

Chapter 5:

# Dymchurch Redoubt to Lower Leas Coastal Park, Folkestone

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

## Part 5.1: Introduction

<b>Start Point:</b>	<b>Dymchurch Redoubt</b> (grid reference: TR 12592 31735)
<b>End Point:</b>	<b>Lower Leas Coastal Park, Folkestone</b> (grid reference: TR 21539 35189)
<b>Relevant Maps:</b>	5a to 5g

### Understanding the proposals and accompanying maps:

#### The Trail:

- 5.1.1 Generally follows existing walked routes, including public rights of way, along most of this length.
  - 5.1.2 Follows the coastline quite closely and maintains good views of the sea in places.
  - 5.1.3 In some areas, from Dymchurch Redoubt to the promenade in Hythe (CFK-5-S001 to CFK-5-S026) a significant inland route is necessary to take the trail past Hythe Military Ranges. These ranges are currently inaccessible due to a military byelaw that prohibits access, and are also in active use for military purposes. (See Future Change, below and Part 8 of the Overview).
  - 5.1.4 Follows a route alongside the Royal Military Canal for a short distance before rejoining the coast.
  - 5.1.5 This part of the coast includes the following sites designated for nature conservation or heritage preservation (See map C of the Overview):
    - Dymchurch Redoubt Scheduled Ancient Monument (SAM)
    - Royal Military Canal, West Hythe Bridge to Scanlon's Bridge SAM
- 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.
- 5.1.6 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.**

## Accessibility:

5.1.7 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, there are places where it may not be entirely suitable for people with reduced mobility because:

- At section number CFK-5-S013 the trail would follow an uneven grass or bare soil path
- The trail crosses several roads and a narrow gauge railway
- The trail crosses a narrow footbridge at section CFK-5-S012

To avoid the narrow footbridge, and grassed surface of the recreation ground (sections CFK-5-S008 to CFK-5-S013) those with reduced mobility may continue further along the A259, and then follow the pavement alongside Palmarsh Avenue to rejoin the trail later at CFK-5-S014. This route necessitates crossing the railway before CFK-5-S014 using the Public Right of Way that connects Heron's Way and Palmarsh Avenue.

**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.

5.1.8 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 fence line, wall, pavement or track edge to make the extent of the new access rights clearer. See Table 5.2.1 below.

**See also part 3 of the Overview - 'Understanding the proposals and accompanying 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'.**

5.1.9 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.**

5.1.10 Other factors affecting access: Between route sections CFK-5-S027 and CFK-5-S042 (West Parade, Hythe and Lower Leas Coastal Park, Folkestone) public access to the beach will be interrupted from time to time for short periods to allow annual beach recycling as part of local flood defence management.

Work for the beach recycling occurs twice a year usually in February and November for a period of 4 to 8 weeks. The promenade where the trail is aligned is not closed at these times, but access to the parts of the coastal margin where work is being undertaken is prevented. This prevention of access is managed with signage, temporary fencing across access points and banksmen to monitor. This arrangement would continue without any local restriction on the new access rights to give effect to it formally. **See part 9 of the Overview**

5.1.11 There are no additional measures that we consider necessary to improve the safety or convenience of the trail on this length of coast.

5.1.12 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:

- 5.1.13 We aim to vary the route in the future at Nickolls Quarry, Hythe (See map 5a adjacent CFK-5-S007) when a proposed development in this area is completed. An alignment of the trail through the development towards the railway would take the route away from the main A259 road and shorten the distance required to walk alongside the road. It would be more pleasant, and could be shared with a proposed cycleway through the development. We have discussed this aspiration with the developer and the proposed route has been illustrated on the Landscape Plan, part of the documentation supporting the application.
- 5.1.14 We would aim to vary the route in the future near Dymchurch Redoubt, if any off-road cycleway improvements arose from Kent County Council's feasibility study into improved access along the A259. This would be particularly so if easy access onto the sea wall near Dymchurch Redoubt (see map 5a) were proposed.
- 5.1.15 We would aim to vary the route if future changes were ever announced regarding the use of the military ranges at Hythe. The aspiration would then be to allow improved access along the coast between Dymchurch Redoubt and Hythe seafront.
- 5.1.16 At the time of preparing the report, we do not foresee any other need for future changes to the access provisions proposed for the length of coast described in this chapter in the foreseeable future.

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

## Part 5.2: Commentary on Maps

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

### 5.2.1 Section Details – Maps 5a to 5g: Dymchurch Redoubt to Lower Leas Coastal Park, Folkestone

Notes on table:

Column 2 – an asterisk (\*) against the route section number means see also Table 5.2.2: 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.

