

NORTH KENT SHORELINE OIL POLLUTION GROUP ZONAL PLAN

Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number n/a
 Shoreline section: **1: Seasalter - The Sportsman PH to Red Sluice**

Description of shoreline:

Shingle beach with timber groynes backed by concrete sea wall. Beach slopes down to flat clay foreshore.

The westerly boundary of this section is the Canterbury City Council boundary line (see map).

Total length of section: 1900m

O.S.map type and number	Explorer 149
From grid reference	TR055648
To grid reference	TR075651

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Route to site: *either* from Whitstable via Joy Lane and Faversham Road *or* from Thanet Way via Goodnestone and Graveney.

Access to beach: Adjacent to The Sportsman a ramp leads over the defence bund down to the chalets. Gate controlled by Seasalter Chalet Owners Association At west end of chalets a fence line from the bund down to the sea prevents access further west along the beach. There are gates in the fence but no known owner or key-holder.

No access along top of bund because of permanent fence and stile.

Vehicle access is possible using the Seasalter Sailing Club ramp just east of their club house (see map). A tight turn at the top of the ramp and light-weight construction on the seaward side of the defences mean this is suitable only for light vehicles.

At the eastern end of the section, just short of the Faversham Road bungalows, a gap through the sea wall gives access to the foreshore. It is closed by a barrier controlled by Environment Agency.

Timber steps over the sea wall at a number of points along the section give easy pedestrian access to the beach.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	H	H

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Summer	H	H	H
Autumn	H	H	H
Winter	H	H	H

Ecology considerations:

Whole of beach and foreshore is designated as RAMSAR, SPA, SSSI
Land behind sea defences is designated as RAMSAR, SPA, SSSI and ESA

Amenity considerations:

Beach huts along large part of foreshore adjacent to Old Sportsman Yacht club not far to the east (Seasalter Sailing Club, Faversham Road, Seasalter Whitstable. No known phone number) and Seasalter Water Ski Club located where Faversham Road turns inland from the coast

Industrial & economic implications:

Extensive off-shore shellfish beds.

Clean-up recommendations:

Prohibited!

See shoreline clean-up guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See shoreline clean-up guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Difficult. It *may* be possible to set up a facility adjacent to the beach huts at The Sportsman but access is not easy (getting key-holders will take time); there is only a shingle base to work on and the chalet owners may object to their land being used in this way.

On-site considerations:

(site services survey, skip and accommodation facilities)

Limited parking at The Sportsman PH (NB No negotiations have been carried out with

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landlord to secure his agreement about this). Parking also available along seaward side of Faversham Road east of sailing club (*see map*). Some limited parking may be possible along Faversham Road generally but width is restricted.

Welfare facilities are available at The Sportsman. There is a shop at the caravan site. Portaloos are stationed opposite to entrance to caravan park – open only during summer. Public toilets located at junction of Faversham Road and Preston Parade (*see section 03*).

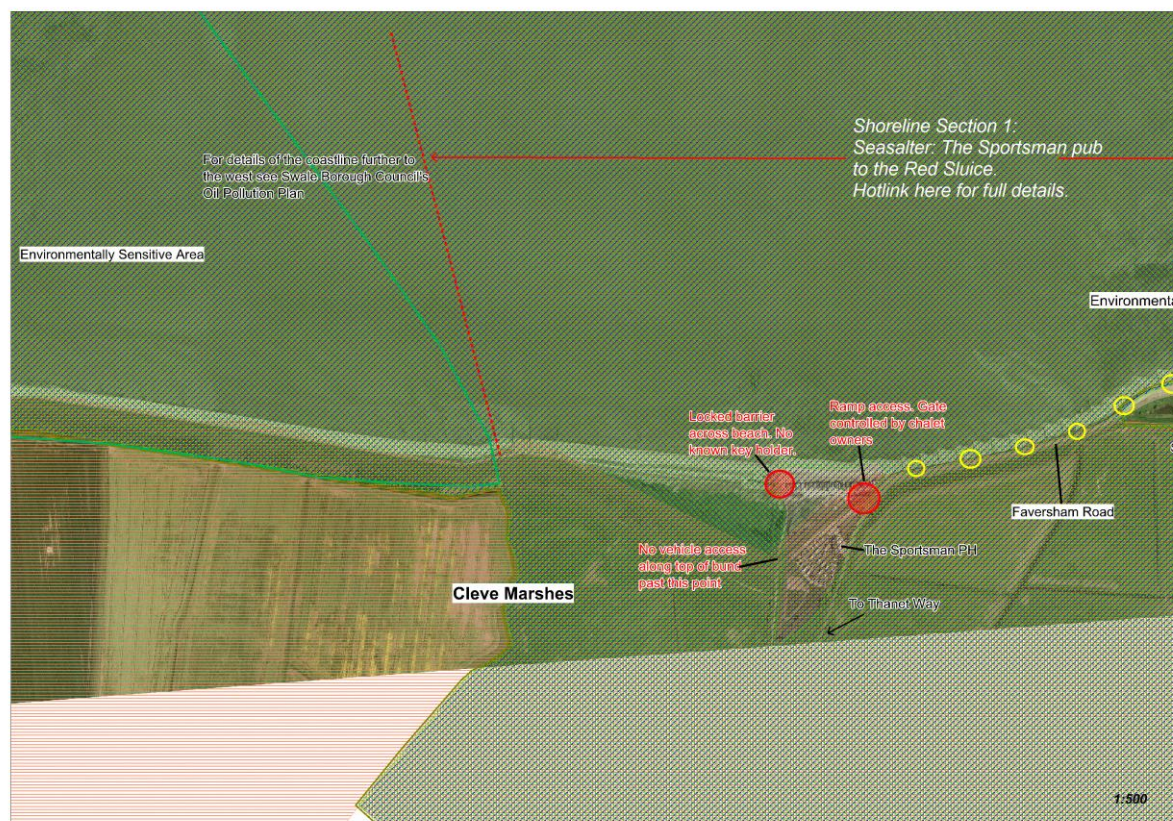
Shoreline hazards/risk assessment:

Movement possible over loose shingle using tracked vehicles only. Passage from one side of a groyne to the other often virtually impossible without extensive beach movement first. Movement round seaward end of groynes possible but soft clay makes the use of tracked vehicles essential. tidal range means that the time available to pass round the seaward end of groynes is limited and there is a danger of machinery getting stuck on the foreshore by the rising tide.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.



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Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number n/a
 Shoreline section: **2: Seasalter - Red Sluice**

Description of shoreline:

100m long box-section concrete culvert passing under Faversham Road and extending 50m out to sea. Discharges from Seasalter Levels onto extensive flat, soft clay foreshore.

Overall length of section: 10m

O.S.map type and number	Explorer 149
From grid reference	TR075651
To grid reference	TR075651

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Route to site *either* from Whitstable via Joy Lane and Faversham Road *or* from Thanet Way via Goodnestone and Graveney and along Faversham Road.

Vehicular access to foreshore is from Faversham Road through barrier adjacent to the first bungalows on Faversham Road (*see map*) which is controlled by Environment Agency
 Alternative access to beach is through locked gates controlled by Seasalter Shellfish then along foreshore (*see section 3*) or by Seasalter Water Ski Club and again along beach (*see section 3*).

Access to sluice gate controls by way of barriered track controlled by Environment Agency

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	H	H
Summer	H	H	H
Autumn	H	H	H
Winter	H	H	H

Ecology considerations:

Whole of beach and foreshore is designated as RAMSAR, SPA, SSSI
 Land behind sea defences is designated as RAMSAR, SPA, SSSI and ESA
 If the Red Sluice is left open pollution can affect the whole of Seasalter Levels. Contact the Environment Agency to get the sluice closed

Amenity considerations:

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High amenity use. The unprotected beach ridge immediately to the east marks the limit of the gardens of the houses along Faversham Road. Seasalter sailing club to the west (see *section 1*) and Seasalter Water Ski Club to the east (see *section 3*)

Industrial & economic implications:

Extensive off-shore shellfish beds. Contact Seasalter Shellfish Ltd

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Difficult. It *may* be possible to set up a facility adjacent to the access from Faversham Road but there is only a shingle base to work on rather than concrete or tarmac and the (unknown) landowner may object. Also unless tracked vehicles are used getting up and down the shingle will be difficult. Faversham Road is too narrow to allow a section to be coned off. It *may* also be possible to set up a facility on the landward side of the road in the entrance to EA sluice controls but the same objections (no proper hard surface and difficulty crossing the shingle) obtain. EA may also object to this use of their land.

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking along seaward side of Faversham Road east of sailing club (see *section 01*) or near junction of Preston Parade and Faversham Road (see *section 03*). