

## Revisions

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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 liveries, 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 PRoWs 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:

- 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.

**PEDESTRIAN SURVEY RESULTS**

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4.22 It was highlighted in the Representation Period by KCC PRoW Officer that it would be useful to understand the current usage of the main routes east-west and north-south through the Swanscombe Peninsula. As such, a number of electronic camera surveys were undertaken in order to provide an understanding of the current usage. Cameras were deployed at the four strategic locations discussed with KCC PRoW Officer to monitor pedestrian movements at the access points across the Peninsula over a 7-day period from the 12<sup>th</sup> - 18<sup>th</sup> June 2021, between the hours of 6:00am – 21:00pm. These locations are illustrated on Figure 11.19 (Document Reference 6.3.11.19). The full survey results are contained in Annex 5.0.

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4.23 As was anticipated from the condition survey during summer and winter, the routes at the access points to the Swanscombe Peninsula appear to be well used by pedestrians, with occasional usage across the Kent Project Site via bicycle on Footpaths.

*Site A – Just off Wainwright Avenue, Swanscombe Peninsula*

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4.24 Site A monitored movements across a wide range of potential flows with this location comprising a crossroads of Footpath DS1, Footpath DS30 and a hardstanding track which runs in a north-east direction from the location, almost parallel to DS1 and the intended route of the England Coast Path. National Cycle Route 1 (NCR1) also ends at the DCO Order Limits after passing adjacent to the edge of the Thames and Ingress Park, as such the non-continuation of the route here appears to have left cyclists to their own devices, with a number of cyclists travelling along the various flows recorded, even on the Public Footpath network.

4.25 The movement flows for Site A are illustrated on Figure 11.20 (Document Reference 6.3.11.20). At the time of the survey, access to Footpath DS30 was not possible due to some ongoing construction works involving utilities. DS30 is a short length of path which runs parallel to DS1 and it is considered likely that potential users of DS30 would use DS1 naturally as a very close alternative, particularly as they both exit at similar points on Tiltman Avenue and also converge at Site A.

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Table 4-1: Site A – Results of Pedestrian Survey

(P = Pedestrians; C = Cyclists; T = Total)

FLOW	12/06/21			13/06/21			14/06/21			15/06/21			16/06/21			17/06/21			18/06/21		
	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T
1	16	0	16	35	5	40	28	0	28	28	0	28	24	0	24	10	0	10	4	0	4
2	26	6	32	32	2	34	14	0	14	16	0	16	19	1	20	4	0	4	3	0	3
3	57	4	61	45	5	50	30	3	33	46	5	51	21	4	25	16	0	16	12	0	12
4	62	3	65	65	0	65	45	0	45	70	1	71	37	0	37	17	0	17	14	0	14
5	11	0	11	0	0	13	15	0	15	8	1	9	15	2	17	10	0	10	4	0	4
6	18	0	18	34	0	34	23	0	23	22	0	22	12	0	12	18	0	18	4	0	4
7	0	2	2	3	0	3	0	0	0	4	0	4	0	0	0	6	3	9	3	0	3
8	24	6	30	24	1	25	12	0	12	22	1	23	0	0	0	19	5	24	5	2	7
9	46	0	46	48	0	48	44	0	44	41	1	42	37	1	38	16	0	16	12	0	12
10	37	0	37	44	12	56	22	0	22	33	1	34	31	7	38	21	2	23	7	0	7
11	44	9	53	36	6	42	24	0	24	38	1	39	21	3	24	11	0	11	13	0	13
12	4	0	4	1	2	3	0	0	0	6	0	6	0	0	0	2	0	2	0	0	0

4.26 The results indicate that pedestrians and cyclists rarely came from Footpath DS1 at the waters edge to then travel back on themselves via the hard surfaced track (Movement 7) or vice versa (Movement 12). All other possible flows appear to be well used primarily by pedestrians with occasional usage by cyclists.

