



# The London Resort Development Consent Order

BC080001

## Environmental Statement Volume 2: Appendices

### Appendix 11.9 – Public Rights of Way Assessment and Strategy

Document reference: 6.2.11.9

Revision: 00

December 2020

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

Regulation 12(1)

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## Revisions

Revision	Description	Issued by	Date	Approved by
r030_00	Issue for DCO Submission	OK/FD	24/12/2020	EDP/LRCH

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## Executive Summary

This Public Rights of Way Assessment and Strategy has been prepared by the Environmental Dimension Partnership (EDP) on behalf of the London Resort Company Holdings Limited ('the Applicant' in relation to the Proposed Development of the London Resort (hereafter referred to as the 'Project Site')

The land within the Project Site is the subject of a DCO application for a world class destination entertainment resort with associated infrastructure, staff accommodation, dedicated access road, public amenity space and habitat creation. The Project Site is divided into two separate parts, The Kent Project Site and the Essex Project Site.

There is no recognised approach or accepted industry guidance relating to the assessment of Public Rights of Way (PRoW). The methodologies employed by EDP in undertaking this assessment are therefore based upon professional experience and judgement in this field.

A 500m detailed study area was adopted, representing an area in which PRoW within the Project Site itself, those that are adjacent and those that may have a short extent within the DCO Order Limits and run-off the Project Site externally in different directions can be identified and their condition surveyed.

A wide range of PRoWs are present within the Project Site and the 500m study area. The vast majority of the existing PRoW network, appear to be only occasionally used, owing to various deterrents such as poor sign posting, flooding and obstructions. A number of PRoWs within the wider study area, particularly to the south of the A2(T) are largely obsolete due to the loss of onward connection over the A2(T) although a sub-way and overbridge do provide some continuity of connectivity in this regard. The majority of the routes will remain unchanged as a result of the Proposed Development, with only one route outside of the Swanscombe Peninsula (DS17) being directly affected by the proposals.

This report has identified that there is capacity for improvement in terms of connectivity, maintenance and user experience within the Project Site, particularly on the Swanscombe Peninsula and in linking to and providing off-site routes, particularly cycleways.

Considerable improvement to a number of PRoW can be implemented across the Swanscombe Peninsula of the Kent Project Site, with Document Reference 6.3.11.18 and Document Reference 6.1.11.19 illustrating such potential measures.

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## Chapter One ◆ INTRODUCTION

- 1.1. This Public Rights of Way Assessment and Strategy has been prepared by the Environmental Dimension Partnership Ltd (EDP), on behalf of The London Resort Company Holdings Limited (LRCH), relevant to the Proposed Development of land on the Swanscombe Peninsula, Ebbsfleet Valley, and south side of the River Thames (referred to as 'the Kent Project Site'), and land to the east of the A1089 Ferry Road and the Tilbury Ferry Terminal (referred to as 'the Essex Project Site'). Collectively these two parts of the Development Consent Order (DCO) Limits are referred to as 'the Project Site'. It comprises 413.07 hectares (ha).
- 1.2. This report sets out the findings of an assessment which considers the quality and quantity of existing Public Rights of Way (PRoW) within the Project Site and within 500m of the DCO Order Limits and the potential impacts (both positive and negative) resulting from the Proposed Development. Specifically, this report details the methodology, planning policy, baseline conditions and likely impacts resulting from the Proposed Development such as diversions and closure of routes and includes a strategy for the continued provision of public access including rights of way within the Project Site as well as opportunities for upgrades and connections beyond the DCO Order Limits where appropriate.
- 1.3. It is important to note that this report deals with matters related to informal recreation only (e.g. walking and other recreational pursuits such as bird watching or picnicking). It does not include an assessment of the requirements for, and accessibility of, formal open space or the activities associated with this, such as organised football practice or matches on marked out football pitches.
- 1.4. This assessment has been undertaken to inform the Landscape Strategy (Document Reference 6.2.11.7) for the Project Site and should be read alongside the Socioeconomic Chapter of the ES and specifically the Technical Appendix to that on PRoW, Routes and Open Space (Document Reference 6.2.7.3).
- 1.5. The objectives of this assessment are to:
  - (i) Examine the existing PRoWs network within and adjacent to the Project Site;
  - (ii) Identify the likely effects of the Proposed Development on the PRoWs, both within the Project Site and beyond the DCO Order Limits; and
  - (iii) Make recommendations as part of a PRoW Strategy which includes proposals to enhance the PRoW network both within the Project Site as part of the Proposed Development and through linkages beyond the DCO Order Limits.

1.6. The remainder of this report is structured as follows:

- Section 2 describes the process and methodologies employed in undertaking the baseline assessment;
- Section 3 summarises the relevant adopted and emerging planning policy related to PRow;
- Section 4 describes the existing PRow baseline conditions on the Project Site and within the Project Site's vicinity;
- Section 5 identifies the potential impacts on PRow including need for closures and diversions both during construction and operational phases of the Proposed Development;
- Section 6 makes recommendations for the PRow Strategy on Project Site in the context of the baseline conditions and Proposed Development; and
- Section 6 summarises the PRow Strategy and draws conclusions.

## PROJECT SITE

1.7. The Project Site location is shown on Document Reference 6.3.11.16 It comprises two parts as described above: the 'Kent Project Site', which is centred approximately at Ordnance Survey Grid Reference (OSGR) TQ 606 758, and the 'Essex Project Site', which is centred approximately at OSGR TQ 643 752. The Project Site lies partly within three local planning authority areas; Dartford Borough and Gravesham Borough for the Kent Project Site, and Thurrock Council for the Essex Project Site.

## Chapter Two ◆ METHODOLOGY

- 2.1 This section summarises the methodology used in undertaking the assessment required to inform the Proposed Development of the Project Site, in line with the aims set out in paragraph 1.4 of this report.
- 2.2 Please note there is no recognised approach or accepted industry guidance relating to the assessment of PRoWs. The methodologies employed by EDP in undertaking this assessment are therefore based upon professional experience and judgement in this field.

### DEFINING THE STUDY AREA

- 2.3 For the purpose of this report, two areas have been identified and are defined as follows:
- i) The Project Site; and
  - ii) A detailed study area of 500m from the Project Site boundary.
- 2.4 The Project Site and detailed study area are shown in Document Reference 6.3.11.16.
- 2.5 The 500m detailed study area represents an area in which PRoW within the Project Site itself, those that are adjacent and those that may have a short extent within the DCO Order Limits and run-off the Project Site externally in different directions can be identified.

### DESK STUDY

- 2.6 Definitive Map and Statement information was obtained from Kent County Council (KCC) in March 2020 and Thurrock Council (TC) in December 2020, together with information on permissive and promoted routes within the Project Site and detailed study area.

### SURVEY WORK

- 2.7 Detailed Project Site surveys were undertaken on 17 and 18 March 2020 during winter conditions and again on 26 August 2020 and 16 and 17 September 2020 in summer conditions, during which all PRoWs were assessed.
- 2.8 During the surveys, information relating to the following points was recorded:
- PRoW number;
  - Orientation and general condition;
  - Management and context of the route (pastoral, arable, woodland or urban/non-agricultural);
  - User evidence (erosion, prints, dog faeces, litter, etc.);

- Links/connectivity to other PRowS;
- Whether or not the route is promoted;
- Obstructions; and
- Users noted during the survey.

2.9 Notes of the surveys are provided at **Annex 1.0**.

## OTHER INFORMATION

2.10 Where possible, all on-Project Site PRowS were walked in their entirety (as detailed in **Annex 1.0**). In addition, off-Project Site PRowS within the 500m study area were investigated, particularly where these directly join and/or are in proximity to the on-Project Site network.

## INTER-RELATIONSHIP WITH OTHER MASTERPLANNING CONSIDERATIONS

2.11 To ensure that the PRow proposals are consistent with landscape, visual amenity and nature conservation aspirations which have informed the evolution of the Illustrative Masterplan (Document Reference 6.3.3.1), consideration was given to other aspects of the environment that are closely related to PRowS and include:

- Green Infrastructure – which considers the wider green links in the landscape and natural history context;
- Landscape and Visual Amenity – where the visual impact of the Proposed Development on PRowS may be particularly important;
- Transport Infrastructure and Utilities – where on-Project Site provision, particularly related to public transport and cycling, may affect off-Project Site movement on the PRow network; and
- Ecology – where the movement of people, and particularly the disturbance they create, may affect habitats and protected species.

## Chapter Three ◆ RELEVANT PLANNING POLICY

- 3.1 This section summarises the planning policy that is relevant to the Proposed Development at the Project Site. It focuses on planning policy constituted at the national and local levels, which guides the approach and management of PRoWs and is of relevance to the Proposed Development.

### LOCAL POLICY

- 3.2 The Project Site falls within three LPA areas, namely Dartford Borough Council (DBC), Gravesham Borough Council (GBC) and Thurrock Council (TC). A review of the local planning policy circumstances, including relevant supplementary planning documents, evidence base documents and associated guidelines relevant to this assessment, is contained below.
- 3.3 In addition, the Kent Rights of Way Improvement Plan 2018 - 2028 (KROWIP), and Essex Rights of Way Improvement Plan (EROWIP) provide a policy framework for issues relating to access and informal recreation within Kent and Essex respectively. Thurrock Council has their own separate Rights of Way Improvement Plan (TROWIP) which was published in 2007. These documents have been reviewed and have assisted in developing a PRoW Strategy for the Project Site.

#### Dartford Borough Council

##### ***Dartford Core Strategy (September 2011)***

- 3.4 Policy CS15: 'Managing Transport Demands' states that:

*"In order to reduce the need to travel, minimise car use and make the most effective use of the transport network, the Council will:...*

- g) Work in partnership with developers, Kent County Council and cycling groups to implement an integrated walking and cycling network joining communities with the facilities they need to access, including public transport facilities, primarily through the Green Grid (see Policy CS 14) and including the Public Rights of Way network. Grant funding will be sought to help implement the network".*

##### ***Dartford Development Policies Plan (July 2017)***

- 3.5 Policy DP4: 'Transport Access and Design' states (with relevance to PRoW and Access) that:

1. *“Development should be of a design and layout to promote walking, cycling and public transport use through provision of attractive and safe routes which address the needs of users, otherwise development will not be permitted; and*
2. *Development will only be permitted where in line with principles in clause 1, and where appropriate proposals ensure:*
  - a) *Provision is made for safe and convenient access to footpaths and cycle routes, with public rights of way protected including, where opportunities exist, delivering new or enhancing existing routes between key facilities/that link to the wider highways and green grid network; and linkages to existing neighbourhoods;*
  - b) *Opportunities to promote enhanced movement and environments on and alongside rivers are maximised in developments; and*
  - c) *Facilities are provided as appropriate for people with disabilities, especially at road crossing points, public transport stops and changes in level on walking routes.”*

### **Emerging Dartford Borough Local Plan 2036**

- 3.6 The emerging Local Plan will guide future investment in Dartford and key planning and infrastructure decisions to 2036. A ‘Preferred Options’ public options consultation was held in January to February 2020 setting out the emerging proposals alongside alternative approaches. The plan is a long way off adoption at this stage and carries very limited weight in planning terms.

### **Gravesham Borough Council**

#### **Gravesham Borough Local Plan Core Strategy (Adopted 2011)**

- 3.7 Policy CS11: ‘Transport’ states that:

*“The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate. These should provide improved access to Gravesend Town Centre and Ebbsfleet and to other services and facilities in the Borough. In particular, the Council will seek the provision of pedestrian and cycle links between Northfleet and Ebbsfleet stations and along the River Thames, as part of the proposed Thames Estuary Path.”*

### **Thurrock Borough Council**

#### **Thurrock Borough Council Core Strategy and Policies for Managing Development (Adopted 2015)**

- 3.8 Policies in the Thurrock Borough Council Core Strategy and Policies for Managing Development (adopted 2015) of relevance to PRow includes Policy CSTP14: ‘Transport in the Thurrock Urban Area’ states that there will be *“delivery of a network of walking and*



*cycling core routes” and will aim to deliver the “National Cycle Network Route 13 by 2026”. It also states that it will “ensure new development promotes high levels of accessibility by sustainable transport modes and local services are conveniently located to reduce the need to travel by car”.*

### **KENT RIGHTS OF WAY IMPROVEMENT PLAN (2018–2028)**

- 3.9 Under section 60 of the Countryside and Rights of Way Act 2000 (CROW), KCC is required to develop and produce a Rights of Way Improvement Plan (KROWIP) which is adopted within the Local Transport Plan (KLTP4) 2016 – 2031.
- 3.10 Page 18 identifies the role of Kent Countryside Access Forum (KCAF) – a statutory advisory body under the CROW 2000.
- 3.11 Page 13 identifies how the KROWIP will aim to encourage active lifestyles through:
- “better promotion of the existing network;
  - addressing barriers that prevent use; and
  - working in partnership with planning authorities and developers to create well-designed, accessible environments that encourage active travel and walking, cycling and horse riding as leisure and recreational pursuits.”
- 3.12 Page 14 identifies the key findings in regard to PRoW use:
- *“The top two most popular reasons for using the PROW and cycle network were: ‘to go for a walk/run/cycle/be active/healthy’ and ‘visiting nature/wildlife’;*
  - *Using PROW to take children to school or getting to work scored relatively low in our research with less than 10% using the network for this purpose. There is clearly potential to encourage increased use of the PROW network for this purpose, particularly given extensive and often high amenity PROW networks within urban areas; and*
  - *Our research showed that the vast majority of PROW users experienced positive feelings relating to vitality and happiness when using the network, showing how valuable the network is in improving our quality of life through health and wellbeing.”*
- 3.13 In addition, a number of barriers to PRoW use are highlighted:
- *“The top three issues that were stopping PROW use were: overgrown vegetation, cleanliness/unpleasant environment and poor maintenance of paths;*
  - *Lack of information acted as a greater barrier for the younger age groups than older demographic;*
  - *There was a lower frequency of PROW use for those who indicated that they had a*

*disability when compared to those who did not, with only 11% with a disability using the footpaths at least once a week compared to 38% of able bodied users;*

- *The older age groups (55+) found poor maintenance of stiles/gates and surface, overgrown vegetation and difficult terrain the biggest barriers;*
- *Fragmentation of the PROW network, especially for higher status routes, and the volume of motorised traffic on connecting highways raises safety concerns and makes the network inaccessible; and*
- *In line with previous Sustrans research, we found that use of cycle path / tracks was higher amongst males (33%) when compared to females (22%). Sustrans have identified the need to provide cycle paths / tracks separated from traffic to get more women cycling.”*

3.14 As such, through stakeholder engagement the following measures were identified where the PROW network needed to evolve for future demands:

- *“Increase provision of traffic free routes as a safe and sustainable alternative to car travel;*
- *Provide links to places of work, schools and other amenities;*
- *Provide good circular and promoted routes for leisure and tourism;*
- *Remove barriers and replace stiles with gaps or gates;*
- *Introduce strategies and policies to ensure connectivity of the network through the consideration of PROW within new development and within transport plans; and*
- *Protect, enhance, expand and integrate the PROW network. With the limited resources available, focus on priority routes which are promoted or provide primary access to amenities.”*

3.15 With regard to the blind, partially sighted and those of limited mobility, key ways in which the network could be improved to benefit are considered to be:

- *“Improvements to the physical network were identified, specifically: Remove barriers where feasible;*
- *Provide smoother, wider, all-weather surfaced routes with tactile entrances. Use large, clear print signage on routes; and*
- *Information facilitates informed decision making about route choice.”*

## ESSEX RIGHTS OF WAY IMPROVEMENT PLAN (2009)

- 3.16 In accordance with section 60 of CROW, ECC is required to develop and produce a Rights of Way Improvement Plan (EROWIP) which was published in 2009. Rights of Way Improvement Plans are to cover a 10 year period and as such the EROWIP is currently out of date, however a new EROWIP is currently in preparation which will cover the period 2020 – 2030.
- 3.17 Whilst out of date, the 2009 EROWIP still provides useful information which is summarised below. Many of the themes are consistent with KROWIP discussed above.
- 3.18 Page 19 highlights common issues and problems experienced by rights of way users in Essex and comprise but are not limited to the following:
- *“Low branches;*
  - *Paths not available where needed;*
  - *Using busy roads to link paths;*
  - *Paths poorly surfaced;*
  - *Illegal use by motorbikes/vehicles;*
  - *Paths blocked by crops/ploughed;*
  - *Fly tipping/litter;*
  - *Excessive dog fouling;*
  - *Paths poorly signed; and*
  - *Paths overgrown.”*
- 3.19 As such, through stakeholder engagement the following measures were identified where the PRoW network needed to evolve for future demands:

### ***“Environment***

- *To re-use and recycle, where feasible, and promoted sustainable measures;*

### ***Improved Accessibility***

- *To incorporate approved pathways into the public rights of way network;*
- *To better integrate rights of way with other access provision, initiatives and facilities;*
- *To reduce fragmentation in the public rights of way network;*

- *To improve accessibility on the public rights of way network;*

#### **Safety**

- *To assist in providing 'safer routes to schools';*
- *To promote safety;*

#### **Quality of life and good health**

- *To promote health and quality of life through the use of the public rights of way network;*

#### **Tourism and economy**

- *To stimulate tourism and the local economy;*

#### **Communities and partnership**

- *To increase community involvement in the management of the public rights of way network."*

### **THURROCK RIGHTS OF WAY IMPROVEMENT PLAN (2007)**

3.20 Within the Essex County area, Thurrock, as a unitary authority, has produced its own Rights of Way Improvement Plan (TROWIP) the findings of which similarly echo the Kent and Essex plans above, with the following priority action areas:

- *"Make the countryside more accessible to everyone;*
- *Make the Rights of Way network safer to use;*
- *Prevent new development from damaging the network;*
- *Provide up to date, accurate and integrated information;*
- *Join up the network by filling in the gaps;*
- *Manage access with farming, conservation, heritage and crime in mind;*
- *Develop the Definitive Map so it is reliable, accurate and up to date; and*
- *Make using the Rights of Way Network straightforward, enjoyable and inspiring".*

## OTHER RELEVANT MATTERS

### England Coast Path

- 3.21 Natural England's Coastal Access Scheme was approved by the Secretary of State on 9 July 2013 under section 298(2) of the Marine and Coastal Access Act 2009.
- 3.22 On 5 June 2019 Natural England submitted a coastal access report relating to the stretch of land between Grain and Woolwich ("the coastal access report") to the Secretary of State for Environment, Food and Rural Affairs under section 51 of the National Parks and Access to the Countryside Act 1949 ("the 1949 Act"), pursuant to its duty under section 296(1) of the Marine and Coastal Access Act 2009 ("the 2009 Act").
- 3.23 The intended stretch for the England Coast Path known as 'Grain to Woolwich' passes through the Swanscombe Peninsula of the Kent Project Site. This specific stretch is known as GWO4 – 'Botany Marshes to Dartford Marshes'.
- 3.24 The stretch including GWO4 was approved by Secretary of State on 23 April 2020, the intended route of which is contained within Annex 2.0 and illustrated on Document Reference 6.3.11.16.
- 3.25 On 27 February 2020, Natural England submitted a collection of reports to the Secretary of State setting out the proposals for improved access to the coast between 'Tilbury and Southend'. The intended stretch passes through the Essex project site and is known as TSE1 – 'Fort Road, Tilbury to The Manorway, Corringham. The intended route is contained within Annex 3.0 and illustrated on Document Reference Document Reference 6.3.11.16.

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## Chapter Four ◆ EXISTING BASELINE CONDITIONS

- 4.1 This section evaluates the existing provision of PRowS within the Project Site and study area as derived from the desk study, consultation and walkover survey work.

