

Chapter 4:

Littlestone-on-Sea Car Park to Dymchurch Redoubt

Coastal Access: Camber to Folkestone - Natural England's Proposals

Part 4.1: Introduction

Start Point:	Littlestone-on-Sea Car Park (grid reference: TR 08333 23911)
End Point:	Dymchurch Redoubt (grid reference: TR 12592 31744)
Relevant Maps:	4a to 4g

Understanding the proposals and accompanying maps:

The Trail:

- 4.1.1 Follows existing walked routes, including public rights of way and Cycleways, throughout.
 - 4.1.2 Follows the coastline closely and maintains good sea views.
 - 4.1.3 Is aligned on a sea defence wall at the northern end of Littlestone-on-Sea, through St Mary's Bay to Dymchurch Redoubt..
 - 4.1.4 In certain tide and weather conditions, it may be necessary to close flood gates along a 5km stretch of sea wall between Littlestone-on-Sea and Dymchurch to prevent flooding inland. Other routes are proposed landward of the seawall for such times when the trail is unavailable. See parts 4.1.10 to 4.1.12 for details.
 - 4.1.5 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
 - Dungeness Special Area of Conservation (SAC)
 - Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest (SSSI) for its geological /wildlife interest
 - Dungeness, Romney Marsh and Rye Bay Potential Special Protected Area (pSPA)
 - Dungeness, Romney Marsh and Rye Bay Proposed Ramsar Site (pRamsar)
- We have assessed the potential impacts of access along the proposed route (and over the associated spreading room described below) on the features for which the affected land is designated and on any which are protected in their own right.
- 4.1.6 The levels and patterns of public access along this length of coast would be unlikely to change significantly as a result of our proposals and we have therefore concluded that our proposals would not be likely to have any significant impact on these features.

See part 5b of the Overview - 'Natural environment' - for more information.

4.1.7 **Accessibility:** Generally there are few artificial barriers to accessibility on the proposed route, which makes use of existing surfaced paths wherever these meet the criteria in the Coastal Access Scheme. However where the trail follows an uneven grass or bare soil path or track, it may not be entirely suitable for people with reduced mobility. At Redoubt Way near Dymchurch Redoubt it would be necessary to ascend/descend the seawall using steps (see map 4g for precise location).

See part 5a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising our discretion:

The discretions referred to below are explained in more detail in the Overview.

4.1.8 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a wall to make the extent of the new access rights clearer. See Table 4.2.1 below.

See also part 3 of the Overview - 'Understanding the detailed maps', for an explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity. See also Annex C of the Overview - 'Excepted land categories'.

4.1.9 Restrictions and/or exclusions: Access rights to the spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way. See part 9 of the Overview - 'Restrictions and exclusions' - for details.

4.1.10 Alternative routes: When certain tide and weather conditions are forecast, it may be necessary to close flood gates between Littlestone-on-Sea and Dymchurch Redoubt. At these times, access onto or off the sea wall would not be possible between CFK-4-S004 and CFK-4-S018

4.1.11 Between Littlestone-on-Sea and St Mary's Bay (CFK-4-S003 to CFK-4-S006, we therefore propose that an optional alternative route should be available for the public along a road and track on the landward side of the seawall. The optional alternative route would be advertised by signs at Coast Road, Littlestone-on-Sea and the northern end of Coast Road at St Mary's Bay (see CFK-4-A001 and CFK-4-A002 as shown on map 4b).

4.1.12 Between St Mary's Bay and Dymchurch Redoubt (CFK-4-S005 to CFK-4-S018) another route along the public highway is directly available from the northern end of Coast Drive, St Mary's Bay onto the A259 road which runs close to the seawall, and along the road to Dymchurch Redoubt. There are several access points for rejoining the seawall, and there would be appropriate signage to indicate these access points.

4.1.13 Other factors affecting access: At Littlestone-on-Sea adjacent to Grand Parade, CFK -4 -S002 (see map 4a), there may be occasional requirements to create a short, temporary diversion from the trail when events are held on an area of grassland known locally as 'The Greens'. This would be managed in consultation with the event organiser and the access authority, and should cause little disruption to walkers.

4.1.14 Under the terms of controls imposed by Shepway District Council, dog exclusions operate on beaches from 1st May to 30th September annually, at the following locations,

- Between the Water tower at Clark Road to Madeira Road, Littlestone adjacent to CFK-4-S002 to CFK-4-S005 (see maps 4a and 4b);
- New Sewer Outfall St Mary's Bay to The Fairway adjacent to CFK-4-S010 to CFK-4-S013 (see map 4c);
- Martello Car Park, Dymchurch to Sycamore Gardens, Dymchurch adjacent to CFK-4 S014 and CFK-4-S015 (see maps 4d and 4e).