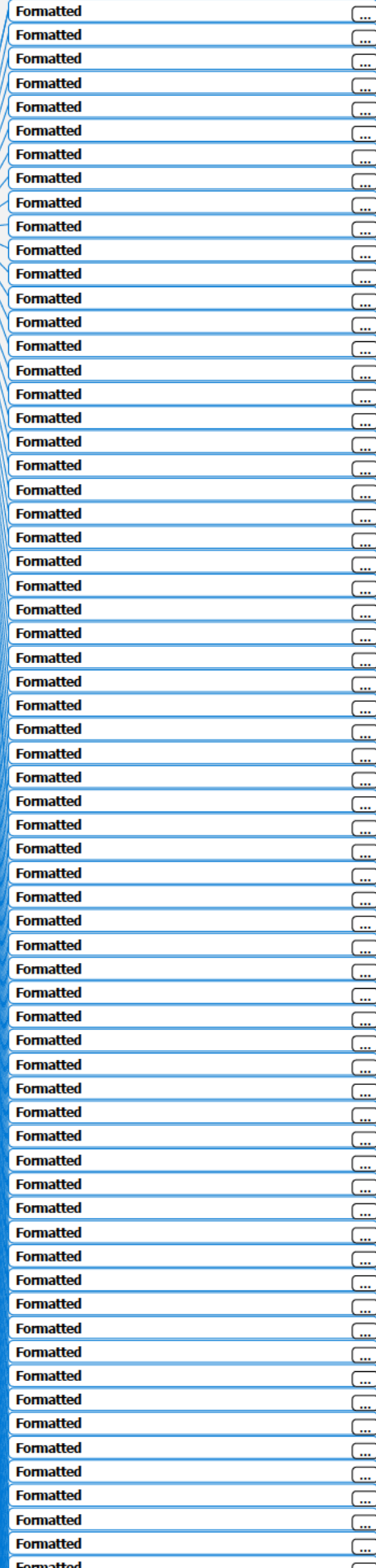
Site B – By Manorway Business Park, just off Manor Way, Swanscombe Peninsula

4.27 The movement flows for Site B are illustrated on Figure 11.21 (Document Reference 6.3.1.21). Table 4-2 below summarises the daily totals for total number of the route pedestrians, followed by those with –of which were the number of cyclists shown in brackets. The Site B survey monitored movements between Manor Way, Footpath DS3 (Pilgrim’s Way), DS2 and DS12.

Table 4-2: Site B - Results of Pedestrian Survey

(P = Pedestrians; C = Cyclists; T = Total)

FLOW	12/06/21			13/06/21			14/06/21			15/06/21			16/06/21			17/06/21			18/06/21		
	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T
1	16	6	22	24	6	30	22	0	22	10	0	10	20	0	20	10	0	10	3	0	3
2	17	6	23	27	3	30	13	2	15	11	0	11	17	0	17	10	0	10	2	0	2
3	17	1	18	6	0	6	27	4	31	21	1	22	17	1	18	15	1	16	11	1	12
4	21	5	26	5	0	5	38	1	39	23	2	25	25	2	27	22	0	22	16	0	16



4.28 [The figures in Table 4-2 indicate that pedestrian usage in all flows is fairly consistent with very occasional use by cyclists.](#)

***Site C – Botany Marshes, just off Manor Way, Swanscombe Peninsula***

4.29 [The movement flows for Site C are illustrated on Figure 11.22 \(Document Reference 6.3.11.22\). Table 4-3 below summarises the daily totals for total number of pedestrians, followed by those of which were cyclists in brackets. The Site C survey monitored movements between Manor Way, Footpath NU1, and two tracks heading north and south within Botany Marshes as well as an identified shortcut that users were taking.](#)

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Table 4-3: Site C - Results of Pedestrian Survey

(P = Pedestrians; C = Cyclists; T = Total)

FLOW	12/06/21			13/06/21			14/06/21			15/06/21			16/06/21			17/06/21			18/06/21		
	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T
1	23	2	25	28	6	34	26	1	27	19	0	19	17	4	21	15	0	15	6	1	7
2	13	0	13	17	1	18	8	0	8	15	1	16	10	1	11	12	1	13	5	0	5
3	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	1	0	1	0	0	0
4	25	3	28	25	2	27	17	1	18	21	4	25	16	0	16	20	1	21	4	1	5
5	7	0	7	20	0	20	15	0	15	13	0	13	10	1	11	8	0	8	7	0	7
6	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0

4.30 [The figures in Table 4-3 above indicate that pedestrian usage in all flows apart from the shortcut \(flows 3 and 6\) is fairly consistent with very occasional use by cyclists.](#)