### THE DEFINITIVE MAP

- 4.2 An extract of the Definitive Map, illustrating all PRowS within the Project Site and study area, is illustrated on Document Reference 6.3.11.16. This has been supplied in digital format from KCC whilst the PRow network within Thurrock is available online<sup>1</sup>. Where Definitive Statements accompanying PRowS exist, these are included at Annex 4.0 for the routes within the study area. The map also illustrates the presence of (or lack of) permissive routes, other routes with public access, and other routes as defined below.
- 4.3 Permissive routes do not form part of the Definitive Map as the general public does not have a 'right' to use them. The landowner can close or deny access at their discretion. There are no known permissive routes within the study area.
- 4.4 Other Routes with Public Access (ORPA), is a classification taken from the Ordnance Survey (OS) Explorer Series. These routes are described by the OS as:
- “Purely a generic title for routes that have at least a minimum right of public access on foot but are not included on the Rights of Way Definitive Map or related Amending/Modification Orders. ORPA's have no legal status in themselves but are a graphic representation as public routes held on LA records”.* There are no ORPAs within 500m of the Project Site.
- 4.5 Other routes on the ground that do not form part of the Definitive Map or OS mapping include the publicly maintained highway network and adjacent footways which form important linkages to PRowS.
- 4.6 The exact form of rights these other routes have is beyond the scope of the assessment. In addition, there is the potential for trespass from people walking onto land without permission; evidence of such routes was found during the Project Site survey and results from residents gaining access onto existing rights of way.

### PUBLIC RIGHTS OF WAY AND INFORMAL OPEN SPACE NETWORK ON-PROJECT SITE

#### Public Rights of Way on Project Site

- 4.7 There are a number of public footpaths located on the Kent Project Site which include:

<sup>1</sup> <https://www.thurrock.gov.uk/sites/default/files/assets/documents/rightsofway-map-201406-v03.pdf>

- Footpath DS1;
- Footpath DS2;
- Footpath DS3;
- Footpath DS5;
- Footpath DS12;
- Footpath DS17;
- Footpath DS20;
- Footpath DS30;
- Footpath DS31;
- Footpath NU1;
- Footpath NU7A;
- Footpath NU14;
- Footpath NU47;
- Footpath DR19;
- Footpath DR20;
- Footpath DR128; and
- Restricted Byway DR129.

4.8 In relation to the Essex Project Site, these include:

- Footpath 193 (Thurrock).

4.9 The above routes are illustrated on Document Reference 6.3.11.16.

4.10 There are many PRoW within the 500m study area external to the Kent Project Site. These include:

- To the south – Footpath DR18, DR19, DR20, DR21, DR22, DR24, DR27, DR128, DR131, DR132, DR325 and NU23; Bridleway NU24 and NU48; Restricted Byway DR27, DR128, DR129;
- To the east – Footpath NU1, NU2, DS17, DS27, NU3, NU7, NU7A, NU14, NU16, NU19, NU44, NU47, NU20, T98, T144; and



- To the west – Footpath DS1, DS3, DS5, DS6, DS13, DS20, DS26, DS29, DR26 and DR312.

### ***Essex Project Site***

- 4.11 There are few PRow within the 500m study area external to the Essex Project Site. These include Footpath 144, 193 and BOAT 98.
- 4.12 At the time of survey there were no equestrian facilities on the Project Site, nor were there any such facilities within 500m of the DCO boundary. This is further confirmed via the British Horse Society's website which provides information on nearby liverys, riding centres and the National Equestrian Route Network (NERN)<sup>2</sup>.

### **Use of the Network withing the Project Site**

#### ***Winter Condition and Use (17/18 March 2020)***

- 4.13 At the time of the PRow survey, access to routes within the Project Site was generally good. However, a number of factors were encountered that prevented or deterred use. These included:
- Poor signposting and/or way-marking;
  - Partial obstructions such as overgrown vegetation and fallen fences;
  - Waterlogging and entire submersion of routes; and
  - Poorly maintained stiles/gates.
- 4.14 The locations of obstructions are illustrated on Document Reference 6.3.11.17, whilst further details regarding the nature of obstructions are provided within the Project Site survey notes at Annex 1.0.
- 4.15 Conditions on the ground generally indicated good use of the PRow network, which is considered to reflect:
- Good access to the Project Site;
  - Good connections to surrounding residential and industrial areas; and
  - A significant population of users to the east of the Kent Project Site, primarily using the recreational resource of Botany Marshes.
- 4.16 None of the PRow appeared to be near capacity (which would be indicated through excessive erosion or vegetation loss). The accessibility of some sections of PRow were noted to be severely limited and are summarised below:

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<sup>2</sup> <https://www.bhs.org.uk/>

- DS1 appears to have been diverted in part along a disused road and signage appears to suggest the same;
- DS3 is temporarily diverted along Tiltman Avenue;
- DS12 was impassable at the northern end due to overgrown vegetation. Whilst there was a clear path, the route appeared unused and waterlogged in sections;
- Vegetation has overgrown the southern end of DS20;
- DS30 appears to have been blocked using a concrete block and is impassable at the northern end;
- Part of NU1 was impassable due to overgrown vegetation. A new connection between NU1 and Manor Way seems to have been created to the north;
- A section of NU20 was temporarily diverted due to construction;
- DR18 had no signage or clear footpath route as the field was covered by crops;
- Part of DR128 had no clear signage or route due to cropping;
- Footpath DR312 was subject to live shooting, access is discouraged; and
- T144 was blocked off due to work in the adjacent field.

4.17 In respect of horse riding, there was no evidence for the use of Byway 98 just east of the Essex Project Site, linking Tilbury Cruise Terminal with Tilbury Fort.

#### **PUBLIC RIGHTS OF WAY NETWORK OFF-PROJECT SITE**

4.18 The purpose of taking a wider view in the baseline studies is to examine possible impacts ('ripple effects') and connections between future on-site provision/users and potential linkage to off-Project Site provision.

#### **Public Rights of Way Off Site**

4.19 The focus of this appraisal has been primarily on-Project Site PRoWs and where some of these extend and have PRoW connections beyond the boundary of the Project Site which are discussed below.

4.20 With regard to the Kent Project Site:

#### ***South***

- Restricted Byway DR129 connects the A2 to Station House at Foxhounds Lane;
- Footpath DR128 connects the A2 to Park Corner Road near North End Farm in the south. It no longer connects north to DS20, the original route having been severed by

the construction of the A2;

- Footpath DR18 connects the A2 to Restricted Byway DR27 and on to DR26 and Bean Lane to the south and east. There is no direct connection to DR132 on the northern side of the A2, this historic route having been severed by the construction of the A2;
- Footpath DR19 runs parallel to the A2 along the southern verge connecting south-west through The Thrift woodland to Bean Lane and north under the A2 via a subway along the former route of Sandy Lane which connects to the A296; and
- Footpath DR20 connects the A2 through woodland to Sandy Lane near Bean. It doesn't connect directly with the footbridge over the A2 but this connection is.

### **East**

- Footpath NU1 follows the eastern boundary of the DCO around Botany Marsh (east) and connects to Manor Way;
- Footpath DS17 passes through the middle of the proposed transport corridor for the Kent Project Site, over the HS1 railway line via a footbridge, then under the North Kent Line railway via a subway which leads into Northfleet Industrial Estate. The route directly connects to Footpath NU2 which passes east through the industrial estate to Stonebridge Road;
- Footpath NU14 connects to Restricted Bridleway NU20 which heads west of the DCO boundary at the Kent Project Site to Northfleet Cemetery and to NU7A which crosses the North Kent Railway line into Northfleet; and
- Footpath NU47 connects the A2 to Footpath NU16 and NU19 to Springhead.

### **West**

- Footpath DS1 connects Botany Marshes with Ingress Park along along the Thames riverside and on to Pier Road via the waterfront at Ingress Park;
- Footpath DS20 travels west from Southfleet Road running broadly parallel with Whitecliffe Road before connecting with Betcham Road and Leonard Avenue;
- Footpath DS20 also travels south to the east of Southfleet Road from the junction with Whitecliffe Avenue to Castle Hill Drive then westwards to 'The Observatory' before heading south towards the A2 of which it connects to Footpath DR128; and
- Footpath DR312 at the western end of the DCO boundary connects the A2 to Wood Lane to the west. It no longer connects south to DR18 on its original route due to severance by the A2.

4.21 In terms of the Essex Project Site, the onward connections from on-Project Site PRow are limited:

- BOAT 98 connects Fort Road (and the site) with Tilbury Fort; and
- Footpath 193 lies adjacent to BOAT 98 but instead continues north along Fort Road to an area of Open Access Land. This Open Access Land has a connection at its south-eastern end to Footpath 146 which travels south back to the edge of the Thames, running along the water's edge in front of Tilbury Power Station. Footpath 146 continues eastwards to East Tilbury Marshes and a Bridleway 187 which leads to Coalhouse Fort.

## Chapter Five ◆ POTENTIAL IMPACTS ON PUBLIC RIGHTS OF WAY

- 5.1 The table below summarises the potential impacts that are likely to occur as a result of the development. The greatest disruption to the PRoW network will occur during construction, when the PRoW on the Swanscombe Peninsula, DS1, DS2, DS12, DS30 and DS31 will be closed to allow site clearance and construction works to proceed safely. In this particular instance, temporary closure is a more likely scenario than temporary diversion throughout the majority of the construction period, particularly for DS1, DS12 and DS31 given the scale of the development and the contamination issues on the site. Once ground works are complete and built construction commences, it may be possible to introduce footpath diversions, but this would be subject to detailed construction programming and site safety assessments.
- 5.2 In the case of DS2, the closure will be permanent, the diverted DS12 becoming the main route north/south across the peninsula.
- 5.3 A further temporary closure will also occur in relation to DS17 during works to construct the resort access road and people mover route and the HS1 overbridge extension which forms part of that route. Over the longer term the development presents an opportunity to improve the quality of the user experience along DS17 with a review of the fenced boundaries and potential connections into a recreational route around Bamber Pit.
- 5.4 From an operational perspective, the PRoW network within the Project Site will benefit from a series of upgrades, re-routing, resurfacing and access review improving the user experience and additional provision for cyclists extending the range of users and off-site connections.

*Table 5-1: PRoW network within the Project Site*

Route Number	Potential Impact During Construction	Potential Impact During Operation
DR18	None	None
DR19	None	None
DR20	None	None
DR128	None	None
DR129	None	None
DR312	None	None
DS1	The alignment of DS1 along the flood embankment adjacent the Thames	DS1 to be diverted to a new alignment around the north-west, north and north-

	can remain in place but from Bell Wharf onwards during construction, temporary closures and diversions will be required to allow site works to be carried out safely. At certain times during the construction period it may be possible to maintain connection across the peninsula to Botany Marsh and NU1. Throughout most of the construction period, it is likely that users will have to route along Tiltman Avenue, London Road, Galley Hill Road and Manor Way to avoid health and safety risks.	east of Gate 1 and to form the route of the England Coast Path. Upgrades to surfacing and facilities along the route including seating and picnicking areas.
DS2	Footpath to be closed	Footpath to be Stopped Up.
DS3	None	None
DS12	Footpath to be temporarily closed during construction period to maintain safe working practices.	Footpath to be diverted along new route adjacent to resort road and along raised boardwalk in eastern section of Botany Marsh.
DS17	Footpath to be temporarily closed while works are being carried out to construct resort access road and people mover route and during footpath upgrade including extension to HS1 overbridge.	Footpath experience to be improved with review of fencing and opening up of connections to Bamber Pit along the route.
DS20	None	None
DS29	None	None
DS30	Footpath to be closed during construction works in this area only.	Footpath to be diverted to align with resort boundary along the western edge of Gate 2 and include seating and viewing areas alongside to allow appreciation of Black Duck Marsh to east.
DS31 – Pilgrim’s Way	Footpath to be temporarily closed.	Footpath to be upgraded with improved surfacing and boundary treatments. Path will split half way with route heading right to main plaza and left, ramping down to provide a separate route for people not entering the resort.
NU1	None	None
NU14	None	None

NU20	None	None
NU47	None	None
T98	None	None
T144	None	None
T193	None	None

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## Chapter Six ◆ PUBLIC RIGHTS OF WAY STRATEGY RECOMMENDATIONS

- 6.1 EDP's baseline assessment has enabled broad recommendations to be made with regard to a strategy for on-site PRoWs and connections to offsite PRoW. The suggested PRoW strategy is attached as Document Reference 6.3.11.18, and this has informed the development of the illustrative landscape masterplan.
- 6.2 The core principles guiding the PRoW strategy proposed are as follows:
- The alignment of on-Project Site PRoW should be maintained wherever possible to allow continued connectivity across the Project Site. Where this is no longer feasible or desirable, alternative routes are proposed to maintain connectivity in a manner that is as direct as possible considering public safety and visual amenity;
  - New connections to be designed to form an integrated network that connects with key destinations, leisure routes and off-site PRoWs;
  - Retain intended permitted route of the England Coast Path as far as practically possible. For instances where this may not be possible, ensure continual connection through the site as close as possible to the intended route; and
  - Where possible and appropriate, existing and proposed PRoW would be incorporated within green links and public open spaces in accordance with ecological, landscape and visual amenity aspirations, to combine experiences and create active and multifunctional open spaces, both within the Project Site and on its periphery.

### STRATEGIC PROW PROPOSALS

#### Provision for Walkers and Less Able-Bodied Persons

- 6.3 The local network of footpaths are key assets for existing and future users in the area. Together, these present a number of recreational opportunities.
- 6.4 Development of the Kent Project Site presents an opportunity to enhance access to Broadness Marsh, Botany Marsh and Black Duck Marsh as well as the Thames riverside on the Swanscombe Peninsula, both in terms of expanding existing access and upgrading the quality and accessibility of routes.
- 6.5 The development of the Kent Project Site also provides an opportunity to connect the proposed Ferry Terminal to local communities at Ingress Park, Swanscombe and Northfleet, via partially diverted and upgraded PRoW DS1, partially diverted and upgraded DS31 and DS12 ( known as the Pilgrim's Way) and NU1.

- 6.6 The PRow assessment has identified that the majority of footpaths within the Project Site are only lightly used and there is considered to be capacity to support new users on the existing network. Whilst some re-routing will be required as part of the development, access to the existing network would be enhanced through the creation of new linkages, improved marking of routes, removal of obstructions, appropriate vegetation management and the preferable installation of gates over stiles as part of an overall enhancement programme.
- 6.7 For users in wheelchairs, buggies and prams, gated and more open access will improve accessibility as will improved surfaces and vegetation management to limit obstructions to movement.
- 6.8 Opportunities to extend walking provision outside the Project Site PRow network have been explored and considered as part of the Transport Assessment (Document Reference 6.2.9.1).

### **Provision for Cyclists**

- 6.9 There is opportunity to improve cycle provision via alternative, traffic-free or improved routes. This includes a grade-separated path for the Pilgrim's Way route along the main resort road (diverted DS12 within the Kent Project Site, providing north-south connectivity and a valuable link between Swanscombe and the proposed Thames Clipper connection at the northern end of the peninsula (see Document Reference 6.3.11.18). A grade separated path along the route of DS1 connecting the Sustrans Cycleway along the riverside path north of Ingress Park to Manor Way on the eastern side of the peninsula will also be provided, connecting to the north-south Pilgrim's Way route.
- 6.10 With regard to the existing National Cycle Network routes which pass through and connect to the Project Site, there may be some minor adjustments to the routes such as provision of road crossings and signage, but overall, these will remain largely unaffected.
- 6.11 Opportunities to extend cycle provision outside the Project Site PRow network have been explored and considered as part of the Transport Assessment (Document Reference 6.2.9.1).

### **Provision for Horseriders**

- 6.12 The baseline assessment has identified no evidence of equestrian use of the existing bridleway and byway network within the study area (Annex 1.0), although it is noted that horses could potentially use BOAT 98.
- 6.13 Similarly, at the time of survey, there were understood to be no equestrian facilities on the Project Site or within the 500m detailed study area.
- 6.14 With reference to Document Reference 6.3.11.18 and the existing equestrian void baseline situation, there is no perceived need to provide a bridleway network across any part of the Project Site.

### Key Recommendations relating to PRow Strategy

6.15 The key recommendations at this stage for the PRow strategy on-Project Site are illustrated on Document Reference 6.3.11.18 and summarised below. Document Reference 6.2.11.9 provides a more in-depth Landscape Strategy and covers many of the aspects below in more illustrative detail.

- Pilgrim’s Way footpath (DS31) to be resurfaced and graded on a chalk ramp down from Galley Hill Road with a flint wall edge and viewing platform to provide amenity and a resting point along the route. Dead elm and scrub vegetation along the route to be removed to increase safety and security and individual trees to be planted to provide replacement habitat and visual amenity (see Document Reference 6.2.11.9, page 63 and 73);
- Footpaths DS12 and DS2 to be diverted alongside the main ‘resort road’ which will connect the new Ferry Terminal to the resort entrance. The diverted footpath will connect with Pilgrim’s Way (DS31) towards the south of the resort and will be in the form of a raised boardwalk across the eastern end of Black Duck Marsh to enhance the amenity value of the route (see Document Reference 6.2.11.9, page 47);
- Footpath DS1 to be diverted in the vicinity of the Ferry Terminal, connecting from the flood defence at the northern end of the resort road to the Kent Super Pylon via a route which passes between the Ferry Terminal and the boundary of Gate 1. DS1 then continues on a diverted route inland, broadly parallel to the north-eastern edge of Gate 1 and adjacent to a newly constructed reedbed and swale system. It is proposed to modify the course of the permitted England Coast Path (which is not currently implemented) to align with the modified route of footpath DS1, still allowing for onward and continual connectivity. Seating and picnicking facilities to be provided along the route (see Document Reference 6.2.11.9, page 48, 49 and 52);
- Minor diversion to Footpath DS30 to align with resort boundary along the western edge of Gate 2 and include seating and viewing areas alongside to allow appreciation of Black Duck Marsh to east (see Document Reference 6.2.11.9, page 50);
- Footpath DS12 to be diverted along the proposed resort road to provide more direct access to Ferry Terminal and facilitate the development and operation of Gate 1 (see Document Reference 6.2.11.9, page 47);
- Strategically upgrade footpath surfacing as appropriate using hoggin, compacted gravel and boardwalks. Removal of stiles and replacement with gates to facilitate wheeled access including cycles, prams, pushchairs and wheelchairs;
- Access control to prevent motorised vehicles such as motorbikes and scramble bikes to be in the form of signage and surveillance;
- New pedestrian trail within the Kent Project Site to provide permissible pedestrian access into the northern part of the Swanscombe Peninsula (Broadness Marsh) in line

with the aspirations of the Ebbsfleet Implementation Framework. In recognition of habitat sensitivities within this area, the path would be a 'lower key' route, maintained with a nature trail character to reduce recreational pressures and disturbance to habitats (see Document Reference 6.2.11.9, page 52); and

- Network of pathways (currently no PRow status) within Botany Marsh to be replaced in part with new boardwalks and include a bird observation tower to encourage flooded marshland landscape and still allow controlled visitor access (see Document Reference 6.2.11.9, page 58-59);
- Permissive path and 'fitness route' to be provided along the northern edge of Black Duck Marsh following the southern edge of the raised flood embankment. Gym equipment to be provided along the route as a local amenity with improved (but controlled) access to the marsh edge for wildlife observation and amenity purposes (see Document Reference 6.2.11.9, page 50).

