

APPENDIX C

Responses to the proposal submitted by Faversham Town Council

FAVERSHAM REACH RESIDENTS ASSOCIATION LIMITED

13, Faversham Reach,
Upper Brents,
Faversham,
Kent. ME13 7LA

Tel. 01795 590175
helenalbery@yahoo.co.uk

Ms Sonia Coventry
Public Rights of Way Officer
Countryside Access Service
Invicta House
County Hall
Maidstone
Kent ME14 1XX



18th July 2012

Dear Madam,

Public Footpath ZF5, Faversham Reach, Faversham

The Residents Association company understands that Faversham Town Council have applied to divert footpath ZF5 onto a different route through Faversham Reach.

The company intend to oppose this application and when we receive a formal notice of this application we will respond in a formal manner.

Several residents also intend to oppose the application.

Yours faithfully,

A handwritten signature in blue ink that reads 'H. Albery'.

Mrs. H. Albery (Secretary)
For and on behalf of Faversham Reach Residents Association Limited.

Sonia Coventry
KCC Public Rights of Way
Invicta House
County Hall
Maidstone
Kent ME14 1XX

1 Faversham Reach
Upper Brents
Faversham
Kent ME13 7LA

21. 08. 12.

Dear Ms. Coventry

Proposal to divert part of Public Footpath ZF5 in Faversham, Borough of Swale.

Your Ref: PROW/ZF5/1340

Thank you for your correspondence dated 01 August 2012 concerning the Faversham Town Council Application which my wife and I note with interest. Whilst we support the principle of diversion of the footpath we would suggest a different route, namely the Saxon Shore Way which runs around the outside of Faversham Reach.

We understand that Faversham Reach Residents Association Limited (FRRRA) will make an application under s119 of the Highways act 1980 to secure this outcome.

On this basis, my wife and I (Margaret & Donald Haile) as homeowners of number 1 Faversham Reach **object** to the Town Council's proposal (KCC ref: PROW/ZF5/ 1340) to divert ZF5.

In response to the questions asked on your consultation form:

- 1) The proposed diversion is not in the interests of Mr & Mrs Haile. The land over which the proposed diverted ZF5 would run is owned by FRRRA. The owner does not consent to the proposed route of ZF5. It would run through the heart of a quiet residential development causing inconvenience, security risk and health and safety concerns. The marina and private moorings do not have provisions as to the security of the boats moored there. Additionally, the proposed ramp would require a breach in the existing estate wall which would reduce the car parking availability within the development and potentially increase the flood risk. Mr & Mrs Haile would prefer that ZF5 be diverted along the Saxon Shore Way. That land, we understand, is owned by Swale Borough Council.
- 2) The proposed diversion is not in the public's interest. We consider it would be better for the public if ZF5 was routed along the Saxon Shore Way, a nationally accepted walking route. It is routed around the side of what is now Faversham Reach. However it does not currently enjoy right of way status. We consider it would be in the public's interest to secure this amenity for the public. To do so would require little or no cost and the existing path has already been improved to secure disability access.
- 3) The proposed diversion is substantially less convenient for the public than the diversion proposed by FRRRA because it involves traversing a ramp with a 1 in 12 gradient whereas the Saxon Shore Way is accessible for all.

- 4) The proposed diversion would be less preferable in terms of public enjoyment of the route than FRRRA's proposed diversion: as set out above. The public would surely prefer to walk along the Saxon Shore Way where there is no vehicular access rather than up a ramp into Faversham Reach gaining, at best, some 50 metres of limited Creek view. The remainder being within the confines of houses and perimeter fencing within the estate and over an area of roadway used by vehicles including delivery and public utility vehicles with several areas having limited visibility.
- 5) The points of termination are the same.

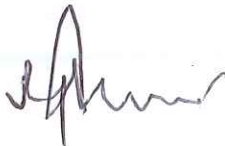
Finally, a further important point to consider is the difficulty and substantial cost to the public of securing the Town Council's proposed diversion when compared with that being proposed by FRRRA.

The land to the southwest of Faversham Reach, on which it is proposed to construct a substantial ramp, is understood to be a town or village green registered as VG236. The construction of a ramp on the green we believe would be unlawful under the 19th century statutes which protect town and village greens. The Commons Act 1876 provides s29 that, in respect of a green, 'any erection thereon or disturbance or interference with or occupation of the soil' shall be a public nuisance (and therefore unlawful). The construction of a ramp would clearly fall within that section.

Even supposing that the construction of a ramp was lawful, it would still be expensive and unnecessary given the existence of the FRRRA's alternative diversion proposal. Given also the context of the current recession and many other priorities which KCC no doubt faces in terms of expenditure, this must be a relevant consideration when considering which proposal to take forward.

We would therefore invite KCC to prefer the proposed diversion of FRRRA as the more 'expedient' proposal. However if KCC is undecided Mr & Mrs Haile would suggest that both the proposal of FRRRA and the Town Council's proposal be submitted to an inspector for simultaneous consideration so that he/she can determine which of them is the most expedient.

Yours sincerely



Donald Haile

2 FAVERSHAM REACH
UPPER BRENTS
FAVERSHAM
KENT ME13 7LA
01795 – 591191

mikepalmer500@gmail.com

Sonia Coventry
KCC Public Rights Of Way
County Hall
Maidstone, Kent, ME14 1XX



August 24, 2012

Dear Mrs Coventry,

Proposal to divert part of public footpath ZF5 in Faversham
Reference: PROW/ZF5/1340

I am the owner of 2 Faversham Reach and am pleased that Kent County Council wish to change the existing situation of the ZF5 footpath notionally running through my property; this is clearly an anomaly.

Indeed it seems peculiar that it was not addressed when Pollock's shipyard was closed and Faversham Reach was developed in the early 1990s. I purchased my house in 2003, and Thorneloe & Co, my solicitor has confirmed that the local authority searches revealed no Public Rights of Way at that time. It seems that errors were made in the administration of this service in this case and in others.

So I strongly support the principle of diversion.

But I believe the best solution is to divert the path onto the route of the Saxon Shore Way, which runs around the outside of Faversham Reach. I understand that Faversham Reach Residents Association Limited (FRRA) will make an application under s119 of the Highways Act 1980 to propose this alternative.

On this basis I object to the Town Council's proposal to divert ZF5. Referring the questions asked on your consultation form:

1. Landowners' interests

- Faversham Reach is a quiet and secure environment in which to live; as a gated cul-de-sac it is easy to control access as well as being a safe environment for children to play. In 2003, following several acts of vandalism to boats by persons climbing around the wall, additional security grills were fitted by FRRA at each end of the quays (Planning Permission was granted by Swale BC). Since then there has only been one incident, and it has been the habit of residents to challenge the occasional incursions from people who may wish to make mischief. Clearly this will change if the footpath is diverted: any person will have the right to enforce their right of way.

**2 FAVERSHAM REACH
UPPER BRENTS
FAVERSHAM
KENT ME13 7LA
01795 – 591191**

mikepalmer500@gmail.com

- For these reasons I feel that the Town Council proposal will cause me considerable inconvenience and decreased security. I moor my boat next to my house and am concerned about the increased risk of vandalism. This proposal will cause me significant loss of amenity.
2. **The Public Interest:** the proposal is not in the public's best interest because:
- **Creek side experience.** The proposed path will increase the public's ability to view the Creek by under 50metres – only 30% of the diverted route.. This seems poor use of public money in view of the costs of diverting the existing Saxon Shore Way path to allow the construction of the 2 metre wide ramps, provision of railings, breaching and forming the new wall entrance etc.
 - **Danger to pedestrians.** The proposed diversion of Faversham Town Council is over an area of roadway used by vehicles, including delivery and public utility vehicles; unfortunately there are several areas with limited visibility in the estate on the creek side.
 - **Convenience..** The proposed diversion is inconvenient for the public because it involves traversing the proposed ramp. In contrast, the Saxon Shore Way path is flat and accessible for all after Faversham Town Council's recent improvements.
3. **Practical concerns.**
- I have received advice that the land to the southwest of Faversham Reach, on which it is proposed to construct the substantial ramp, is a 'village green' registered as VG236. The construction of a ramp on the green would be unlawful under the 19th century statutes which protect town and village greens.
 - Even supposing that the construction of a ramp were lawful, it would still be expensive and unnecessary given the existence of FRRAs alternative diversion proposal.

