

# King Charles III England Coast Path

## Stretch: Eastbourne to Camber

### Report EBC 8: Rye Harbour to Camber Sands

## Part 8.1: Introduction

Start Point:	Rye Harbour (Grid reference 594245 118914)
End Point:	Camber Sands (Grid reference 596518 118552)
Relevant Maps:	EBC 8a to EBC 8f

8.1.1 This report is published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949. The report is linked to a set of previous proposals for the stretch of coast between Eastbourne and Camber, made by Natural England, which have been approved by the Secretary of State. See <https://www.gov.uk/government/collections/england-coast-path-eastbourne-to-camber> for more details.

8.1.2 This report covers length EBC8 of the Eastbourne to Camber stretch, which is the coast between Rye Harbour and Camber Sands. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

8.1.3 The report explains how we propose to implement the King Charles III England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

8.1.4 There is a single Overview document for EBC8: Rye Harbour to Camber Sands, explaining common principles and background. **This report should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

## Part 8.2: Proposals Narrative

### The trail:

8.2.1 Follows existing walked routes, including public rights of way and a licensed footpath, along all of this length.

8.2.2 Follows a route similar to the promoted Saxon Shore Way through Rye town.

8.2.3 Follows the estuary closely and has good views of the River Rother at section EBC-8-S001 (map EBC 8a) and between sections EBC-8-S075 and EBC-8-S091 (maps EBC 8c to EBC 8f).

8.2.4 Follows the tributaries to the Rother closely, with views of the River Brede at EBC-8-S026 and sections EBC-8-S058 to EBC-8-S060; and the River Tillingham between sections EBC-8-S043 and S047 (map EBC 8b).

8.2.5 Is aligned on the sandy beach at Camber Sands between EBC-8-S092 and EBC-8-S105 (map EBC 8f).

8.2.6 Between sections EBC-8-S013 and EBC-8-S025 (maps EBC 8a to EBC 8b) an inland route is proposed that follows an existing nature trail through Rye Harbour Nature Reserve.

### Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

8.2.7 The following designated sites affect this length of coast:

- Dungeness, Romney Marsh and Rye Bay Special Protection Area (SPA)
- Dungeness, Romney Marsh and Rye Bay Ramsar site
- Dungeness Special Area of Conservation (SAC)
- Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest (SSSI)
- Rye Harbour Site of Special Scientific Interest (SSSI)
- Rye Harbour Local Nature Reserve
- Local Geological Site at Camber Dunes
- Scheduled Monument: Martello tower at Rye Harbour
- Scheduled Monument: Martello tower, Rye

Map C in the Overview shows the extent of designated areas listed.

The following table brings together design features included in our access proposals to help to protect the environment along this length of the coast.

## 8.2.8 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
EBC 8a	EBC-8-S020 to EBC-8-S021	<ul style="list-style-type: none"> <li>■ Surface improvements at Rye Harbour Nature Reserve will reduce trampling and encourage visitors to stay on the trail.</li> <li>■ Surface improvement works at Rye Harbour Nature Reserve will be restricted to 1.5 metres in width.</li> </ul>	<ul style="list-style-type: none"> <li>■ To aid in reducing current levels of disturbance to breeding and non-breeding birds at Rye Harbour Nature Reserve, as walkers avoid the muddy path sections.</li> <li>■ To reduce impact on the marsh mallow plant which is present along the path edges and is the larval food plant of the marsh mallow moth, a designated feature of Dungeness, Romney Marsh and Rye Bay Ramsar site.</li> </ul>
EBC 8f	EBC-8-S091 to EBC-8-S105	<ul style="list-style-type: none"> <li>■ New signage at Camber will advise visitors about the presence of sensitive wildlife and how they can ensure its protection.</li> </ul>	<ul style="list-style-type: none"> <li>■ To aid in managing the existing risk of dune vegetation and its associated fauna being trampled by people walking off the existing tracks.</li> <li>■ To aid in managing the existing risk of disturbance to feeding and roosting birds and seals by visitors.</li> </ul>

8.2.9 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion, see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

**Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.**

## Accessibility:

8.2.10 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility, and this is the case on sections of our proposed route because:

- The trail is aligned on top of a flood bank at Rye Harbour (map EBC 8a). There will be signs that highlight an easier access option that follows a surfaced track adjacent to the flood bank, for path users who prefer to avoid the flood bank.
- The trail is aligned on an existing nature trail through Rye Harbour Nature Reserve (map EBC 8a and EBC 8b) which is uneven and narrow in some places. Path users wishing to follow a surfaced path can use the shared cycle/pedestrian route that runs alongside Harbour Road, north of the Nature Reserve.
- The trail is aligned on top of a flood bank between Monk Bretton Bridge and Rye Golf Course (map EBC 8c and 8d). Path users wishing to avoid this section could make use of an existing surfaced path inland of the proposed route, which follows the National Cycle Network (Sustrans) between Monk Bretton Bridge and Camber.
- There is a section of trail that would be aligned over a sandy beach at Camber Sands (map EBC 8f). Path users wishing to avoid this section could make use of the existing surfaced path inland of the proposed route, which follows the National Cycle Network (Sustrans) between Monk Bretton Bridge and Camber.

**See part 6a of the Overview - 'Recreational issues' - for more information.**

## Where we have proposed exercising statutory discretions:

8.2.11 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Rother. Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Rother, and its tributaries, as far as Monk Bretton Bridge on the eastern side of Rye town (map EBC 8b).

**See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals.**

8.2.12 **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 8.3.1 below.

8.2.13 At Strand Quay, and on the east bank of the River Rother near the Harbour Master's Office, we have used our discretion to propose the inclusion of some additional 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.

8.2.14 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. At section EBC-8-S057 in Rye, we have used this discretion to limit the landward extent of the coastal margin to the wall at the top of a flood bank. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because the wall provides a clearer boundary than the landward edge of bank (which extends into gardens). Likewise, at section EBC-8-S075 near Monk Bretton Bridge we have limited the

landward extent of coastal margin to a fence line where it provides a clearer boundary than the landward edge of the flood bank. At sections EBC-8-S091 to EBC-8-S105 on Camber Sands, we have also limited the landward extent of the coastal margin to various physical features where they provide a clearer boundary than the edge of the dunes. These proposals are set out in columns 5b and 5c of table 8.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 8.3.1] explaining what this means in practice.

**See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed 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.**

**8.2.15 Restrictions and/or exclusions:** We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

*Exclusion of access to the saltmarsh/flat on the west and east banks of the River Rother and its tributaries at Rye*

8.2.16 Access to the saltmarsh/flat in the coastal margin that does not provide a suitable walking surface (seaward of route sections EBC-8-S001 to EBC-8-S091) is to be excluded all year-round by direction under s25A of the Countryside and Rights of Way Act (2000) as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

8.2.17 The mudflat in these sections is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from the mud. Areas of saltmarsh have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk.

8.2.18 These directions will not prevent or affect:

- any use of the land by existing right: such use is not covered by coastal access rights;
- use of any registered rights of common or of any individual or local rights that operate at common law or by Royal Charter etc; or
- any use that people already make of the land with the express permission of the landowner, or where such permission is implied by existing signage, site management arrangements etc.

Any such use that already takes place locally is not prohibited or limited by these arrangements - though it remains open to the landowner, as now, to vary any existing permissions.

Where there is a clear and significant pattern of use of an area of land or a coastal route by local people or the wider public for open-air recreation, without any recognised legal right or express or implied permission for them to do so, we have scrutinised particularly carefully any suggestion that such use should be ended or limited under the new arrangements. CROW exclusions of or restrictions on such use are imposed only as a last resort, if the need is pressing and there is clear evidence that the situation cannot be sufficiently improved through improved access management measures on the ground. See section 6.5 of the Coastal Access Scheme for more information on such management measures.

**See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the stretch.**

**8.2.19 Other factors affecting access:** At route sections EBC-8-S082 to EBC-8-S083 (map EBC 8d) at Rye Golf Course, public access may be interrupted for a short time to allow golfers to play their shot off the nearby tee. Signage will be provided to explain this to walkers and guide behaviour.

