

Chapter 2:

Whiteness to Westgate Bay

Coastal Access: Ramsgate to Whitstable - Natural England's Proposals

Part 2.1: Introduction

Start Point:	Whiteness (grid reference: TR39507096)
End Point:	Westgate Bay (grid reference: TR31717001)
Relevant Maps:	2a to 2f

Understanding the proposals and accompanying maps:

The Trail:

- 2.1.1 Follows existing walked routes and promenades, including public rights of way, along the whole of this length.
- 2.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 2.1.3 Follows a route similar to the existing Thanet Coastal Path regionally promoted footpath and the Viking Coastal Trail cycleway.
- 2.1.4 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
 - Thanet Coast and Sandwich Bay Special Protection Area (SPA)
 - Thanet Coast and Sandwich Bay Ramsar site
 - Thanet Coast Special Area of Conservation (SAC)
 - Thanet Coast and Sandwich Bay Site of Special Scientific Interest (SSSI) for its geological /wildlife interest

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.

- 2.1.5 After advice from specialists we have concluded that our proposals would not be likely to have any significant impact on these features. In reaching this conclusion we have identified that it would be necessary to increase the level of signage on the stretch, alerting walkers to the presence of sensitive sites for roosting birds; turnstone in particular. Better interpretation of the area's nature conservation interests and associated sensitivities will also be provided at Margate (see map 2d).

This proposal is explained further in parts 5 & 9 of the Overview.

In relation to those nature conservation sites listed above, refer to our published Access and Sensitive Features Appraisal for more information.

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

Accessibility

- 2.1.6 Generally, there are few artificial barriers to accessibility on the proposed route, which makes use of existing surface paths wherever these meet the criteria in the Coastal Access Scheme.
- 2.1.7 There is an existing set of steps in Margate (section RGW-2-S011, map 2c), There is an option available to regain the route if mobility is restricted at this location by walking along the edge of the car park of the Turner Contemporary Gallery.
- 2.1.8 Other factors affecting access: At route section RGW-2-S011 (map 2c) on the promenade near to the Turner Contemporary Gallery, public access may be interrupted from time to time for short periods to allow for the closure of flood gates alongside the promenade. There is an option to follow a track just landward of the low seawall to avoid the flood gates. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.
- 2.1.9 At route section RGW-2-S014 (maps 2d and 2e) on the lower promenade at Westbrook Bay, public access may be interrupted at times of storms and high tides. It is possible to continue along the roadside cliff top grassland adjacent to Royal Esplanade to avoid the low promenade. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

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 part 5a of the Overview.

- 2.1.10 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, pavement, edge of promenade, or track to make the extent of the new access rights clearer. See Table 2.2.1 below.
- 2.1.11 In some places, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owner of this land is content for us to propose this.

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'.

- 2.1.12 Establishment: There are no additional measures that we consider necessary to improve the safety or convenience of the trail on this length of coast.
- 2.1.13 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

- 2.1.14 Part of the route of the trail on this length of coast would be able to change without further approval from the Secretary of State in response to coastal erosion or other geomorphological processes, or encroachment by the sea. This would happen in accordance with the criteria and procedures for 'roll back' set out in part 8 of the Overview. See table 2.2.1 below for details of the sections likely to be affected in the foreseeable future.
- 2.1.15 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.

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

Part 2.2: Commentary on Maps

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

2.2.1 Section Details – Maps 2a to 2f: Whiteness to Westgate Bay

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 2.2.2: Other options considered.