## Chapter Seven ◆ SUMMARY AND CONCLUSIONS

- 7.1 A wide range of PRoWs are present within the Project Site and the 500m study area. The vast majority of the existing PRoW network, would appear to be only occasionally used, owing to various deterrents such as poor sign posting, flooding and obstructions. A number of PRoWs within the wider study area, particularly to the south of the A2 are largely obsolete due to the loss of onward connection over the A2 although a sub-way and overbridge do provide some continuity of connectivity in this regard.
- 7.2 The large majority of the routes will remain unchanged as a result of the development, with only one route outside of the peninsula (DS17) being directly affected by the proposals.
- 7.3 This report has identified that there is capacity for improvement in terms of connectivity, maintenance and user experience within the Project Site, particularly on the Swanscombe Peninsula and in linking to and providing off-site routes, particularly cycleways.
- 7.4 Opportunities for on-site improvement include:
- Extension of public access within the Swanscombe Peninsula providing a variety of additional permissive routes and cycleways in locations that are currently private or footpaths only;
  - Address management, access and maintenance issues currently affecting routes by installing gates instead of stiles, providing boardwalks where seasonal flooding occurs and managing vegetation to allow obstruction free access;
  - Promote links between local communities and on-site destinations such as the Ferry Terminal; and
  - New Green Infrastructure and amenity facilities associated with the diverted routes such as habitat enhancements, seating, viewing platforms and picnicking facilities.
- 7.5 Considering all matters and recommendations set out above, EDP's overall conclusion is that PRoW matters do not represent an 'in principle' constraint to development of the Project Site. Indeed, development of the Project Site is considered to provide a notable opportunity to enhance the provision and quality of PRoWs, across the Project Site with direct footpath and cycle connections provided between the resort and ferry terminal and Swanscombe, Ingress Park and Northfleet for an increased variety of users. The aspirations of the England Coast Path can readily be accommodated within the scheme and new permissive paths and cycleways will extend the overall provision and range of users.

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# Annexes

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## Annex 1.0 ◆ PUBLIC RIGHTS OF WAY SURVEY NOTES

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Public Rights of Way Survey Notes - Grading				
Route Number	Type	Condition Score	Notes on Winter Condition	Notes on Summer Condition
DR18	Footpath	Poor	No signage or clear footpath. Route covered by crops.	No signage or clear footpath. Route covered by crops.
DR19	Footpath	Moderate	Combination of open field and woodland path that are identifiable by worn tracks. Footpath is clearly marked by signage at either end but unmarked path crossing the right of way make it difficult to follow true route.	Combination of open field and woodland path that are identifiable by worn tracks. Footpath is clearly marked by signage at either end but unmarked path crossing the right of way make it difficult to follow true route.
DR20	Footpath	Good to Moderate	Shared surface with unnamed road.  Worn woodland track that is partly overgrown and waterlogged in sections	Shared surface with unnamed road.  Worn woodland track that is partly overgrown and waterlogged in sections
DR128	Footpath	Moderate to Poor	Footpath highlighted by clear signage and the soft dirt route is clearly visible.  No clear route towards northern end, lightly trampled grass suggests route of track.	Footpath highlighted by clear signage and the soft dirt route is clearly visible.  No signage or clear footpath. Route covered by crops towards northern end.
DR129	Footpath	Moderate	Footpath follows single track. Route is open but uneven underfoot in places.	Footpath follows single track. Route is open but uneven underfoot in places.
DR312	Footpath	Poor	Footpath passes through woodland used for live shooting. Access is discouraged.	Footpath passes through woodland used for live shooting. Access is discouraged.
DS1	Footpath	Moderate to Poor	Clear path along existing flood defence. Small number of walkers and dog walkers.	Clear path along existing flood defence. Multiple walkers and two dog walkers.  Seems to have been diverted along disused road and signage seems to suggest the same. Multiple walkers were using the road.  Footpath follows a gravel track than changes to a worn grass path. The footpath is clear of vegetation and clearly highlighted through signage.
DS2	Footpath	Moderate to Poor	No signage from junction with DS1. Entirely waterlogged along course to junction with Manor Way.	No sign from at junction with DS1 and overgrown vegetation made the path hard to find. Path was well worn with overgrown vegetation lining both sides.
DS3	Footpath	Poor	Footpath temporarily diverted along Tiltman Avenue.	Footpath temporarily diverted along Tiltman Avenue.

Public Rights of Way Survey Notes - Grading				
Route Number	Type	Condition Score	Notes on Winter Condition	Notes on Summer Condition
DS12	Footpath	Moderate to Poor	Clear route but completely waterlogged in sections and impassable.	Signage from manor way identifies clear path. Part of the path appear to have been diverted along onto a disused hard surfaced track where vegetation has blocked the correct path. Northern section is a clear and worn path with signage at either end.  Footpath was impassable at northern end due to overgrown vegetation. Clear route but unused and waterlogged in sections.
DS17	Footpath	Good	Surfaced, signposted, clear direct route.	Surfaced, signposted, clear direct route.
DS20	Footpath	Good to Poor	Signage from Betsham Road is clearly visible. Footpath is a well-worn dirt track with vegetation along either side.  Hoggin path along Southfleet Road.  Footpath has been interrupted due to a new road layout. Path appears to have been diverted. Footpath can still be accessed via Southfleet Road.  Footpath heading west towards Ebbsfleet Observatory is well surfaced. Beyond the observatory the footpath is a well-worn dirt track. Cameras at regular intervals monitor the footpath.  Vegetation has overgrown the footpath and is therefore impassable.	Signage from Betsham Road is clearly visible. Footpath is a well-worn dirt track with vegetation along either side.  Hoggin path along Southfleet Road.  Footpath has been interrupted due to a new road layout. Path appears to have been diverted. Footpath can still be accessed via Southfleet Road.  Footpath heading west towards Ebbsfleet Observatory is well surfaced. Beyond the observatory the footpath is a well-worn dirt track. Cameras at regular intervals monitor the footpath.  Vegetation has overgrown the footpath and is therefore impassable.
DS29	Footpath	Good	Open and hard surfaced.	Open and hard surfaced.
DS30	Footpath	Poor	Footpath has been blocked using a concrete block and is therefore impassable at northern end.  Path still appears used with worn track.	Footpath has been blocked using a concrete block and is therefore impassable at northern end.  Path still appears used with worn track.

<b>Public Rights of Way Survey Notes - Grading</b>				
<b>Route Number</b>	<b>Type</b>	<b>Condition Score</b>	<b>Notes on Winter Condition</b>	<b>Notes on Summer Condition</b>
DS31 – Pilgrim's Way	Footpath	Moderate	Clear signage from Manor Way indicates footpath from Manor Way. The path is mostly well surfaced with hard boundaries on either side. Several steps in disrepair are located at the northern end of the path. Signage from London Road/Galley Hill Road junction clearly indicates footpath.	Clear signage from Manor Way indicates footpath from Manor Way. The path is mostly well surfaced with hard boundaries on either side. Several steps in disrepair are located at the northern end of the path. Signage from London Road/Galley Hill Road junction clearly indicates footpath. Dead Elm within hedgerow alongside route and overgrown scrub give an unkempt appearance and reduce width and security of route.
NU1	Footpath	Good to Poor	Well used. Surfaced.  Central part of path is impassable due to overgrown vegetation. A new connection between NU1 and Manor Way has been created to the north.  Shared surface with Manor Way.	Well used. Surfaced.  Central part of path is impassable due to overgrown vegetation. A new connection between NU1 and Manor Way has been created to the north.  Shared surface with Manor Way.
NU7	Footpath	Good to Moderate	Footpath varies between a hard-surfaced path and a well-worn dirt track.  Open and hard surfaced.	Footpath varies between a hard-surfaced path and a well-worn dirt track.  Open and hard surfaced.
NU14	Footpath	Good to Moderate	Open, well-worn dirt track.	Open, well-worn dirt track.  Hoggin footpath has been built as part of new housing development.
NU20	Footpath	Good to Poor	Open, well-worn dirt track.  Footpath temporarily diverted due to construction	Open, well-worn dirt track.  Footpath temporarily diverted due to construction.
T98	Byway	Good	Shared surface with Fort Road.	Shared surface with Fort Road.
T144	Footpath	Poor	Footpath blocked off due to work in adjacent field.	Footpath blocked off due to work in adjacent field.

<b>Survey Notes for Figure 6.3.11.7</b>	
<b>Note Number</b>	<b>Notes</b>
1	Concrete block restricting access.
2	Overgrown vegetation restricting access.
3	Path appears to have been diverted along disused road.
4	Path appears to have been diverted along disused road.
5	Alternative route used due to overgrown vegetation restricting access.
6	No clear direction of travel indicated.
7	Overgrown vegetation restricting access.
8	Steps leading onto footpath are in poor condition.
9	Fallen tree restricting access.
10	Footpath blocked due to work in adjacent field.
11	Footpath upgraded as part of new development.
12	New road layout dissects footpath.
13	Footpath temporarily diverted due to construction works.
14	Footpath temporarily diverted due to construction works.
15	Path accessed via woodland containing live shooting. Access discouraged.
16	Overgrown vegetation restricting access.
17	Path obstructed by crops.
18	Permissive route available which leads to footbridge over A2 and pedestrian path.

## Annex 2.0 ◆ ENGLAND COAST PATH STRETCH: GRAIN TO WOOLWICH

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# England Coast Path Stretch: Grain to Woolwich

## Report GWO 4: Botany Marshes to Dartford Marshes

### Part 4.1: Introduction

Start Point:	Botany Marshes (Grid reference 561306 175289)
End Point:	Dartford Marshes (Grid reference 555348 177135)
Relevant Maps:	GWO 4a to GWO 4e

4.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Grain and Woolwich.

4.1.2 This report covers length GWO 4 of the stretch, which is the coast between Grain and Woolwich. 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.

4.1.3 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.

4.1.4 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 4.2: Proposals Narrative

### The trail:

4.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.

4.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.

4.2.3 Includes six sections of new path, at Swanscombe Peninsular. See maps GWO 4a and GWO 4b and associated tables below for details.

4.2.4 In some areas (GWO-4-S001 to GWO-4-S006, GWO-4-S026 to GWO-4-S031 and GWO-4-S033 to GWO-4-S040) significant inland diversions are necessary to take the trail past industrial units and commercial areas near Greenhithe (Map GWO 4c) as well as avoiding the water treatment plant at Swanscombe Peninsular (Map GWO 4a).

### Protection of the environment:

4.2.5 The following designated sites affect this length of coast (See Overview Maps C):

- Swanscombe proposed Marine Conservation Zone (pMCZ)

4.2.6 We consider that the coastal environment along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

4.2.7 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 in respect of the natural environment; see the following assessment of the access proposals that we have published separately:

- 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:

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

- The trail would follow an uneven grass or bare soil path around Swanscombe Peninsular;
- There are steps in places where it would be necessary to ascend/descend.

4.2.9 At various locations, existing steps and some path surfaces will be improved, so as to make them easier to use. We envisage this happening as part of the physical establishment work described below.

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

## **Where we have proposed exercising statutory discretions:**

4.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Thames and its tributaries, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the Woolwich Foot Tunnel in the Royal Borough of Greenwich, as indicated by the extent of the trail shown on map GWO 6h.

**See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals.**

4.2.11 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a path edge, promenade edge or track to make the extent of the new access rights clearer. See Table 4.3.1 below.

4.2.12 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 4.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c (above Table 4.3.1) 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.**

4.2.13 **Restrictions and/or exclusions:** We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

*Exclusion of access to the mudflat between Botany Marshes and Dartford Marshes.*

4.2.14 Access to the mudflat and saltmarsh in the coastal margin seaward of the route sections GWO-4-S001 to GWO-4-S056 is to be excluded all year round by direction under s25A of the Countryside and Rights of Way Act (2000) as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps GWO 4A and 4B.

4.2.15 The mudflat in this area is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from the mud.

*Exclusion of access at Swanscombe Peninsular*

4.2.16 Access is to be excluded by direction all year-round in the coastal margin at Swanscombe Peninsula, adjacent to route sections GWO-4-S004 to GWO-4-S007 under Section 25(1)(b) of the Countryside and Rights of Way Act (2000) for the purpose of ensuring public safety from contaminated ground and surface water from a historic landfill site. This exclusion will not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map GWO 4A.

4.2.17 The historic landfill in this area comprises of cement kiln dust (CKD) buried under top-soil. The areas proposed for a direction could experience concentrated amounts of CKD leachate following heavy rain.

4.2.18 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.

4.2.19 The directions we give under section 25A are intended to avoid any new public rights being created over the areas in question in view of the hidden dangers of mudflats.

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

4.2.20 **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.

4.2.21 Column 4 of tables 4.3.1 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 GWO 4a, GWO 4b and GWO 4e as the proposed route of the trail.

4.2.22 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.

4.2.23 On sections for which roll-back is not proposed in table 4.3.1, the route is to be at the centre of the line shown on maps GWO 4a to GWO 4e as the proposed route of the trail.

### Other future change:

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

4.2.25 At the time of preparing the report, we foresee the need for changes to the access provisions at Ingress Park and Swanscombe Peninsular (Maps GWO 4a and GWO 4b) if planning consent is granted for residential and commercial development. This is likely to happen within the next 10 years. These changes are summarised at part 7 of the Overview.

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

## Establishment of the trail:

4.2.26 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.

4.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £18,454 and is informed by:

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

4.2.28 There are four main elements to the overall cost:

- **New Signs:** A number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing public right of way network. New interpretation panels are required to manage the access exclusions at Swanscombe Peninsular.
- **New steps and a sleeper bridge** will be installed where we are proposing new access in order to improve accessibility.
- **New gates and barriers** are needed where we are introducing new access to take into account the adjacent land use.
- **New surfacing:** There is one place where we will need to clear vegetation to create a new route and another where we need to carry out surfacing works where it is unsatisfactory at present. The surfaces and access furniture of the existing paths and footways on the rest of the proposed route are generally of a suitable standard for the trail.

Significant infrastructure items 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**

<b>Item</b>	<b>Cost</b>
Signs & interpretation	£6750
Steps & sleeper bridge	£2000
Gates & barriers	£1360
Surfacing works	£5937
Project management	£2407

**Total** **£18,454 (Exclusive of any VAT payable)**

4.2.29 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:**

4.2.30 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).

4.2.31 We estimate that the annual cost to maintain the trail will be £3,324 (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 4.3: Proposals Tables

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

### 4.3.1 Section Details – Maps 4a to 4e: Botany Marshes to Dartford Marshes

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 4.3.2: 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.
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
GWO 4a	GWO-4-S001*	Other existing walked route	No	No	Path edge	Clarity and cohesion	
GWO 4a	GWO-4-S002	Public footpath	No	No	Path edge	Clarity and cohesion	
GWO 4a	GWO-4-S003* and GWO-4-S004*	Not an existing walked route	No	No			
GWO 4a	GWO-4-S005*	Not an existing walked route	No	No	Track edge	Clarity and cohesion	
GWO 4a	GWO-4-S006*	Not an existing walked route	No	No	Track edge	Clarity and cohesion	
GWO 4a	GWO-4-S007*	Not an existing walked route	Yes - normal	Yes - barrier			

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
GWO 4b	GWO-4-S008*	Not an existing walked route	Yes - normal	No	Track edge	Clarity and cohesion	
GWO 4b	GWO-4-S009*	Other existing walked route	No	No	Path edge	Clarity and cohesion	
GWO 4b	GWO-4-S010*	Other existing walked route	No	No	Road edge	Clarity and cohesion	
GWO 4b	GWO-4-S011	Public footpath	Yes - Normal	No			
GWO 4b	GWO-4-S012	Public footpath	Yes - Normal	Yes - bank			
GWO 4b	GWO-4-S013	Other existing walked route	Yes - Normal	No	Path edge	Clarity and cohesion	
GWO 4b	GWO-4-S014 and GWO-4-S015	Other existing walked route	No	Yes- barrier	Promenade edge	Clarity and cohesion	It is not clear where the edge of the barrier is on the ground.
GWO 4b	GWO-4-S016 to GWO-4-S020	Other existing walked route	No	Yes - barrier	Promenade edge	Clarity and cohesion	It is not clear where the edge of the barrier is on the ground.
GWO 4b	GWO-4-S021	Other existing walked route	No	No	Road edge	Clarity and cohesion	
GWO 4b	GWO-4-S022	Other existing walked route	No	No	Fence line	Clarity and cohesion	
GWO 4c	GWO-4-S023 to GWO-4-S024	Other existing walked route	No	No	Path edge	Clarity and cohesion	
GWO 4c	GWO-4-S025	Other existing walked route	No	No	Promenade edge	Clarity and cohesion	



1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed ? (See Part 7 of Overview )	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
GWO 4c	GWO-4-S026	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
GWO 4c	GWO-4-S027 to GWO-4-S029	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GWO 4c	GWO-4-S030 to GWO-4-S031	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
GWO 4c	GWO-4-S032	Other existing walked route	No	No	Promenade edge	Clarity and cohesion	
GWO 4c	GWO-4-S033	Other existing walked route	No	No	Path edge	Clarity and cohesion	
GWO 4c	GWO-4-S034	Public footpath	No	No	Path edge	Clarity and cohesion	
GWO 4c	GWO-4-S035	Public footpath	No	No	Fence line	Clarity and cohesion	
GWO 4c	GWO-4-S036 to GWO-4-S038	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GWO 4c	GWO-4-S039	Cycle track (pedestrian)	No	No	Path edge	Clarity and cohesion	
GWO 4c	GWO-4-S040 to GWO-4-S043	Cycle track (pedestrian)	No	Yes - bank			
GWO 4c	GWO-4-S044	Cycle track (pedestrian)	No	No	Path edge	Clarity and cohesion	
GWO 4c	GWO-4-S045	Cycle track (pedestrian)	No	Yes - bank			
GWO 4d	GWO-4-S046 to GWO-4-S047	Cycle track (pedestrian)	No	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
GWO 4d	GWO-4-S048 to GWO-4-S050	Cycle track (pedestrian)	No	Yes - bank	Fence line	Clarity and cohesion	The fence line provides a clearer boundary than the landward edge of bank (which extends beyond the fence line).
GWO 4d	GWO-4-S051*	Cycle track (pedestrian)	No	Yes - bank	Fence line	Clarity and cohesion	The fence line provides a clearer boundary than the landward edge of bank (which extends beyond the fence line).
GWO 4e	GWO-4-S052	Cycle track (pedestrian)	No	Yes - barrier	Fence line	Clarity and cohesion	It is not clear where the edge of the barrier is on the ground.
GWO 4e	GWO-4-S053	Cycle track (pedestrian)	No	Yes - barrier	Path edge	Clarity and cohesion	It is not clear where the edge of the barrier is on the ground.
GWO 4e	GWO-4-S054	Cycle track (pedestrian)	No	Yes - barrier			
GWO 4e	GWO-4-S055	Cycle track (pedestrian)	No	Yes - barrier			
GWO 4e	GWO-4-S056	Cycle track (pedestrian)	Yes - Normal	Yes - bank			

### 4.3.2 Other options considered: Maps 4a to 4e: Botany Marshes to Dartford Marshes

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
GWO 4a	GWO-4-S001	We considered aligning the trail on the public footpath that runs seaward of the proposed trail.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is more convenient and safer as the public footpath is situated along a road frequently used by HGVs</li> <li>■ 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</li> </ul>
GWO 4a and GWO 4b	GWO-4-S003 to GWO-4-S010	We considered aligning the trail along the most coastal route utilising existing tracks and public footpaths around the north of Swanscombe peninsular.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is acceptable from a public safety perspective having considered the legacy of cement kiln dust landfill and the leachate treatment water bodies on the site</li> <li>■ it avoids the key area for wintering birds</li> <li>■ considering the constraints above, the proposed route is the closest to the coast and maintains views of the sea</li> <li>■ the public footpath near Bell Wharf is partially obstructed by hoarding and scrub and includes steps. Kent County Council has advised that our proposed route follows the walked route and therefore their preferred alignment</li> <li>■ 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</li> </ul>
GWO 4a	GWO-4-S003 to GWO-4-S007	We considered aligning the trail along the existing public footpath that runs east/west landward of the proposed route.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it closer to the coast and has better views of the sea</li> <li>■ 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</li> </ul>

