

Chapter 1:

Ramsgate Pier to Whiteness

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

Part 1.1: Introduction

Start Point:	Ramsgate Pier (grid reference: TR38576477)
End Point:	Whiteness (grid reference: TR39507096)
Relevant Maps:	1a to 1d

Understanding the proposals and accompanying maps:

The Trail:

- 1.1.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 1.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 1.1.3 Follows a route similar to the existing Thanet Coastal Path regionally promoted walking route and the Viking Coastal Trail cycleway.
- 1.1.4 Includes five sections of new path at Kingsgate. See map 1d and associated tables below for details.
- 1.1.5 In some areas an inland diversion is necessary to take the trail past North Foreland Estate near Broadstairs (sections RGW-1-S009 to RGW-1-S012, map 1c), and also at Kingsgate Castle, Kingsgate (sections RGW-1-S019 to sections RGW-1-S026, map 1d) where gardens extend to the cliff edge. See Future Change, below, and Part 8 of the Overview.
- 1.1.6 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.

- 1.1.7 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 expand the number of existing information notices that highlight the sensitivity of turnstone when they are at roost near the shore. These small information notices will be attached to new sign posts and aim to reduce the likelihood of disturbing turnstone during the winter months. 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

1.1.8 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.

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

- There are steps in places where it would be necessary to continue between Ramsgate undercliff and Winterstoke Gardens on the cliff top (sections RGW-1-S002 map 1a).
- The trail follows a gradual slope with shallow steps, between the promenade at Stone Bay, north of Broadstairs and North Foreland Road (sections RGW-1-S009 and RGW-1-S010, map 1c).
- At Route section RGW-1-S008 (map 1c) between Broadstairs and North Foreland Estate public access may be interrupted on rare occasions if weather conditions are stormy and water floods the promenade. Signs will highlight that in these circumstances people can follow the Viking Coastal Trail, which runs landward of the promenade, to re-join the trail at RGW-1-S011. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.
- The trail would follow a grass or bare soil path along the cliff top at North Foreland (section RGW-1-S017, map 1d).

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 3 of the Overview.

1.1.9 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 an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 1.2.1 below.

1.1.10 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'.

1.1.11 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.

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

The trail will require some improvement to create a flatter surface along section RGW-1-S017 (see Map 1d).

The new trail sections at RGW -1-S020 to RGW-1-S024 (Map 1d) will require scrub and tree clearance along the road verge adjacent to North Foreland Golf Course and opposite Kingsgate Castle. In addition, some surfacing work will be required as will fencing adjacent to the new path.

1.1.13 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

1.1.14 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(s) 1.2.3 below for details of the sections likely to be affected in the foreseeable future.

1.1.15 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 1.2: Commentary on Maps