Column 5 – ‘Yes – see Table 5.2.3’ 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)
5a	CFK-5-S001	Public highway	Tarmac	No	Landward edge of trail	Discretion not used	None
	CFK-5-S002 to CFK-5-S007	Public footway (pavement)	Tarmac	No	Landward edge of pavement	Clarity and cohesion	None
5b	CFK-5-S008* to CFK-5-S009*	Public footpath	Gravel	No	Landward edge of trail	Discretion not used	None
	CFK-5-S010*	Public footpath	Concrete (railway crossing)	No	Landward edge of trail	Discretion not used	None
	CFK-5-S011*	Other existing walked route	Bare soil	No	Ditch	Clarity and cohesion	None
	CFK-5-S012*	Other existing walked route	Footbridge	No	Landward edge of trail	Discretion not used	None
	CFK-5-S013*	Public footpath	Bare soil	No	Landward edge of trail	Discretion not used	None
	CFK-5-S014*	Public footpath	Tarmac	No	Fence	Clarity and cohesion	None
	CFK-5-S015* to CFK-5-S017*	Public footway (pavement)	Tarmac	No	Landward edge of pavement	Clarity and cohesion	None
	CFK-5-S018*	Public footpath	Gravel	No	Water course	Clarity and cohesion	None
5c	CFK-5-S019*	Public highway	Tarmac	No	Landward edge of trail	Discretion not used	None
	CFK-5-S020*	Public footpath	Tarmac	No	Water course	Clarity and cohesion and additional landward area	None
5d	CFK-5-S021	Public footway (pavement)	Tarmac	No	Landward edge of pavement	Clarity and cohesion	None
	CFK-5-S022	Public highway	Tarmac	No	Landward edge of trail	Discretion not used	None
	CFK-5-S023	Public footpath	Tarmac	No	Landward edge of trail	Discretion not used	None
	CFK-5-S024	Public highway	Tarmac	No	Landward edge of trail	Discretion not used	None
	CFK-5-S025	Public footpath	Tarmac	No	Landward edge of The Green recreation ground	Clarity and cohesion and additional landward area	None
	CFK-5-S026	Public footway (pavement)	Tarmac	No	Edge of pavement	Clarity and cohesion	None
	CFK-5-S027 to CFK-5-S030	Other existing walked route	Tarmac	No	Landward wall of promenade	Clarity and cohesion	None

1	2	3	4	5	6a	6b	7
5e and 5f	CFK-5-S031	Other existing walked route	Tarmac	No	Landward wall and fence of promenade; and landward edge of pavement	Clarity and cohesion	None
5g	CFK-5-S032 to CFK-5-S042	Other existing walked route	Concrete	No	Landward wall of promenade	Clarity and cohesion	None

### 5.2.2 Other options considered: Maps 5.b to 5.d: Dymchurch Redoubt to Dymchurch Rd, Hythe

Map(s)	Section numbers(s)	Option(s) considered	Reasons for not proposing this option as the route
5a	CFK -5-S004 to CFK-5 – S006	We considered aligning the trail along the edge of the field on the eastern side of the A259 and the Ranges to provide a safe and more pleasant route away from the busy road.	<ul style="list-style-type: none"> <li>■ This route would have included one very narrow section of verge between the busy A259 and Hythe Ranges.</li> <li>■ We did not have the support of the landowner to widen the verge.</li> </ul>
5b,5c 5d	CFK-5-S008 to CFK-5-S020	We considered aligning the trail along the pavement of the A259 main road that runs around the full extent of Hythe Firing Ranges.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ the main A259 road is busy and unpleasant to walk alongside for a long time.</li> <li>■ By taking the trail away from the main road, a quieter, more pleasant route is available, and provides a link to the Royal Military Canal Path.</li> <li>■ The trail is aligned through a residential area, providing a safe and direct route between Palmarsh Recreation Ground and the Royal Military Canal.</li> <li>■ A possible alignment along Botolph’s Bridge Rd off A259 from near Dymchurch Redoubt (map 5a), along Burmarsh Rd (map 5b) to the Royal Military Canal at Palmarsh would not permit good sightlines along the road for those on foot. With no pavement for much of the roadway, there is a safety risk.</li> <li>■ Using the Royal Military Canal Path, this proposal has the advantage of taking people through the centre of Hythe with its many facilities which may give economic benefit</li> <li>■ This proposal is made with the support of the landowner.</li> <li>■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</li> </ul>

## Part 5.3: Chapter 3 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 5a to 5g.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

### Formal Proposals – Dymchurch Redoubt to Lower Leas Coastal Park, Folkestone

#### Proposed route of the trail

5.3.1 The route is to be at the centre of the line shown on maps 5a to 5g as the proposed route of the trail.

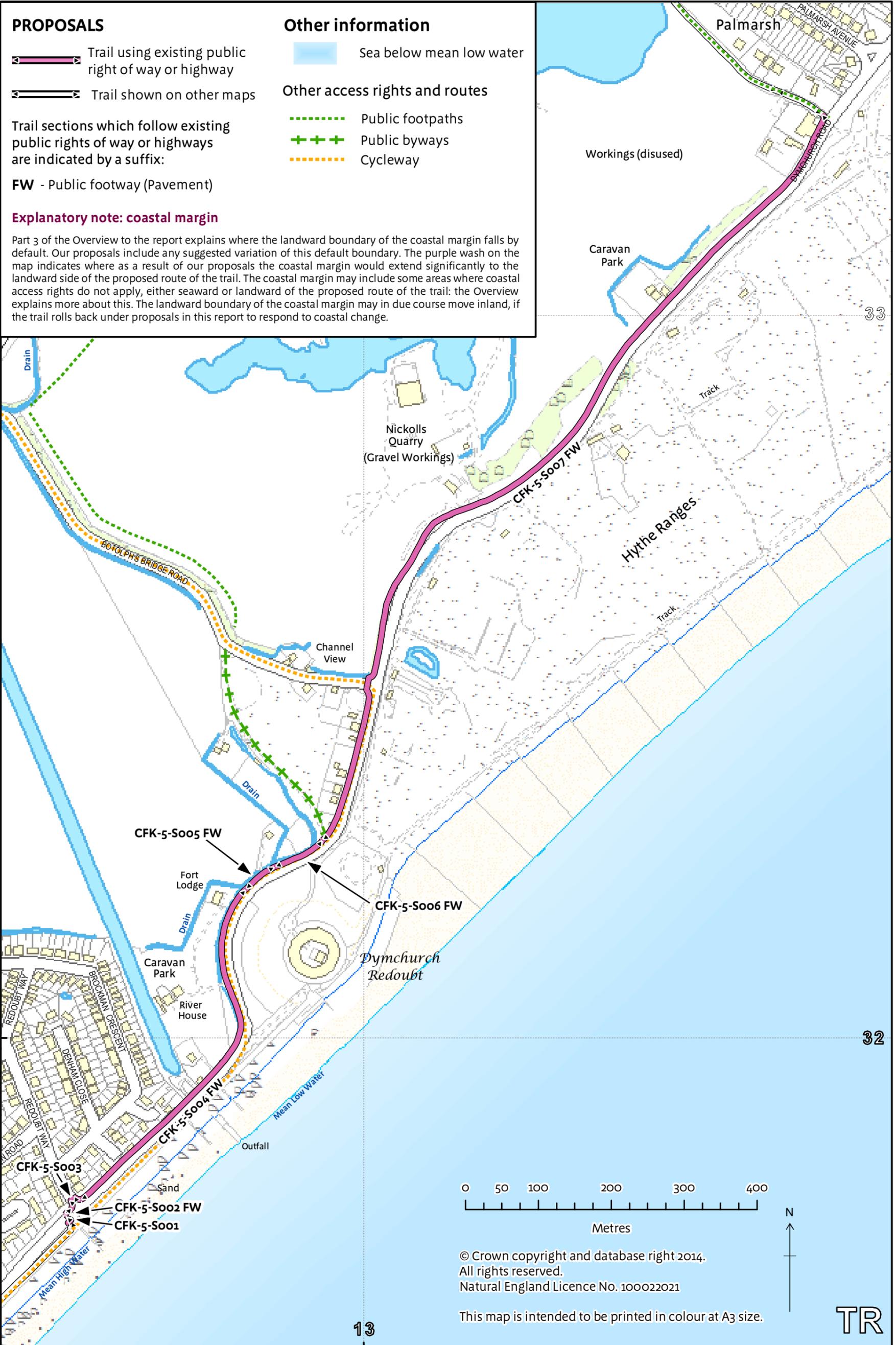
#### Landward boundary of coastal margin