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

Column 5 – ‘Yes – see table 2.2.3 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	Proposed exclusions or restrictions (see Part 9 of Overview)
2a	RGW-2-S001	Public Footpath / Multi-use route	Tarmac	Yes – see table 2.2.3	Various: Fence, Road	Additional landward area	None
2a and 2b	RGW-2-S002	Multi-use route	Tarmac	Yes - normal	Various: boundary fence, horse riding track, road and landward edge of upper promenade	Additional landward area and Clarity and cohesion	None
2c	RGW-2-S003*	Multi-use route	Bridge	No	Landward edge of bridge	Clarity and cohesion	None
2c	RGW-2-S004*	Multi-use route	Tarmac	No	Landward edge of upper promenade	Clarity and cohesion	None
2c	RGW-2-S005* and RGW-2-S006*	Multi-use route	Bridge	No	Landward edge of bridge	Clarity and cohesion	None
2c	RGW-2-S007*	Multi-use route	Tarmac	No	Landward edge of promenade	Clarity and cohesion	None
2c	RGW-2-S008*	Public Footway (pavement)	Tarmac	No	Pavement	Clarity and cohesion	None
2c	RGW-2-S009*	Multi-use route	Tarmac	No	Landward edge of upper promenade and track (slope)	Clarity and cohesion	None
2c	RGW-2-S010	Other existing walked route	Tarmac	No	Landward edge of trail	Not used	None
2c	RGW-2-S011	Multi-use route	Tarmac	No	Landward edge of lower promenade	Clarity and cohesion	None
2d	RGW-2-S012	Other existing walked route	Tarmac	No	Landward edge of trail	Not used	None
2d	RGW-2-S013	Public Footway (pavement)	Tarmac	No	Landward edge of promenade	Clarity and cohesion	None
2d and 2e	RGW-2-S014	Multi-use route	Tarmac	No	Landward edge of lower promenade, Seaward edge of cliff top road (at Royal Esplanade)	Additional landward area, clarity and cohesion.	None
2e	RGW-2-S015	Multi-use route	Bridge	No	Landward edge of bridge	Clarity and cohesion	None
2 f	RGW-2-S016	Multi-use route	Tarmac	No	Landward edge of lower promenade	Additional landward area, clarity and cohesion	None

2.2.2 Other options considered: Maps 2a to 2f: Whiteness to Westgate Bay

Maps	Section numbers	Options considered	Reasons for not proposing this option as the route
2c	RGW-2-S003 to RGW-2-S009	We considered aligning the trail along Hodge's Gap slope and the lower promenade towards Margate Harbour.	<p>We concluded that the proposed route provides a more attractive and convenient route because:</p> <ul style="list-style-type: none"> ■ It follows the existing signposted route of the Viking Coastal Trail cycleway which is aligned directly along the upper promenade. ■ it is still close to the sea and maintains views of the coastline, offering higher elevation and more far reaching views. ■ Under our proposals, access to the lower promenade would be unaffected.

2.2.3 Roll-back implementation – more complex situations: Maps 2a to 2f: Whiteness to Westgate Bay

Maps	Section number	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
2a	RGW-2-S001	North Foreland Golf Course and cliff top grassland	If the predicted slow coastal erosion here affects the golf course near Neptune's Tower and it is no longer possible to find a viable route seaward of the golf course, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site / course, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.

In relation to all other sections where roll-back has been proposed, the trail is likely to be adjusted to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

Part 2.3: Chapter 2 - Formal Proposals

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

Formal Proposals – Whiteness to Westgate Bay

Proposed route of the trail

- 2.3.1 In relation to route sections RGW-2-S003 to RGW-2-S016, the route is to be at the centre of the line shown on maps 2a to 2f as the proposed route of the trail.
- 2.3.2 In relation to route sections RGW-2-S001 and RGW-2-S002, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on map 2a and 2b as the proposed route of the trail.
- 2.3.3 If at any time any part of route sections RGW-2-S001 and RGW-2-S002 need, in Natural England's view, to change as a result of coastal erosion or other geomorphological processes or encroachment by the sea, in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 8 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

Landward boundary of coastal margin

- 2.3.4 Adjacent to route sections RGW-2-S001, RGW-2-S002 and RGW-2-S014 (part), the landward boundary of the coastal margin is to coincide with various features: existing boundary fence of private properties, road edge, horse riding track, hedge, and pavement edge, as indicated by the coastal margin landward of the trail on maps 2a, 2b and 2e.
- 2.3.5 Adjacent to route sections RGW-2-S003 to RGW-2-S014 (part), and RGW-2-S015 to RGW-2-S016, the landward boundary of the coastal margin is to coincide with the landward edge of the promenade, pavement, track or bridge which, at the time of writing this report, is landward of the public footway, multi-use route or other existing walked route as shown as the trail on maps 2c to 2f.

