

Chapter 3:

Battery Road (Pilot Pub) to Littlestone-on-Sea Car Park

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

Part 3.1: Introduction

Start Point:	Battery Road (Pilot Pub) (grid reference: TR08891857)
End Point:	Littlestone-on-Sea car park (grid reference: TR08332391)
Relevant Maps:	3a to 3d

Understanding the proposals and accompanying maps:

The Trail:

- 3.1.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 3.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 3.1.3 Includes seven sections of new path, at Greatstone-on-Sea beach between Romney Sands Holiday Village and Varne Boat Club. See map 3c and associated tables below for details.
- 3.1.4 Is aligned on the beach or foreshore at Greatstone-on-Sea, above Mean High Water, for approximately 2km. See maps 3c and 3d and part 3.2 for details.
- 3.1.5 Follows a beach route at Greatstone-on-Sea which can be severed during infrequent exceptionally high tides. An optional alternative route has been proposed. See section 3.1.12 for more details. This route has been referred to the local RNLI and Shepway District Council Coastal Engineer who are content with its inclusion.
- 3.1.5 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 potential Special Protection Area (pSPA)
 - Dungeness, Romney Marsh and Rye Bay proposed Ramsar site (pRamsar)
 - Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest (SSSI) for its geological and wildlife interest
 - Dungeness National Nature Reserve (NNR)

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.

- 3.1.6 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 exclude access to areas of shingle seaward of the trail between the trail and Mean High Water. This proposal is explained further in parts 5b & 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:

- 3.1.7 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:

- The trail would follow the beach or foreshore at Greatstone-on-Sea for a length of approximately 2km;

- 3.1.8 Controls imposed by Shepway District Council prevent access to some beaches for those walking dogs from 1st May – 30th September. This relates to beaches between the Jolly Fisherman car park to 17 The Parade and 114 The Parade to 172 The Parade, where the trail is aligned on the beach. An optional alternative route (CFK-3-A001 to CFK-3-A003), as described in 3.1.12, will also provide dog walkers with an informal route on which to continue along the coast at these times. See map 3c for more details.

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.

- 3.1.9 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 the foot (seaward edge) of the dunes at Greatstone-on-Sea to make the extent of the new access rights clearer. See Table 3.2.1 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'.

- 3.1.10 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.
- 3.1.11 On a precautionary basis, we initially propose to exclude coastal access rights on areas of shingle to the seaward side of route sections CFK-3-S002 and CFK-3-S003. The exclusion will cover the areas between the main access tracks to the beach, the trail and Mean High Water in order to protect the shingle vegetation and continue to provide direct access to the beach. Monitoring will form the basis of a review after 2 years of the need for this statutory restriction.

See part 9 of the Overview - 'Restrictions and exclusions' - for details.

- 3.1.12 Alternative routes: At route sections CFK-3-S004 and CFK-3-S010 between Romney Sands Holiday Village and Greatstone-on-Sea Car Park public access may be interrupted from time to time for short periods at times of extreme high tides.

3.1.13 An optional alternative route will follow route sections CFK-3-A001 to CFK-3-A003 as shown on map 3c and described below. This arrangement would continue without any local restriction on the new access rights to give effect to it formally. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

3.1.14 Establishment: Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview.

Some establishment works in the form of two interpretation boards and various signs will be required to advertise the optional alternative route for Greatstone-on-Sea beach.

3.1.15 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:

3.1.16 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 tables 3.2.1 and 3.2.3 below for details of the sections likely to be affected.

3.1.17 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 3.2: Commentary on Maps

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

3.2.1 Section Details – Map(s) 3a to 3d: Battery Road (Pilot Pub) to Littlestone-on-Sea Car Park

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 3.2.2: 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.

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)
3a	CFK-3-S001*	Public Footway (pavement)	Tarmac	No	Landward edge of pavement	Clarity and cohesion	Margin
3a and 3b	CFK-3-S002*	Public Footway (pavement)	Tarmac	No	Landward edge of pavement	Clarity and cohesion	Margin
3b	CFK-3-S003*	Public Footway (pavement)	Tarmac	No	Landward edge of pavement	Clarity and cohesion	Margin
3c	CFK-3-A001	Other existing walked route	Sand	No	Landward edge of trail	Clarity and cohesion	None
	CFK-3-A002	Public Footway (pavement)	Tarmac	No	Landward edge of pavement	Clarity and cohesion	None
	CFK-3-A003	Other existing walked route	Sand	No	Landward edge of trail	Clarity and cohesion	None
	CFK-3-S004*	Other existing walked route	Tarmac	No	Landward edge of trail	Discretion not used	None
	CFK-3-S005*	Other existing walked route	Sand	No	Landward edge of trail	Discretion not used	None
	CFK-3-S006*	Other existing walked route	Sand	No	Landward edge of trail	Discretion not used	None
	CFK-3-S007*	Other existing walked route	Sand	No	Landward edge of trail	Discretion not used	None
	CFK-3-S008*	Other existing walked route	Sand	No	Seaward edge of dunes	Clarity and cohesion	None
	CFK-3-S009*	Other existing walked route	Sand	No	Seaward edge of dunes	Clarity and cohesion	None
3d	CFK-3-S010*	Other existing walked route	Sand	No	Seaward edge of dunes	Clarity and cohesion	None
	CFK-3-S011*	Other existing walked route	Sand	No	Seaward edge of dunes	Clarity and cohesion	None
	CFK-3-S012*	Other existing walked route	Tarmac	No	Seaward edge of dunes	Clarity and cohesion	None
	CFK-3-S013*	Other existing walked route	Shingle/ Grass	No	Seaward edge of dunes	Clarity and cohesion	None
	CFK-3-S014*	Other existing walked route	Shingle/ Grass	No	Landward edge of trail	Discretion not used	None

3.2.2 Other options considered: Maps 3.a to 3.d: Battery Road (Pilot Pub) to Littlestone-on-Sea Car Park

Map(s)	Section numbers(s)	Option(s) considered	Reasons for not proposing this option as the route
3b to 3d	CFK-3-S003 to CFK-3-014 and onto CFK-4-S001	We considered aligning the trail along The Parade and Coast Drive at Greatstone-on-Sea instead of the beach route depicted on maps 3b to 3d	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea, and; ■ 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.
	CFK-3-S006 to CFK-3-S010	We considered aligning the trail along the existing public footpath that runs along the top and landward side of the dunes at Greatstone-on-Sea	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the sea and, unlike the existing public footpath, maintains views of the sea.
	CFK-3-S001 to CFK-3-S006	We considered aligning the trail on the beach opposite Coast Drive and The Parade, between The Pilot Pub and Romney Sands Holiday Village	We opted for the proposed route because: <ul style="list-style-type: none"> ■ a route along the beach might compromise the nature conservation interest for which the Special Area of Conservation is designated.

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 3.3: Chapter 3 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 3a to 3d
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Battery Road to Littlestone Car Park

Proposed route of the trail

3.3.1 In relation to route sections CFK-3-S001 to CFK-3-S013, the route is to be at the centre of the line shown as the trail on maps 3a to 3d.

Landward boundary of coastal margin

3.3.2 Adjacent to route sections CFK-3-S001 to CFK-3-S003 the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on maps 3a to 3b.

3.3.3 Adjacent to route sections CFK-3-S008 to CFK-3-S012 the landward boundary of the coastal margin is to coincide with the seaward edge of the dunes at Greatstone-on-Sea beach on maps 3c to 3d.

Local restrictions and exclusions

3.3.4 There are proposals to restrict or exclude access relevant to this length of coast, as follows:

- We initially propose to exclude coastal access rights by direction, to land seaward of route sections CFK-3-S002 to CFK-3-S005 between the trail, the main access tracks to the beach and Mean High Water to protect the shingle vegetation. Monitoring will form the basis of a review after 2 years of the need for this statutory restriction.

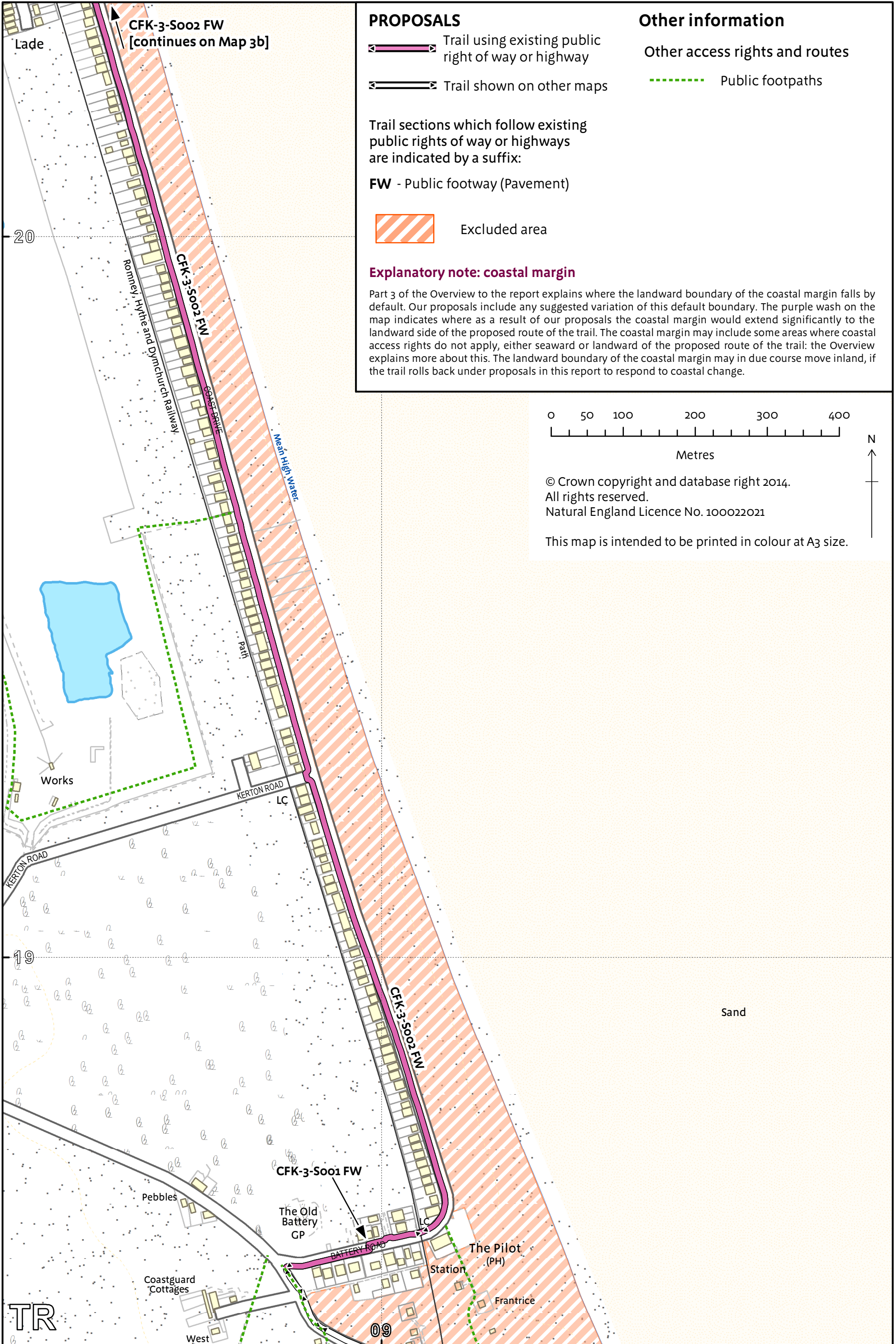
Refer to **Part 9 of the Overview** for further details.