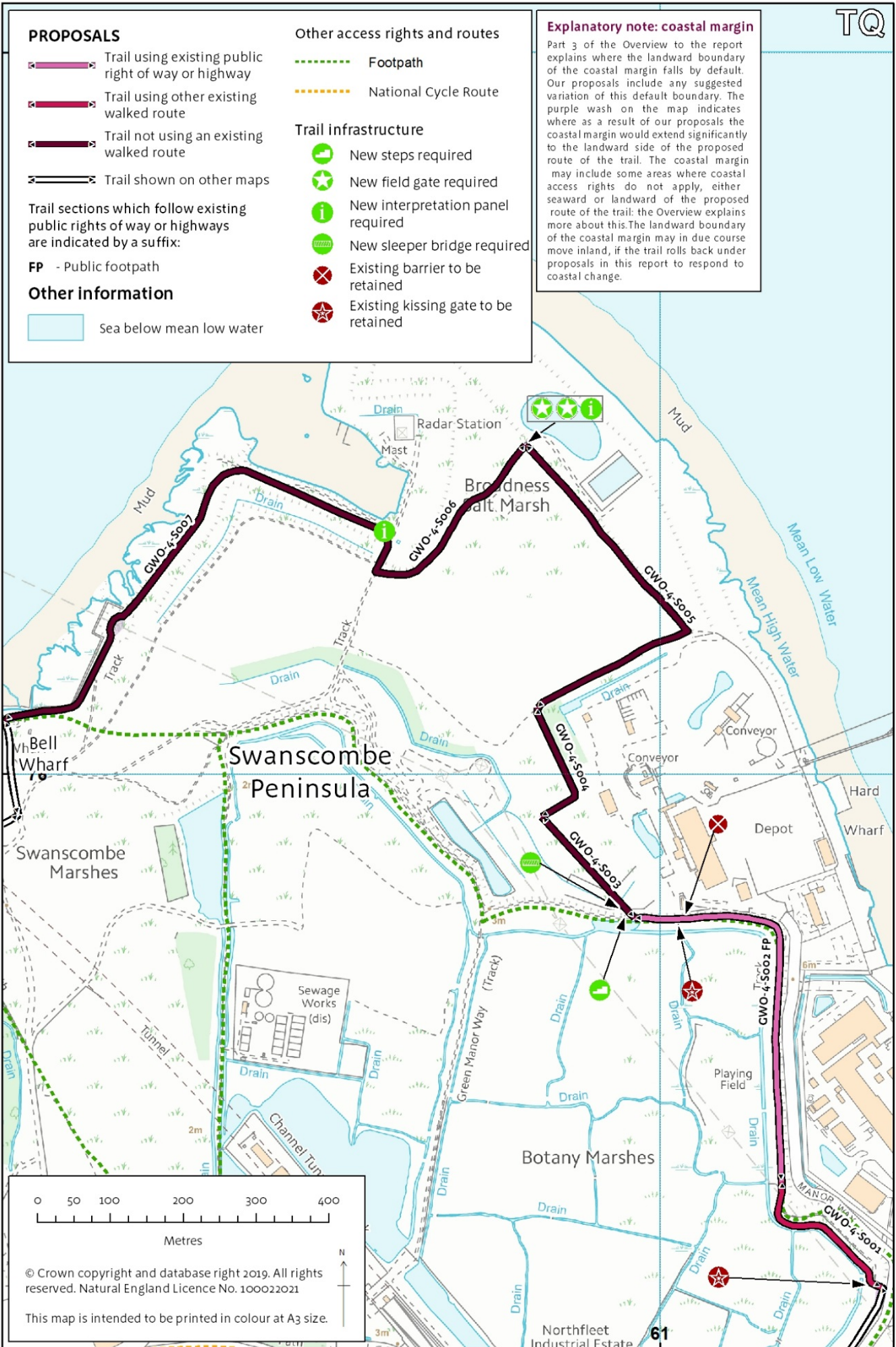
Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
GWO 4a	GWO-4-S003 to GWO-4-S006	We considered aligning the trail inland from the industrial depots and water bodies, utilising the east-west footpath and a track that runs north-south through the centre of the peninsula to the westernmost section of GWO-4-S006.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ it is acceptable from a public safety perspective having considered the legacy of cement kiln dust landfill and the leachate treatment water bodies on the site</li> <li>■ it closer to the coast and has better views of the sea</li> <li>■ 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</li> </ul>
GWO 4d	GWO-4-S051	We considered aligning the trail along the public footpath.  No other options were identified for the trail in relation to this map.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ it offers a well surfaced route with elevated views</li> <li>■ the public footpath is on low lying land and is partially obstructed by a jetty</li> <li>■ 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</li> </ul>

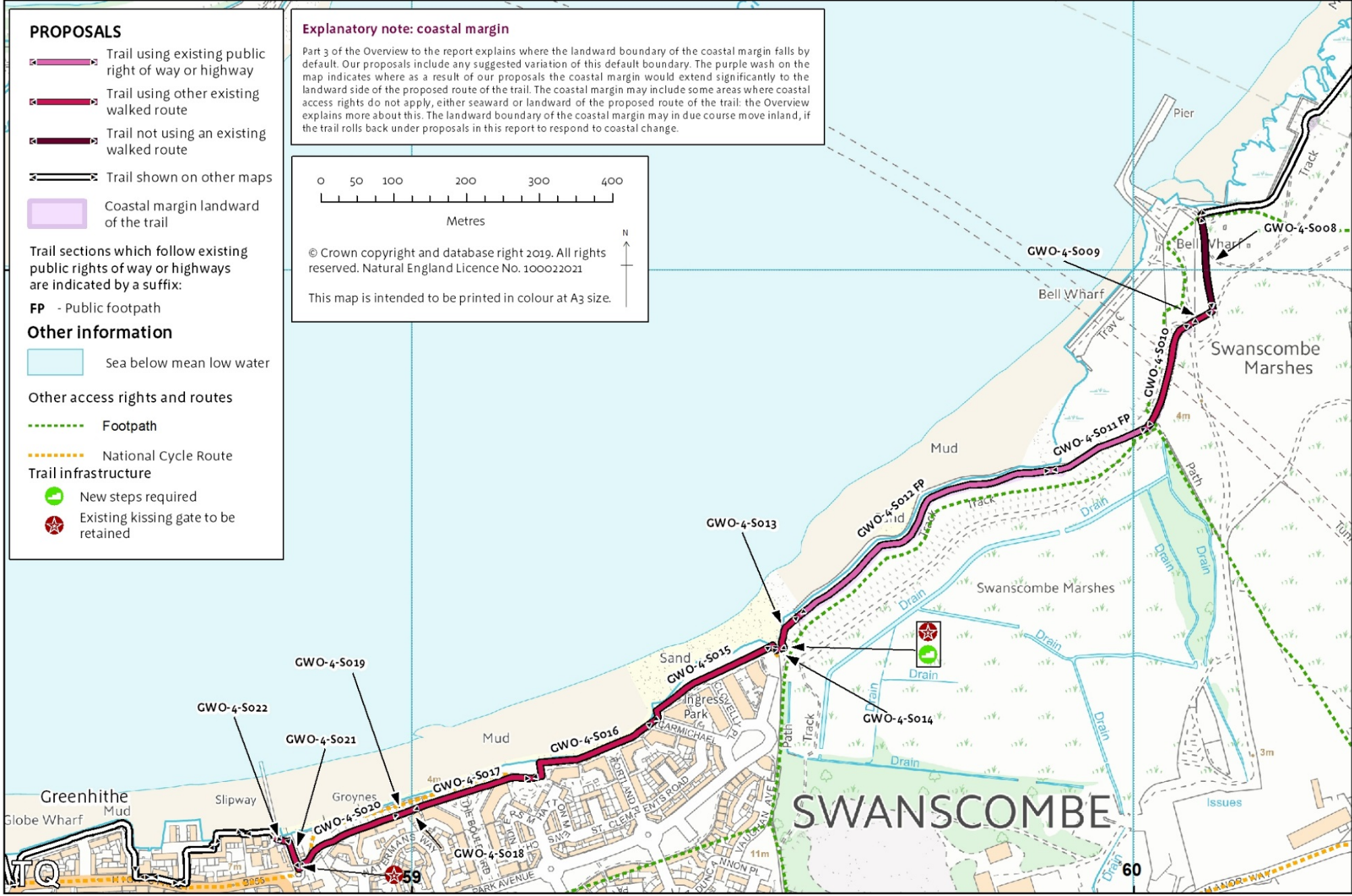
Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

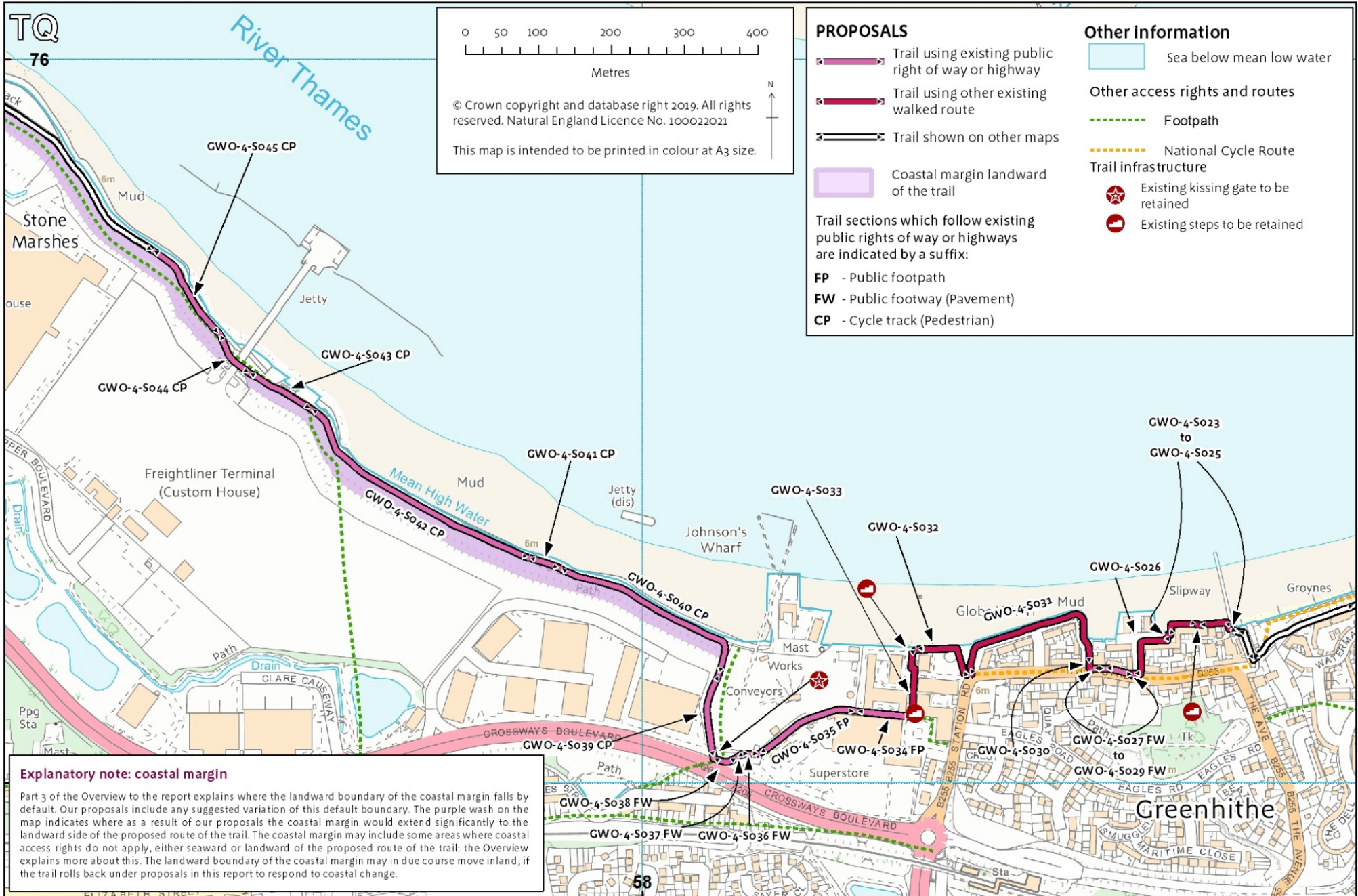
## Part 4.4: Proposals Maps

### 4.4.1 Map Index

Map reference	Map title
GWO 4a	Botany Marshes to Bell Wharf
GWO 4b	Bell Wharf to Greenhithe
GWO 4c	Greenhithe to Stone Marshes
GWO 4d	Stone Marshes to Littlebrook Power Station
GWO 4e	Littlebrook Power Station to Dartford Marshes
Directions Map GWO 4A	Directions for Report GWO 4: Botany Marshes to Dartford Marshes
Directions Map GWO 4B	Directions for Report GWO 4: Botany Marshes to Dartford Marshes







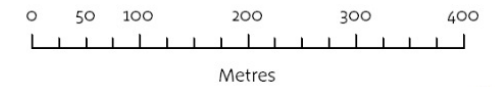
**Explanatory note: coastal margin**

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.



**Explanatory note: coastal margin**

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.



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

**PROPOSALS**

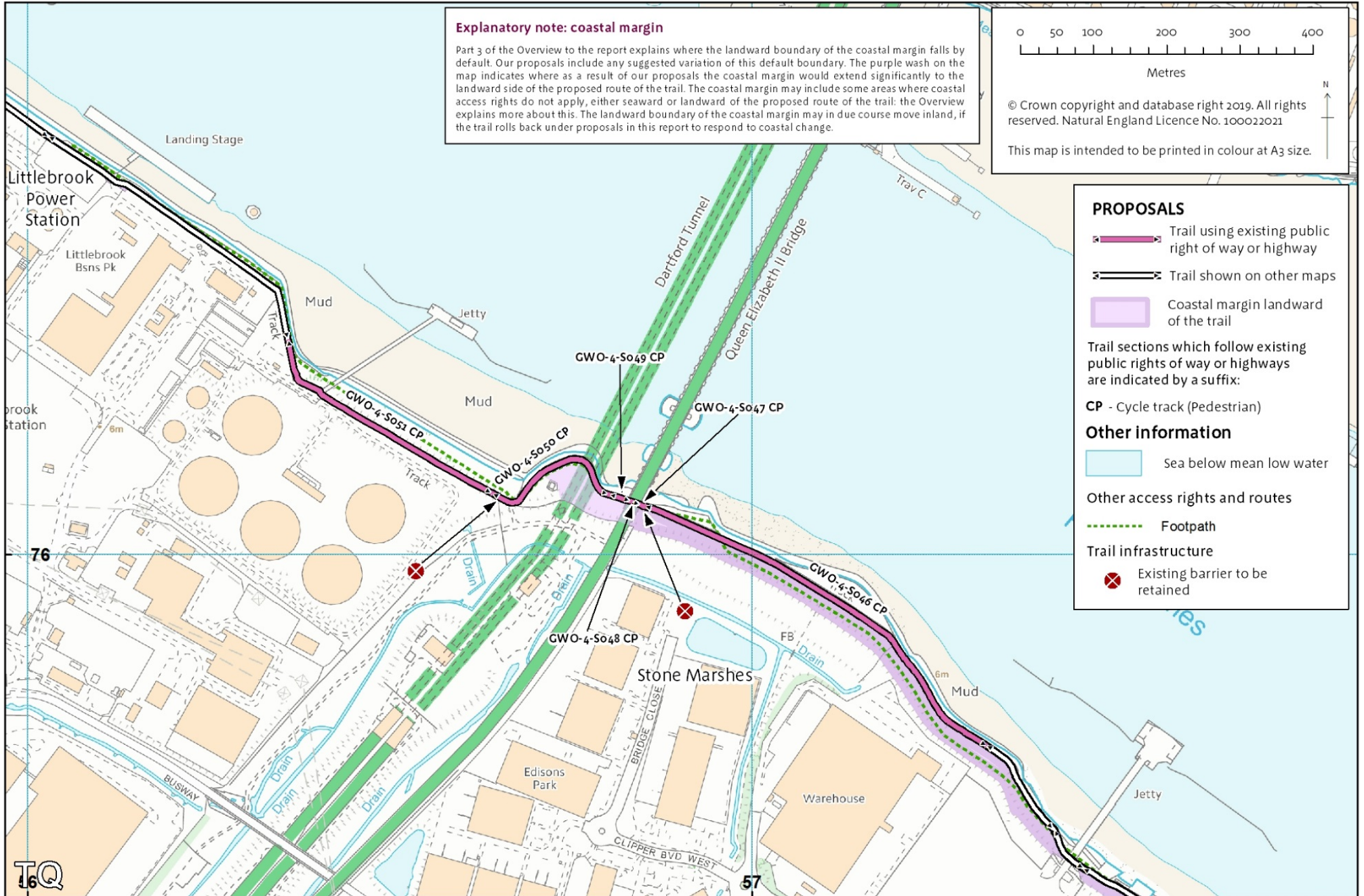
- Trail using existing public right of way or highway
- Trail shown on other maps
- Coastal margin landward of the trail

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

CP - Cycle track (Pedestrian)

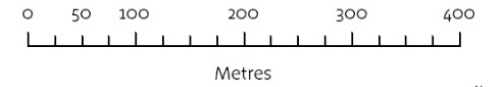
**Other information**

- Sea below mean low water
- Other access rights and routes**
- Footpath
- Trail infrastructure**
- Existing barrier to be retained



**Explanatory note: coastal margin**

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.