8.2.20 At route sections EBC-8-S091 to EBC-8-S094 (map EBC 8f) along the beach at Camber Sands, public access may be interrupted from time to time for short periods when this end of the beach is covered by the tide during exceptionally high spring tides and some storms. During this period walkers would be able to wait for the tide to recede or utilise the existing tracks and public rights of way that are present in the landward coastal margin. This arrangement would continue without an optional alternative route to give effect to it formally.

8.2.21 At route sections EBC-8-S095 and EBC-8-S104 (map EBC 8f) on the beach at Camber Sands, public access will be interrupted for those walking with dogs from the 1st of May to the 30th of September, as there is an existing dog control zone in place. Dog walkers are currently encouraged to use a route north of the beach during this period and existing signage on the ground lets them know where they are not allowed to access. We propose adding some additional signage to let people using the coast path know where they can walk with their dog during the restricted months.

**8.2.22 Coastal erosion:** Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct

response to such changes.

8.2.23 Column 4 of tables 8.3.1 and 8.3.2 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps EBC 8a to EBC 8f as the proposed route of the trail.

8.2.24 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change 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 7 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.

### Other future change:

8.2.25 At this point we do not foresee any need for future changes to the access provisions that we have proposed within this report.

**See parts 7 - 'Future changes' of the Overview for more information.**

## Establishment of the trail:

8.2.26 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch.

8.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £51,700 and is informed by:

- information already held by the access authority, East Sussex County Council, in relation to the management of the existing public rights of way;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

8.2.28 There are five main elements to the overall cost:

- A significant number of new signs would be needed on the trail to waymark the route.
- At the junction between the A259 Winchelsea Road and Rye Harbour Road, improvements will be made at the existing uncontrolled pedestrian crossing.
- New advisory signs will be installed at Rye Harbour Nature Reserve to advise path users about contaminated land, and at Camber Sands to inform users about occasional tidal flooding and the dog restriction zone.
- New information signs will be installed along the trail - at Rye Golf Course to manage access along the trail and at Camber Sands to provide information about sensitive features.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where the path would need to be improved to enhance the convenience of the trail. These locations are at Rye Harbour Nature Reserve and Rock Channel.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

**Table 1: Estimate of capital costs**

<b>Item</b>	<b>Cost</b>
Signs & information panels	£16,000
Pedestrian crossing improvements	£16,000
Surfacing works	£14,000
Vegetation clearance	£1,000
Project management	£4,700
<b>Total</b>	<b>£51,700 (Exclusive of any VAT payable)</b>

8.2.29 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, East Sussex County Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

**Maintenance of the trail:**

8.2.30 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the King Charles III England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

8.2.31 We estimate that the annual cost to maintain the trail will be £4,739 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.