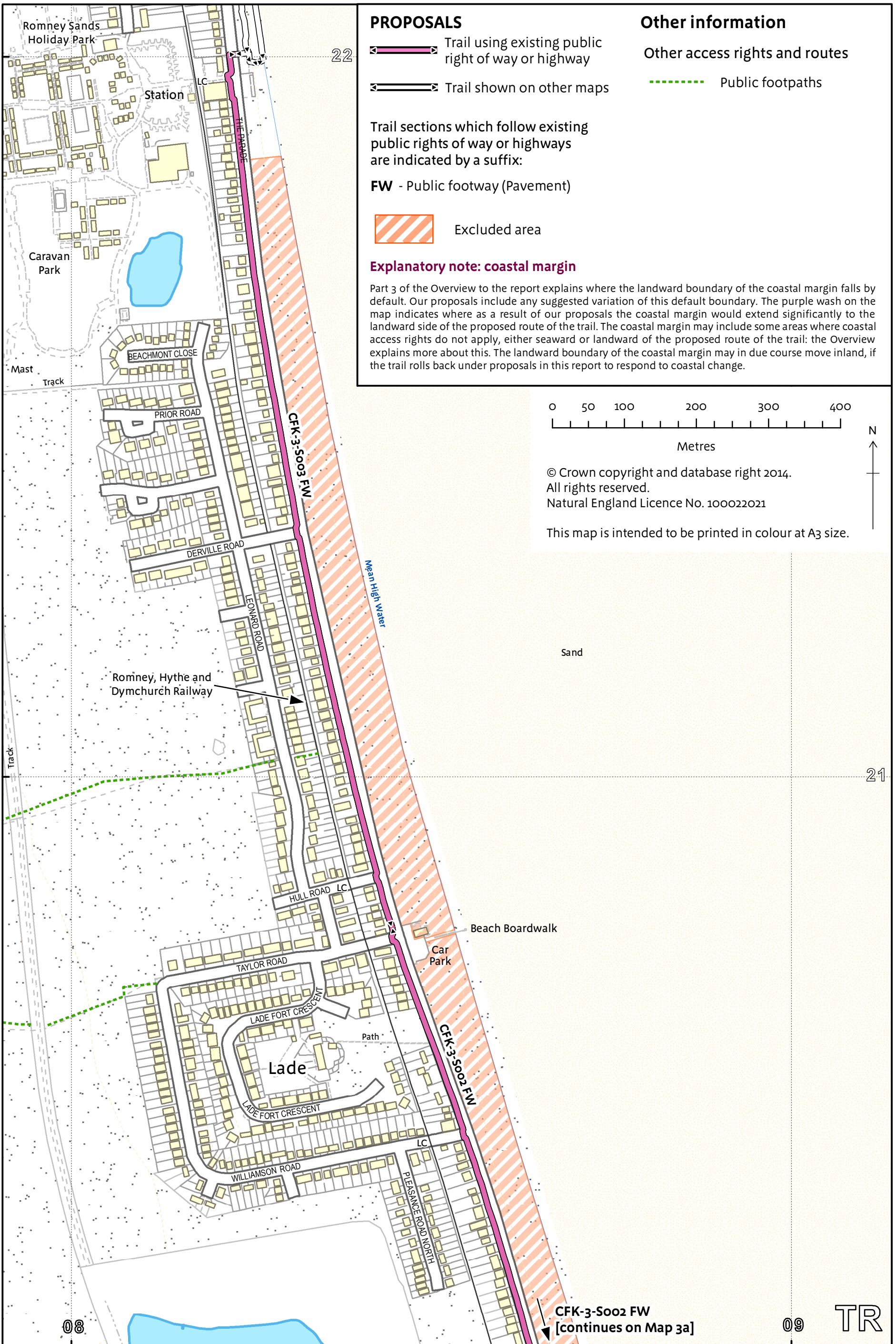
Alternative routes

3.3.5 An optional alternative route is to operate at times when access to route sections CFK-3-S004 and CFK-3-S010 is cut off by exceptionally high tides. The optional alternative route is to be at the centre of the line shown as route sections CFK-3-A001 to CFK-3-A003 on map 3c.



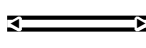
3.3.6 Adjacent to route sections CFK-3-A001 to CFK-3-A003:

- the landward boundary of the alternative route strip is to correspond to the landward edge of the pavement shown as the trail on map 3c; and
- the seaward boundary of the alternative route strip is to correspond to the seaward edge of the pavement shown as the trail on map 3c.