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**PROPOSALS**

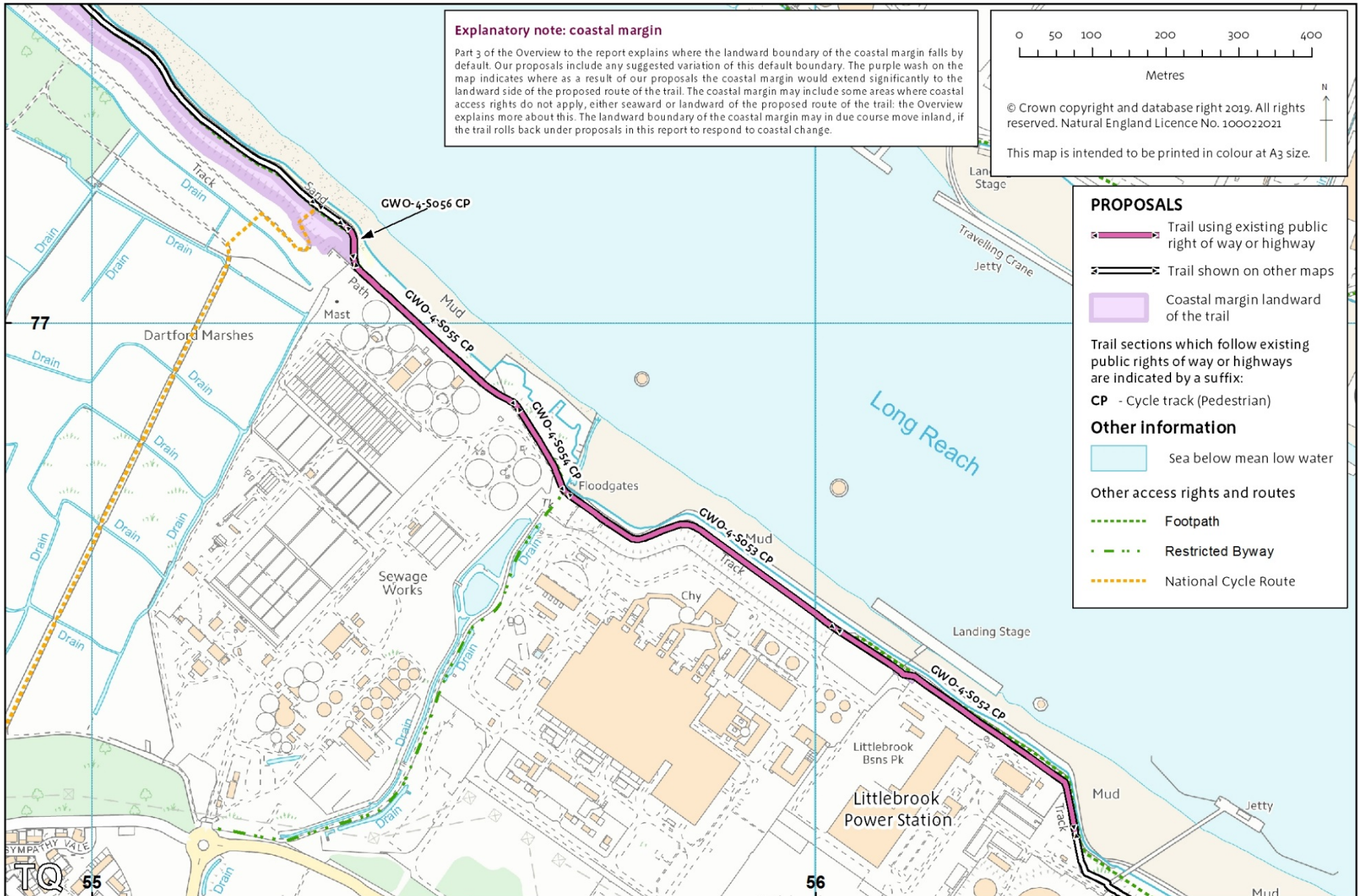
- Trail using existing public right of way or highway
- Trail shown on other maps
- Coastal margin landward of the trail

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

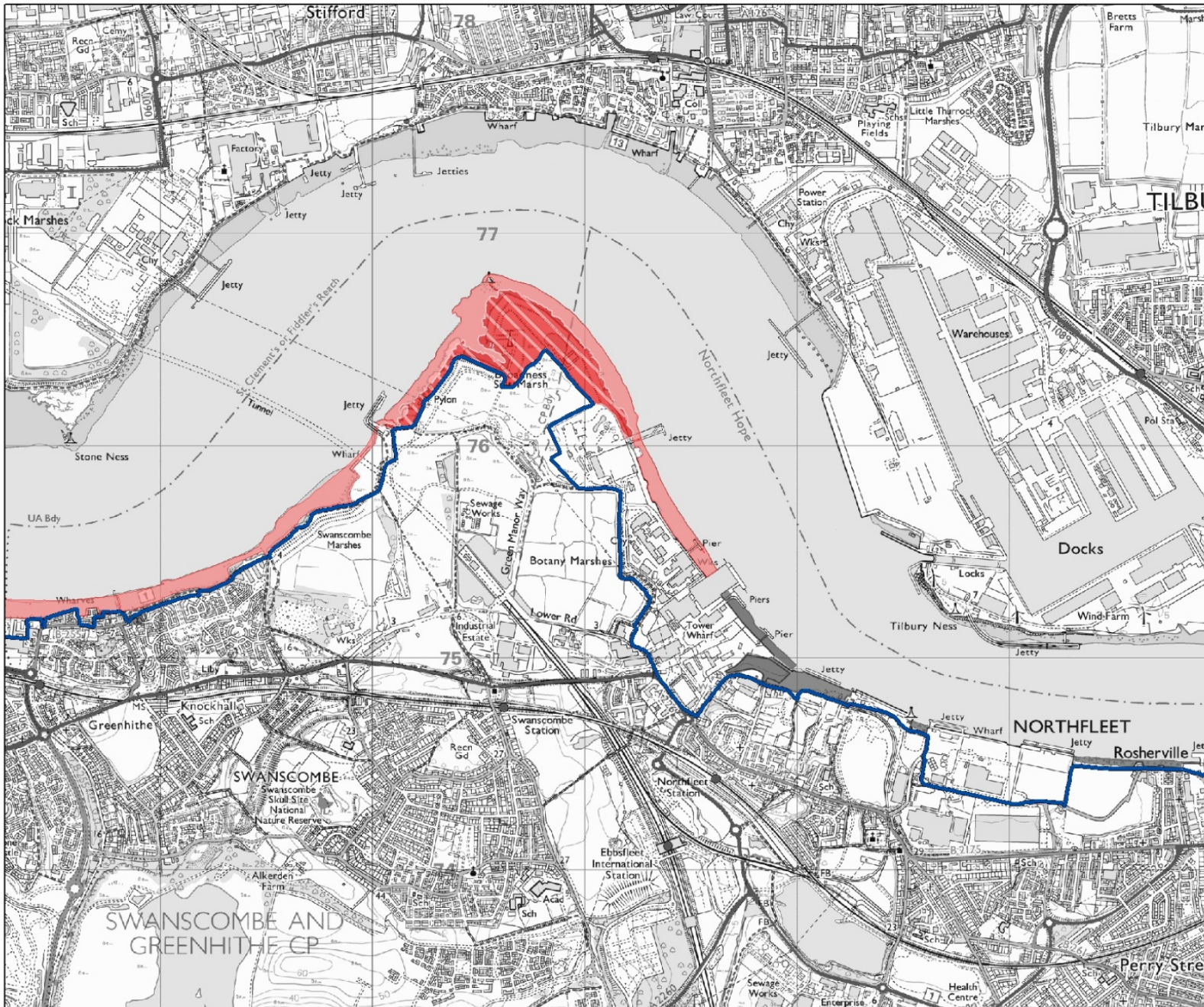
**CP** - Cycle track (Pedestrian)

**Other information**

- Sea below mean low water
- Other access rights and routes**
- Footpath
- Restricted Byway
- National Cycle Route



Directions Map GWO 4A



**Directions Map GWO 4A**

- Proposed Route
- Directions shown in
- Proposed long-term access exclusion, Danger to Public Safety, Section 25 (1)(b), No Public
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year

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.

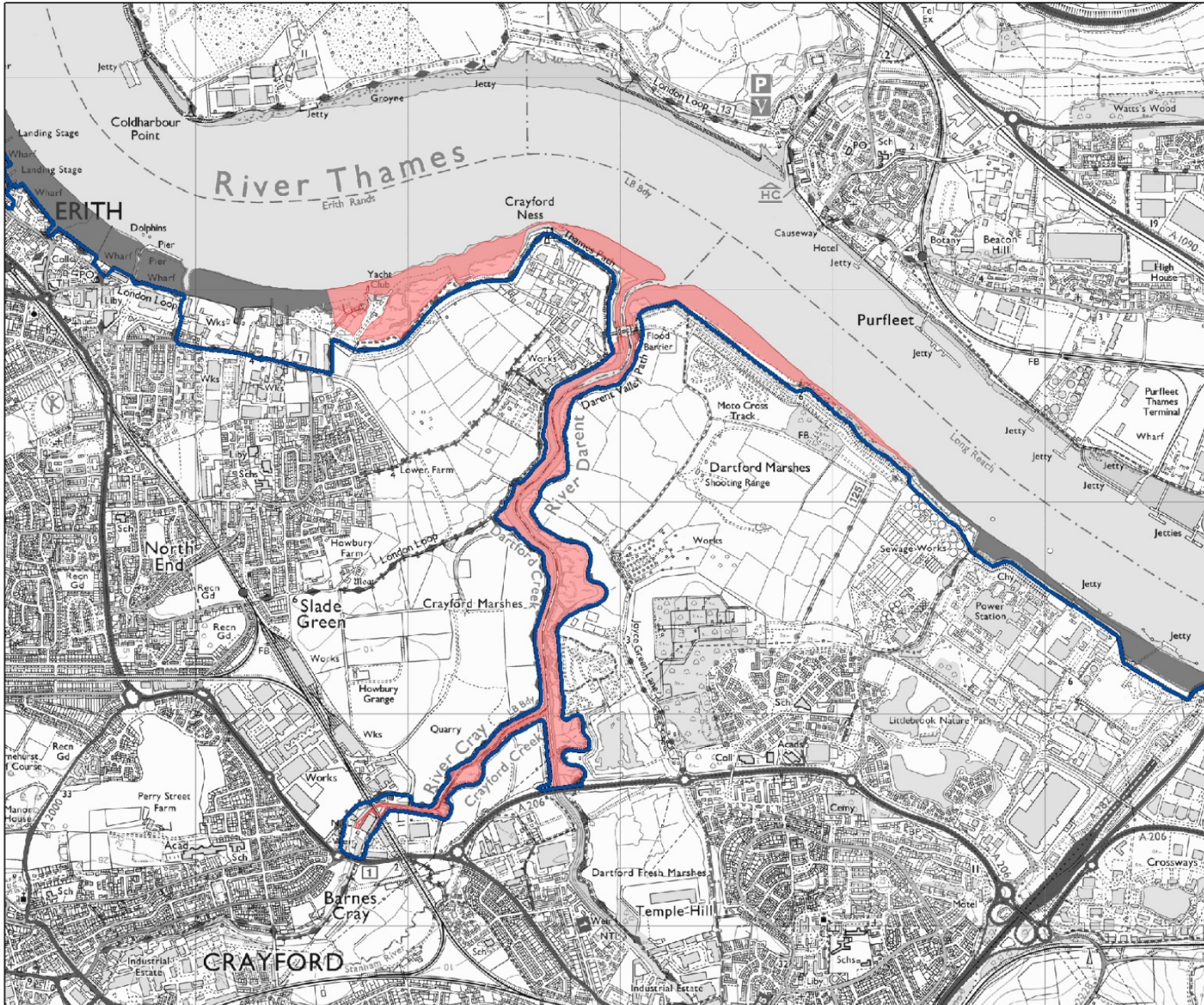
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# Coastal Access - Grain to Woolwich - Natural England's Proposals

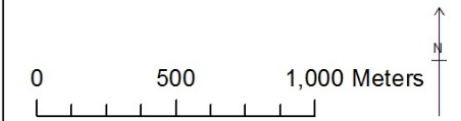
## Report GWO 5: Dartford Marshes to Erith Saltings

### Directions Map GWO 5A



- Proposed Route
- Directions shown in
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year

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.



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Directions Map GWO 5A

## Annex 3.0 ◆ ENGLAND COAST PATH STRETCH: TILBURY TO SOUTHEND-ON-SEA

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# England Coast Path Stretch: Tilbury to Southend-on-Sea

## Report TSE 1: Fort Road, Tilbury to The Manorway, Corringham

### Part 1.1: Introduction

Start Point:	Fort Road, Tilbury (Grid reference TQ 6450 7520)
End Point:	The Manorway, Corringham (Grid reference TQ 7100 8290)
Relevant Maps:	TSE 1a to TSE 1i

1.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Tilbury and Southend-on-Sea.

1.1.2 This report covers length TSE 1 of the stretch, which is the coast between Fort Road, Tilbury and The Manorway, Corringham. 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.

1.1.3 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.

1.1.4 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 1.2: Proposals Narrative

### The trail:

Generally follows existing walked routes, including public rights of way, along most of this length.

1.2.1 Mainly follows the coastline quite closely and maintains good views of the sea.

1.2.2 In one area a significant inland diversion is necessary to take the trail past land at Mucking Marshes which is currently inaccessible because it is a working landfill site. (See Future Change, below and Part 7 of the Overview).

### 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.

1.2.3 The following designated sites affect this length of coast:

- Thames Estuary and Marshes Special Protection Area (SPA)
- Thames Estuary and Marshes Ramsar site
- Mucking Flats and Marshes Site of Special Scientific Interest (SSSI)
- Tilbury Fort Scheduled Ancient Monument (SAM)
- Coalhouse Fort Scheduled Ancient Monument (SAM)

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

1.2.5 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:

1.2.6 There are a few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass or bare soil path in places particularly between the former Tilbury power station site and Coalhouse Fort.



- The trail would follow an uneven grass or bare soil path in places which can become waterlogged during wet weather in the area of Mucking Marshes.
- The trail follows the public right of way along the foreshore east of Tilbury Fort, which can be inundated on high tides and covered in tidal debris.
- There are steps over the sea wall 300m east of Tilbury Fort. There are motorbike squeezes along sections of the sea wall between Coalhouse Fort and Mucking Marshes.
- The trail crosses a railway line near Rainbow Lane, Stanford-le-Hope.
- There is a long slope either side of the bridle-bridge that the trail uses to cross the access road that services London Gateway Port and hinterland.

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

### Where we have proposed exercising statutory discretions:

**1.2.7 Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Thames extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the Tilbury to Gravesend ferry, as indicated by the extent of the trail shown on maps TSE 1a to 1i

**See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals.**

**1.2.8 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 1.3.1 below.

**1.2.9** At various locations we have used this discretion to limit the landward extent of the coastal margin to the landward top edge of the seawall. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- There is no clear boundary feature at the bottom of the seawall that could mark the boundary of the coastal margin, but the break in slope provides an easily identifiable boundary for access users.
- There are other seawalls that have an added engineered feature of a solid concrete wall that sits on top of the crest, and to the landward side of the trail. There is no ability to climb this concrete wall to access the rear slope, and as such we have defined this concrete wall as the landward boundary.

**1.2.10** 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 1.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c (above Table 1.3.1) 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.**

1.2.11 **Restrictions and/or exclusions:** We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

*Exclusion of access to the saltmarsh/flat along the extent of this report*

1.2.12 Access to the saltmarsh/flat in the coastal margin seaward of route sections TSE-1-S001 to TSE-1-S071 is to be excluded all year-round by direction under s25A of the Countryside and Rights of Way Act (2000) as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Direction Maps TSE E1

1.2.13 The mudflat around the stretch is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. RNLi and Coastguard data indicates incidents of people being rescued from the mud. Areas of saltmarsh are often extensive and have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk.

1.2.14 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.

1.2.15 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject because of the local patterns of tidal inundation, extensive mudflats and areas of soft mud.

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

1.2.16 **Other factors affecting access:** At route sections TSE-1-S014 to TSE-1-S020, the path can become inundated at high tide, particularly at the lowest point around TSE-1-S019. Public access may be interrupted from time to time at the highest tides in a month. No alternative route is proposed as the inundation period is short and by using the full 4m width of the trail and a small area of landward spreading room below the jetty it is possible for the public to continue their onward journey. The tidal inundation is a recognised occurrence on the public footpath at this location, including regularly placed escape ladders to allow users to climb the wall. Local signage will be improved informing users of the hazard, to include information on how to obtain tide times and height forecasts.

1.2.17 **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.

1.2.18 Column 4 of table 1.3.1 and table 1.3.3 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 TSE 1a to TSE 1d as the proposed route of the trail.

1.2.19 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 column 4 of table 1.3.1, the route is to be at the centre of the line shown on maps TSE 1a to TSE 1i as the proposed route of the trail.

### Other future change:

1.2.20 There is one place described in this report where we foresee the need for future changes to the proposed access provisions. Once the landfill has been restored at Mucking Marshes, the route may be able to take a more seaward alignment through this land and on through the Thurrock Thameside Nature Park. Also, and separately the public footpath on the southern element of TSE-1-S040 may be officially diverted due to frequent and sustained flooding along part of it. If the flooding cannot be prevented and subsequently the right of way is diverted, the alignment of the England Coast Path may also move at this location. This need for a diversion of the right of way and associated change in alignment of the ECP depends on the timing of the completion of works to the adjacent landfill that S040 skirts around and will be considered as a package of changes.

This is summarised at part 7 of the Overview.

1.2.21 The route of the trail in this report incorporates the use of a ferry at Tilbury. Should the service cease altogether in the future or become less suitable for the purpose, Natural England will review its trail alignment and, if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast.

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

## Establishment of the trail:

1.2.22 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.

1.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £18,333 and is informed by:

- information already held by the access authority, Thurrock Council, in relation to the management of the existing 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.

1.2.24 There are 3 main elements to the overall cost

- Waymarking of the National Trail, such as posts and interpretation boards.
- Information boards at Tilbury ferry station, advising on the options for crossing the Thames when the ferry isn't running.
- Information boards detailing the occasional tidal inundation on the foreshore route at the old power station between Tilbury and Coalhouse Forts.

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**

<b>Item</b>	<b>Cost</b>
Signs & interpretation	£12,235
Steps	£1,200
Pedestrian Gates	£1,607
Replace Metal barrier	£900
Project management	£2,391
<b>Total</b>	<b>£18,333 (Exclusive of any VAT payable)</b>

1.2.25 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, Thurrock 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:**

1.2.26 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).

1.2.27 We estimate that the annual cost to maintain the trail will be £6754.75 (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 1.3: Proposals Tables

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

### 1.3.1 Section Details – Maps TSE 1a to TSE 1i Fort Road, Tilbury to The Manorway, Corringham

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 1.3.2: 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.
3. Column 4 – ‘Yes – see table 1.3.3’ 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.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
TSE 1a	TSE-1-S001FW	Public footway (pavement)	No	No			
TSE 1a	TSE-1-S002FW	Public footway (pavement)	No	No			
TSE 1a	TSE-1-S003FW	Public footway (pavement)	No	No			
TSE 1a	TSE-1-S004FW	Public footway (pavement)	No	No			
TSE 1a	TSE-1-S005FW	Public footway (pavement)	No	No			
TSE 1a	TSE-1-S006FW	Public footway (pavement)	No	No			
TSE 1a	TSE-1-S007FW	Public footway (pavement)	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
TSE 1a	TSE-1-S008	Other existing walked route	No	Yes – bank	Landward edge of top of seawall	Clarity and cohesion	This is an engineered concrete sea defence, with wide top.
TSE 1a	TSE-1-S009	Other existing walked route	No	Yes – bank	Landward edge of top of seawall	Clarity and cohesion	This is an engineered concrete sea defence, with wide top.
TSE 1a	TSE-1-S010	Other existing walked route	No	Yes – bank	Landward edge of top of seawall	Clarity and cohesion	Wide top, low extensive rear slope with no clear cut off point
TSE 1a	TSE-1-S011	Other existing walked route	Yes – see table 1.3.3	Yes – bank	Landward edge of top of seawall	Clarity and cohesion	Wide top, low extensive rear slope with no clear cut off point
TSE 1a	TSE-1-S012	Other existing walked route	Yes – see table 1.3.3	Yes – bank	Landward edge to top of seawall	Clarity and cohesion	Wide top, low extensive rear slope with no clear cut off point
TSE 1a	TSE-1-S013FP	Public footpath	Yes – see table 1.3.3	No			
TSE 1a	TSE-1-S014FP	Public footpath	Yes – see table 1.3.3	No			
TSE 1a	TSE-1-S015FP	Public footpath	Yes – see table 1.3.3	No			
TSE 1a	TSE-1-S016FP	Public footpath	Yes – see table 1.3.3	No			
TSE 1a	TSE-1-S017FP	Public footpath	Yes – see table 1.3.3	No			
TSE 1a	TSE-1-S018FP	Public footpath	Yes – see table 1.3.3	No	Wall	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
TSE 1a	TSE-1-S019FP	Public footpath	Yes – see table 1.3.3	No	Wall	Clarity and cohesion	
TSE 1b	TSE-1-S020FP	Public footpath	Yes – see table 1.3.3	No			
TSE 1b	TSE-1-S021	Other existing walked route	Yes – see table 1.3.3	No			
TSE 1b	TSE-1-S022	Other existing walked route	Yes. See table 1.3.3	No			
TSE 1b	TSE-1-S023	Other existing walked route	Yes. See table 1.3.3	No			
TSE 1c	TSE-1-S024	Other existing walked route	Yes. See table 1.3.3	No			
TSE 1c	TSE-1-S025	Other existing walked route	Yes. See table 1.3.3	No			
TSE 1c	TSE-1-S026	Other existing walked route	Yes. See table 1.3.3	No			
TSE 1d	TSE-1-S027*	Not an existed walked route	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S028*	Not an existed walked route	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S029*	Other existing walked route	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S030*	Other existing walked route	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S031*	Other existing walked route	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S032*	Public Footpath	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S033*	Public Footpath	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S034*	Public Footpath	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S035*	Public Footpath	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S036*	Public footway (pavement)	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
TSE 1d	TSE-1-S037*	Public footway (pavement)	No				
TSE 1d	TSE-1-S038*	Public footway (pavement)	No				
TSE 1d	TSE-1-S039*	Public highway	No				
TSE 1d	TSE-1-S040*	Other existing walked route	No				
TSE 1d	TSE-1-S041*	Other existing walked route	No				
TSE 1d	TSE-1-S042	Other existing walked route	No				
TSE 1d	TSE-1-S043FP	Public footpath	No	Yes - barrier			
TSE 1e	TSE-1-S044FP	Public footpath	No	Yes - barrier			
TSE 1e	TSE-1-S045FP	Public footpath	No	Yes - barrier			
TSE 1e	TSE-1-S046FP	Public footpath	No	Yes - barrier			
TSE 1e	TSE-1-S047FP	Public footpath	No	Yes - barrier			
TSE 1e	TSE-1-S048*	Other existing walked route	No				
TSE 1e	TSE-1-S049*	Other existing walked route	No				
TSE 1e	TSE-1-S050*	Public footpath	No				
TSE 1f	TSE-1-S051*	Other existing walked route	No				
TSE 1g	TSE-1-S052*	Other existing walked route	No				
TSE 1g	TSE-1-S053*	Other existing walked route	No				
TSE 1g	TSE-1-S054*	Other existing walked route	No				
TSE 1g	TSE-1-S055*	Other existing walked route	No				
TSE 1g	TSE-1-S056*	Other existing walked route	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
TSE 1g	TSE-1-S057*	Other existing walked route	No				
TSE 1g	TSE-1-S058*	Other existing walked route	No				
TSE 1g	TSE-1-S059*	Other existing walked route	No				
TSE 1g	TSE-1-S060*	Other existing walked route	No				
TSE 1g	TSE-1-S061	Other existing walked route	No				
TSE 1g	TSE-1-S062	Other existing walked route	No				
TSE 1g	TSE-1-S063	Other existing walked route	No				
TSE 1g	TSE-1-S064	Other existing walked route	No				
TSE 1g	TSE-1-S065	Other existing walked route	No				
TSE 1g	TSE-1-S066	Other existing walked route	No				
TSE 1g	TSE-1-S067	Other existing walked route	No				
TSE 1h	TSE-1-S068BW	Public bridleway	No				
TSE 1h	TSE-1-S069BW	Public bridleway	No				
TSE 1h	TSE-1-S070BW	Public bridleway	No				
TSE 1h	TSE-1-S071BW	Public bridleway	No				
TSE 1h	TSE-1-S072BW	Public bridleway	No				
TSE 1h	TSE-1-S073BW	Public bridleway	No				
TSE 1h	TSE-1-S074BW	Public bridleway	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
TSE 1h	TSE-1-S075	Other existing walked route	No				
TSE 1h	TSE-1-S076	Other existing walked route	No				
TSE 1h	TSE-1-S077	Other existing walked route	No				
TSE 1h	TSE-1-S078	Other existing walked route	No				
TSE 1h	TSE-1-S079	Other existing walked route	No				
TSE 1h	TSE-1-S080	Other existing walked route	No				
TSE 1h	TSE-1-S081	Other existing walked route	No				
TSE 1h	TSE-1-S082	Other existing walked route	No				
TSE 1i	TSE-1-S083	Other existing walked route	No				
TSE 1i	TSE-1-S084	Other existing walked route	No				
TSE 1i	TSE-1-S085	Other existing walked route	No				
TSE 1i	TSE-1-S086	Other existing walked route	No				
TSE 1i	TSE-1-S087	Other existing walked route	No				
TSE 1i	TSE-1-S088	Other existing walked route	No				
TSE 1i	TSE-1-S089	Other existing walked route	No				
TSE 1i	TSE-1-S090	Other existing walked route	No				

### 1.3.2 Other options considered: Maps TSE 1d to TSE 1g: Fort Road Tilbury to The Manorway, Corringham

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
TSE 1d	TSE-1-S027 to TSE-1-S041	We considered aligning the trail along the public right of way that follows the seawall, with a continued coastal side alignment around Coalhouse Fort.	<p>A breach and partial collapse of the seawall in late 2019, due to an extreme high tide event, led to the closure of the public right of way that runs along the top of the ancient sea defence mound. After discussing the long term outlook for this structure and the right of way it was decided that an alignment that did not utilise the right of way would need to be found.</p> <p>In determining the proposed alignment we considered:</p> <ul style="list-style-type: none"> <li>■ Aligning the trail section TSE-1-S028 further east on the edge of the arable field. We ruled this out to avoid the need to take a strip of land from the arable field, the need for infrastructure such as bridges and boardwalks and the possible near future tidal inundation if the seawall is not repaired. The chosen alignment is on higher grassed ground and has longer term viability.</li> <li>■ Aligning the trail section TSE-1-S030 to the eastern side of Star dam. We ruled this out as the eastern side could be inundated by the tide if the seawall is not repaired. The chosen alignment is on the landward side of the dam.</li> </ul>
TSE 1e to TSE 1g	TSE-1-S048 to TSE-1-S060	We considered aligning the trail along the existing public footpath through the landfill site	The right of way through the Mucking Marshes landfill site is closer to the waterside, but stops short of the boundary with the adjacent publically accessible Thameside Nature Park. At this location there is a working jetty with frequent tipper truck movements importing spoil to complete the restoration of the landfill site. Restoration and future development is subject to planning controls and restrictions on the layout of future paths. This option considered is noted as a possible change once land uses and wildlife impacts are fully considered.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ 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</li> </ul>

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.

### 1.3.3 Roll-back implementation – more complex situations: Maps TSE 1a to TSE 1d: Tilbury Sewage Works to Coalhouse Fort

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
TSE 1b to TSE 1d	TSE-1-S021 to TSE-1-S035	Soft coast line with flood defence engineering formed of clay and part of the local landscape, protecting farmed land and former landfill. Area subject to near future developments.	<p>The trail along this section of coast follows existing public rights of way, new access and locally promoted walked routes between the historic Tilbury and Coalhouse forts. The area is subject to development proposals, including a new port and road tunnel under the Thames. Some parts of the land are former landfill, others agricultural, and at the eastern end residential and services.</p> <p>The likely approach to defending this stretch of coast will depend on the developments and the point of weakness. This in turn will determine the landward limitations upon developing new alignment proposals, particularly with a new port complex or major road system to negotiate and the proximity of residential dwellings at the eastern end.</p> <p>The land is generally low lying and the extent of any flooding will determine the route alignments that need to be considered and how far from a coastal edge alignment this needs to be.</p>
TSE 1a to TSE 1d	TSE-1-S011 to TSE-1-S035	A hard engineered coastline to the landward side of the trail, with sewage works, port and industrial usage behind this.	The start of this section of coast from TSE-1-S011 to TSE-1-S013 is to the landward side of the hard engineered sea defence. At S013 the trail alignment passes over the sea defence and is aligned along the right of way that sits on the seaward side of a high wall (with escape ladders, see 1.2.16 above). If the length of trail from TSE-1-S013 to TSE-1-S021 were to become unavailable due to more frequent tidal inundation or unavailable all together (perhaps due to changes in sea level) due to the physical nature of the landward side and the immediate adjacent land uses simple roll back could not be implemented here and more complex roll back would be required to determine a new route affecting the whole length as

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			noted. As it is not known where this route would align, in part due to future developments, there is a possibility the whole stretch from S011 to S035 could be affected.

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 1.4: Maps

### 1.4.1 Map Index

Map reference	Map title
TSE 1a	Fort Road, Tilbury to Tilbury Power Station Jetty
TSE 1b	Tilbury Power Station Jetty to East Tilbury Jetty
TSE 1c	East Tilbury Jetty to south west of Coalhouse Fort
TSE 1d	South west of Coalhouse Fort to east of Coalhouse Battery
TSE 1e	East of Coalhouse Battery to North east of East Tilbury
TSE 1f	North east of East Tilbury to Walton's Hall Road
TSE 1g	Walton's Hall Road to Wharf Road
TSE 1h	Wharf Road to London Gateway
TSE 1i	London Gateway to The Manorway Corringham
Directions Map TSE E1	Directions for Report TSE 1 Tilbury to Southend-on-Sea

## PROPOSALS

### Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

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

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

### Coastal Margin

#### Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

### Other Information

#### Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

### Infrastructure types

For status of each, where shown on map, see colour codes below

#### Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

#### Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

#### Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

#### Miscellaneous:

- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

### Infrastructure status

Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

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

\* Please note that the items in this legend may not all be present on an individual map or report.



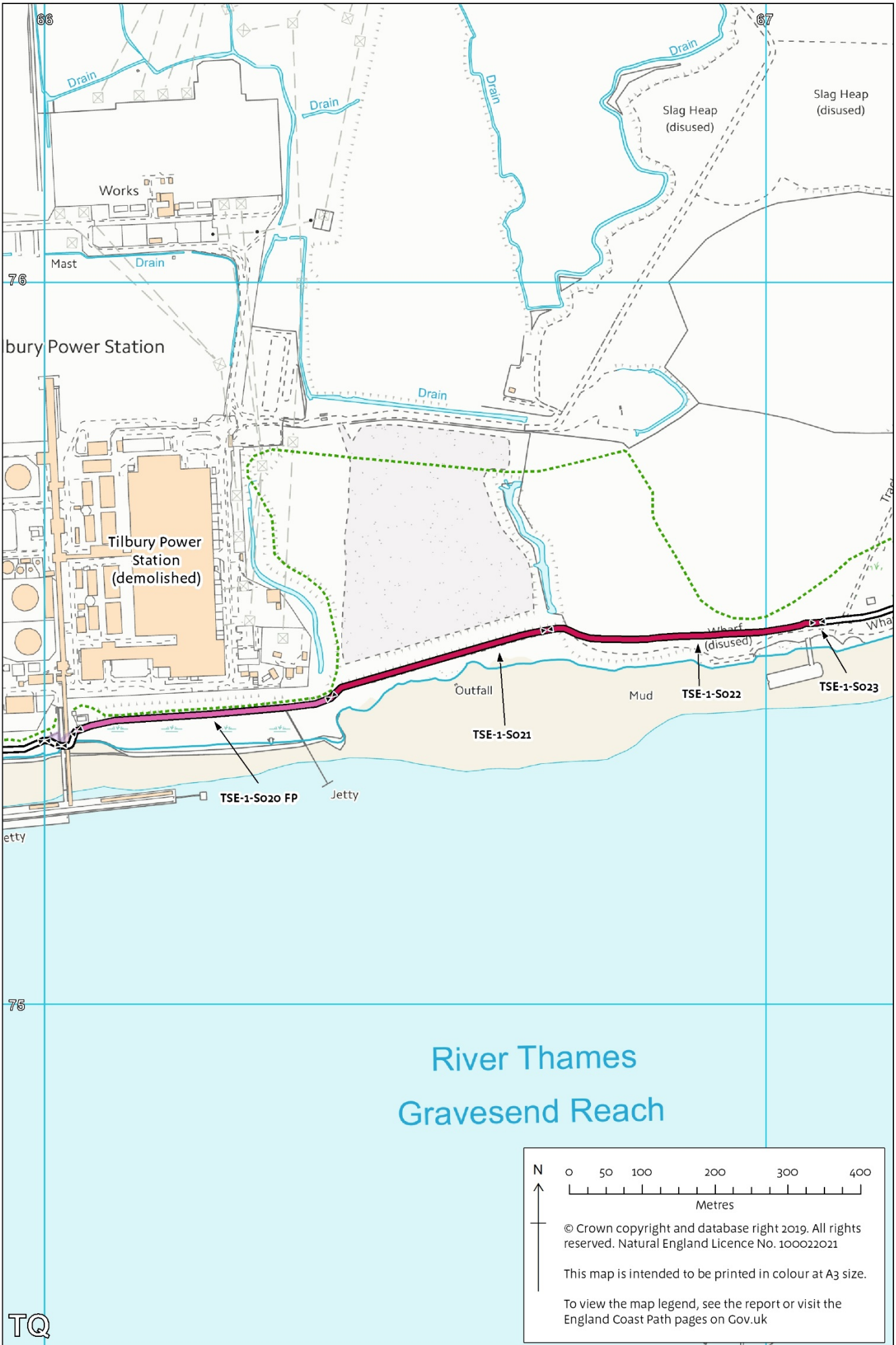
Map TSE 1a - Fort Road, Tilbury to Tilbury Power Station Jetty



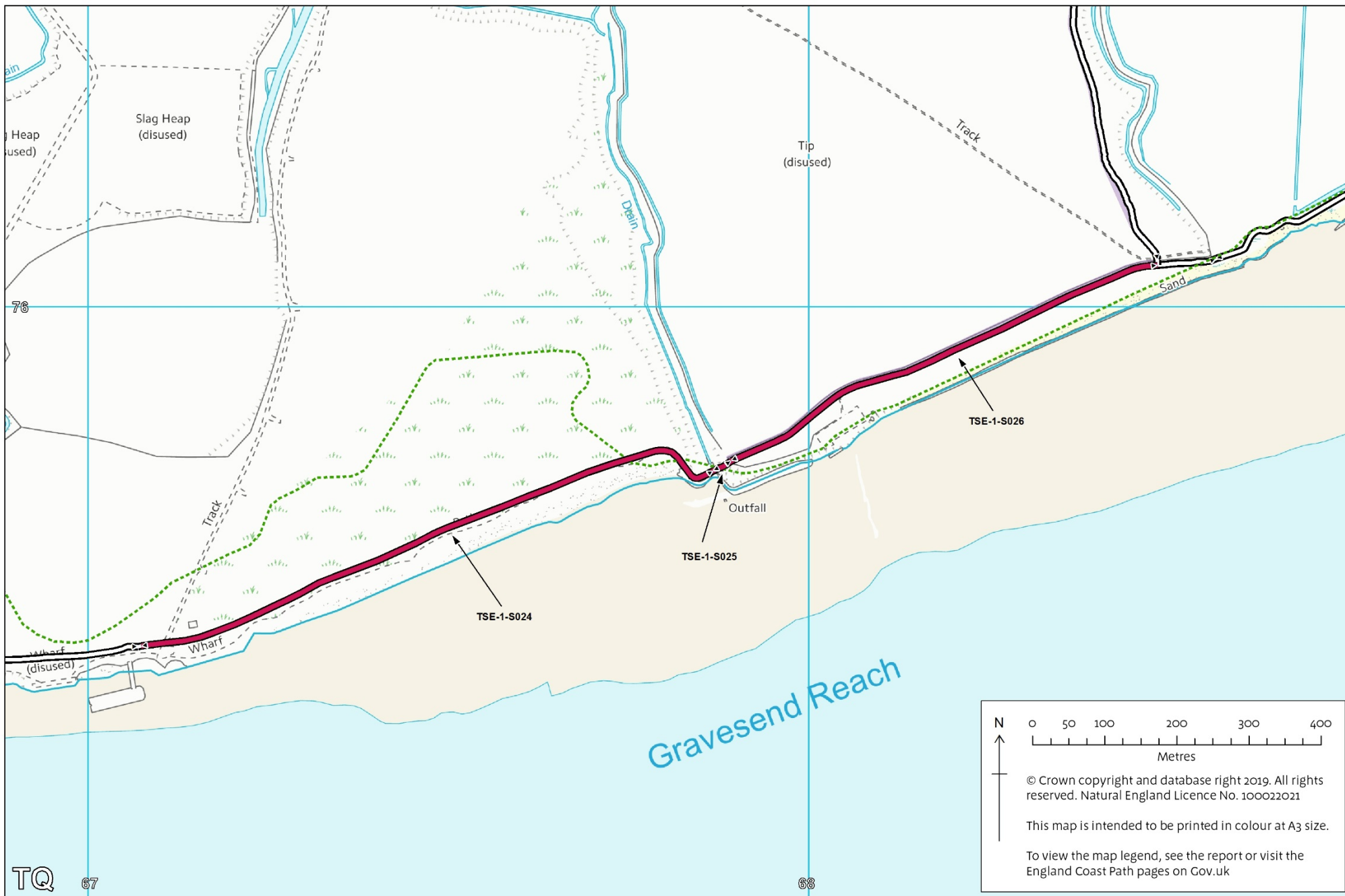
Map TSE 1a - Fort Road, Tilbury to Tilbury Power Station Jetty

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

**Map TSE 1b - Tilbury Power Station Jetty to East Tilbury Jetty**



Map TSE 1c - East Tilbury Jetty to South West of Coalhouse Fort



Map TSE 1c - East Tilbury Jetty to South West of Coalhouse Fort

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↑

0 50 100 200 300 400  
Metres

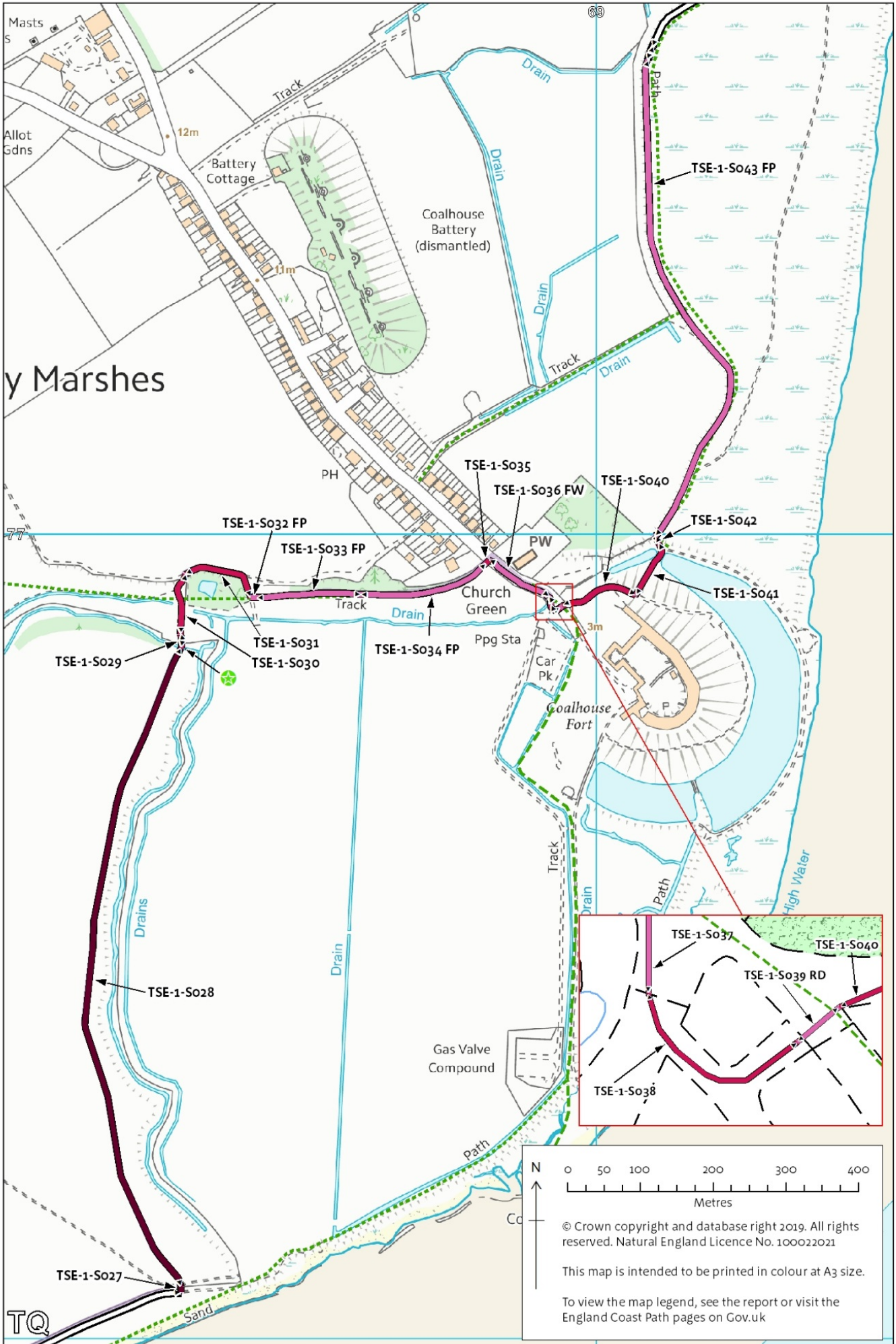
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