I believe the diversion would be better for all if ZF5 were routed along the Saxon Shore Way, a solution which requires little or no additional expenditure. This long distance path is routed around the side of Faversham Reach but this section does not currently enjoy right of way status. I think it would be in the public's interest to secure this amenity for the public.

I would therefore invite KCC to prefer the proposed diversion of FRRAs as the more 'expedient' proposal.

Yours sincerely



Michael Palmer

Coventry, Sonia - CC CS

From: Coventry, Sonia - CC CS
Sent: 09 October 2012 11:50
To: 'mikepalmer500'
Subject: RE: Proposed diversion of footpath ZF5 - example of vandalism

Dear Mike

I acknowledge receipt of you email and the attached pictures. This information will be added to the file and made available to the those attending the Panel meeting on 06 November and the Panel members, so this information can be taken into consideration at the meeting.

Regards

Sonia

Sonia Coventry
Public Rights of Way Officer (Definition)
Countryside Access Service

Customer and Communities
Kent County Council
Invicta House
Maidstone
Kent ME14 1XX

Direct Tel: 01622 221512

Fax: 01622221636

Email: sonia.coventry@kent.gov.uk

www.kent.gov.uk/explorekent

Please help save paper by not printing this email unless absolutely necessary

From: mikepalmer500 [mailto:mikepalmer500@gmail.com]
Sent: 08 October 2012 18:50
To: Coventry, Sonia - CC CS
Cc: Mike Maloney; helenalbery@yahoo.co.uk; Don & Margaret Haile; Wade, Chris - CC CS
Subject: RE: Proposed diversion of footpath ZF5 - example of vandalism

Dear Sonia

These photos, taken today, illustrate an act of vandalism that has occurred recently about 35 metres north-east of point C of the proposed diversion. This stretch of hedge was torched recently on the Saxon Way footpath.

Please will you append it to my letter of objection to the proposal by Faversham Town Council. It provides evidence that there is a real risk of vandalism to property should ZF5 be diverted through Faversham Reach.

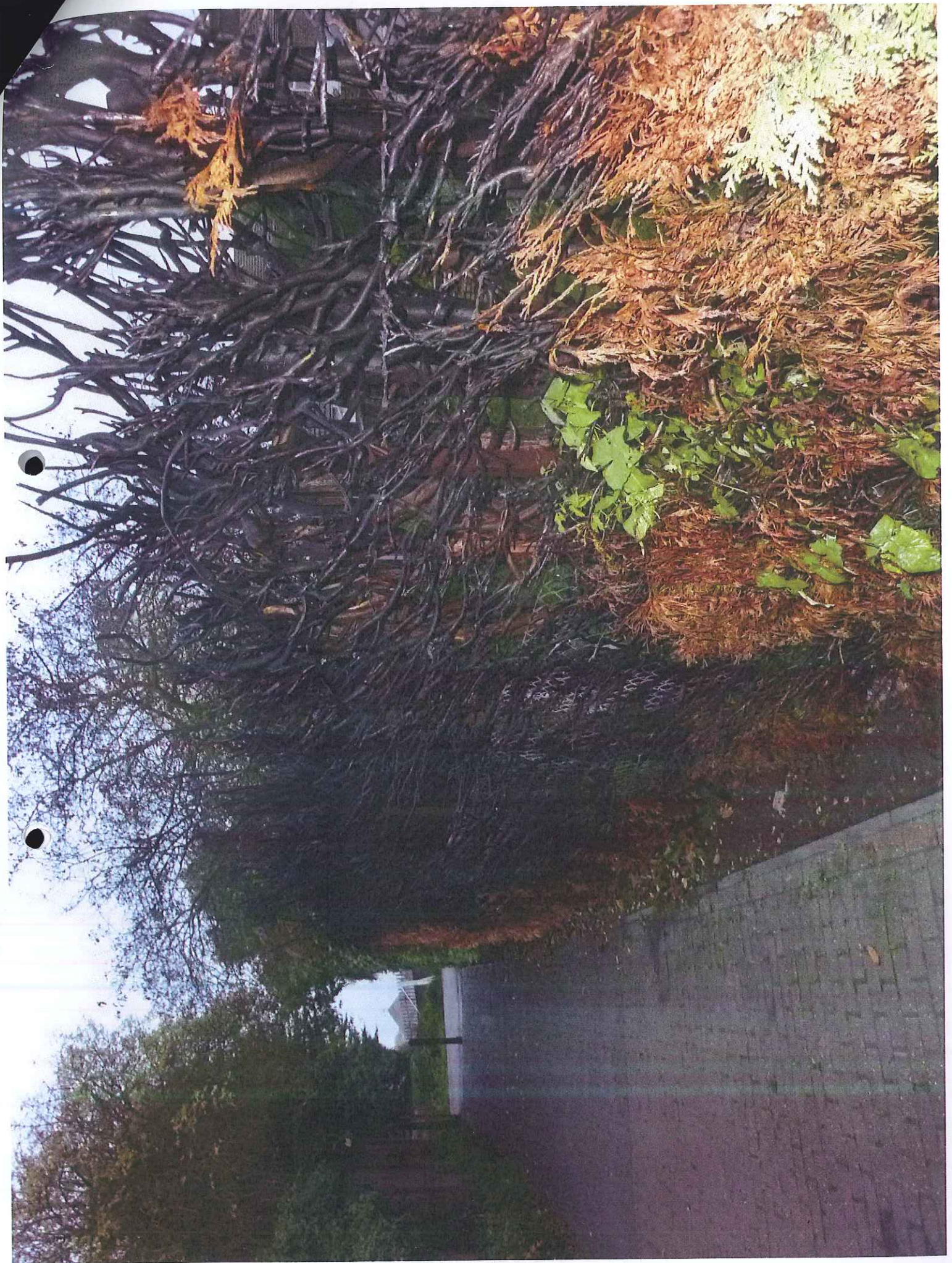
Obviously this act had taken place before the closing date for objections, so I request that the photos be made available to those who are considering this matter.

Please would you acknowledge receipt.

Best wishes

09/10/2012





Sonia Coventry,
KCC Public Rights of Way,
Invicta House,
County Hall,
Maidstone,
Kent ME14 1XX



M D Spicer,
3 Faversham Reach,
Upper Brents,
Faversham,
Kent ME13 7LA

25 August 2012

**Proposal to divert part of
Public Footpath ZF5 in Faversham, Borough of Swale
Reference: PROW/ZF5/1340**

Dear Ms. Coventry,

thankyou for your correspondence dated 1 August 2012 concerning the Faversham Town Council Application which I note with interest. I do support the principle of diverting Public Footpath ZF5 (but **not** through Faversham Reach). I would suggest a different route, namely the Saxon Shore Way which runs around the perimeter of Faversham Reach. I am also aware that Faversham Reach Residents Association Limited (FRRRA) will make an application under s119 of the Highways Act 1980 to secure this outcome.

On this basis and as house owner of 3 Faversham Reach I **strongly object** to the Town Council's proposal (KCC ref: PROW/ZF5/1340) to divert ZF5.

In response to the questions asked on your consultation form:

- 1) The proposed diversion is not in the interests of Mr M D Spicer. The land over which the proposed diverted ZF5 would run is owned by FRRRA. The owner does not consent to the proposed route of ZF5. It would run through the heart of a quiet residential development causing inconvenience, security risk and health and safety concerns. The marina and private moorings do not have provisions as to the security of the boats moored there. Additionally, the proposed ramp would breach the existing perimeter wall and further reduce residents car parking and potentially increase the risk of flooding. Mr Spicer would prefer ZF5 be diverted along the Saxon Shore Way. That land, I understand, is owned by Swale Borough Council.
- 2) The proposed diversion is not in the public's interest. I consider it would be better for the public if ZF5 was routed along the Saxon Shore Way, a nationally accepted walking route. It is routed around the perimeter of Faversham Reach. However, it does not currently enjoy Right of Way status. I consider it would be in the public's interest to secure this amenity for the public. To do so would require little or no cost as the existing path has already been improved to secure disability access.
- 3) The proposed diversion is substantially less convenient for the public than the diversion proposed by FRRRA because it involves traversing a ramp with a 1 in 12 gradient, whereas the Saxon Shore Way is accessible for all.

- 4) The proposed diversion would be less preferable in terms of public enjoyment of the route than FRRA's proposed diversion as set out above. The public would surely prefer to walk along the Saxon Shore Way where there is no vehicular access rather than up a ramp into Faversham Reach gaining, at best, some 50 metres of limited creek view. The remainder being within the confines of houses and perimeter fencing within the estate and over an area of roadway used by vehicles including delivery and public utility vehicles with several areas having limited visibility.
- 5) The points of termination are the same.