- 5.3.2 Adjacent to route sections CFK-5-S002 to CFK-5-S007, CFK-5-S015 to CFK-5-S017, CFK-5-S021, CFK-5-S026 and part of CFK-5-S031, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on maps 5a to 5f.
- 5.3.3 Adjacent to route sections CFK-5-S008 and CFK-5-S009, the landward boundary of the coastal margin is to coincide with landward edge of the gravel track shown as the trail on map 5b.
- 5.3.4 Adjacent to route section CFK-5-S010, the landward boundary of the coastal margin is to coincide with the edge of the concrete railway crossing shown on map 5b.
- 5.3.5 Adjacent to route sections CFK-5-S011, CFK-5-S018, and CFK-5-S020, the landward boundary of the coastal margin is to coincide with the edge of the ditch and water course shown on maps 5b, 5c and 5d.
- 5.3.6 Adjacent to route section CFK-5-S012, the landward boundary of the coastal margin is to coincide with the edge of the footbridge shown on map 5b.
- 5.3.7 Adjacent to route sections CFK-5-S014, and CFK-5-S027 to CFK-5-S042, the landward boundary of the coastal margin is to coincide with the existing fences and walls shown on maps 5b to 5g.

#### Local restrictions and exclusions

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

**Refer to Part 9 of the Overview for further details.**



**PROPOSALS**

- Trail using existing public right of way or highway
- 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:

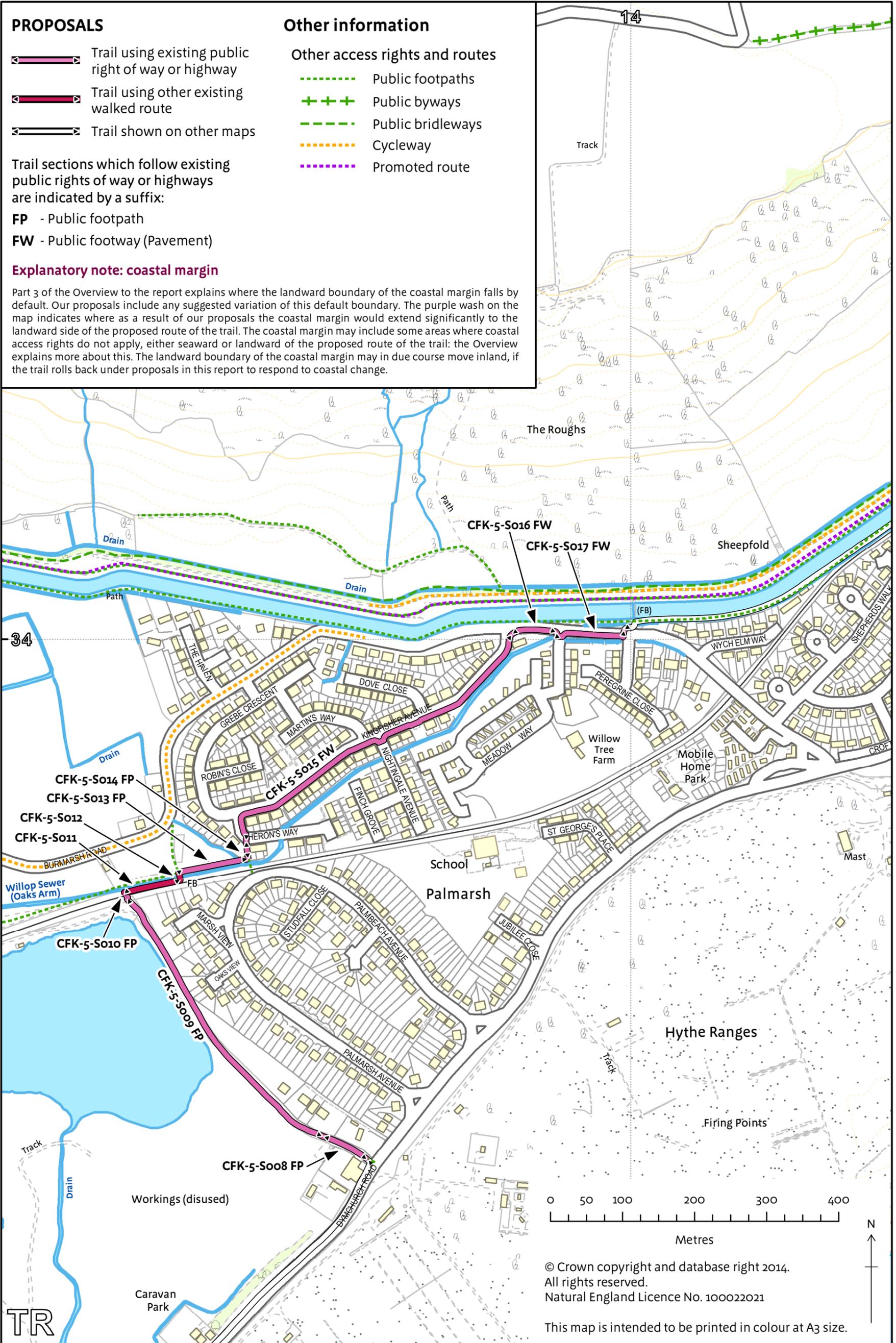
- FP** - Public footpath
- FW** - Public footway (Pavement)