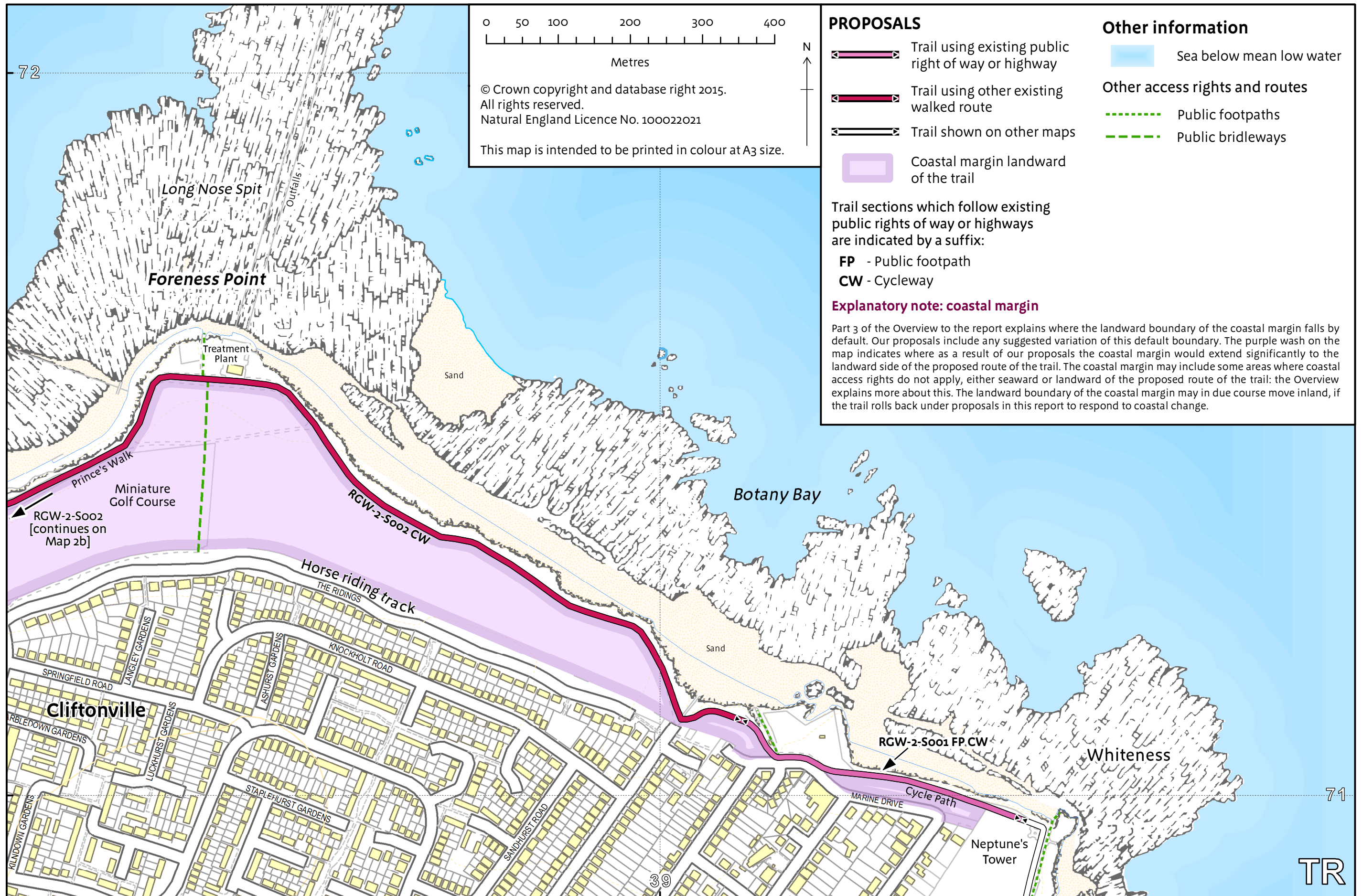
Local restrictions and exclusions

- 2.3.6 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.

Alternative routes

- 2.3.7 There are no proposals for alternative routes in relation to this length of coast.



0 50 100 200 300 400
Metres

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

PROPOSALS

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail shown on other maps
- Coastal margin landward of the trail

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

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




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.

Other information

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

PROPOSALS

-  Trail using other existing walked route
-  Trail shown on other maps
-  Coastal margin landward of the trail





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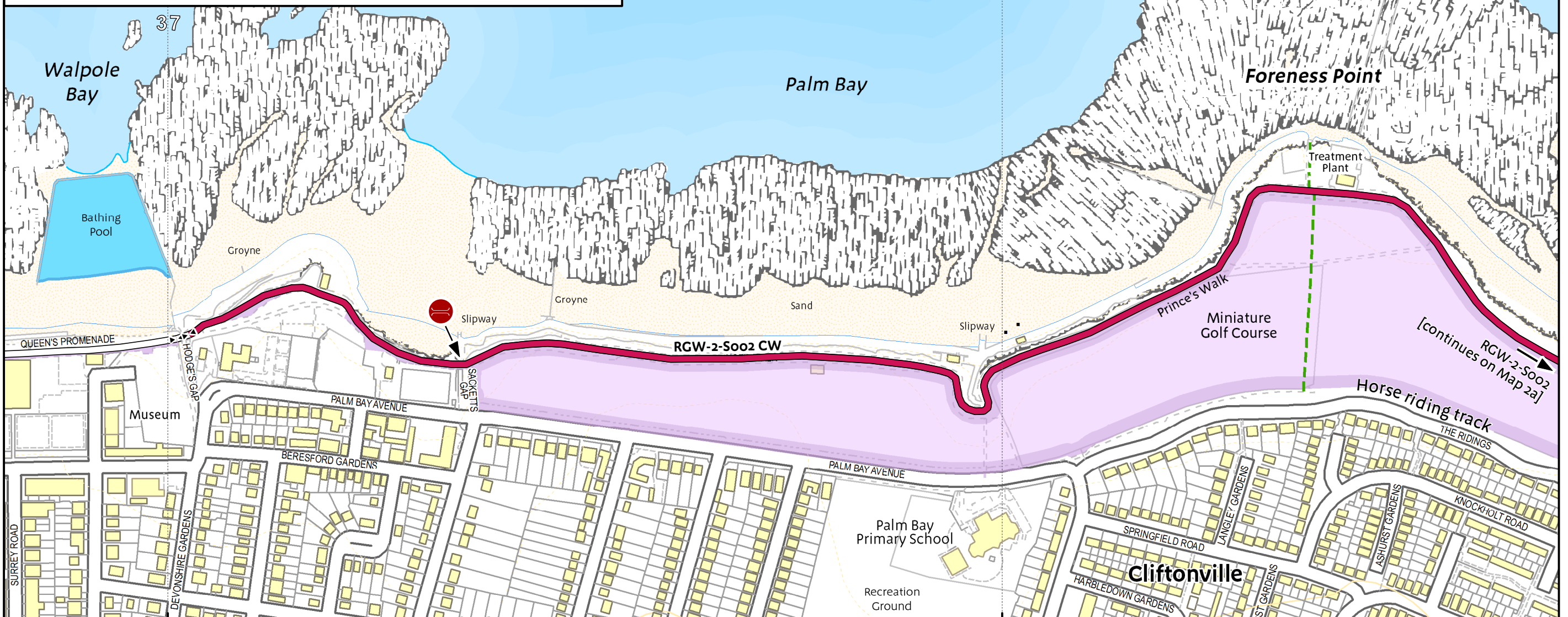
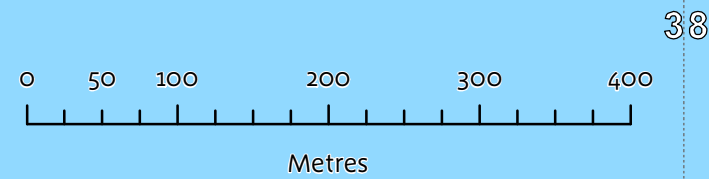
CW - Cycleway