PROPOSALS

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

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

FW - Public footway (Pavement)



 Excluded area

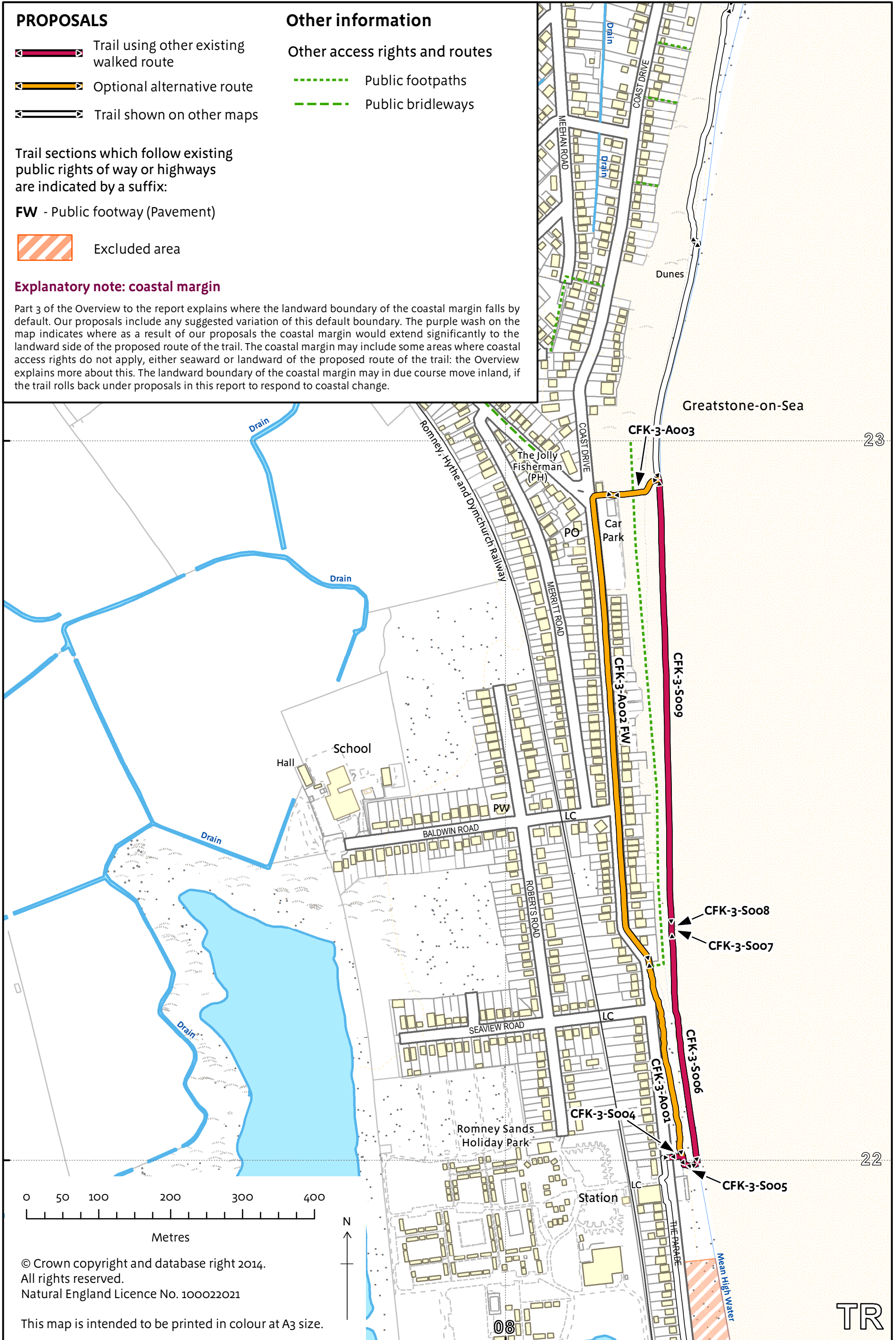
Explanatory note: coastal margin

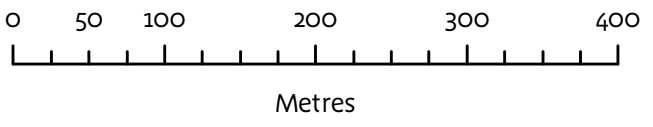
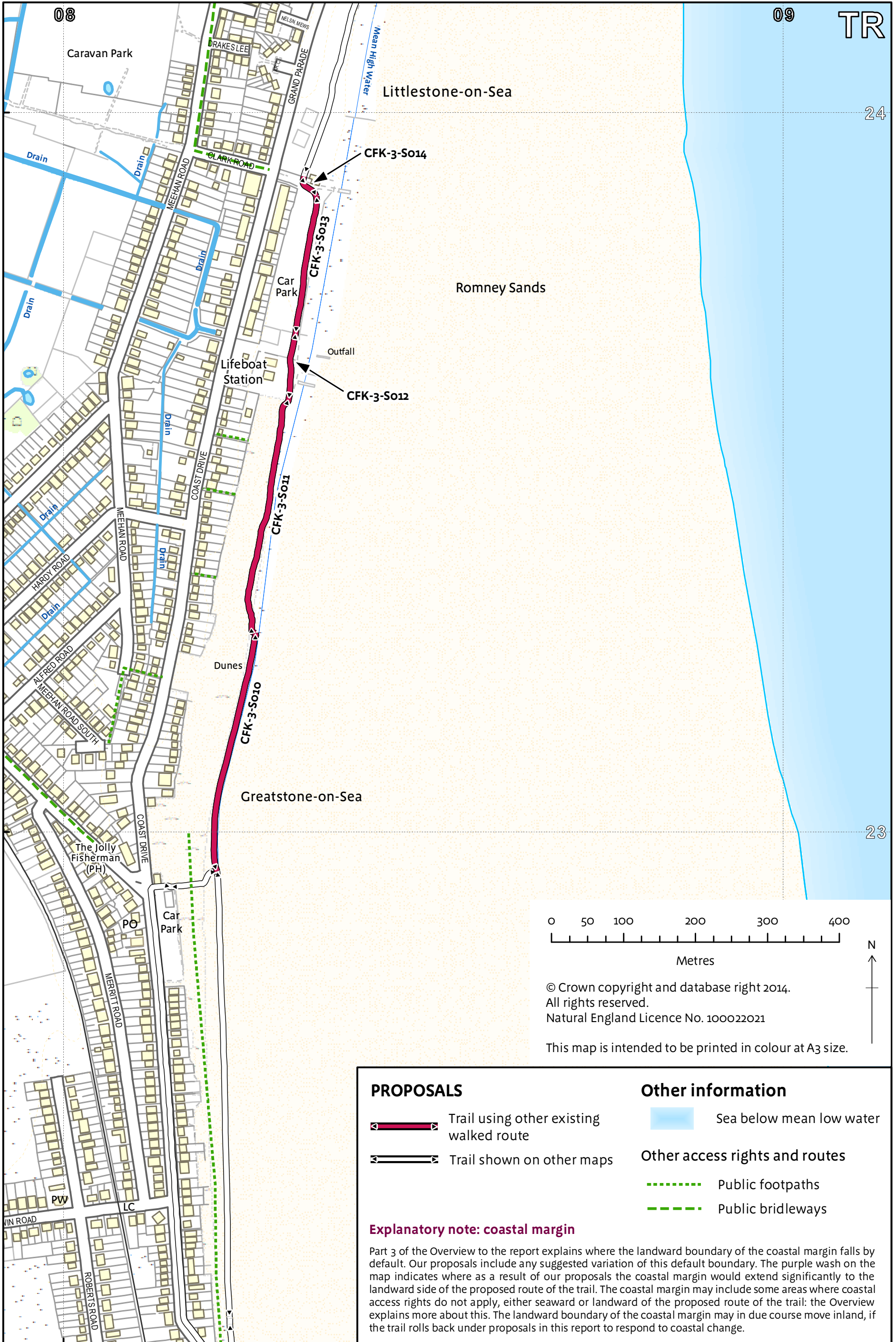
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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

Other access rights and routes

-  Public footpaths
-  Public bridleways


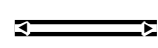







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This map is intended to be printed in colour at A3 size.

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 footpaths
-  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.