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

1.2.1 Section Details – Maps 1a to 1d: Ramsgate Pier to Whiteness

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 1.2.2: 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 1.2.3’ 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)
1a	RGW-1-S001*	Other existing walked route	Tarmac	No	Landward edge of under cliff promenade	Clarity and cohesion	None
	RGW-1-S002*	Other existing walked route	Steps	No	Landward edge of steps	Clarity and cohesion	None
	RGW-1-S003	Other existing walked route	Tarmac	No	Landward edge of cliff top promenade	Clarity and cohesion	None
	RGW-1-S004	Multi-use route	Tarmac	Yes – see table 1.2.3	Landward edge of track	Clarity and cohesion	None
1b	RGW-1-S005	Other existing walked route	Grass	Yes – see table 1.2.3	Road	Both - additional landward area & clarity and cohesion	None
	RGW-1-S006*	Multi-use route	Tarmac	Yes – see table 1.2.3	Road and Landward edge of cliff top promenade	Additional landward area	None
	RGW-1-S007*	Public Footway (pavement)	Tarmac	No	Road	Clarity and cohesion	None
1c	RGW-1-S008*	Other existing walked route	Tarmac	No	Landward edge of lower promenade	Clarity and cohesion	None
	RGW-1-S009*	Public Footpath	Steps	No	Landward edge of steps	Clarity and cohesion	None
	RGW-1-S010*	Public Footpath	Tarmac	No	Landward edge of track	Clarity and cohesion	None
	RGW-1-S011	Public Footway (pavement)	Tarmac	No	Pavement	Clarity and cohesion	None
	RGW-1-S012	Multi-use route	Tarmac	Yes – see table 1.2.3	Pavement (part)	Clarity and cohesion	None
1d	RGW-1-S013	Other existing walked route	Tarmac	Yes – see table 1.2.3	Landward edge of trail	Not used	None
	RGW-1-S014	Other existing walked route	Tarmac	Yes – see table 1.2.3	Landward edge of trail	Not used	None
	RGW-1-S015	Other existing walked route	Tarmac	Yes – see table 1.2.3	Landward edge of trail	Not used	None
	RGW-1-S016	Other existing walked route	Tarmac	Yes – see table 1.2.3	Landward edge of trail	Not used	None
	RGW-1-S017	Other existing walked route	Grass/field edge	Yes - normal	Landward edge of trail	Not used	None
	RGW-1-S018	Public Highway	Tarmac	Yes - normal	Landward edge of trail	Not used	None
	RGW-1-S019	Multi-use route	Tarmac	No	Landward edge of track	Clarity and cohesion	None

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)
1d (see inset)	RGW-1-S020*	Not an existing walked route	Grass / scrub	No	Fence	Clarity and cohesion	None
	RGW-1-S021*	Not an existing walked route	Scrub	No	Fence	Clarity and cohesion	None
	RGW-1-S022*	Not an existing walked route	Scrub	No	Fence	Clarity and cohesion	None
	RGW-1-S023 *	Other existing walked route	Tarmac	No	Landward edge of trail	Not used	None
	RGW-1-S024*	Not an existing walked route	Scrub	No	Fence	Clarity and cohesion	None
	RGW-1-S025*	Public Highway	Tarmac	No	Landward edge of trail	Not used	None
1d	RGW-1-S026* and RGW-1-S027*	Public Footway (pavement)	Tarmac	No	Landward edge of pavement	Clarity and cohesion	None
	RGW-1-S028*	Public Highway	Tarmac	No	Landward edge of trail	Not used	None
	RGW-1-S029	Multi-use route	Tarmac	Yes – see table 1.2.3	Fence	Clarity and cohesion	None
	RGW-1-S030	Public Footpath / Multi-use route	Tarmac	Yes – see table 1.2.3	Fence	Clarity and cohesion	None

1.2.2 Other options considered: Maps 1a to 1d: Ramsgate Pier to Whiteness

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
1a	RGW-1-S001 & RGW-1-S002	We considered aligning the trail along Marina Road and adjacent to Victoria Parade, as shown on the map. This, however, entailed a long climb on the narrow pavement of Marina Road.	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. ■ it is a quieter, wider route. ■ using the steps creates a more direct route along the coast. ■ 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.
1b	RGW-1-S006 & RGW-1-S007	We considered aligning the trail along the undercliff promenade between Dumpton Bay and Broadstairs Pier as shown on the maps. This option would have included steps between the promenade and Broadstairs town or use of the beach.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it maintains views of the sea and the bay. ■ it provides direct access into the heart of Broadstairs town, following the promoted Viking Coastal Trail cycleway. ■ under our proposals access to the undercliff promenade and beach would be unaffected.
1c	RGW-1-S008 to RGW-1-S010	We considered aligning the trail alongside Eastern Esplanade and Park Road as shown on the map. This option would use the cliff top road and bypass the attractive Stone Bay beach area.	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 ■ it provides direct access to Stone Bay beach ■ 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

