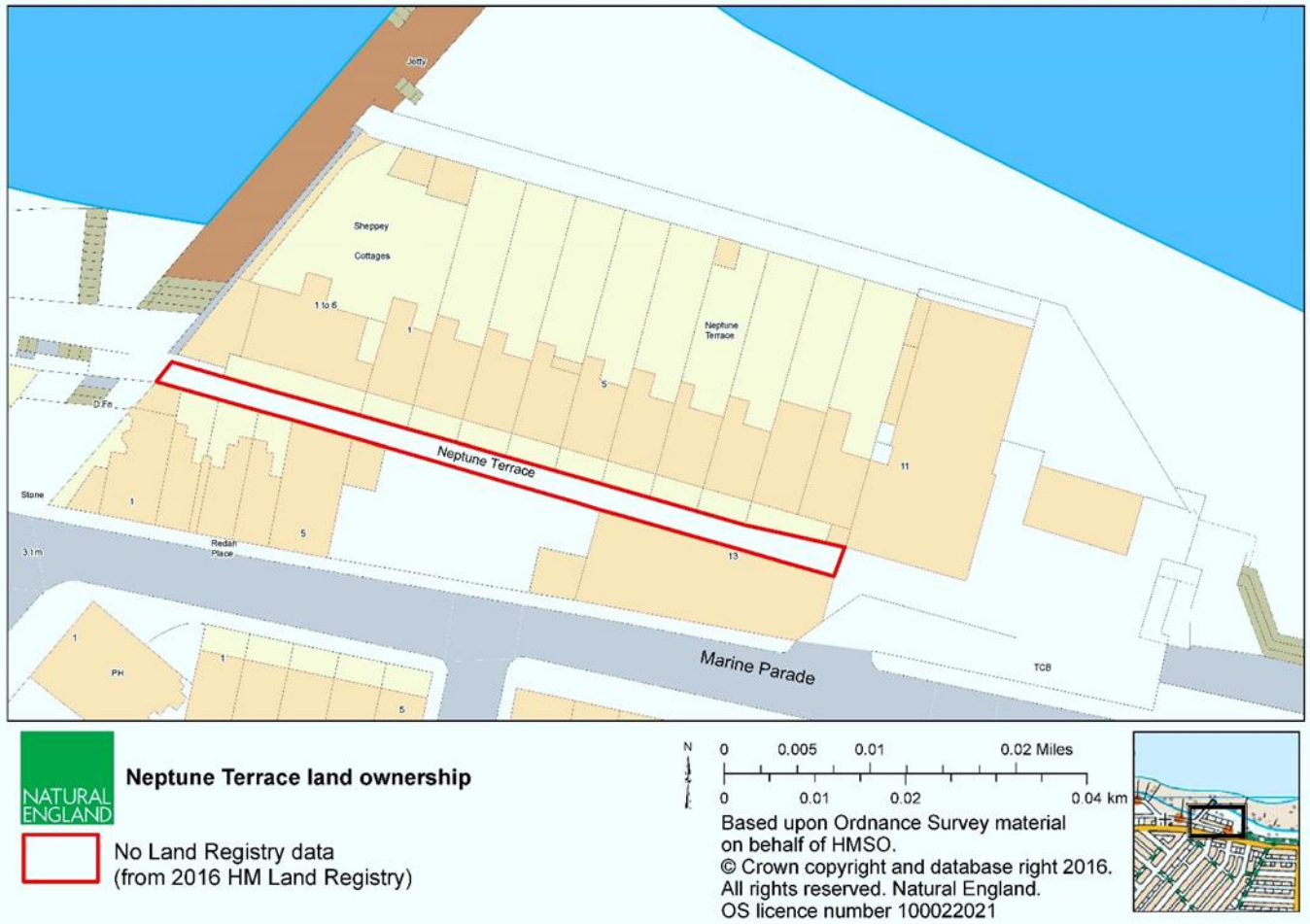
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5C: MCA/IOS2/R/2/IOS0528 Letter accompanying representation, with photographs of alleyway

[REDACTED]

5D: HM Land Registry map for Neptune Terrace (Natural England)



5E: MCA/IOS2/R/3/IOS1652 (Ramblers)

HM Coastguard email about public safety under Kingsferry Bridge (Natural England)

From: [REDACTED]

Sent: 01 May 2020 15:01

To: [REDACTED]

Subject: RE: England Coast Path - Kingsferry Bridge, Isle of Sheppey

Hi [REDACTED]

Thanks for the email. We have concerns in this area with regards to Public safety. You can indeed walk along the beach at low tide to go under the bridge. However, when the tide comes in there is nowhere to escape, people would become trapped under the buttress of the bridge. Any rescue from this area would be technically demanding and require significant resources. The Coastguard preferred option would be an alternative route which avoids this small section.

Kind regards

[REDACTED]