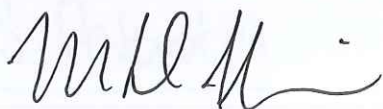
Finally, a further important point to consider is the difficulty and substantial cost to the public of securing the Town Council's proposed diversion when compared with that being proposed by FRRA.

The land to the southwest of Faversham Reach, on which it is proposed to construct a substantial ramp, is understood to be a Town or Village Green registered as VG236. The construction of a ramp on the Green we believe would be unlawful under the 19th century statutes which protect Town and Village Greens. The Commons Act 1876 provides S29 that, in respect of a Green, 'any erection thereon or disturbance or interference with or occupation of the soil' shall be a public nuisance (and therefore unlawful). The construction of a ramp would clearly fall within that section.

Even supposing that the construction of a ramp was lawful, it would still be expensive and unnecessary given the existence of the FRRA's alternative diversion proposal. Given also the context of the current recession and many other priorities which KCC no doubt faces in terms of expenditure, this must be a relevant consideration when considering which proposal to take forward.

We would therefore invite KCC to prefer the proposed diversion of FRRA as the more 'expedient' proposal. However, if KCC is undecided Mr Spicer would suggest that both the proposal of FRRA and the Town Council's proposal be submitted to an inspector for simultaneous consideration so that he/she can determine which of them is the most expedient.

Yours sincerely



Malcolm Spicer

BY FAX

EMAIL & POST

Amelia Bannock and Russell McCann
4 Faversham Reach
Faversham
Me13 7LA
07889676802

24th August 2012

Sonia Coventry
KCC Public Rights of Way
County Hall
Maidstone
ME14 1XX



Dear Ms Coventry,

Proposed Diversion of Path ZF5 Your Ref:PROW/ZF5/1340

We are opposed to this proposed diversion of the above mentioned path and support the redirection of the path around the outside wall of Faversham Reach or across the adjacent green.

The proposed diversion is not in the landowners interest

The proposed route is over land that is owned by Faversham Reach Residents Association Ltd. of which we are shareholders and this is not a satisfactory solution for any of the parties involved or to be of particular benefit to members of the public.

The route would pass close to the doors of my garage and over some of the parking spaces on the estate creating a hazard for walkers and drivers.

I looked at the original planning permission and it is a condition of planning that these spaces remain. The displaced parking would result in additional parking on Upper Brents that is already a congested area particularly for larger vehicles leaving the industrial estates.

There are also issues regarding health and safety and security at the marina area of the proposed walk.

The existence of this path was not disclosed by either Swale Council or KCC when searches were carried out in 2008 when we purchased our property.

It would be detrimental to the mature landscaping of the estate resulting in the destruction of ornamental trees and shrubs.

The diversion is not in the public interest

I do not believe that the diversion in its current format is in the public interest. This proposed diversion in fact would only provide an additional fifty metres of creekside walking and this view would be restricted by the houses forward of the marina area.

The enormous expense of building this footpath from the public purse is unjustified. The new path will be much wider than the existing natural path that meets the shipyard wall and will destroy the habitat and displace the wildlife that is in this area. I also believe it will be an eyesore no matter what materials are chosen as it rises to compensate for the difference in levels between Faversham Reach and the existing path. One must consider is Faversham Town Council proposing to widen and concrete over the existing path into the town and along the Creek to the sea.

enty Prow / 2FS / 1340

The path proposed by Faversham Town Council is less convenient than the alternative proposal

This convenience of the proposed path cannot be compared to a path that has not existed since the first few years of the twentieth century if at all in the last one hundred and twenty years. It is also interesting that there seems to be several versions presented by KCC as the "Definitive Map".

One map presented with a proposal shows the path through the rear area of Faversham Reach homes and to the rear of Waterside, one through five homes or six homes on Faversham Reach only. This would show that an accurate definitive map should be produced to prove that in fact the path was not extinguished or engulfed by the Creek prior to the building of the Shipyard. It would be a falsehood for anyone to claim to have used a path through a working shipyard during either world wars, due to the official secrets act or afterwards for health and safety reasons.

A more convenient route for walkers, and I am one of the existing path users, would be around the outside of the wall enclosing the estate, or possibly through the green adjacent to the current unofficial path providing views across the green. It would impact on my enjoyment and others to walk on a wide concrete path instead of the existing natural path that is in harmony with the other paths on the marshes and by the Creek to arrive into the path of HGVs leaving an industrial estate.

The path will negatively impact upon public enjoyment and be substantially less convenient to the public

The route of the path will direct walkers on a route where there is traffic from the two residential estates and through the old shipyard gates into the path of lorries HGVs and other traffic that travels from two outlets on the adjacent industrial estate. The alternative route takes the walker safely past these hazards. The only view of the Creek will be onto a derelict fuel terminal and abandoned industrial area on the far side of the Creek.

This proposed alteration to the path would also result in destroying part of the shipyard wall that is part of Faversham Creek's maritime history that the town council claim is important to the future tourism plans of Faversham. This area is designated a conservation area and I understood that planning restrictions apply to everyone including public bodies. It is difficult for householders to get planning for the most minor changes e.g. pruning trees etc. for this reason and I believe that Faversham Town Council should not be allowed special treatment to propose a scheme that would cause so many problems and have a huge financial cost to the public for the engineering/building work and compensation to affected parties.

Final Comments

I should also like to know why Faversham Reach has been singled out for this treatment while Waterside and other areas on the other side of the creek are not affected. It would be useful to receive an accurate copy of the original definitive maps as the ones that have been supplied seem to bear no resemblance to the ones that are on the website and are difficult to read. The ones we have received look like a print out of an old map heavily doctored with a black pen.

Should you require any further comment or information please do not hesitate to contact us.

Yours sincerely



Amelia Bannock



Russell McCann

OBJECTIONS TO THE PROPOSED DIVERSION OF FOOTPATH

Russ and Debbie Dixon are the owners of 5 Faversham Reach and are writing to express their objection to the proposed diversion to footpath ZF5. The current situation with the designated footpath running through a number of the properties on Faversham Reach is not ideal and we support the principle of a diversion but would suggest that the footpath be diverted onto a different route, namely the route of the Saxon Shore Way which runs around the outside of Faversham Reach. We understand that Faversham Reach Residents Association Limited (hereinafter referred to as FRRA) will make an application under s119 of the Highways Act 1980 to secure this outcome.

On this basis, Mr and Mrs Dixon **object** to the Town Council's proposal (KCC ref PROW/ZF5/1340) to divert ZF5. In terms of the questions asked on your consultation form:

1. The proposed diversion is not in the interest of Mr and Mrs Dixon. The land over which the diverted ZF5 is proposed to run is owned by FRRA. The owner does not consent to the proposed route of ZF5. It will run through the heart of a quiet residential estate, causing inconvenience, potential issues with noise, rubbish clearance and security concerns, particularly in respect of the adjacent marina, which has no provisions as to the security of the boats moored there. Mr and Mrs Dixon have a right to moor a boat in the marina. Mr and Mrs Dixon would prefer for ZF5 to be diverted along the route of the Saxon Shore Way. That land is understood to be owned by Swale Borough Council.
2. The proposed diversion is not in the public's interest. It would be better for the public if ZF5 were routed along the Saxon Shore Way which is already being used as an unofficial alternative to the ZF5 route. This is a nationally famous long distance walking route. It is routed around the side of what is now Faversham Reach. However, it does not currently enjoy right of way status. Mr and Mrs Dixon consider that it would be in the public's interest to divert ZF5 onto the route of the Saxon Shore Way, securing this amenity for the public. To do so would require little or no expenditure as there is already a physical path on the route of the Saxon Shore Way which has recently (in or around 2004) been improved to secure disabled access. Part of the diversion is over an area specified as a car parking space on the planning permission for the development at Faversham Reach and the permission excludes any development over this land or the area enabling vehicular access thereto. It would therefore be necessary to apply for this condition to be amended and if granted is likely to result in vehicles being parked on already congested part of the public highway.
3. The proposed diversion is substantially less convenient for the public than the diversion proposed by FRRA because it involves traversing a ramp whereas the route of the Saxon Shore Way is flat and accessible for all.

4. The proposed diversion would be less preferable in terms of public enjoyment of the route than FRRA's proposed diversion; as set out above, the public would surely prefer to be able to walk along the route of the Saxon Shore Way than through Faversham Reach. The proposed diversion onto the Saxon Shore Way is along a path upon which there is no vehicular access whereas the proposed diversion of Faversham Town Council is over an area of roadway used by vehicles including delivery vehicles and public utility vehicles with several areas having limited visibility.
5. The points of termination are the same.

A further point to consider is the difficulty and substantial cost to the public of securing the Town Council's proposed diversion when compared with that proposed by FRRA.

The land to the southwest of Faversham Reach, on which it is proposed to construct a substantial ramp, is understood to be a town or village green registered as VG236. The construction of a ramp on the green would be unlawful under the 19th century statutes which protect town and village greens. The Commons Act 1876 provides in s29 that, in respect of a green, "any erection thereon or disturbance or interference with or occupation of the soil" shall be a public nuisance (and therefore unlawful). The construction of a ramp would clearly fall within that section.

Even supposing that the construction of a ramp were lawful, it would still be expensive and unnecessary given the existence of FRRA's alternative diversion proposal. Given the context of the recession and the many other priorities which KCC no doubt faces in terms of its expenditure, this must be a relevant consideration when considering which proposal to take forward.

Mr and Mrs Dixon would therefore invite KCC to prefer the proposed diversion of FRRA as the more 'expedient' proposal. However, if KCC is undecided Mr and Mrs Dixon would suggest that both the proposal of FRRA and the Town Council's proposal be submitted to an inspector for simultaneous consideration so that he can determine which of them is the most expedient.

Additional concerns

There are also issues of maintenance of the proposed diversion through Faversham Reach. Currently the residents of Faversham Reach pay a maintenance charge for insurance and upkeep of all common areas of the estate. As things currently stand, the footpaths around the Creek area are often littered with rubbish and dog excrement. The potential for a well maintained estate to deteriorate as a result of public thoughtlessness cannot be underestimated, particularly when it could have a detrimental effect on our property valuations.

BA Dixon
RK Dixon

COUNTY COUNCIL – ENVIRONMENT & REGENERATION
DIVERSIONS AND EXTINGUISHMENTS OF PUBLIC RIGHTS OF WAY

Owner / Occupier
6 Faversham Reach
Upper Brents
Faversham
Kent
ME13 7LA



Proposal to divert part of Public Footpath ZF5 in Faversham, Borough of Swale

(Our ref: PROW/ZF5/1340)

This consultation expires on 31 August 2012

I should be grateful if you would kindly complete the following and return it to me as soon as possible:

I agree the proposed diversion is in the landowner's interest
 I do not agree because *It would affect directly the resale value of our houses and the quality of life in Faversham Reach*

I agree the proposed diversion is in the public's interest
 I do not agree because *There is a perfectly good footpath around the foot of the wall*

I agree the proposed diversion is not substantially less convenient to the public
 I do not agree because *The public have shown over the years that they do not need to use this path*

I agree that the proposed diversion would not negatively impact upon public enjoyment of the route
 I do not agree because *this new route is not in any substantial way wanted by the public*

I agree that the new point of termination will not be substantially less convenient to the public
 I do not agree because *The point of termination seems to me to be exactly the same point as is current*

PLEASE RETURN TO:
Sonia Coventry
KCC Public Rights of Way
Invicta House
County Hall
Maidstone
Kent ME14 1XX



Ms. C M Brightman
7 Faversham Reach
FAVERSHAM
ME13 7LA

21 August 2012

Sonia Coventry
KCC Public Rights of Way
Invicta House
County Hall
MAIDSTONE
ME14 1XX

Objections to the Proposed Diversion of Footpath ZF5

As joint owner of 7 Faversham Reach I am grateful to the Town and County Councils for bringing the current situation of Footpath ZF5 to my attention. I support the principle of diversion but suggest that the footpath be diverted onto a different route, namely the Saxon Shore Way that runs along the outside of the boundary wall of Faversham Reach.

I **object** to the Town Council's proposal (KCC ref. PROW/ZF5/1340).

In terms of the questions asked on your consultation form:

1. The proposed diversion is not in my interest. The land over which the diverted ZF5 is proposed to run is owned by the Faversham Reach Residents Association and as a house owner I am a member of that Company. I do not consent to the proposed route of ZF5. It would run through the heart of our quiet residential estate causing disturbance, inconvenience and serious concerns of safety and security particularly in respect of the adjacent marina. I have the right to moor a boat in the marina but the marina was not built with anticipation of public access and there is no provision as to the security of my boat in its mooring. I would prefer ZF5 to be diverted along the route of the Saxon Shore Way. That land is understood to be owned by Swale Borough Council.

2. The proposed diversion is not in the public's interest. It would be better for the public if FZ5 were routed along the Saxon Shore Way. This is a popular, nationally famous long distance walking route. However it does not currently enjoy right of way status. I consider that it would be in the public's interest to divert ZF5 onto the route of the Saxon Shore Way thereby securing this amenity for the public.

The proposed diversion would breach a wall compromising its strength and stability and either destroy a mature bed of shrubs or cross an area designated as a car parking space on the planning permission granted for the development of Faversham Reach. The proposed route would then pass the marina which is not fenced or gated and so there would be the risk of children or young persons falling into deep water or mud. The residents found it necessary to erect railings at each end of the estate to prevent children climbing dangerously on the ironwork of the quay. Planning permission was granted for this work. The route proposed is also on a road with no pavement except at the end near the existing entrance from Upper Brents. Here there is a single track for very heavy lorries and there is frequent vehicular traffic in Faversham Reach. The pavement is less than 0.7m (27") wide i.e. too narrow for most wheel chairs. In or around 2004, the Saxon Shore Way was improved to secure disabled access.

3. The proposed diversion would be substantially less convenient for the public than the diversion that I propose because it involves traversing a ramp whereas the route of the Saxon Shore Way is horizontal and accessible for all. The ramp proposed would have to occupy the whole length of the southwest-facing wall in order to rise four feet and achieve a safe gradient. This would create an obstacle for those who wish to use the existing Saxon Shore Way.

4. The proposed diversion would be less preferable in terms of public enjoyment of the route than my proposed diversion.

The Saxon Shore Way is on or adjacent to a village green registered as VG236. The diversion proposed by Faversham Town council is through a housing estate along a roadway in constant use by the vehicles owned by the residents plus delivery vehicles and public utility vehicles. At ground level there is limited visibility.

5. The points of termination are the same.

A further point to consider is the difficulty and cost to the public of securing the Town Council's proposed diversion when compared with my proposal.

Even supposing that the construction of a ramp were lawful, it would be expensive and unnecessary given the existence of the Saxon Shore Way. In the context of the recession and the many other priorities which KCC faces in terms of expenditure, the cost must be relevant when considering which proposal to take forward.

I would therefore invite KCC to prefer my own proposed diversion as the more expedient proposal. If KCC is undecided I would suggest that both my proposal and that of the Town Council be submitted to an inspector for simultaneous consideration so that he can determine which of them is the most expedient.

Carlyne M. Brighton



Colin Abdey
7 Faversham Reach
Faversham ME13 7LA

20th August 2012

Sonia Coventry
KCC Public Rights of Way
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Maidstone
Kent ME14 1XX

I wish to register my **Objection** to the Town Council's proposal (KCC ref. PROW/ZF5/1340) to divert ZF5. With reference to the questions asked on your consultation form:

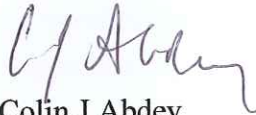
1. The proposed diversion is not in my interest. The land over which the diverted ZF5 is proposed to run is owned by the Faversham Reach Residents Association and all house owners are members of that Company. The route described would run through the heart of a quiet residential estate causing disturbance, inconvenience and very serious concerns of safety and security. The path proposed is drawn on a road with no pavement except at the end nearest Upper Brents where the entrance is single track for very heavy lorries and the pavement is only 27 inches wide. This is too narrow for wheel chairs. There is frequent vehicular traffic in Faversham Reach. The marina was not built with anticipation of public access and is not fenced or gated. There would be risk to children or young persons falling over the edge into deep water of mud. The residents were obliged, some years ago, to erect railings at each end of the estate to prevent children climbing dangerously on the ironwork of the quay. Planning permission was granted for this work. I would prefer an alternative diversion of ZF5 to be adopted and that is along the route of the Saxon Shore Way which runs around the wall enclosing Faversham Reach. This is Public Open Space and owned by Swale Borough Council.
2. The proposed diversion is not in the public interest. An alternative route exists along the Saxon Shore Way which is a well used and well known walking route. Considerable sums of money were spent by the Local Authority in upgrading and improving the path with particular consideration for wheelchair users. At present it does not have right of way status. It would be in the public interest to secure this. Part of the proposed route shown would breach a wall compromising its strength and stability and either destroy a mature bed of shrubs or occupy an existing parking space.
3. The proposed diversion is substantially less convenient for the public than the alternative diversion to the Saxon Shore Way which I have described. It involves a double ramp of considerable proportions to achieve the desired gradient. It would occupy the whole of the path outside the West facing wall and be only be five feet wide. It would create an unwelcome obstacle for those who use the existing route.