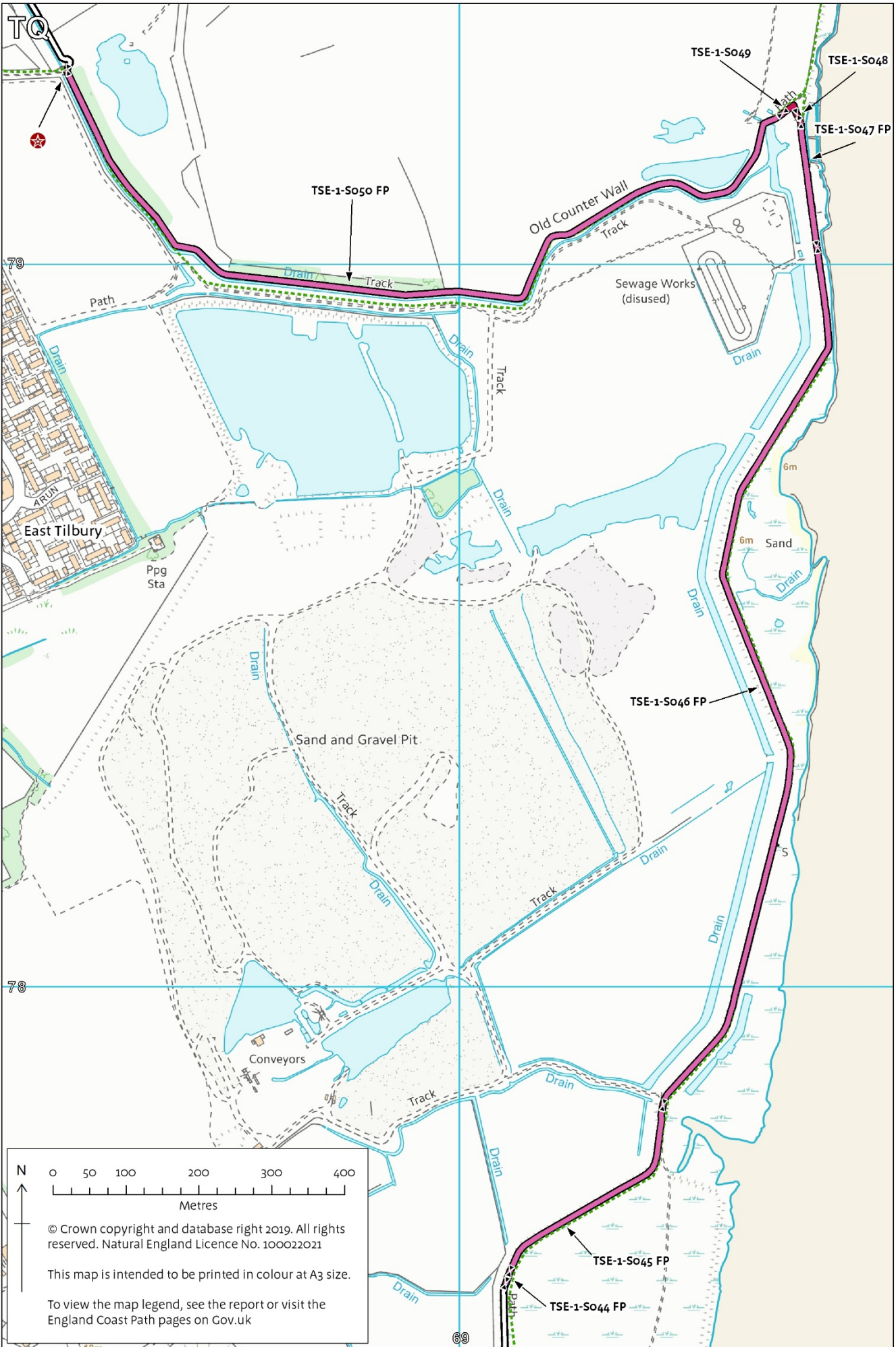
**Map TSE 1d - South West of Coalhouse Fort to East of Coalhouse Battery**

Map TSE 1d - South West of Coalhouse Fort to East of Coalhouse Battery

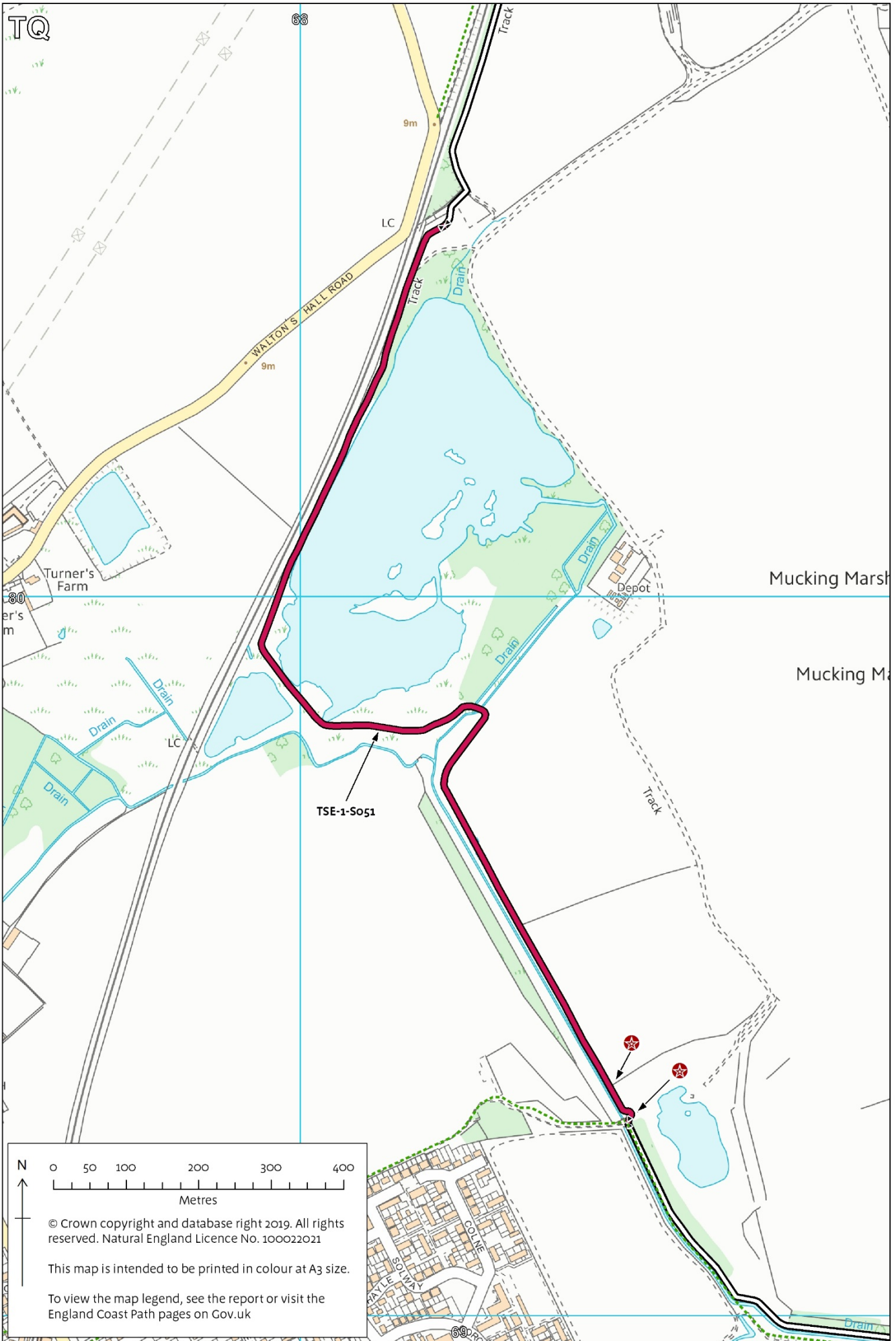


N  
 0 50 100 200 300 400  
 Metres  
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 This map is intended to be printed in colour at A3 size.  
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

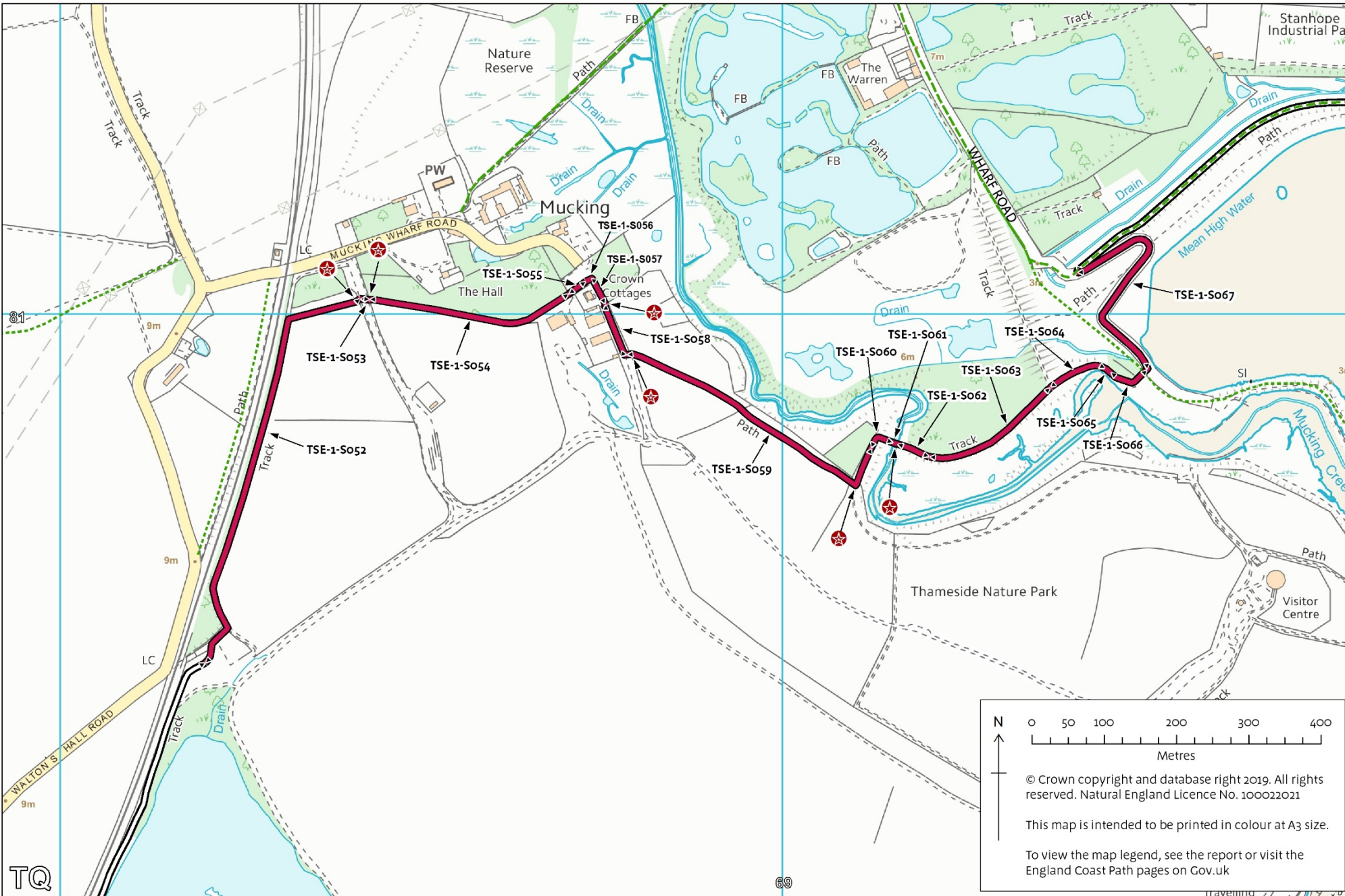
**Map TSE 1e - East of Coalhouse Battery to North East of East Tilbury**



**Map TSE 1f - North East of East Tilbury to Walton's Hall Road**

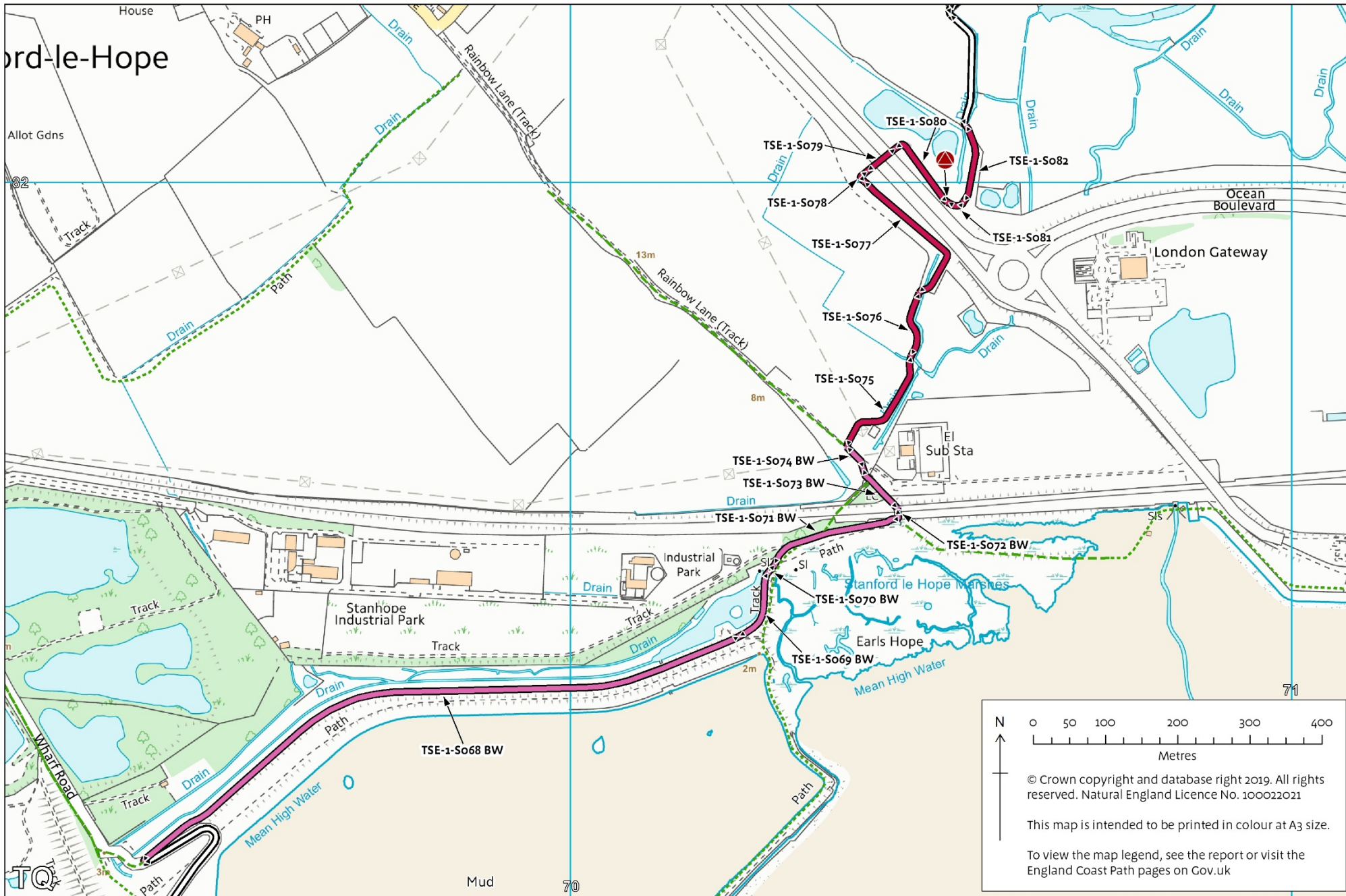


Map TSE 1g - Walton's Hall Road to Wharf Road



Map TSE 1g - Walton's Hall Road to Wharf Road

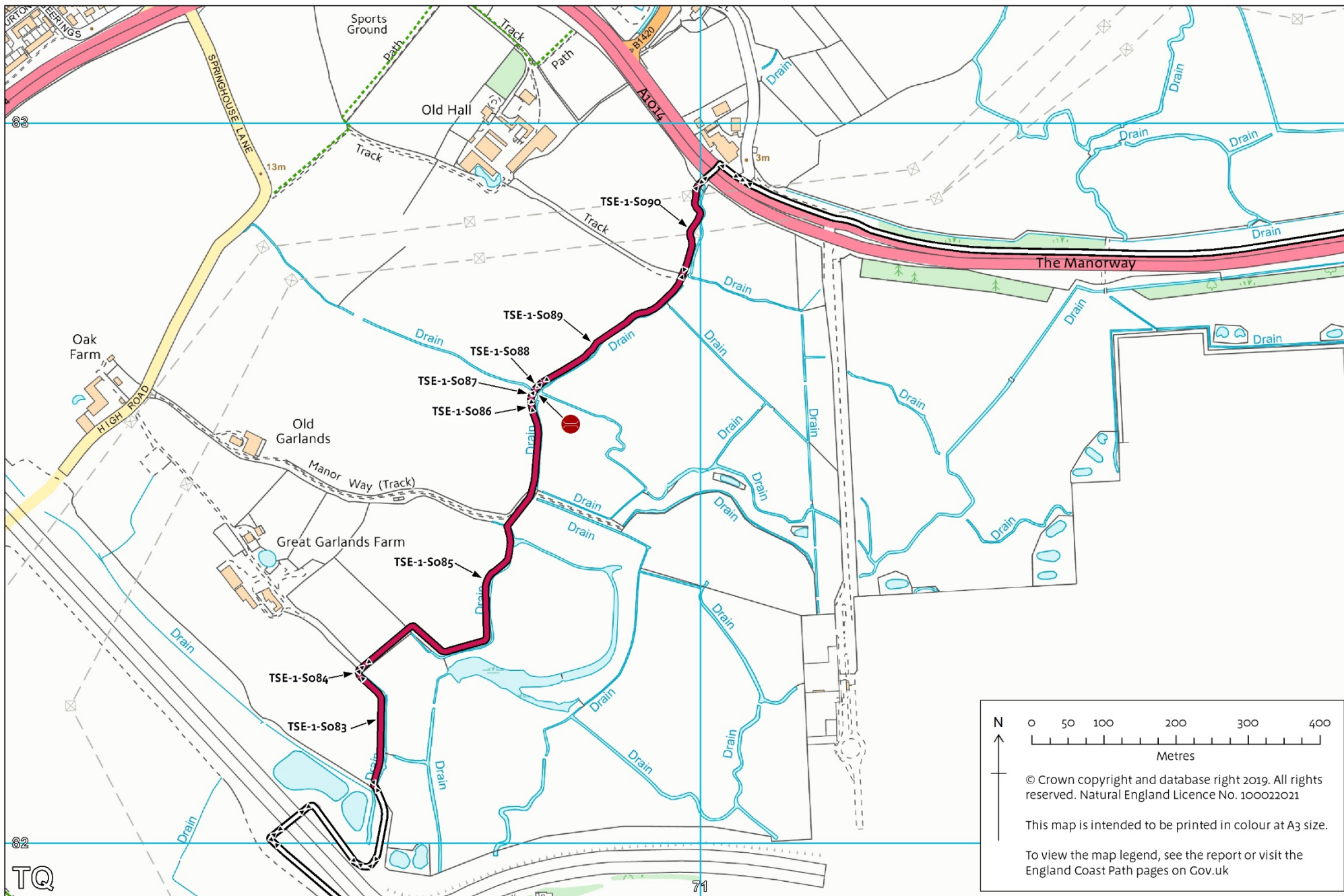
**Map TSE 1h - Wharf Road to London Gateway**