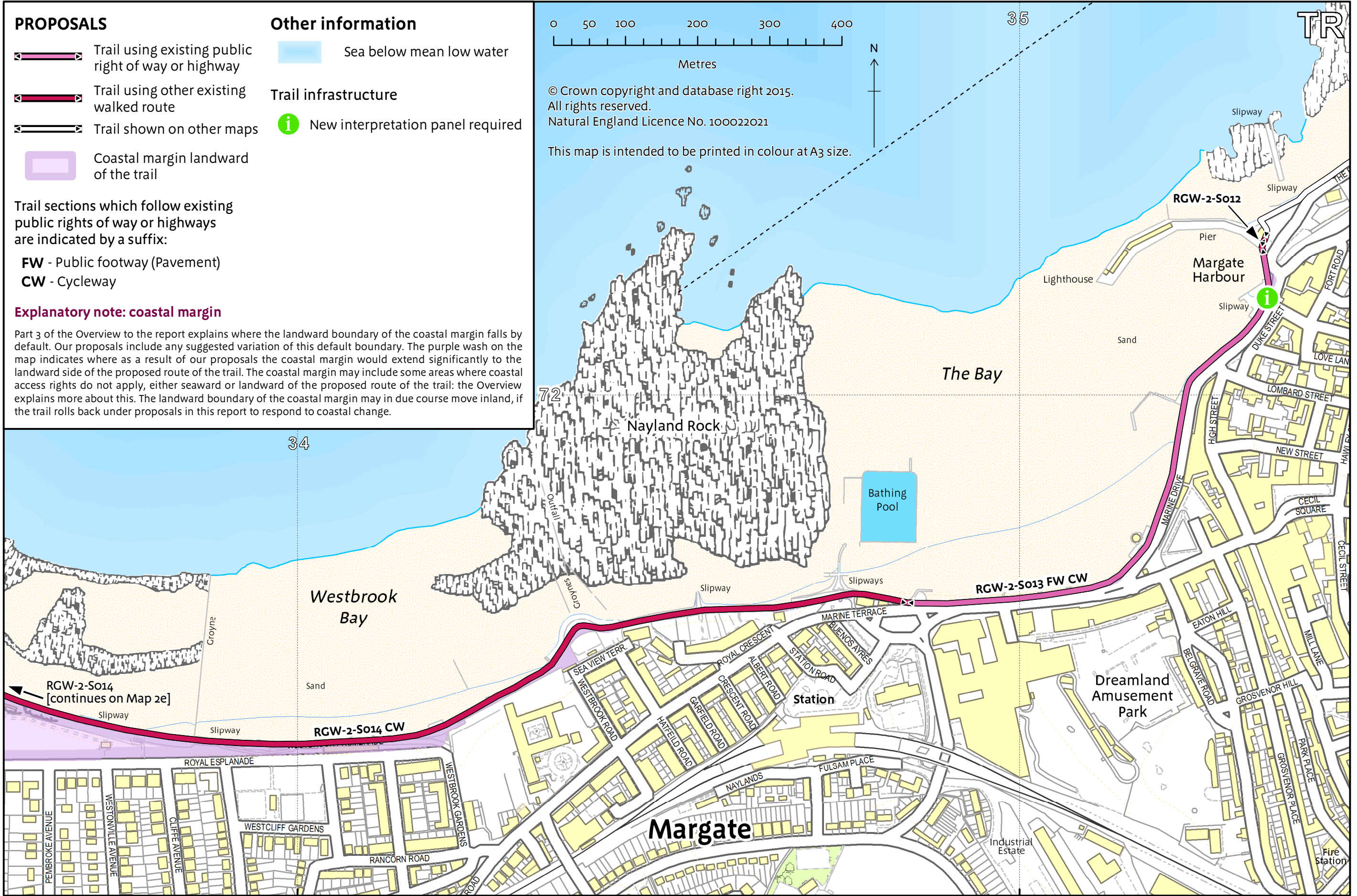
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Other information

-  Sea below mean low water
- Other access rights and routes**
 -  Public footpaths
 -  Public bridleways
- Trail infrastructure**
 -  Existing footbridge in satisfactory condition





Map 2d Margate Pier to Westbrook Bay