4. The proposed diversion would be less preferable in terms of public enjoyment. The route along the Saxon Shore way is pleasant, free of traffic dangers, has a level surface and is easily followed.

5. Both routes, The Council's proposal and the alternative along the existing Saxon Shore Way terminate at the same point.

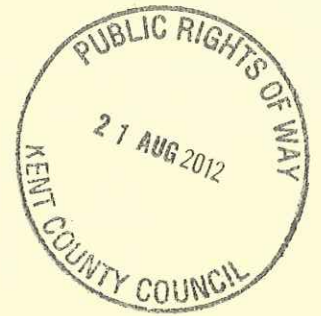
The substantial cost to the public indicated by the Town Council's proposal should be considered. The proposed ramp would be over 100 feet long and at least four feet high plus another four feet for safety rails. If solid, some 40 tonnes of rubble would be needed to form the main structure. Such an ugly intrusion in a conservation area can be imagined and could not be ignored.

It is understood that the area in question is a town or village green registered as VG236 and a ramp, or similar structure, would be unlawful.



Colin J Abdey
20.08.12

Attention Sonia Coventry
KCC Public Rights Of Way
Invicta House
County Hall
Maidstone
Kent
ME14 1XX



Monday, August 20, 2012

Your ref: PROW/ZF5/1340

My ref: Objections to proposed footpath diversion

Dear Sonia Coventry

Below are my comments and objections to the proposal to divert part of Public Footpath ZF5. Please be kind enough to acknowledge receipt.

I do not agree that the proposed diversion will be in the interests of the landowners because:

1. The increase of risk to the residents properties becoming more vulnerable to being both vandalized and burglary taking place.
2. The increase in the cost of insurance for each house as a result of the proposed footpath.
3. There would be no way of clearly defining a footpath as its main use was designed to be used as an access road for the residents only. It would allow the public to roam at will throughout areas other than the footpath, and will turn a quiet residential estate lived on by retired or semi retired people into a far more vulnerable place. All corners of the circular road are both tight and unsighted, and a proposed footpath would therefore represent an increased hazard for the residents and the public alike .
4. Any footpath would then be subject to the nuisance of dog faeces, litter, and extra unnecessary noise .
5. At the moment the residents are able to monitor movements of both people and traffic as there is only one entrance/exit. The proposed footpath would increase the opportunities of vandalism to both the properties and the security of the boats moored in the adjacent marina.

6. I believe that the sensible solution and my preference is that ZF5 be diverted along the Saxon Shore Way. That land I believe is owned by Swale Borough Council.
7. The potential significant devaluation of the property.

I do not agree that the proposed diversion is in the public's interest because:

1. There exists a route around the perimeter wall of Faversham Reach which has been in existence for over 90 years, and used safely on a daily basis, which the proposed route does not. In fact the existing route around the perimeter wall forms part of the nationally famous Saxon Shore Way. This part was upgraded in 2004 to improve disabled access.
2. The proposed route of the footpath deliberately mixes pedestrians with motor vehicles, which is a recipe for disaster.
3. The proposed route has included ramps which will need constant maintenance and supervision (slip hazard and ice in winter months as well as other maintenance). The existing path only recently upgraded requires only a minimum of maintenance and supervision, and little extra cost.
4. The proposed diversion would present a considerable risk to the public as the route proposes to expose the public to an unfenced area of access to the residents moorings and obviously the strong possibility of an accident involving a member of the public falling over the side and suffering a fatality or serious injury. There would have to be a large sum of money spent insuring public safety around the jetty area.
5. The area on which the ramp would need to be constructed is part of a conservation area, which I understand to be a town or village green registered as VG236, which would certainly not benefit from additional construction on it.

I do not agree that the proposed diversion is not substantially less convenient to the public because:

1. The public would have to negotiate a ramp on the proposed route when the existing path around the perimeter wall of Faversham Reach (The Saxon Shore Way) has already fencing in place where needed and is flat and accessible to everyone.
2. The public would also have to negotiate and be aware of the traffic etc that uses the access road around the estate, whereas the existing path around Faversham Reach has been specifically designed and upgraded for all pedestrians including the disabled and wheelchairs.

3. It would be better to use the existing Saxon Shore Way route which would require little or no additional expenditure to the public.

I do not agree that the proposed diversion would not negatively impact upon the public enjoyment of the route because:

1. The public would surely wish to walk along the established route of the Saxon Shore Way, designed for pedestrians and wheelchair users rather than through the residential development of Faversham Reach.
2. The public would have to negotiate unnecessary traffic movement within Faversham Reach, and the stress caused by mixing the public with traffic movement would certainly negate public enjoyment of such a route, when a traffic free footpath already exists.

I do not agree that the new point of termination will not be substantially less convenient to the public because:

1. The proposed footpath will pass to the front of the gates leading into Faversham Reach. The roadway into Faversham Reach is a busy access road used constantly by the residents and other deliveries including the services of waste disposal and courier services along with other collections and deliveries to and from the houses. The danger presented by the siting of this footpath represents an unnecessary risk to pedestrians and certainly wheel chair users who are more used to traffic free areas.
2. The road safety issues present a real hazard as the entrance/exit to Faversham Reach is onto a very busy industrial estate. Lorries as well as cars use this facility all through the day. At present the Saxon Shore Way path removes a significant aspect of this proposed dangerous route.
3. The proposed termination also takes it passed garages and parking bays within Faversham Reach, again exposing the public to unnecessary danger.

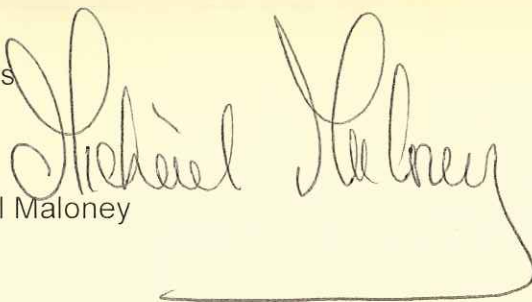
The common sense solution seems to staring us in the face. The footpath should be diverted onto the Saxon Shore Way. This would be I believe the best alternative and

one that KCC had already indicated should occur in 2008. With the reduction in budgets and pressures on all expenditure, KCC must surely acknowledge that this unnecessary expense must be very carefully considered when deciding on the most sensible and appropriate course of action.

I would therefore invite KCC to prefer the proposed diversion of the Faversham Reach Residential Association as the more 'expedient' proposal. However, if KCC is undecided I would suggest that both the proposal of FRRA and the Town Council's proposal be submitted to an inspector for simultaneous consideration so that he can determine which of them is the most expedient.

Regards

Michael Maloney

A handwritten signature in cursive script, appearing to read "Michael Maloney". The signature is written in dark ink and is positioned to the right of the typed name. A long horizontal line extends from the bottom of the signature towards the left.



OBJECTIONS TO THE PROPOSED DIVERSION OF FOOTPATH

Tom Ben-Joseph and Helen Slane (hereinafter referred to as Mr Ben-Joseph and Miss Slane) are the owners of 11 Faversham Reach and are grateful to the Town and County Councils for bringing the current situation of footpath ZF5 to their attention. Clearly the existing situation with the designated footpath running through adjacent properties is far from ideal.

Mr Ben-Joseph and Miss Slane therefore support the principle of diversion but would suggest that the footpath be diverted onto a different route, namely the route of the Saxon Shore Way which runs around the outside of Faversham Reach. We understand that Faversham Reach Residents Association Limited (hereinafter referred to as FRRA) will make an application under s119 of the Highways Act 1980 to secure this outcome.