These exclusions are not affected by our proposals

- 4.1.16 Establishment: Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview. This will consist of signs advertising the route of the trail and signage where applicable indicating the optional alternative route between Littlestone-on-Sea and St Mary' Bay, and between St Mary's Bay and Dymchurch Redoubt (see parts 4.1.11 and 4.1.12 above).
- 4.1.17 Ongoing management: Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview.

See parts 6 - 'Physical establishment of the trail' and 7 - 'Maintenance of the trail' of the Overview for more information.

Future Change:

- 4.1.18 At the time of preparing the report, we do not foresee any need for future changes to the access provisions proposed for the length of coast described in this chapter.

See parts 5e - 'Coastal processes' and 8 - 'Future changes' of the Overview for more information.

Part 4.2: Commentary on Maps

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

4.2.1 Section Details – Maps 4a to 4g Littlestone-on-Sea Car Park to Dymchurch Redoubt

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 4.2.2: Other options considered.

Column 5 – ‘Yes – normal’ means roll-back approach I is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future. TO CHK

Column 5 – ‘Yes – see table 4.2.3’ means refer to that table below about our likely approach to roll-back on this part of the route.

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Exclusions or restrictions (see Part 9 of Overview)
4a	CFK-4-S001	Other existing walked route	Bare soil	No	Landward edge of trail	Discretion not used	None
	CFK-4-S002*	Other existing walked route	Grass	No	Landward edge of trail	Discretion not used	None
	CFK-4-S003	Other existing walked route	Concrete	No	Landward edge of trail	Discretion not used	None
4b	CFK-4-S004	Other existing walked route	Concrete	No	Wall	Clarity and cohesion	None
	CFK-4-S005	Other existing walked route	Concrete	No	Wall	Clarity and cohesion	None
	CFK-4-A001	Other existing walked route	Bare soil	No	Landward edge of road and track	Clarity and cohesion	None
	CFK-4-A002	Other existing walked route	Bare soil	No	Landward edge of road and track	Clarity and cohesion	None
4c	CFK-4-S006	Public footpath	Concrete	No	Wall	Clarity and cohesion	None
	CFK-4-S007	Public footpath	Concrete	No	Wall	Clarity and cohesion	None
	CFK-4-S008	Public footpath	Concrete	No	Wall	Clarity and cohesion	None
	CFK-4-S009	Public footpath	Concrete	No	Wall	Clarity and cohesion	None
	CFK-4-S010	Public footpath	Concrete	No	Wall	Clarity and cohesion	None
	CFK-4-S011	Public footpath	Concrete	No	Wall	Clarity and cohesion	None
	CFK-4-S012	Public footpath/ Cycleway	Concrete	No	Wall	Clarity and cohesion	None
	CFK-4-S013	Public footpath/ Cycleway	Concrete	No	Wall	Clarity and cohesion	None
4d	CFK-4-S014	Public footpath/ Cycleway	Concrete	No	Wall	Clarity and cohesion	None
4e	CFK-4-S015	Public footpath/ Cycleway	Concrete	No	Wall	Clarity and cohesion	None
4f	CFK-4-S016	Other existing walked route	Concrete	No	Wall	Clarity and cohesion	None
4g	CFK-4-S017	Other existing walked route	Concrete	No	Wall	Clarity and cohesion	None
	CFK-4-S018	Other existing walked route	Concrete steps	No	The landward edge of the concrete steps	Clarity and cohesion	None

4.2.2 Other options considered: Map 4a Littlestone-on-Sea Car Park

Map(s)	Section numbers(s)	Option(s) considered	Reasons for not proposing this option as the route
4a	CFK-4-S002	Aligning the trail along the shingle beach at Littlestone in front of a row of beach huts.	<ul style="list-style-type: none">■ There are fishing boats with associated machinery and materials present along the shingle creating potential safety issues.■ A direct route through the above working area could not be identified■ An existing walked path meeting the criteria of the Scheme is present nearby

Part 3: Chapter 4 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 4a to 4g.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Littlestone-on-Sea Car Park to Dymchurch Redoubt

Proposed route of the trail

4.3.1 The route is to be at the centre of the line shown on maps 4a to 4g as the proposed route of the trail.

Landward boundary of coastal margin

4.3.2 Adjacent to route sections CFK-4-S004 to CFK-4-S017 the landward boundary of the coastal margin is to coincide with the wall at the landward edge of the seawall defences shown as the trail on maps 4b, 4c, 4d, 4e, 4f and 4g.

4.3.3 Adjacent to route section CFK-4-S018, the landward boundary of the coastal margin is to coincide with the landward edge of the concrete steps shown as the trail on map 4g.

Local restrictions and exclusions

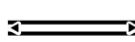
4.3.4 At the time of writing this report, there are no proposals for local restrictions or exclusions in relation to this length of coast.

Alternative routes

4.3.5 An optional alternative route is to operate at times of certain high tides and weather conditions which necessitate closure of flood gates on the seawall between CFK-4-S003 and CFK-4-S005. The optional alternative route is to be at the centre of the line shown as route sections CFK-4-A001 and CFK-4-A002 on Map 4b, and:

- the landward boundary of the alternative route strip is to correspond with the landward edge of the road and track shown as the trail on maps 4b;
- the seaward boundary of the alternative route strip is to correspond with the seaward edge of the same road and track.

PROPOSALS

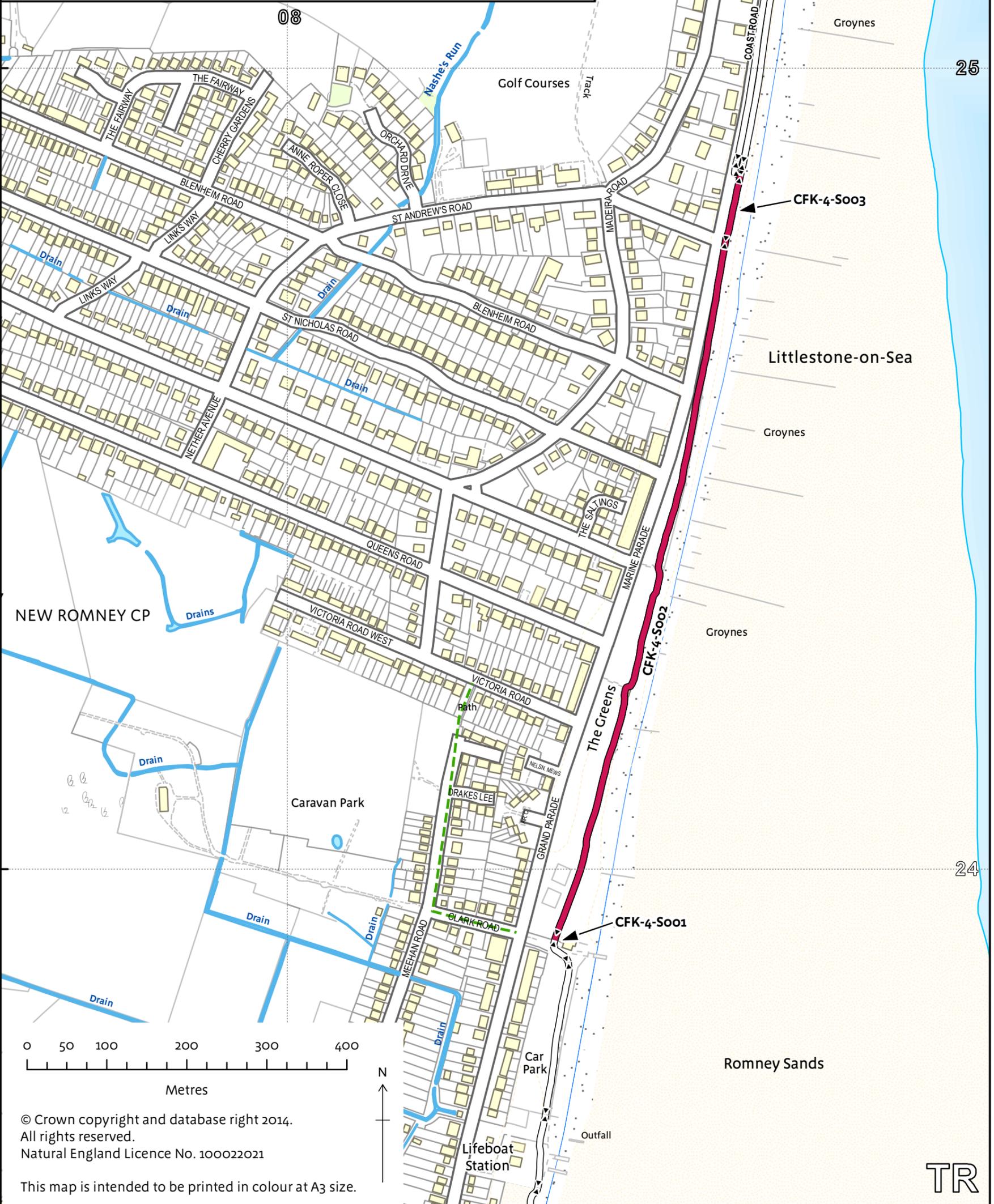
-  Trail using other existing walked route
-  Trail shown on other maps