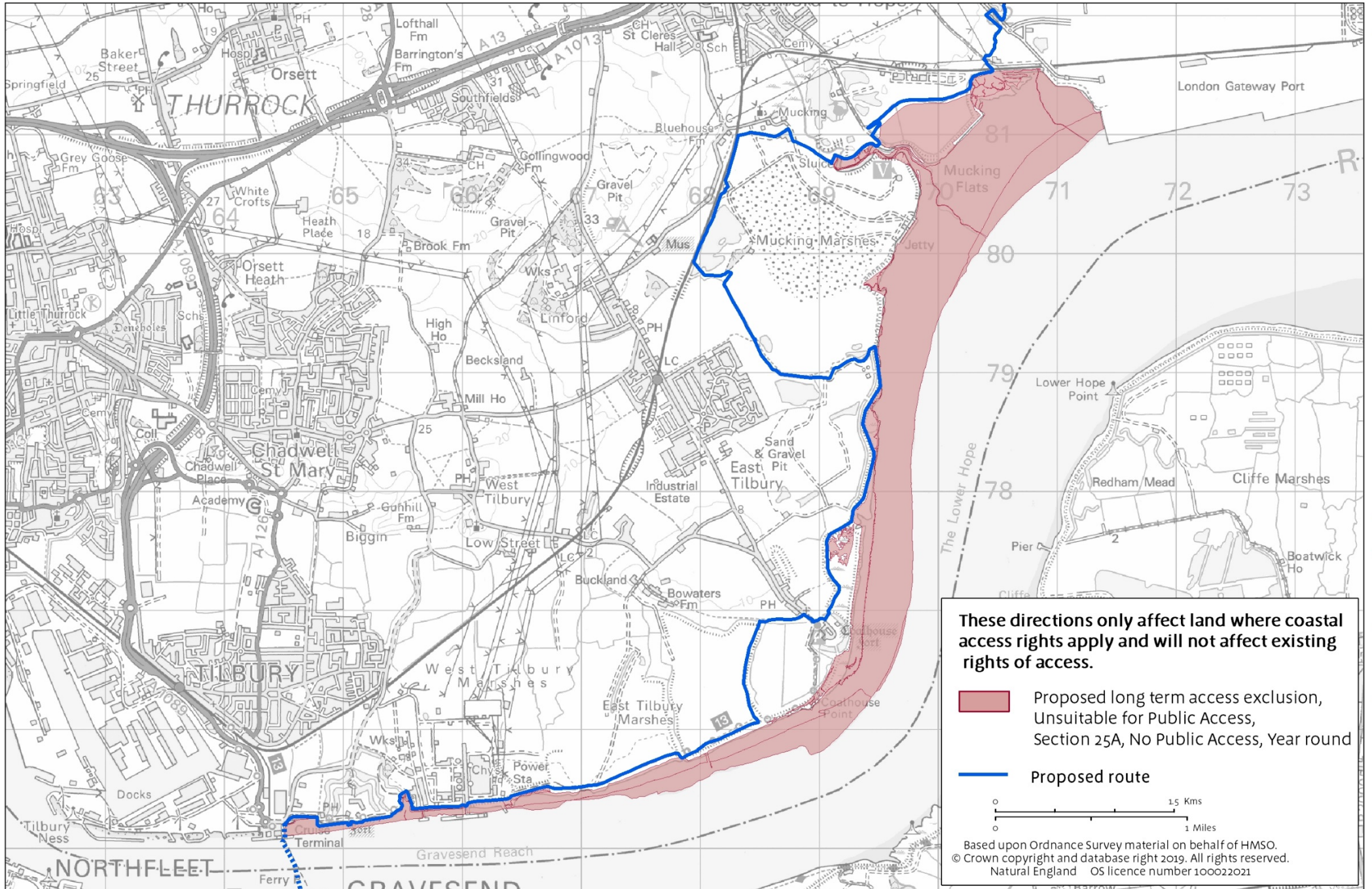


Map TSE 1h - Wharf Road to London Gateway



Map TSE 1i - London Gateway to The Manorway, Corringham





## Annex 4.0 ◆ DEFINITIVE MAP AND STATEMENTS FOR SURVEYED PRow

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- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic
- Point path number or status changes
- Boundary of area covered by 1:2500 scale Network Map
- Area covered by 1:2500 scale Network Map

**EXTRACT OF THE WORKING COPY OF THE  
DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY  
FOR THE COUNTY OF KENT**

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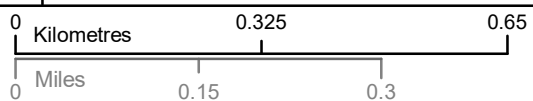
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Checked by:	EP
Issue Date:	16/03/2020
Reference:	PROW/Swanscombe (2)

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**DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY**

**COUNTY OF KENT**

**ANNEXED STATEMENT FOR THE MAP SHEET**

**TQ 57 SE**

**RELEVANT DATE – 31 MAY 2013**

Prepared by the Kent County Council in accordance with the provisions of  
Part III of the Wildlife and Countryside Act 1981

River Authority.

- DR312      Footpath  
Connections – D35. Termination at boundary fence of A2 highway land  
Formerly numbered as part of FP18  
Part extinguished by the London-Canterbury-Dover Trunk Road (Dartford Diversion, Bean Road, and other Side Roads) Order 1965.
- DR321      Footpath  
Connections – Roman Villa Road (C295), DR41  
Created by the Dartford Borough Council Public Path (Roman Villa Road) (Darenth) Creation Order No. 8 1991 with a minimum width of 2 metres for the new route.
- DR327      Footpath  
Connections: Cotton Lane (B3228), DR7  
Added by the coming into effect on 11 June 2003 of the Kent County Council and the Dartford Borough Council and Blue Circle Industries PLC and Land Securities Trading Limited, Public Path Creation Agreement relating to a footpath on the land to the north of Cotton Lane, Stone, Dartford – Footpath DR327. The path has a width of 2.0 metres except between NGR TQ 5612 7495 (Point A) and NGR TQ 5620 7497 (Point X), as shown on the plan accompanying the agreement where the width of 1.5 metres. There is a set of steps at NGR TQ 5612 7495 (Point A).
- DR328      Footpath  
Connections – DR49  
Continuation on Map Sheet TQ57SW  
Previously recorded as part of DR39 (renumbered as part of the 2013 Consolidation) – see entry for DR39 for Order information.
- DR329      Footpath  
Connections – DR49, Hawley Road (A225)  
Previously recorded as part of DR39 (renumbered as part of the 2013 Consolidation) – see entry for DR39 for Order information.
- DS3        Footpath  
Connections – A226  
Continuation on Map Sheet TQ57NE  
Has a recorded width of 6½ feet.  
The public's rights are without prejudice to the statutory rights and obligations of the River Authority.
- DS5        Footpath  
Connections – Craylands Lane, Knockhall Road  
Has a recorded width of 6 feet.
- DS6        Footpath  
Connections – Craylands Lane, Knockhall Road.  
Diverted by the Borough of Dartford Public Path (part of DS6 Craylands Lane, Swanscombe) Diversion Order 1990 No. 2 with a prescribed minimum width of 2 metres for the new path.
- DS7        Footpath  
Connections – Alkerden Lane, Knockhall Road  
Diverted by the Kent County Council (F.P. 7 (Part) Swanscombe Urban District) Public Path Diversion Order 1972 with a prescribed width of 6 feet for the new path.  
Has a recorded width of 6 feet.
- DS8        Footpath  
Connections – Milton Street, Gilbert Close  
Diverted by the Urban District of Swanscombe (Milton Street to Alkerden Lane, Swanscombe) Right of Way Order 1964.

- DS9           Footpath  
Connections – Alkerden Lane, Bean Road (B255)  
Diverted by the Kent County Council (F. P. 9 Swanscombe Urban District) Public Path  
Diversion Order 1972 with a prescribed width of 5 feet.
- DS10          Footpath  
Connections – Valley View, Bean Road (B255)  
Added at 1970 Review  
Amended by The Kent County Council (Footpath DS10 (part) at Swanscombe &  
Greenhithe) Definitive Map Modification Order 2014.  
The path has an initial width of 1.4 metres along the set of steps at point A, widening to  
2.2 metres at the rear of property number 59 Valley View through to point C; the path  
has a width of 2.8 metres between points C-D.
- DS22          Footpath  
Connections – Mounts Road, Bean Road (B255)
- DS23          Footpath  
Connections – Eynsford Road, Knockhall Chase  
Has a recorded width of 6 feet
- DS24          Footpath  
Connections – Knockhall Road, Abbey Road  
Has a recorded width of 6 feet.
- DS25          Footpath  
Connections – Lane Avenue, The Crescent  
Has a recorded width of 3 feet
- DS29          Footpath  
Connections - London Road – DS3  
The path was a width of 5 metres for the first 210 metres from Point A narrowing to  
2.4 metres for the final 25 metres to Point B. Added by the Kent County Council  
(Footpath DS29, Swanscombe and Greenhithe) Definitive Map Modification Order 2004.
- SD41          Footpath  
Connections – DR41  
Continuation on Map Sheet TQ56NE  
The public's rights are without prejudice to the statutory rights and obligations of the  
River Authority.
- SD43          Footpath  
Connections – DR43  
Continuation on Map Sheet TQ56NE
- SD44          Footpath  
Connections – DR44, DR44 again  
Continuation on Map Sheet TQ56NE
- SD47          Footpath  
Connections – DR47  
Continuation on Map Sheet TQ56NE





**DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY**

**COUNTY OF KENT**

**ANNEXED STATEMENT FOR THE MAP SHEET**

**TQ 57 NE**

**RELEVANT DATE – 31 MAY 2013**

Prepared by the Kent County Council in accordance with the provisions of  
Part III of the Wildlife and Countryside Act 1981

- DR2      Footpath  
Connections – DS4, C283  
Previously recorded as CRF3  
Reclassified to footpath at 1970 Review. Part extinguished by the Kent County Council (F.P. 2 (Part) Stone) Public Path Stopping-Up Order 1973.
- DR4      Footpath  
Connections – Crossways Boulevard (A206), permissive path over river wall connecting with DR1  
Termination at River Thames.  
Extended by creation of additional length of path 5 feet in width as provided for by the Kent County Council (F.P. 2 (Part) Stone) Public Path Stopping-Up Order 1973.  
Stopped up in part by the Kent County Council Thameside Industrial Route Stage 1 (Classified Road) (Side Roads) Order 1990.  
A new length of Footpath DR4 created by the Public Path Agreement dated 1 April 1998 between Environment Agency and Dartford Borough Council with a prescribed width of 1.8 metres for the new route.
- DR7      Footpath  
Connections –  
Continuations on Map Sheet TQ57SE  
Part extinguished by S.8 of the Dartford Tunnel Act 1957 and the Rural District of Dartford Public Path Extinguishment Order 1966, No. 1.  
Part extinguished by Dartford Borough Council (DR7 (Part) Stone) Public Path Extinguishment Order, 2003.
- DS1      Footpath  
Connections – DS3, Pier Road (U15868), **DS3 again**  
Continuation on Map Sheet TQ67NW.  
Diverted by the Kent County Council (F.P. 1 Swanscombe) Public Path Diversion Order (No. 2) 1970 with a prescribed width of 6 feet for the new path.  
The public's rights are without prejudice to the statutory rights and obligations of the River Authority.  
Existing path stopped up and new path created by Borough of Dartford (Part of DS1 Greenhithe) Stopping Up Order 2004 No.1 with a width of 2 metres for the new length of path.  
**Part diverted by the Dartford Borough Council (Public Footpath DS1 (part) Swanscombe and Greenhithe) Public Path Diversion Order 2015 with a width of 2 metres for the new length of path.**
- DS3      Footpath  
Connections – DS1  
Continuation on Map Sheet TQ57SE.  
Has a recorded width of 6 ½ feet. The public's rights are without prejudice to the statutory rights and obligations of the River Authority.
- DS4      Footpath  
Connections – DR2, Station Road (B255)  
Has a recorded width of 6 feet  
Diverted by the Swanscombe Urban District Council (Station Road, Greenhithe) Public Path Diversion Order 1960.
- DS28     Footpath  
Connections – High Street (B255), River Thames Wall  
Has a width of 1.5 metres.  
Added by the Kent County Council (DS28, Greenhithe) Definitive Map Modification Order 2003
- DS29     Footpath  
Connections – London Road – DS3  
Continuation on Map Sheet TQ57SE  
The path was a width of 5 metres for the first 210 metres from Point A narrowing to 2.4 metres for the final 25 metres to Point B.  
Added by the Kent County Council (Footpath DS29, Swanscombe & Greenhithe) Definitive Map Modification Order 2004.

DS30

Footpath

Connections – DS3, DS1

The path has a width of 2 metres.

Added by the Kent County Council (Footpath DS30, Swanscombe and Greenhithe)  
Definitive Map Modification Order 2004.



**DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY**

**COUNTY OF KENT**

**ANNEXED STATEMENT FOR THE MAP SHEET**

**TQ 67 NW**

**RELEVANT DATE – 31 MAY 2013**

**Prepared by the Kent County Council in accordance with the provisions of  
Part III of the Wildlife and Countryside Act 1981**

STATEMENT – SHEET TQ67NW

DISTRICT COUNCILS – DARTFORD AND GRAVESHAM  
TOWN /PARISH – NORTHFLEET AND SWANSCOMBE

Rights of way are numbered with two letter prefixes; the first letter indicates the present Borough/District Council area in which the route is situated, the second letter the relevant pre 1974 (Definitive Map) area.

DS – DARTFORD – Former Swanscombe Urban

NU – GRAVESHAM – Former Northfleet Urban

- DS1           Footpath  
Connections – NU1, DS2, DS12  
Continuation on Map Sheet TQ57NE  
The public's rights are without prejudice to the statutory rights and obligations of the River Authority.
- DS2           Footpath  
Connections – Pilgrims Road, DS12, DS1  
The public's rights are without prejudice to the statutory rights and obligations of the River Authority.
- DS12          Footpath  
Connections – Pilgrims Road, DS2, DS1  
Was formerly numbered a part of FP2  
Has a recorded width of 6 feet.
- NU1           Footpath  
Connections – Lower Road, DS1  
The public's rights are without prejudice to the statutory rights and obligations of the River Authority.
- DS31          Footpath  
Connections - Manor Way (U13206)  
The path has a variable width of between 3 and 4 metres but is restricted to 1 metre at point B on the Order plan.  
Continuation on Map Sheet 046 (TQ67SW)  
Added by the Kent County Council (Footpath DS31, Swanscombe) Definitive Map Modification Order 2009



**DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY**

**COUNTY OF KENT**

**ANNEXED STATEMENT FOR THE MAP SHEET**

**TQ 67 SW**

**RELEVANT DATE – 31 MAY 2013**

**Prepared by the Kent County Council in accordance with the provisions of  
Part III of the Wildlife and Countryside Act 1981**

Swanscombe) Diversion Order 1983 No.2

- DS27      Footpath  
Connections – Taunton Road (D5891), NU2  
Diverted by Kent County Council (Footpath DS27 (Part) Swanscombe) Public Path Diversion Order 1999 with a width of 1.85 metres for the new length of path. There will be a ramp and a bridge (at Point D on the Order Plan). Southern part of Footpath DS27 renumbered to NU44 where it crosses into Gravesham Borough Council area.
- DS31      Footpath  
Connections – Galley Hill Road (A226)  
The path has a variable width of between 3 and 4 metres but is restricted to 1 metre at point C on the Order plan where there is a vehicle barrier.  
Continuation on Map Sheet 047 (TQ67NW).  
Added by the Kent County Council (Footpath DS31, Swanscombe) Definitive Map Modification Order 2009.
- NG18      Footpath  
Connections – Wrotham Road (A227), Meadow Road, New House Lane (C365).  
From A227 (Wrotham Road) first 50 yards has a recorded width of 13 feet, remainder of path 4½ feet.
- NG19      Footpath  
Connections – Wrotham Road (A227), NU17  
From A227 (Wrotham Road) westwards for 50 yards has a recorded width of 10 feet.
- NG20      Footpath  
Connections – ~~A2~~, Coldharbour Road (C364)  
~~Part extinguished by the Kent County Council (Public Footpath NG20 (part) Gravesend) Public Path Extinguishment Order 2015.~~
- NG22      Footpath  
Connections – NU29, A2  
Part diverted by the A2 Trunk Road (Pepperhill to Cobham Side Roads) Order 2005 with a width of 4.0 metres for the new length of path.
- NG23      Footpath  
Connections – Wrotham Road (A227), Cycleway leading from Wrotham Road  
Added by the Kent County Council (Public Footpath NG23 at Gravesend) Public Path Creation Order 2015, with a width of 2 metres and staggered barriers where the path joins the footway of Wrotham Road. Part deleted as a result of the adoption of the Cycleway leading from Coldharbour Road under section 228 of the Highways Act 1980.
- NU2      Footpath  
Connections – DS17, Stonebridge Road (A226), NU44  
Was formerly recorded as CRB2  
Reclassified to Footpath at 1970 Review  
Has a recorded width of 12 feet.
- NU3      Footpath  
Connections – The Hive, NU6, The Shore  
Has a recorded width of 4-9 feet
- NU4      Footpath  
Connections – Granby Road, Crete Hall Road  
Diverted by the Stopping Up of Highways (Kent) (No.12) Order 1956
- NU5      Footpath  
Connections – Crete Hall Road, The Shore  
~~North to south section width recorded as 12-15 feet, remainder 6 feet~~  
North to South section width recorded as starting at 1.8 metres for 60 metres from "The Shore" before widening to 2.3 metres for a further 109 metres and then reducing to 1.8 metres for the remaining 24 metres before connecting with Crete Hall Road. The