On this basis, Mr Ben-Joseph and Miss Slane **object** to the Town Council's proposal (KCC ref PROW/ZF5/1340) to divert ZF5. In terms of the questions asked on your consultation form:

- 1) The proposed diversion is not in the interest of Mr Ben-Joseph and Miss Slane. The land over which the diverted ZF5 is proposed to run is owned by FRRA. The owner does not consent to the proposed route of ZF5. It will run through the heart of a quiet residential estate, causing inconvenience and security concerns, particularly in respect of the adjacent marina, which has no provisions as to the security of the boats moored there. Mr Ben-Joseph and Miss Slane have a right to moor a boat in the marina. Mr Ben-Joseph and Miss Slane would prefer for ZF5 to be diverted along the route of the Saxon Shore Way. That land is understood to be owned by Swale Borough Council.
- 2) The proposed diversion is not in the public's interest. It would be better for the public if ZF5 were routed along the Saxon Shore Way. This is a nationally famous long distance walking route. It is routed around the side of what is now Faversham Reach. However, it does not currently enjoy right of way status. Mr Ben-Joseph and Miss Slane consider that it would be in the public's interest to divert ZF5 onto the route of the Saxon Shore Way, securing this amenity for the public. To do so would require little or no expenditure, as there is already a physical path on the route of the Saxon Shore Way, which has recently (in or around 2004) been improved to secure disabled access. Part of the diversion is over an area specified as a car parking space on the planning permission for the development at Faversham Reach and the permission excludes any development over this land or the area enabling vehicular access thereto. It would therefore be necessary to apply for this condition to be amended and if granted is likely to result in vehicles being parked on already congested part of the public highway.
- 3) The proposed diversion is substantially less convenient for the public than the diversion proposed by FRRA because it involves traversing a ramp whereas the route of the Saxon Shore Way is flat and accessible for all.

- 4) The proposed diversion would be less preferable in terms of public enjoyment of the route than FRRA's proposed diversion; as set out above, the public would surely prefer to be able to walk along the route of the Saxon Shore Way than through Faversham Reach. The proposed diversion onto the Saxon Shore Way is along a path upon which there is no vehicular access whereas the proposed diversion of Faversham Town Council is over an area of roadway used by vehicles including delivery vehicles and public utility vehicles with several areas having limited visibility.
- 5) The points of termination are the same.

A further point to consider is the difficulty and substantial cost to the public of securing the Town Council's proposed diversion when compared with that proposed by FRRA.

The land to the southwest of Faversham Reach, on which it is proposed to construct a substantial ramp, is understood to be a town or village green registered as VG236. The construction of a ramp on the green would be unlawful under the 19th century statutes, which protect town and village greens. The Commons Act 1876 provides in s29 that, in respect of a green, "any erection thereon or disturbance or interference with or occupation of the soil" shall be a public nuisance (and therefore unlawful). The construction of a ramp would clearly fall within that section.

Even supposing that the construction of a ramp were lawful, it would still be expensive and unnecessary given the existence of FRRA's alternative diversion proposal. Given the context of the recession and the many other priorities, which KCC no doubt faces in terms of its expenditure, this must be a relevant consideration when considering which proposal to take forward.

Mr Ben-Joseph and Miss Slane would therefore invite KCC to prefer the proposed diversion of FRRA as the more 'expedient' proposal. However, if KCC is undecided Mr Ben-Joseph and Miss Slane would suggest that both the proposal of FRRA and the Town Council's proposal be submitted to an inspector for simultaneous consideration so that he can determine which of them is the most expedient.

Joan Mac Karell
12 Faversham Reach
Faversham ME137LA

KCC Public Rights of Way
Invicta House
County Hall
Maidstone
Kent ME14 1XX
07/08/2012



Dear Sonia Coventry,

Regarding the proposed application to divert footpath ZF5, I hereby submit my comments, as I am deeply opposed to the application.

1. The latest proposed route is even worse than the previous submissions as it now adversely affects the residents right to operate the main gates to the estate. It also [in contrast to the proposed Crab island entrance] pays no consideration to disabled access/exit. The gates would pose serious problems for unaccompanied wheel chair users and expose them to considerable road safety issues immediately outside the gates of Faversham Reach because of the busy road use of the industrial estate. This will apply to able-bodied adults and children as well. [See attached photographs]
2. Following on from the above, the proposal commits the cardinal sin of deliberately mixing pedestrians with motor traffic. The entire paved area within the boundary of Faversham Reach is an access/ parking area subject to frequent traffic movements of both of residents' cars and goods and service trucks. The existing footpath has none of these hazards. [See attached photographs]
3. There will be security issues with the proposed route. Entrance via the proposed ramp from Crab island will allow the public to roam at will throughout areas other than the footpath and this will turn the estate occupied mainly by retired and semi retired residents into a vulnerable place subject to vandalism and burglary. In the past there have been incidents of this until fences were erected at either end of the creek frontage. Litter, dog faeces, graffiti and the lack of privacy will adversely affect the community spirit and well being of the Faversham Reach residents.
4. The proposed route will present health/safety/security issues regarding the private moorings inside Faversham Reach. With public access they will be vulnerable to vandalism and theft far more than at present. The floating pontoons present a real hazard at high tides to those not accustomed and not authorised to use them- particularly to children [See attached photographs]
5. The public benefit is highly questionable. At the considerable expense of constructing a substantial ramp at Crab Island [which is a conservation area] the disruption to the residents' security and the aforementioned health and safety issues, the public will gain a paltry 50 metres of the creek view.

6. Any gained visual benefits are liable to be radically compromised if the residents exercise their rights to protect their moorings by erecting a substantial security fence. The existing footpath is an attractive environment and has been happily used by the residents of Faversham for some nine decades.

Joan Mac Karell

From: Joan Mackarell <j.mackarell@gmail.com>
Subject: footpath ZF5
Date: 7 August 2012 14:36:58 GMT+01:00
To: dhsimmons@btconnect.com



Dear Worshipful Mayor,

I understand that at the town council meeting where the proposal to divert footpath ZF5 was approved Mr Andrew Osborne stated that the project would cost in the region of 3000 pounds. Is this an accurate amount? If not could Faversham Town Council provide me with an accurate assessment of total cost involved.

I believe that I am entitled to this information under the freedom of information act

Is there any provision in the project to address health and safety issues concerning the private moorings inside Faversham Reach?

Access by the public will give rise to risks of unauthorised persons, particularly children, trespassing onto the pontoon jetties.

Does Faversham town council intend to collect and dispose of the litter and dog faeces which will almost certainly be left by members of the public? Also are Faversham council willing to contribute to the costs of the street lighting currently being paid for by the residents?

I will be interested in your answers to these questions.

Yours faithfully,
Joan mac Karell
12, Faversham Reach.

THE ARGUMENTS RAISED BY FAVERSHAM
TOWN COUNCIL WOULD BE VALID IF
ZF5 PHYSICALLY EXISTED RATHER THAN
BEING AN ARBITRARILY DRAWN LINE ON
A DEFINITIVE MAP.

HOWEVER, EVERYONE - INCLUDING FTC
KNOWS THAT THERE IS NO HISTORY OF
FREE ACCESS PUBLIC USAGE EITHER PRIOR
TO OR AFTER THE CONSTRUCTION OF
FAVERSHAM REACH.

THEREFORE ISSUES OF SAFETY
AND SECURITY SHOULD THE PUBLIC BE
ALLOWED TO ROAM AT WILL INSIDE THE
BOUNDARIES OF FAVERSHAM REACH ARE
A NEW FACTOR AND NOT HISTORICAL.

I FORMALLY REQUEST THAT THIS
SUBMISSION BE CONSIDERED AS PART
OF MY DOCUMENTS OF OPPOSITION TO
THE PROPOSAL

Joan Mackarell.

Your Ref.

Our Ref.

Date:

SB/JF

10th August 2012

Mrs J Mackarell
12 Faversham Reach
FAVERSHAM
Kent
ME13 7LA

Dear Mrs Mackarell

Footpath ZF5

I thank you for your email message of the 7th August. With regard to the costing of the diversion we have no accurate figure as yet as the final costings of the project will not be possible until plans are drawn up by the Architect who is carrying out this work free of charge. I can confirm, however, that the work will be subsidised not only by Faversham Town Council who has the sum of £5,000 set aside in its current year's budget but by Faversham Municipal Charities who, through the Hatch Charity, have set aside the sum of £10,000.00 for this work. If any further funding is required the Town Council may be able to make this available in its 2013/2014 budget or seeking further outside funding.