## Part 8.3: Proposals Tables

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

### 8.3.1 Section Details: Maps EBC 8a to EBC 8f – Rye Harbour to Camber Sands

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 8.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 8.3.3’ means roll-back is proposed but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
EBC 8a	EBC-8-S001*	Other existing walked route	Yes – normal	Yes – bank			
EBC 8a	EBC-8-S002 and EBC-8-S003*	Public footpath	Yes – normal	No			
EBC 8a	EBC-8-S004*	Public footpath	Yes – normal	No			
EBC 8a	EBC-8-S005*	Public footway (pavement)	Yes – normal	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
EBC 8a	EBC-8-S006*	Public footway (pavement)	No	No			
EBC 8a	EBC-8-S007	Public highway	No	No			
EBC 8a	EBC-8-S008	Public footway (pavement)	No	No			
EBC 8a	EBC-8-S009 and EBC-8-S010	Cycle track (pedestrian)	No	No			
EBC 8a	EBC-8-S011	Public highway	No	No			
EBC 8a	EBC-8-S012	Cycle track (pedestrian)	No	No			
EBC 8a	EBC-8-S013*	Other existing walked route	No	No			
EBC 8a	EBC-8-S014*	Other existing walked route	No	No	Fence line	Clarity and cohesion	
EBC 8a	EBC-8-S015 to EBC-8-S017*	Other existing walked route	No	No			
EBC 8a	EBC-8-S018*	Other existing walked route	No	No	Fence line	Clarity and cohesion	
EBC 8a	EBC-8-S019*	Other existing walked route	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
EBC 8a	EBC-8-S020*	Other existing walked route	No	No	Fence line	Clarity and cohesion	
EBC 8a	EBC-8-S021*	Other existing walked route	No	No			
EBC 8a	EBC-8-S022*	Other existing walked route	No	No	Landward edge of tram bank	Clarity and cohesion	
EBC 8b	EBC-8-S023*	Other existing walked route	No	No	Landward edge of tram bank	Clarity and cohesion	
EBC 8b	EBC-8-S024*	Public footpath	No	No			
EBC 8b	EBC-8-S025*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
EBC 8b	EBC-8-S026 to EBC-8-S028	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
EBC 8b	EBC-8-S029	Public highway	No	No			
EBC 8b	EBC-8-S030 to EBC-8-S032	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
EBC 8b	EBC-8-S033*	Public highway	No	No			
EBC 8b	EBC-8-S034 to EBC-8-S044*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
EBC 8b	EBC-8-S045	Public footway (pavement)	Yes – normal	No	Pavement edge	Clarity and cohesion	
EBC 8b	EBC-8-S046	Other existing walked route	Yes – normal	No	Wall	Additional landward area	
EBC 8b	EBC-8-S047	Other existing walked route	Yes – normal	No	Road	Clarity and cohesion	
EBC 8b	EBC-8-S048	Other existing walked route	Yes – normal	No	Road	Clarity and cohesion	
EBC 8b	EBC-8-S049	Public footway (pavement)	Yes – normal	No	Pavement edge	Clarity and cohesion	
EBC 8b	EBC-8-S050 to EBC-8-S051	Other existing walked route	Yes – see table 8.3.3	No	Road	Clarity and cohesion	
EBC 8b	EBC-8-S052 to EBC-8-S053	Public footpath	Yes – see table 8.3.3	No	Road	Clarity and cohesion	
EBC 8b	EBC-8-S054	Other existing walked route	Yes – see table 8.3.3	No	Fence line	Clarity and cohesion	
EBC 8b	EBC-8-S055	Other existing walked route	Yes – see table 8.3.3	No	Edge of ramp	Clarity and cohesion	
EBC 8b	EBC-8-S056	Other existing walked route	Yes – see table 8.3.3	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
EBC 8b	EBC-8-S057	Other existing walked route	Yes – see table 8.3.3	Yes – bank	Edge of wall	Clarity and cohesion	Wall at top of flood bank provides clearer boundary than landward edge of bank.
EBC 8b	EBC-8-S058	Other existing walked route	Yes – see table 8.3.3	No			
EBC 8b	EBC-8-S059	Public footpath	Yes – see table 8.3.3	No			
EBC 8b	EBC-8-S060	Public footpath	Yes – see table 8.3.3	No	Pavement edge	Clarity and cohesion	
EBC 8b	EBC-8-S061- EBC-8-S064	Public footpath	Yes – see table 8.3.3	No	Road	Clarity and cohesion	
EBC 8b	EBC-8-S065 to EBC-8-S066	Public footpath	Yes – see table 8.3.3	No	Path edge	Clarity and cohesion	
EBC 8b	EBC-8-S067 to EBC-8-S068	Public footpath	Yes – see table 8.3.3	No	Road edge	Clarity and cohesion	
EBC 8b	EBC-8-S069	Public footpath	Yes – see table 8.3.3	No	Fence	Clarity and cohesion	
EBC 8b	EBC-8-S070 to EBC-8-S073	Public footpath	Yes – see table 8.3.3	No	Pavement edge	Clarity and cohesion	
EBC 8c	EBC-8-S074*	Public footpath	Yes – see table 8.3.3	No	Road	Clarity and cohesion	
EBC 8c	EBC-8-S075*	Public footpath	Yes – see table 8.3.3	Yes - bank	Fence line	Clarity and cohesion	The fence provides a