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
1d	RGW-1-S020 to RGW-1-S025	<p>We considered aligning the trail:</p> <p>Around the northern corner of North Foreland Golf Course to join Convent Road and along to Kingsgate Bay Road as shown on the map. This option would be an indirect, if quieter route.</p> <p>Through the woodland north of North Foreland Golf Course to exit onto Joss Gap Road directly opposite Kingsgate Castle's main entrance, as shown on the map. This option would create new access rights along Kingsgate Castle's historic driveway.</p> <p>Along Joss Gap Road, where a section of the road has no existing pavement.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it provides a safe off-road route where existing road walking occurs along Joss Gap Road. ■ it provides a direct route alongside this stretch of road. ■ it minimises any impact upon the vista of Kingsgate Castle's historic driveway. ■ 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.
1d	RGW-1-S025 to RGW-1-S028	<p>We considered aligning the trail:</p> <p>Across Joss Gap Road and along the seaward pavement of Kingsgate Bay Road. This would have used a narrow stretch of road edge near the bend by the Captain Digby public house, where there is no pavement. This option would not have been safe, given the busy nature of the road.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it provides a safe and direct route, using the pavement and safe road crossing points. ■ it maintains views of the sea. ■ 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.

1.2.3 Roll-back implementation – more complex situations: Maps 1a to 1d: Ramsgate Pier to Whiteness

Map(s)	Section numbers(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
1a & 1b	RGW-1-S004 to RGW-1-S006	Cliff top grassland seaward of South Cliff Parade, backed by East Cliff residential area.	If the predicted slow coastal erosion affects South Cliff Parade and it is no longer possible to find a viable route along the road or seaward of the specified excepted land (buildings and their gardens), we will choose a route landward of the residential area, following discussions with owners and occupiers and the access authority.
1c	RGW-1-S012	Cliff top grassland backed by North Foreland private estate.	If the predicted slow coastal erosion here affects Cliff Promenade and it is no longer possible to find a viable route along the road or seaward of the specified excepted land (buildings and their gardens), we will choose a route landward of it, following discussions with owners and occupiers.
1d	RGW-1-S013 to RGW-1-S016	Sewage Pumping Station	If it is no longer possible to find a viable route seaward of the specified excepted land (Sewage pumping station), we will choose a route landward of it, following discussions with owners and occupiers.
1d	RGW-1-S029 and RGW-1-S030	Cliff top grassland and North Foreland Golf Course	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 1.3: Chapter 1 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 1a to 1d.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Ramsgate Pier to Whiteness

Proposed route of the trail

- 1.3.1 In relation to route sections RGW-1-S001 to RGW-1-S003, RGW-1-S007 to RGW-1-S011 and RGW-1-S019 to RGW-1-S028, the route is to be at the centre of the line shown on maps 1a to 1d as the proposed route of the trail.
- 1.3.2 In relation to route sections RGW-1-S004 to RGW-1-S006, RGW-1-S012 to RGW-1-S018, and RGW-1-S029 and RGW-1-S030, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 1a to 1d as the proposed route of the trail.
- 1.3.3 If at any time any part of a route section listed in the previous paragraph needs, 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

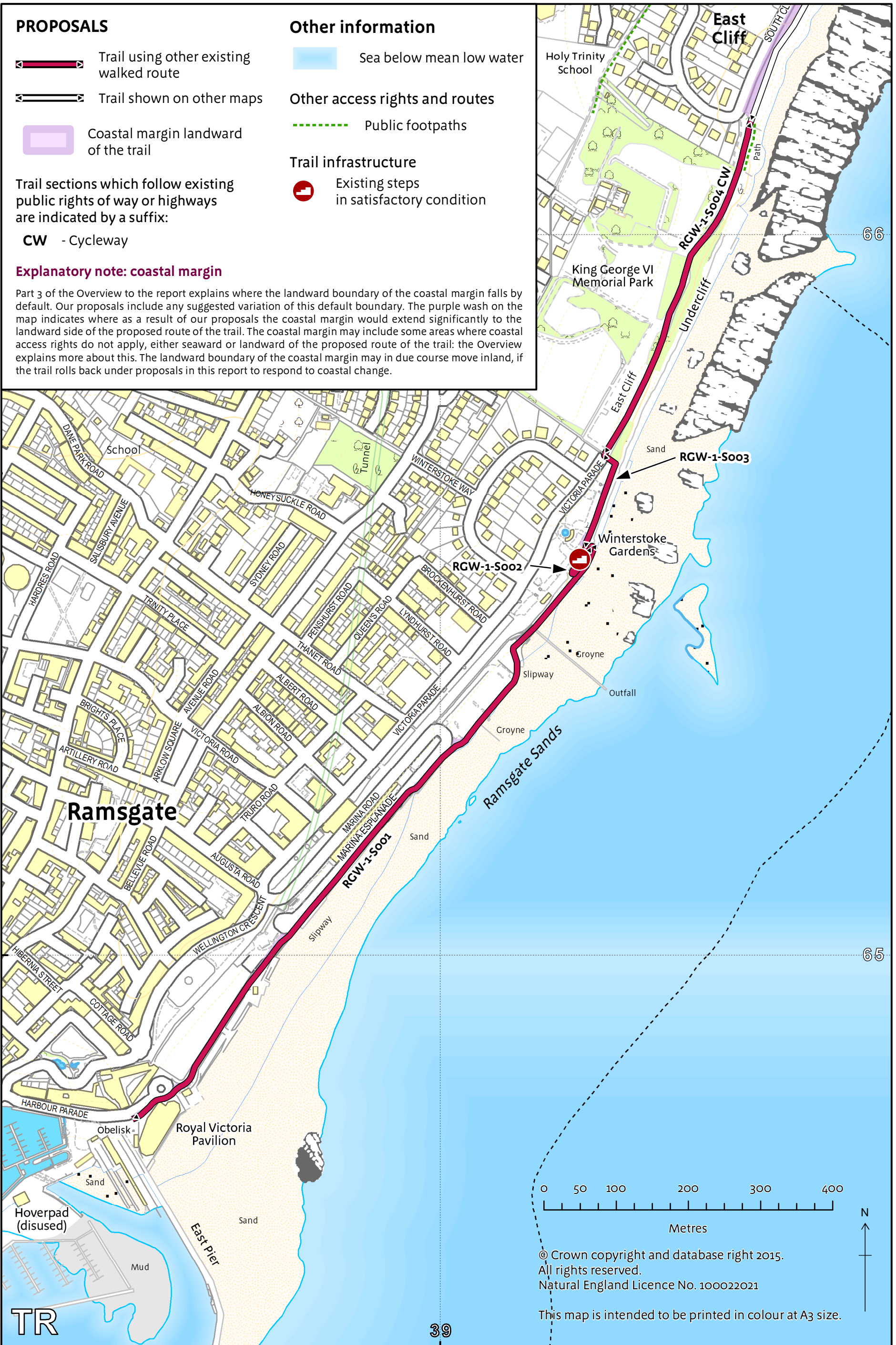
- 1.3.4 Adjacent to route sections RGW-1-S001 to RGW-1-S004, RGW-1-S006 (part) to RGW-1-S012 (part), RGW-1-S019, RGW-1-S026 and RGW-1-S027, the landward boundary of the coastal margin is to coincide with landward edge of the promenade, steps, pavement, track shown as the trail on maps 1a to 1d.
- 1.3.5 Adjacent to route sections RGW-1-S005 and RGW-1-S006 (part), the landward boundary of the coastal margin is to coincide with the edge of the road inland of the cliff top grassland, as indicated by the coastal margin landward of the trail on map 1b.
- 1.3.6 Adjacent to route section RGW-1-S020, RGW-1-S021, RGW-1-S022 and RGW-1-S024 the landward boundary of the coastal margin is to coincide with a new fence to be erected as part of the proposals, directly landward of the trail shown on map 1d.
- 1.3.7 Adjacent to route sections RGW-1-S029 and RGW-1-S030, the landward boundary of the coastal margin is to coincide with the existing boundary fence which, at the time of writing this report, is landward of the multi-use path shown as the trail on map 1d.