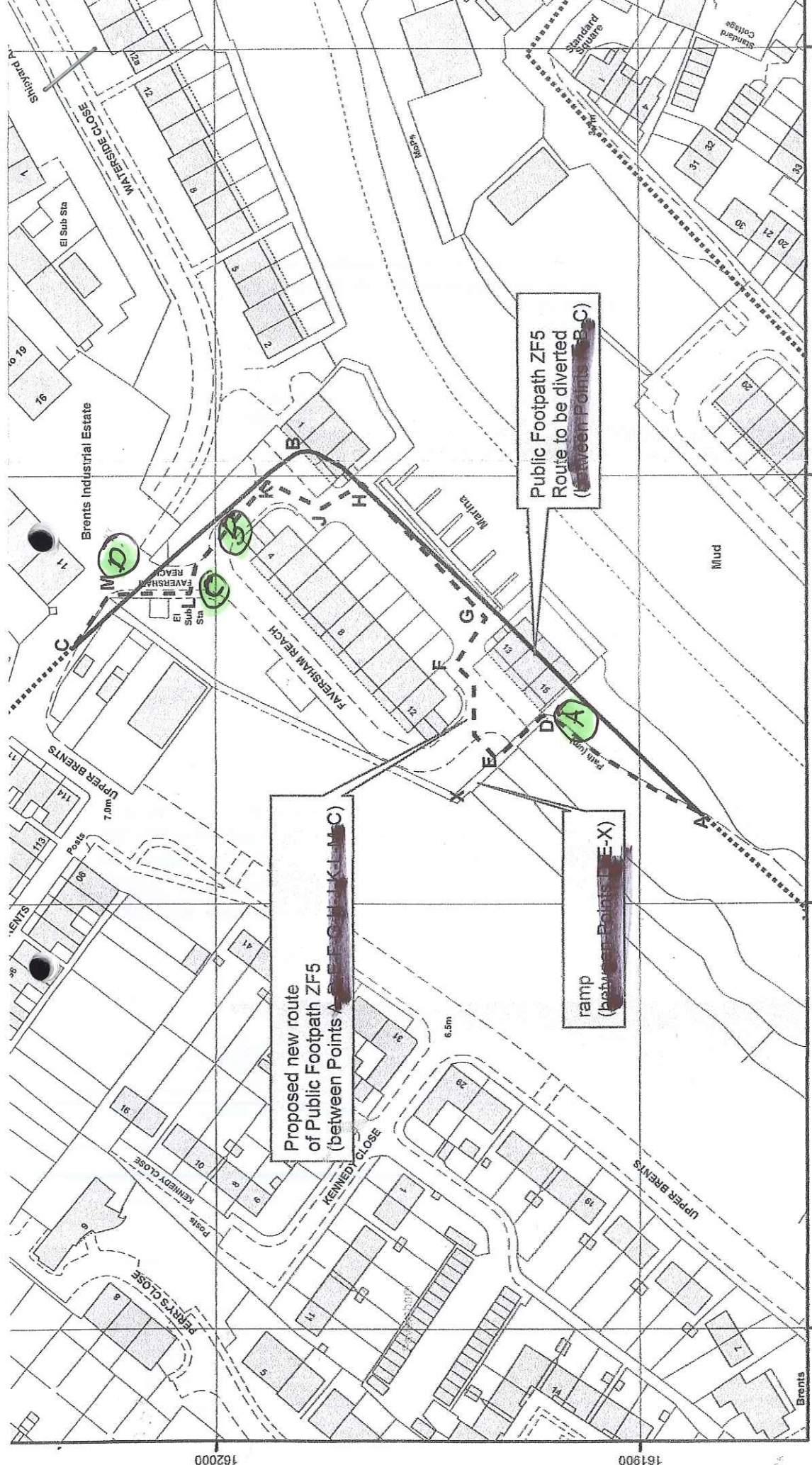
With regard to the private moorings you will appreciate that the footpath already exists and these moorings will be no more affected than they are at present. The whole purpose of the redirection is to withdraw the line of the footpath from the six houses that it currently runs through and potentially affects their value. I feel that the same answer applies to your questions with regard to lighting and litter, etc.

I will be passing a copy of your message to Ms Sonia Coventry the Public Rights of Way Officer at the Countryside Access Service at Kent County Council, Invicta House, Maidstone, Kent ME14 1XX who is dealing with this matter and I am sure that she will answer any further questions that you may have relating to the diversion of the footpath.

Yours sincerely



Susan Brockman (Mrs)
H.Cert.L.C.A.
Town Clerk



601600 601700 601800 601900

<p>Key</p> <ul style="list-style-type: none"> — Route to be diverted - - - New length of route Unaffected Routes 		<p>Highways Act 1980, Section 119 Proposed diversion of Public Footpath ZF5 (part) Faversham</p>		<p>0 Kilometres 0.0425 0.085 0 Miles 0.03 0.06</p>		<p>1:1,250</p>	
<p>Countryside Access Service</p>		<p>Produced by the KCC Countryside Access Service © Crown Copyright and database right 2012. Ordnance Survey 100019238</p>		<p>Created by: SC Checked by: SC Reference: PROW/ZF5/1340</p>		<p>Kent Council</p>	

TRAFFIC MOVEMENT DOC 2

CREEK CONSORTIUM MEETING
21/10/2010

At the northern end it was considered that the path would be best diverted behind 1 to 3 Faversham Reach to join with the new footpath in front of Waterside Close. The length of footpath ZF 5 that currently runs through the main gate to the site would no longer be needed and could be extinguished. This would overcome the problem of the residents not being able to lock the gates to their respective sites.

It would also solve the problem of connecting the Waterside Close path to the public highway.

THE ISSUE OF THE FRONT GATES
IS NOT NEW BUT SEEMS TO HAVE
BEEN FORGOTTEN IN THE NEW
MAs/PROPOSAL

6. Creek footpath

Andrew Osborne advised that the Faversham United Municipal Charities had set aside money from the Hatch Charity to resolve the issue of the Creekside footpaths. KCC has indicated that it will be seeking a diversion away from the Creek. This is not acceptable and has been drawn to the attention of County Councillor Tom Gates.

CREEK CONSORTIUM MEETING
16/10/2008.

WHY HAS KCC SEEMINGLY CHANGED
ITS MIND?



①

DISABLED MEMBERS OF PUBLIC APPROACHING
PROPOSED SITEING OF ACCESS RAMP FROM
CRAB ISLAND.

PLEASE CONSIDER THAT NOT ALL WHEELCHAIR
RESTRICTED PEOPLE WILL BE UNDER SUPERVISION,

PLEASE CONSIDER THAT THIS ACCESS WILL ALSO
BE AVAILABLE TO UNSUPERVISED CHILDREN,
PARTIALLY SIGHTED AND HEARING DIFFICULTY
USERS.

NOW IMAGINE THAT ALL THE ABOVE
HAVE ENTERED WITHIN THE BOUNDARIES
OF FAVERSHAM CREEK AND ARE AT RISK
FROM TRAFFIC MOVEMENTS ILLUSTRATED
IN TRAFFIC MOVEMENT DOCUMENT
No 1 (AS ENCLOSED)

MAPKEY REF (A)



② HAVING NEGOTIATED THE AFOREMENTIONED HAZARDS THE PATH SHOWN INDICATES THE APPROACH TO THE MAIN GATE OF FAVERSHAM REACH.

MAP KEY REF ①

TRAFFIC MOVEMENT

Country



③ THIS IS A CONTINUATION OF THE PROPOSED PATH. YOU WILL NOTICE A KERB. YOU WILL ALSO NOTICE THE PEDESTRIAN GATE WHICH OPENS INWARD FROM THIS KERN. HOW WILL AN UNACCOMPANIED WHEELCHAIR/BUGGY USER NEGOTIATE THIS?

MAP KEY REF (C)



④ SEE COMMENTS ON PREVIOUS PAGE,
MAP KEY REF ①



⑤ HAVING (HOPEFULLY) ~~NEGOTIATED~~ THE GATE THIS IS THE PROPOSED PATHWAY ENVISAGED BY THE APPLICANTS FOR EXIT FROM THE ENVIRONS OF THE INDUSTRIAL ESTATE KEY MAP REF N° D



⑥ THE END OF THE PATHWAY OF
PROPOSED ROUTE AT OLD SHIPYARD
MAIN GASES.

MAP KEY REF ①



⑦ APPROACH TO OLD SHIPYARD MAIN GATES
AFTER LEAVING FAVERSHAM REACH.