Other information

-  Sea below mean low water
- Other access rights and routes**
-  Public bridleways

Explanatory note: coastal margin

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



PROPOSALS

-  Trail using other existing walked route
-  Optional alternative route
-  Trail shown on other maps

Other information

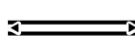
-  Sea below mean low water

Explanatory note: coastal margin

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PROPOSALS

-  Trail using existing public right of way or highway
-  Trail shown on other maps

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

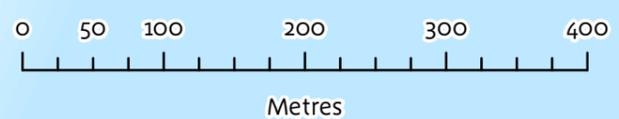
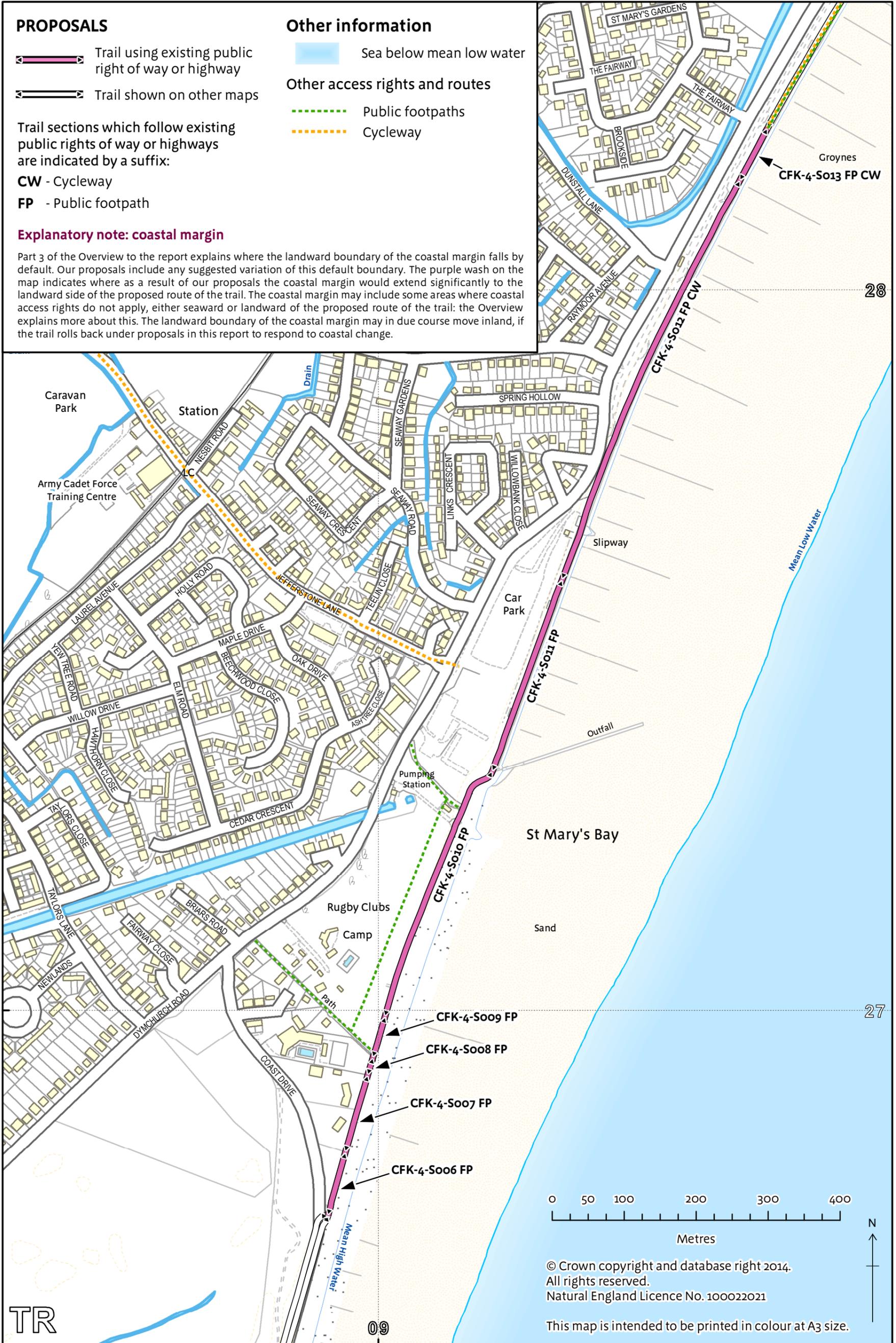
- CW** - Cycleway
- FP** - Public footpath

Explanatory note: coastal margin

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Other information

-  Sea below mean low water
- Other access rights and routes**
-  Public footpaths
-  Cycleway



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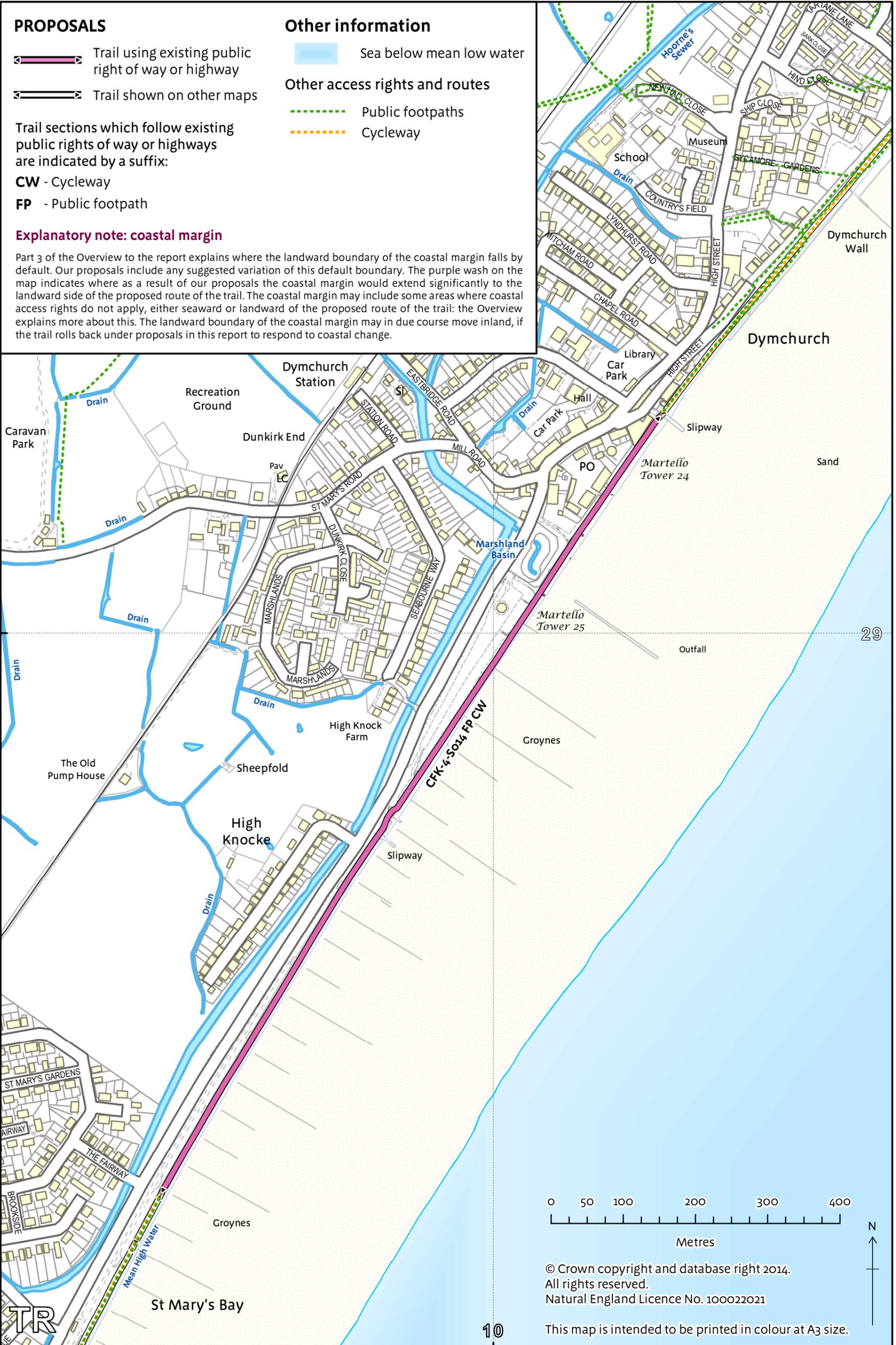
This map is intended to be printed in colour at A3 size.

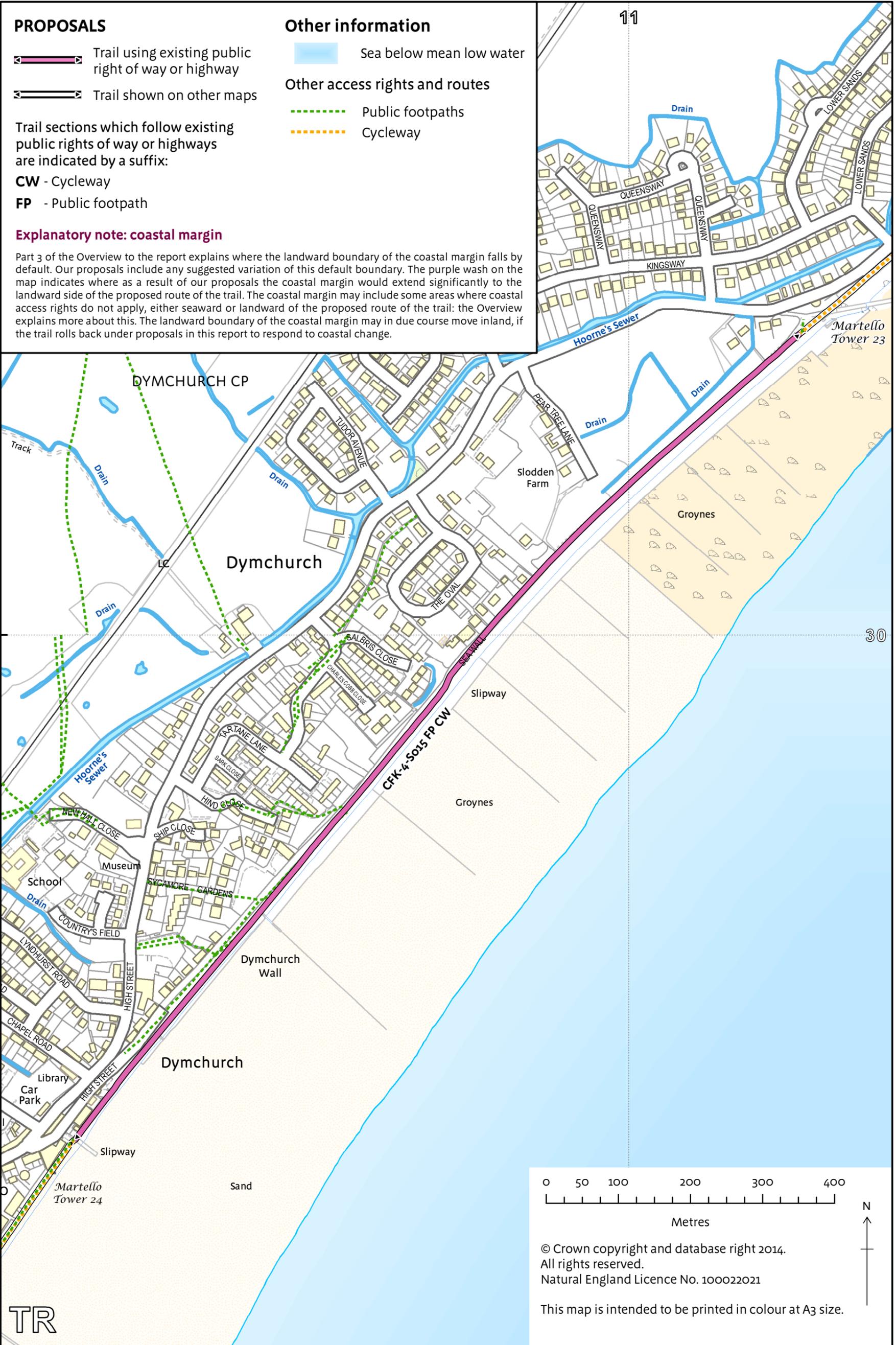
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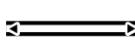
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PROPOSALS