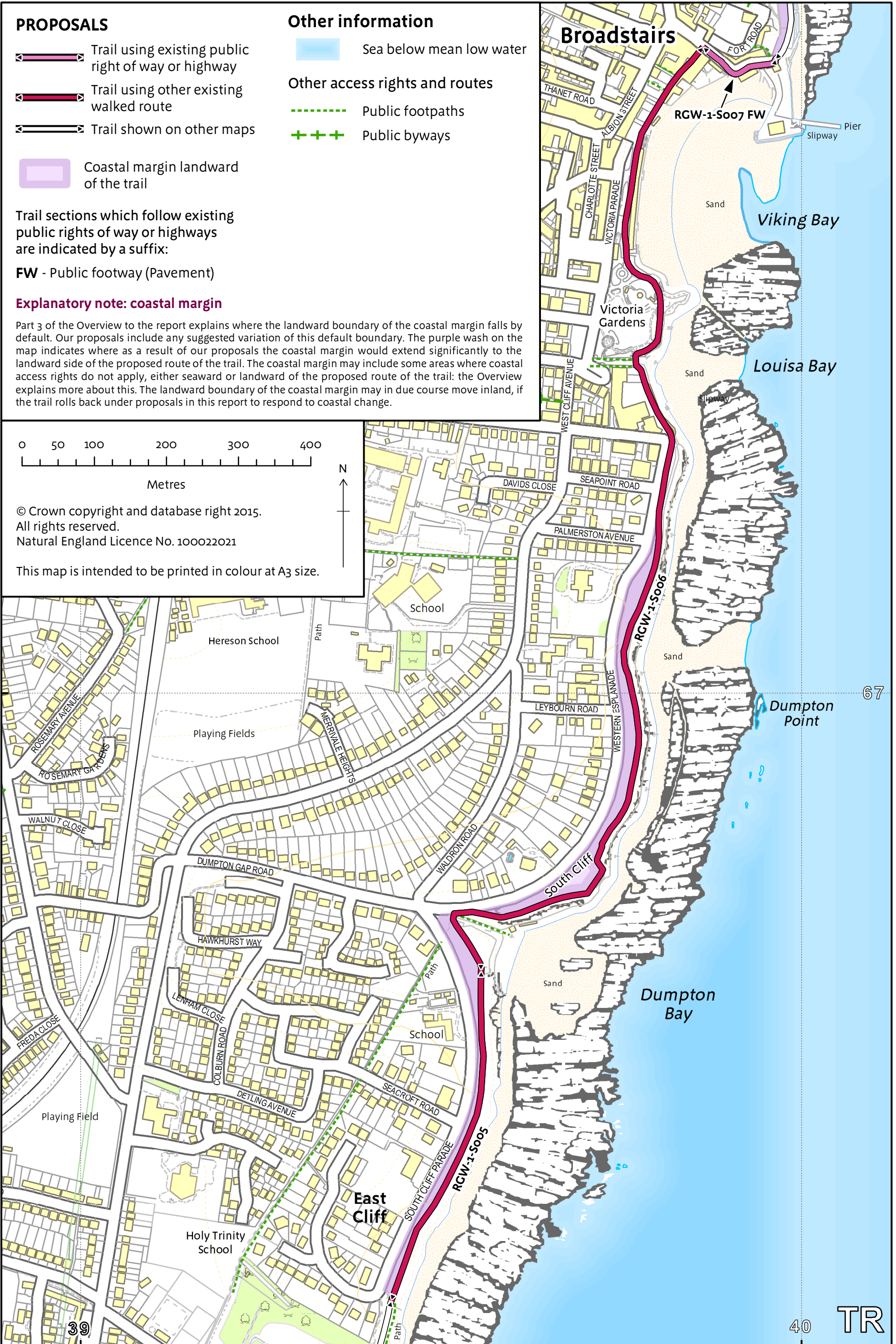
Local restrictions and exclusions

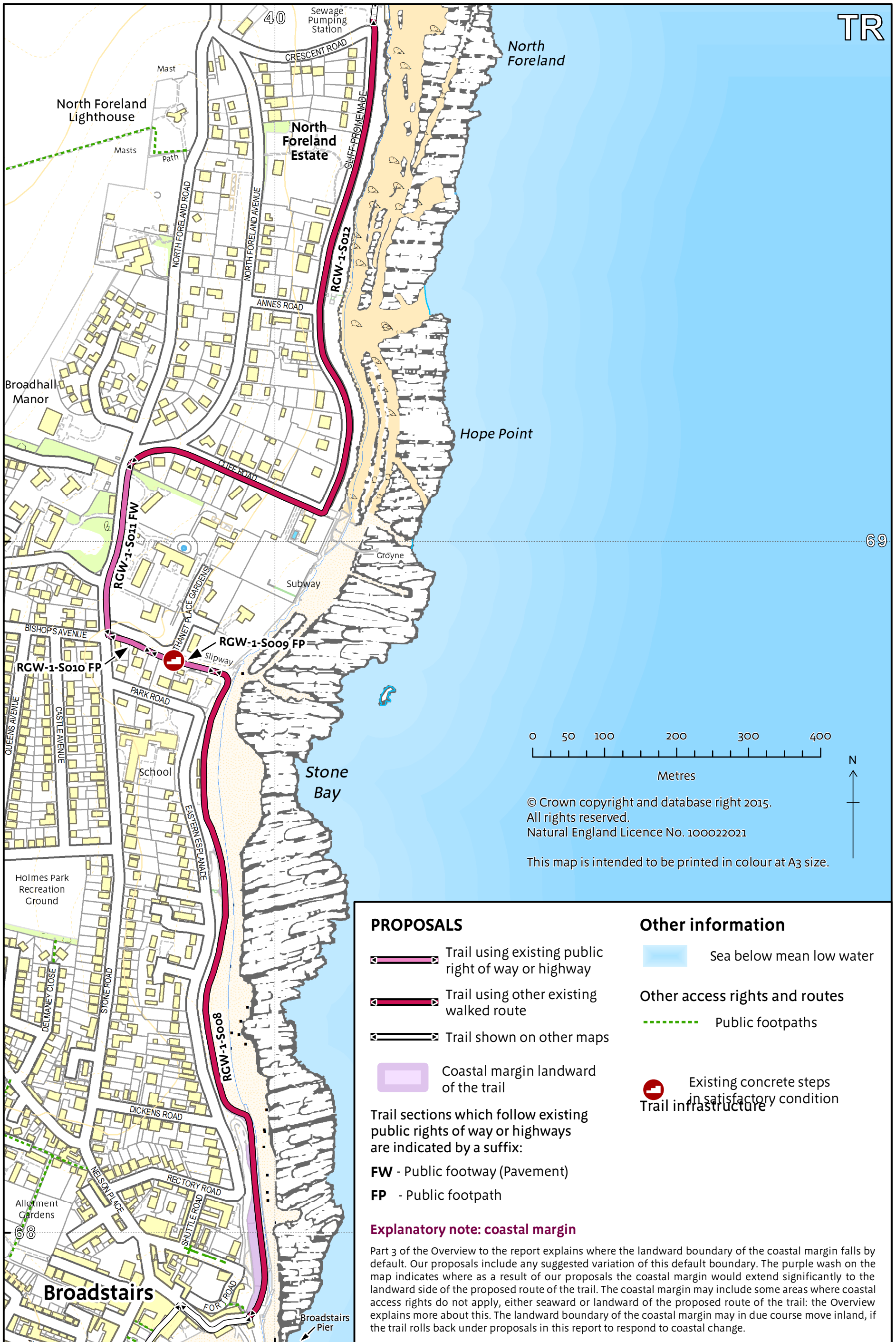
- 1.3.8 At the time of writing this report, there are no proposals for local restrictions or exclusions in relation to this length of coast.

Alternative routes

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







TR

69

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:

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

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

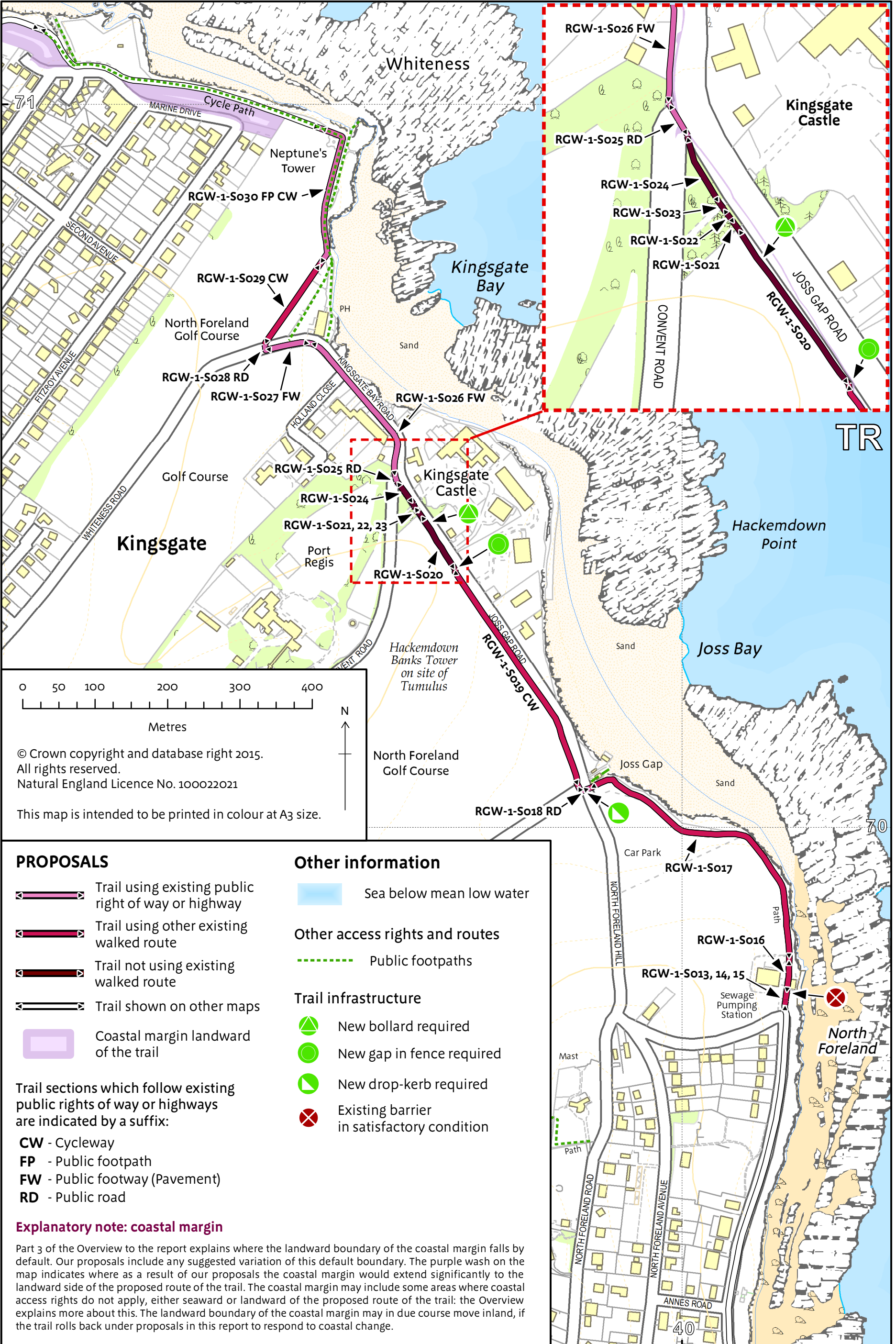
Sea below mean low water

Other access rights and routes

Public footpaths

Existing concrete steps in satisfactory condition

Trail infrastructure



0 50 100 200 300 400
Metres

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PROPOSALS

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using 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:

- CW** - Cycleway
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RD** - Public road

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
- Trail infrastructure**
- New bollard required
- New gap in fence required
- New drop-kerb required
- Existing barrier in satisfactory condition