

Planning Policy
Medway Council
Gun Wharf
Dock Road
Chatham
Kent, ME4 4TR.

BY EMAIL ONLY

14 February 2024

our ref: [REDACTED]

Dear Sir / Madam,

Hoo St Werburgh and Chattenden Neighbourhood Plan Regulation 16 consultation

Thank you for the opportunity to comment on the Hoo St Werburgh and Chattenden Neighbourhood Plan. As the National Trail Officer for the South East section of the King Charles III England Coast Path (KCIIECP), it is my responsibility to ensure the trail is protected and seek opportunities to enhance the route where possible.

The trail is a national asset that brings significant health and wellbeing benefits, in addition to boosting local economies. When it is completed, the KCIIECP will be approximately 2700miles long and become the longest managed coastal walking route in the world.

There is a section of the KCIIECP that passes through the parish boundary of Hoo St Werburgh and Chattenden. This opened to the public on the 5 October 2023. Further details can be found here: <https://www.gov.uk/government/collections/england-coast-path-iwade-to-grain#otterham-quay-to-stoke-marshes>.

Given the National Trail status of this route, it is requested that the alignment of the KCIIECP is highlighted on the PRoW Map (Page 69). The trail is not legally classified as a PRoW, so for the avoidance of doubt, the map title should be amended to say 'Public Rights of Way and Access'.

It is pleasing to see that Chapter 8 (Travel Infrastructure) highlights the existence of the England Coastal Path. However, please note that this National Trail was renamed in 2023 to commemorate the coronation of King Charles III. Any coastal path references in the neighbourhood plan should therefore be updated to reflect the official title of this National Trail. Please use the name in full - King Charles III England Coast Path - for the first usage and contract only if necessary to KCIIECP.

The inclusion of Policy H0012 (Paths) is welcomed. However, it is requested that the wording of the three sub policies is strengthened to specifically reference the KCIIECP. This revised wording would provide a robust planning policy for the

Neighbourhood Plan, ensuring new development has a positive impact on coastal access. Suggested wording below:

1. Development must not encroach or have any adverse impact on the safety, amenity or accessibility of public rights of way, the King Charles III England Coast Path, the national cycle route, or locally promoted routes (including the Saxon Shore Way).
2. Development adjacent to public rights of way, the King Charles III England Coast Path, the national cycle route, or locally promoted routes (including the Saxon Shore Way), should take any opportunities to enhance the safety, amenity or accessibility of the route.
3. Development of the sea wall will be supported from Kingsnorth to Chattenden to encompass Cockham Fort and any future parkland, to join up with the King Charles III England Coast Path.

Summary:

Overall, I have no objection to the proposed Neighbourhood Plan, though a few minor matters have been identified that need addressing. I would be grateful if you could take these comments into consideration and revise the plan accordingly. Naturally, I would be happy to engage with the applicant and discuss the matters raised in this response.

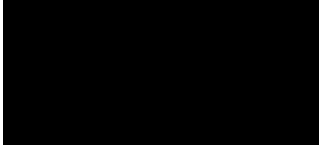
Comments are made in reference to the following planning policy;

- **National Planning Policy Framework**
 - **Paragraph 104:** Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.
 - **Paragraph 124:** Planning policies and decisions should:
 - a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains such as developments that would enable new habitat creation or improve public access to the countryside;"
 - **Paragraph 178:** Development in a Coastal Change Management Area will be appropriate only where it is demonstrated that:
 - a) it will be safe over its planned lifetime and not have an unacceptable impact on coastal change;
 - b) the character of the coast including designations is not compromised;
 - c) the development provides wider sustainability benefits; and
 - d) the development does not hinder the creation and maintenance of a continuous signed and managed route around the coast. "
 - **Paragraph 180:** Planning policies and decisions should contribute to and enhance the natural and local environment by:
 - c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
- **Medway Local Plan 2003**
 - **Policy BNE22: Environmental Enhancement**
 - **Policy BNE45: Undeveloped Coast**
 - **Policy BNE46: Developed Coast**
 - **Policy ED16: Tourist Facilities for Walkers and Cyclists**
 - **Policy L10: Public Rights of Way**

- Policy L11: Riverside Path and Cycleway
- Policy T3: Provision for Pedestrians

This response is made on behalf of the King Charles III England Coast Path National Trail. The views expressed should be considered only as the response of the National Trail officer in respect of King Charles III England Coast Path matters relating to the proposal.

Yours faithfully

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National Trail Officer for the King Charles III England Coast Path - South East

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