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
							clearer boundary than the landward edge of the bank.
EBC 8c	EBC-8-S076*	Public footpath	Yes – see table 8.3.3	Yes - bank (currently under development)			
EBC 8c	EBC-8-S077 to EBC-8-S079*	Public footpath	Yes – see table 8.3.3	Yes - bank			
EBC 8d	EBC-8-S080*	Public footpath	Yes – see table 8.3.3	Yes - bank			
EBC 8d	EBC-8-S081*	Licensed footpath	Yes – see table 8.3.3	Yes - bank			
EBC 8d	EBC-8-S082*	Licensed footpath	Yes – see table 8.3.3	No	Edge of path	Clarity and cohesion	
EBC 8d	EBC-8-S083*	Licensed footpath	Yes – see table 8.3.3				
EBC 8d	EBC-8-S084*	Licensed footpath	Yes – see table 8.3.3		Edge of track	Clarity and cohesion	
EBC 8d	EBC-8-S085*	Licensed footpath	Yes – see table 8.3.3		Fence line	Clarity and cohesion	
EBC 8e	EBC-8-S086*	Licensed footpath	Yes – see table 8.3.3		Fence line	Clarity and cohesion	
EBC 8e	EBC-8-S087*	Other existing walked route	Yes – see table 8.3.3		Fence line	Additional landward area	
EBC 8e	EBC-8-S088 to EBC-8-S090*	Other existing walked route	Yes – see table 8.3.3		Fence line	Additional landward area	
EBC 8f	EBC-8-S091 to	Other existing	Yes – see table 8.3.3	Yes – beach and dune	Fence line	Clarity and cohesion	The fence provides a

1	2	3	4	5a	5b	5c	6
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Current status of route section(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
	EBC-8-S094*	walked route					clearer boundary than the landward edge of the dunes
EBC 8f	EBC-8-S095 to EBC-8-S098	Other existing walked route	Yes – see table 8.3.3	Yes – beach and dune	Various	Clarity and cohesion	Various means path edge, edge of car park, fence line – which provide clearer boundaries than the landward edge of the dunes.
EBC 8f	EBC-8-S099 to EBC-8-S105	Other existing walked route	Yes – see table 8.3.3	Yes – beach and dune	Various	Clarity and cohesion	Various means edge of path and fence line - which provide clearer boundaries than the landward edge of the dunes.

### 8.3.2 Other options considered: Maps EBC 8a to EBC 8f – Rye Harbour to Camber Sands

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
EBC 8a	EBC-8-S001 to EBC-8-S006	We considered aligning the trail north along the flood bank at Rye Harbour Village, then taking the trail either (i) west along the flood bank and then through Mary Stanford Green housing estate or (ii) south along the public footpath, before crossing Harbour Road and continuing westwards along the pavement on the south side of the road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it uses an existing right of way along the Rye Harbour car park access road and a pavement, which provide clear sight lines for walkers and vehicle traffic in this busy area. It avoids crossing Harbour Road where sight lines are affected by parked vehicles.</li> <li>■ Visitors can access the flood bank and Rye Harbour Village facilities as these areas will be accessible within the seaward coastal margin.</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>
EBC 8a and EBC 8b	EBC-8-S013 to EBC-8-S025	We considered continuing the trail along the shared cycle/pedestrian track on the south side of Harbour Road, crossing the road near the sewage works, and aligning the trail along the river's flood bank before crossing Harbour Road again near a place of worship, to continue along the shared cycle/pedestrian track towards Brede Sluice.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It provides a more direct route between Rye Harbour and Brede Sluice.</li> <li>■ It follows a popular existing nature trail through Rye Harbour Nature Reserve.</li> <li>■ It avoids disturbance to wildlife using the banks of the River Rother and River Brede.</li> <li>■ It avoids taking the trail further along Harbour Road, passing through an industrial area with heavy traffic.</li> <li>■ It avoids creating two new crossing points over the busy Harbour Road, which would need to take account of poor sightlines, due to the road layout and parking obstructions.</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>



Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
EBC 8a and 8b	EBC-8-S013 to EBC-8-S025	We considered continuing the trail along the shared cycle/pedestrian track on Harbour Road, up to Brede Sluice.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it provides a direct route between Rye Harbour and Brede Sluice;</li> <li>■ it follows a popular existing nature trail through Rye Harbour Nature Reserve;</li> <li>■ it avoids passing through an industrial area with heavy traffic;</li> <li>■ it follows an off-road pedestrian route, and avoids a narrow section of the shared cycle/pedestrian track near Rye Paddock;</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>
EBC 8b	EBC-8-S033 to EBC-8-S044	We considered crossing the A259 Winchelsea Road twice: i) south of the Harbour Road junction, then following the pavement on the western side of Winchelsea Road, and ii) crossing the road again at the existing Zebra crossing by the Tillingham Sluice, to continue the trail along the quayside.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ independent road safety advice concluded that providing one road crossing of Harbour Road, with associated pavement modifications, would incur a lower level of risk for pedestrians than two road crossings of the A259 Winchelsea Road;</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>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
EBC 8c to EBC 8f	<p>EBC-8-S079 to EBC-8-S094</p> <p>EBC-8-S074 to EBC-8-S079</p>	<p>We considered aligning the trail north from Northpoint Sluice along a public footpath, then east along the off-road National Cycle Network (Sustrans) route to Camber, and a public footpath near Admiralty Cottages south to Camber Sands.</p> <p>In a slight variation to the above route, we also considered aligning the trail along the National Cycle Network (Sustrans) route between Monk Bretton Bridge and Northpoint Lake, inland from the river.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is close to the River Rother and provides almost uninterrupted views of the estuary between Northpoint Sluice and Camber Sands;</li> <li>■ it follows existing walked routes, including public rights of way and a licensed footpath across Rye Golf Course;</li> <li>■ it is an off-road route that avoids walking alongside Camber Road, a 60mph road that can be busy and congested especially during the summer months;</li> <li>■ it avoids the ~£10,000 modification of an existing Camber Road crossing near Northpoint Lake to take account of poor sightlines, arising from the road layout and roadside vegetation, and it avoids the creation of another road crossing near Admiralty Cottages in Camber;</li> <li>■ we consider that aligning the route along the existing licensed footpath across the Rye Golf Course, near the 12<sup>th</sup> Tee and fairway (sections EBC-8-S083 to S084), will be compatible with continued play around the course. Walkers and golfers are visible to each other in this location and inherent risks relating to safety, as well as interrupted golf play, will be managed through improved signage to raise awareness among visitors about the special requirements at golf courses, such as alerting walkers to pause for play;</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>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
EBC 8c and 8d	EBC-8-S079 to EBC-8-S084	<p>We considered partially aligning the trail along the National Cycle Network (Sustrans), from Northpoint Sluice to near the Rye Golf Course Club House, then crossing Camber Road to follow a public right of way running west across the golf course towards the Harbour Master's Office.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is closest to the River and provides uninterrupted views of the River between Northpoint Sluice and the Harbour Master's Office;</li> <li>■ it follows existing walked routes, including public rights of way and a licensed footpath;</li> <li>■ it avoids the need for a ~£10,000 modification of an existing Camber Road crossing near Northpoint Lake to take account of poor sightlines, arising from the road layout and roadside vegetation;</li> <li>■ it is an off-road route that avoids walking alongside Camber Road, which is a 60mph road that can be busy and congested especially during the summer months;</li> <li>■ it avoids creating a promoted crossing point of Camber Road near the Rye Golf Club House, where poor sightlines (blocked by parked cars) increase the safety risk to pedestrians;</li> <li>■ it avoids alignment of the trail across three fairways at Rye Golf Club, where walkers and golfers cannot see each other;</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>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
EBC 8d to EBC 8f	EBC-8-S082 to EBC-8-S094	<p>We considered aligning the trail away from the 12th tee at Rye Golf Course (located near section EBC-8-S082), by creating a new path west of the tee to join an existing access track north to Camber Road, then crossing the road here (or in the vicinity), to continue along the National Cycle Network (Sustrans) and public footpath near Admiralty Cottages, to Camber Sands.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is closest to the River and provides uninterrupted views of the River between Rye Golf Course and Camber Sands;</li> <li>■ it follows existing walked routes, including public rights of way and a licensed footpath;</li> <li>■ it avoids taking the trail next to Camber Road, which is a 60mph road that can be busy and congested especially during the summer months;</li> <li>■ it avoids creating a promoted crossing point on this part of Camber Road where poor sightlines (due to road layout) increases the safety risk to pedestrians;</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>
EBC 8d	EBC-8-S081 to EBC-8-S083	<p>We considered aligning the trail south of the 12th tee at Rye Golf Course (located near section EBC-8-S082) by creating i) a new footbridge and path across the saltmarsh or ii) a boardwalk across the saltmarsh south of the tee.</p> <p>We did not consider utilising the existing public rights of way across the saltmarsh as these are currently unsuitable for public access.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it follows an existing licensed footpath with a suitable surface, which with additional signage near the tees, could allow the continued co-existence of public access and golf;</li> <li>■ it creates a route with only temporary interruptions to allow for golf play, as opposed to regular inundation of a path on the saltmarsh at high tide;</li> <li>■ it would avoid the damaging impact of boardwalk creation and long-term maintenance on the internationally protected Ramsar salt marsh habitat;</li> <li>■ it would avoid the damaging impact from increased footfall from a new path across the internationally protected Ramsar salt marsh habitat;</li> <li>■ we concluded that overall the proposed route struck the best balance in terms of</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			the criteria described in chapter 4 of the Coastal Access Scheme.
EBC 8e to EBC 8f	<p>EBC-8-S087 to EBC-8-S094</p> <p>EBC-8-S091 to EBC-8-S094</p>	<p>We considered alternative options to aligning the trail along the western end of Camber Sands, these included:</p> <ul style="list-style-type: none"> <li>■ continuing the trail inland along an existing licensed footpath through Rye Golf Course, between Harbour Cottages and close to Admiralty Cottages - to join the public footpath west of Camber car park, and then continue along Camber Sands.</li> <li>■ following an existing track next to the golf course, along a fence line landward of Camber Sands dunes. Then joining the public footpath west of Camber car park, and on to Camber Sands.</li> </ul>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is close to the sea and provides excellent views of Rye Harbour and Camber Sands;</li> <li>■ it keeps the trail to the seaward edge of the golf course;</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>