**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 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.

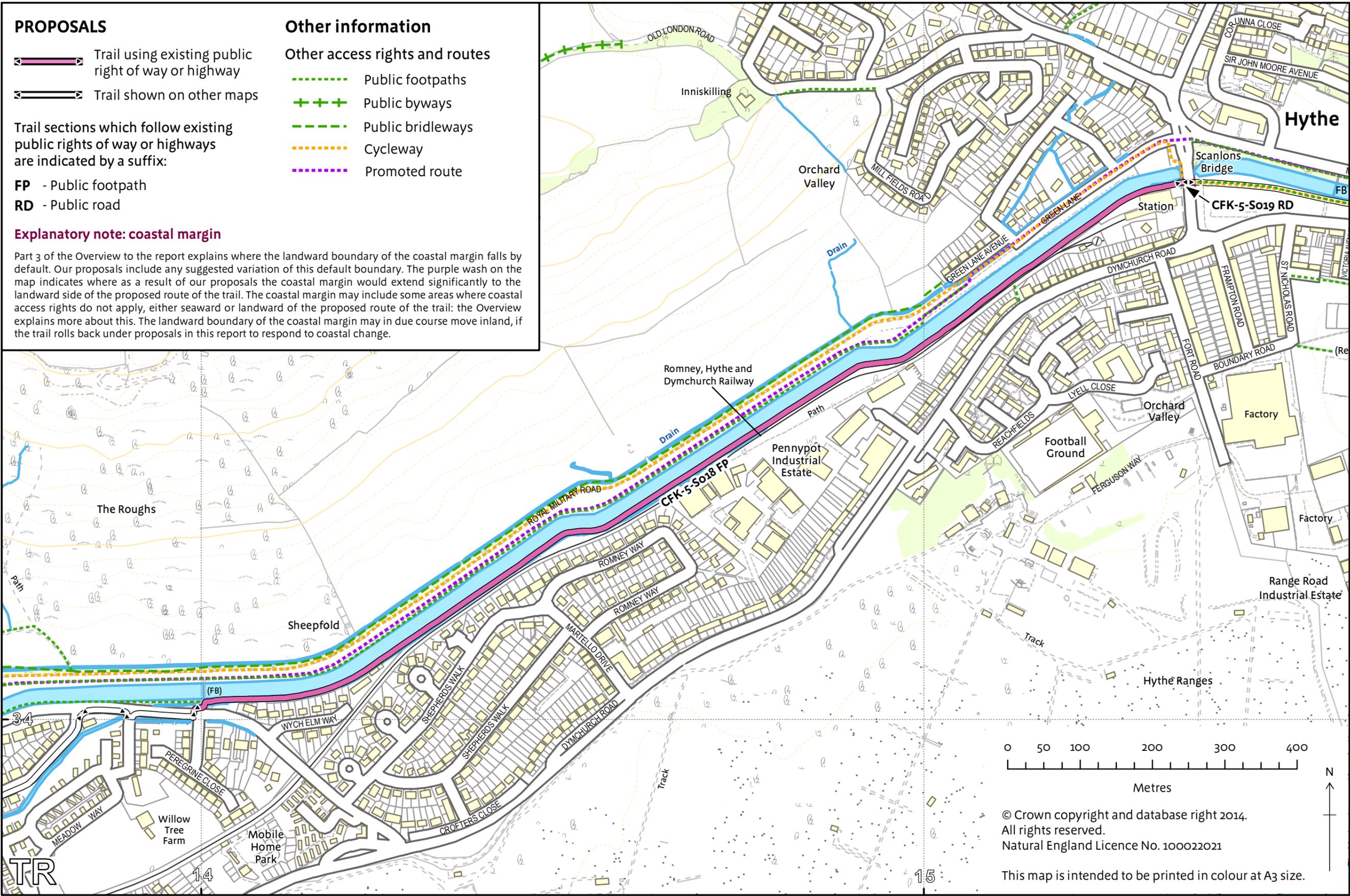
**Other information**

- Other access rights and routes**
- Public footpaths
  - Public byways
  - Public bridleways
  - Cycleway
  - Promoted route



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



Map 5c The Royal Military Canal to Scanlons Bridge

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