-  Trail using other existing walked route
-  Trail shown on other maps

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

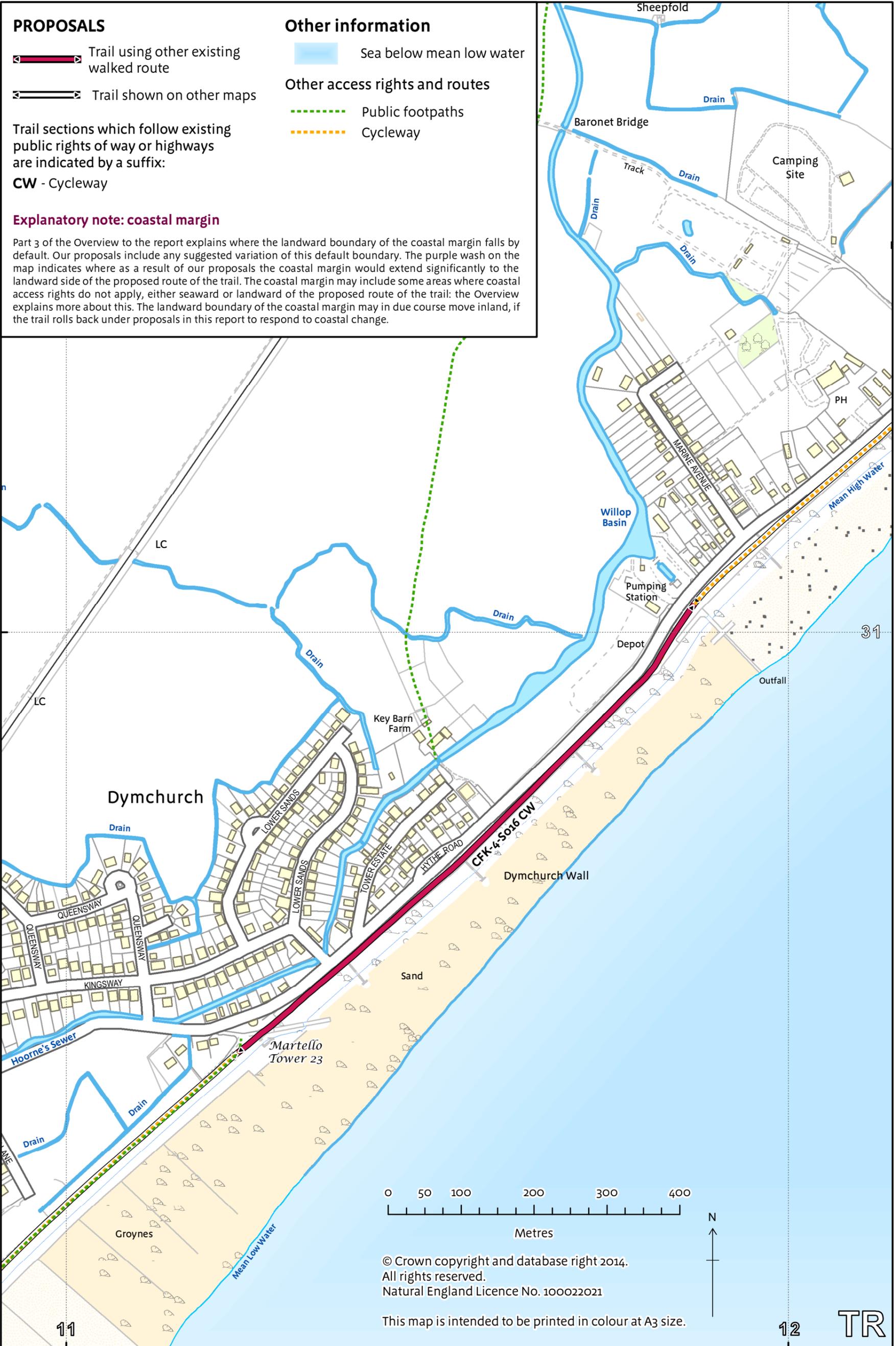
CW - Cycleway

Explanatory note: coastal margin

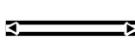
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Other information

-  Sea below mean low water
- Other access rights and routes**
-  Public footpaths
-  Cycleway