***Site D – Botany Marshes, just off Manor Way, Swanscombe Peninsula***

4.31 [The movement flows for Site D are illustrated on Figure 11.23 \(Document Reference 6.3.11.23\). Table 4-4 below summarises the daily totals for total number of pedestrians, followed by those of which were cyclists in brackets. The Site D survey monitored movements between Manor Way, Footpath NU1, and one informal route heading west into Botany Marshes.](#)

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Table 4-4: Site D - Results of Pedestrian Survey

(P = Pedestrians; C = Cyclists; T = Total)

FLOW	12/06/21			13/06/21			14/06/21			15/06/21			16/06/21			17/06/21			18/06/21		
	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T
1	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	5	0	5	0	0	0
2	22	2	24	26	3	29	19	1	20	17	1	18	13	5	18	9	0	9	5	0	5
3	8	0	8	9	0	9	5	0	5	11	0	11	15	0	15	11	0	11	8	0	8
4	2	0	2	6	1	7	7	0	7	2	0	2	8	0	8	7	0	7	10	0	10

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FLOW	12/06/21			13/06/21			14/06/21			15/06/21			16/06/21			17/06/21			18/06/21		
	P	C	I	P	C	I	P	C	I	P	C	I	P	C	I	P	C	I	P	C	I
5	19	0	19	15	0	15	2	0	2	6	0	6	9	0	9	11	0	11	2	0	2
6	18	0	18	35	0	35	2	0	2	6	0	6	8	0	8	7	2	9	3	0	3
7	18	0	18	37	0	37	3	0	3	5	0	5	6	0	6	5	0	5	1	0	1
8	10	9	19	21	2	23	12	1	13	27	6	33	16	1	17	13	1	14	0	0	0
9	2	0	2	0	0	0	2	0	2	1	0	1	0	0	0	0	1	1	2	0	2
10	8	0	8	5	0	5	0	0	0	3	0	3	2	0	2	2	0	2	0	0	0
11	6	0	6	5	0	5	2	0	2	2	0	2	3	0	3	6	0	6	1	0	1
12	2	0	2	0	0	0	1	0	1	0	0	0	5	0	5	7	1	8	2	0	2

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4.32 The figures in Table 4-4 above indicate that pedestrian usage entering in and out of Botany Marshes via Manor Way and the small car park adjacent. Little use was experienced in either direction of the informal track (flows 1, 5, 9, 10, 11 and 12) and is consistent with very occasional use by cyclists.

**Interim Summary**

4.224.33 The results from the user survey of the access points to the Swanscombe Peninsula largely reflect the results of the condition survey previously undertaken, in the sense that routes that appeared to be well used and in good condition were in fact well used by a range of pedestrians and some cyclists. The user survey has enabled access by the use of bicycles (that was not expected) to also be assessed highlighted. As such the Public Rights of Way Strategy (Document Reference 6.3.11.18), although always providing a north south cycle link through the Swanscombe Peninsula, has been revised to include a shared path east-west through the Kent Project Site, allowing cyclists to travel along sections of the intended England Coast Path and the proposed diversion of Footpath DS1.

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## 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

Route Number	Potential Impact During Construction	Potential Impact During Operation
DS1	The alignment of DS1 along the flood embankment adjacent the Thames 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.	DS1 to be diverted to a new alignment around the north-west, north and north-east of Gate 1 <a href="#">and to form the route of the England Coast Path</a> . 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



Route Number	Potential Impact During Construction	Potential Impact During Operation
		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);
- [The permitted England Coast Path \(which is not currently implemented\) will be able to follow the vast majority of the intended alignment across the Swanscombe Peninsula, with only very minor tweaks required;](#)
- 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);
- [The onsite PRow network, including boardwalks, observations towers, signage and information boards would be managed by LRCH;](#)
- 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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Annex 2.0 ◆ ENGLAND COAST PATH STRETCH:  
GRAIN TO WOOLWICH

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

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Annex 4.0 ♦ DEFINITIVE MAP AND STATEMENTS  
FOR SURVEYED PROW

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Annex 5.0 ♦ SWANSCOMBE PENINSULA PROW  
SURVEY RESULTS

[\[This page is intentionally left blank\]](#) Annex 4.0 ♦ DEFINITIVE  
MAP AND STATEMENTS FOR SURVEYED PROW

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