MAP KEY REF ⑩



⑧

PROGRESS TOWARDS EXIT THROUGH
MAIN GATES OF OLD SHIPYARD.

MAP KEY REF ①



⑨ PHOTOGRAPH TAKEN LESS THAN TEN MINUTES
AFTER DISABLED BUGGY USERS EXITED.

MAP KEY REF ⑩



⑩ SELF EXPLANATORY

MAP KEY REF ①



⑪ EVEN MORE EXPLANATORY

MARKET REF. ⑬



12

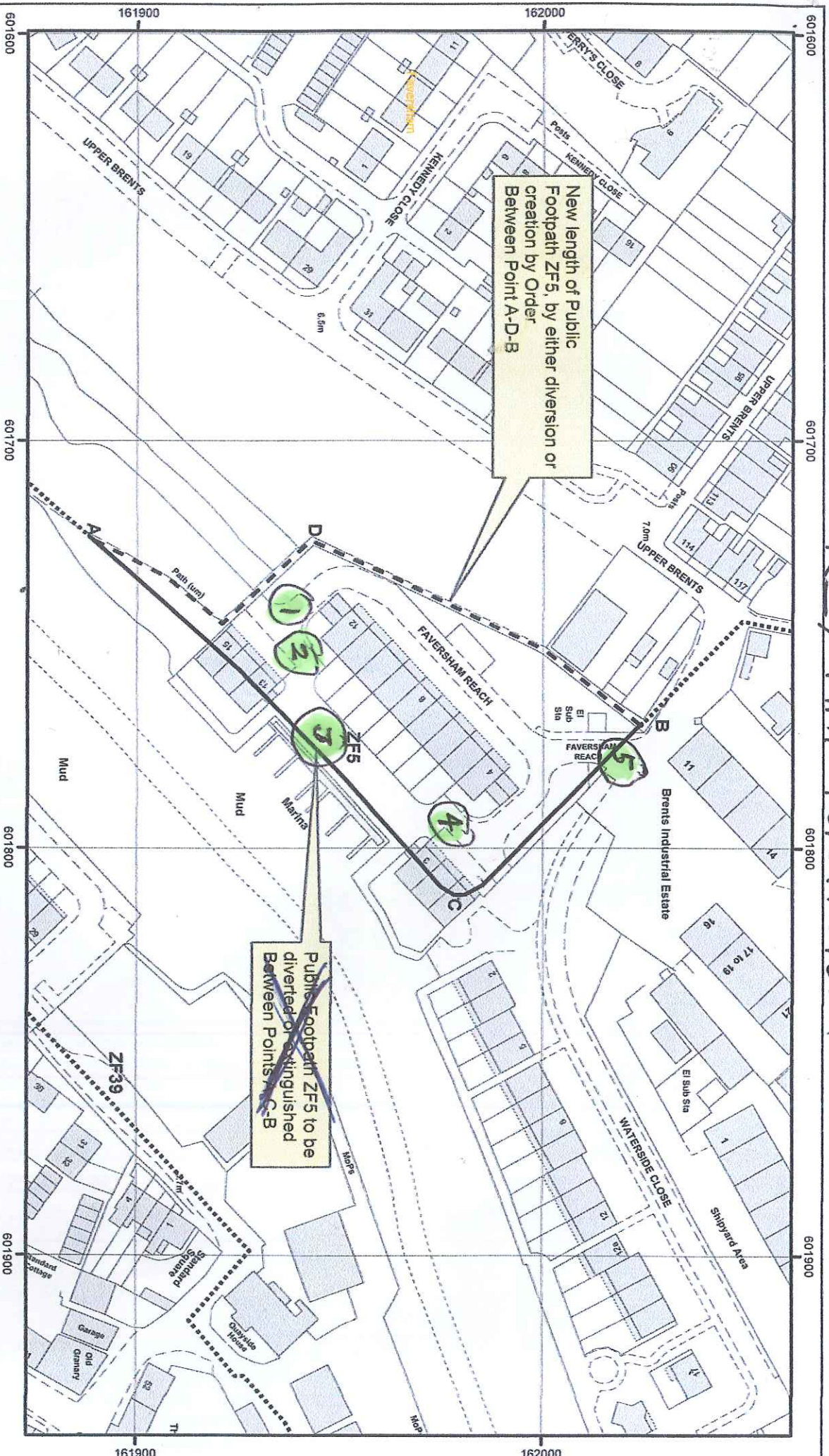
THE END

(MAPKEY REF NOT NEEDED)

FOOTNOTE:

THE TRUE REASON THIS
LATEST PROPOSAL HAS
BEEN DRASTED IS THAT
THE APPLICANTS KNOW
THAT EXIT INTO WATERSIDE
CLOSE IS A NON STARTER.

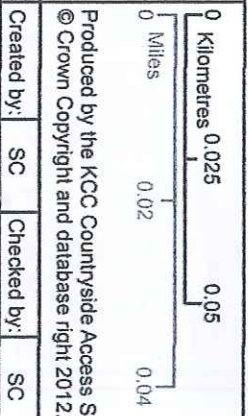
KEY MAP FOR PHOTOS



Key

- Route to be diverted
- - - New length of route
- Unaffected Routes

Highways Act 1980
 Application to divert Public Footpath ZF5 (part) Faversham



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Created by: SC Checked by: SC Reference: PROWZFS

1:1,250

TRAFFIC MOVEMENTS DOC 1



PANTON JETTIES
FAVERSHAM REACH.



TRAFFIC-FREE EXISTING PATHWAY



VIEW FROM PROPOSED ENTRANCE FROM
CRAB ISLAND. KEY MAP REF 1



VAN TURNING ACROSS PROPOSED
CRAB ISLAND ENTRY KEY MAP NO 2



PROPOSED ENTRY POINT FROM CRAB ISLAND
SEEN FROM POINT NO. 2 ON KEY MAP.



SEMI CONCEALED TURNING TOWARDS
MAIN ENTRANCE KEY MAP REF 4



MAIN GATES KEY MAP REF 5



VAN ENTERING MAIN GATE
KEY MAP REF 5



CAR PARKING AREA KEY MAP REF 3.

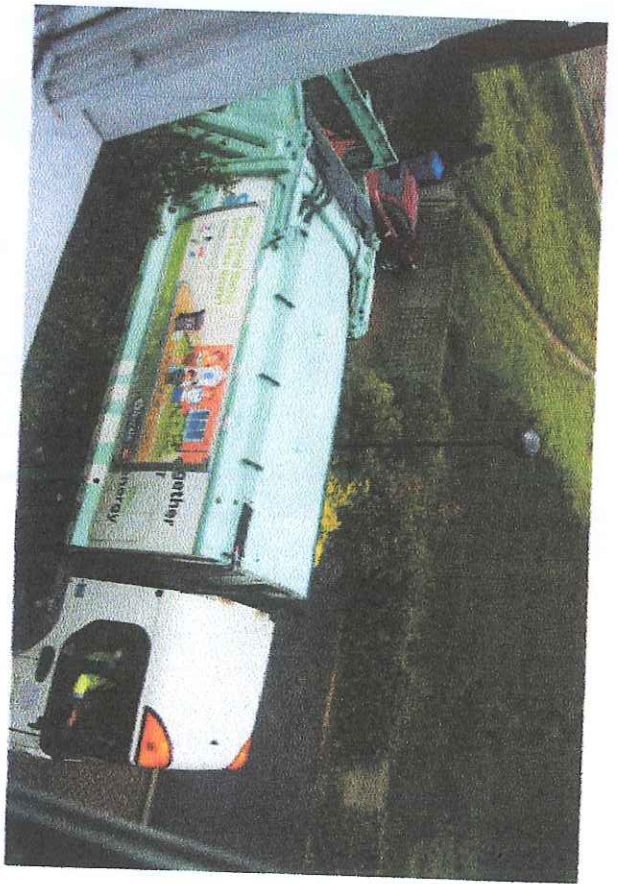




HEAVY TRUCK TURNING INTO
MAIN GATE KEY MAP REF B



TRUCK APPROACHING PROPOSED
CRAG ISLAND ENTRANCE KEY MAP REF 2



PURUE UTILITY VEHICLE AT PROPOSED
CRAG ISLAND ENTRANCE KEY MAP No 1



DELIVERY VAN TURNING ADJACENT
TO PROPOSED CRAG ISLAND ENTRANCE
KEY MAP 1