PROPOSALS

-  Trail using other existing walked route
-  Trail shown on other maps

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

CW - Cycleway

-  Existing steps in satisfactory condition

Explanatory note: coastal margin

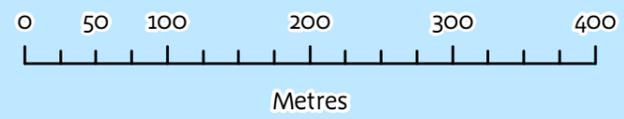
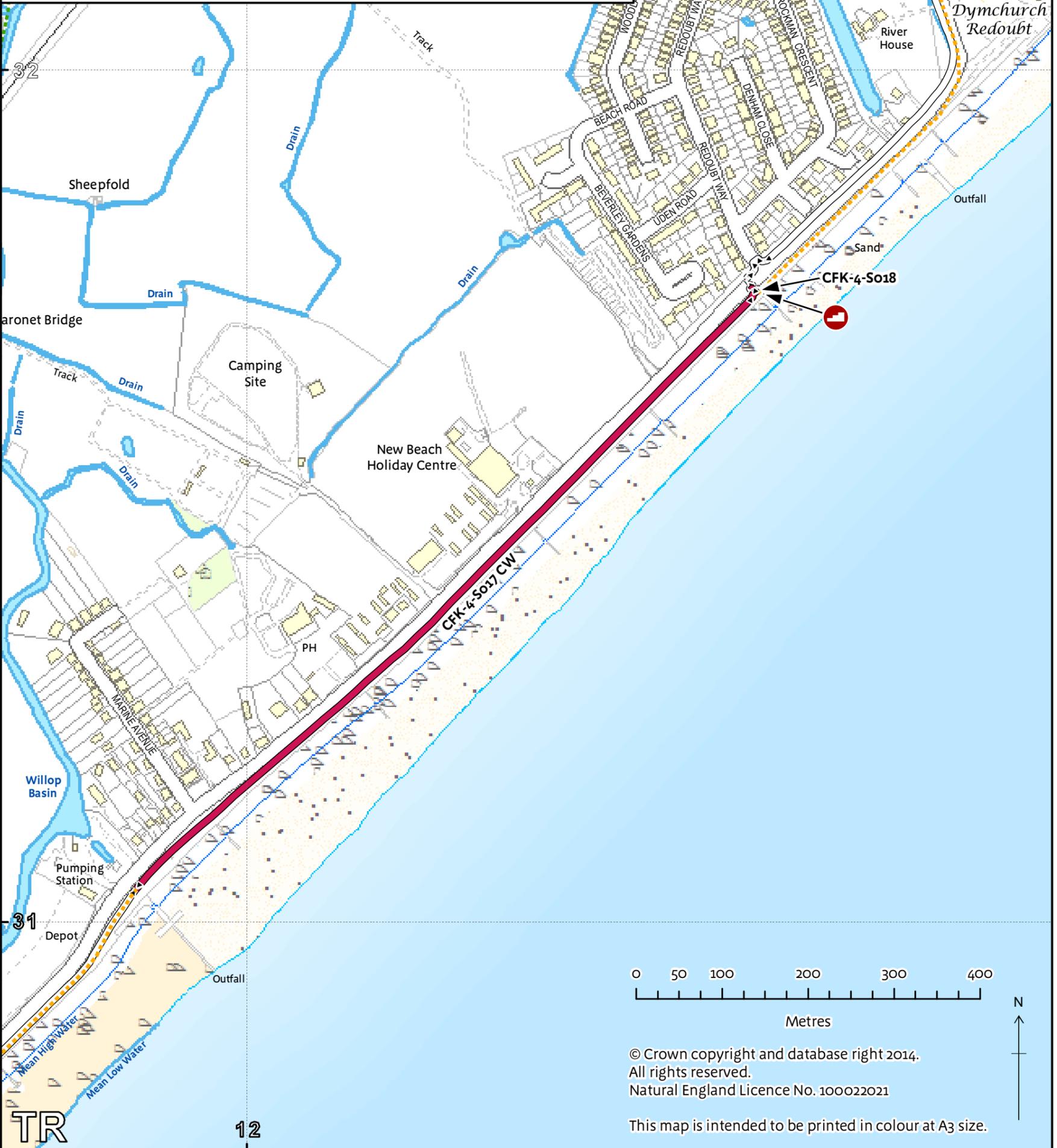
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Other information

-  Sea below mean low water

Other access rights and routes

-  Public footpaths
-  Public byways
-  Cycleway



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