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

### 8.3.3 Roll-back implementation – more complex situations: Maps EBC 8a to EBC 8f – Rye Harbour to Camber Sands

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
EBC 8b	EBC-8-S050 to EBC-8-S073	Buildings, allotments, park	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
EBC 8c to 8f	EBC-8-S074 to EBC-8-S094	SPA, Ramsar, SSSI, water sports lake golf course, buildings	<p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM) whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it.</p> <p>If it is no longer possible to find a viable route seaward of the water sports lake, golf course and buildings, 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.</p>
EBC 8f	EBC-8-S095 to EBC-8-S105	SPA, Ramsar, SSSI, buildings	<p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM) whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) pass through the site, if appropriate or (b) if necessary, be routed landward of it.</p> <p>If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route</p>

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			landward of it, following discussions with owners and occupiers.

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

## Part 8.4: Proposals Maps

### 8.4.1 Map Index

Map reference	Map title
EBC 8a	Rye Harbour to Rye Industrial Park
EBC 8b	Rye Industrial Park to Monk Bretton Bridge
EBC 8c	Monk Bretton Bridge to Northpoint Sluice
EBC 8d	Northpoint Sluice to Harbour Cottages
EBC 8e	Harbour Cottages to East Pier
EBC 8f	East Pier to Camber



## PROPOSALS

### Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

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

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

### Coastal Margin

Explanatory note

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.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

### Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

### Infrastructure types

For status of each, where shown on map, see colour codes below

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

### Infrastructure status

Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- Existing steps to be retained
- New steps required
- Existing steps to be removed

\* Please note that the items in this legend may not all be present on an individual map or report.











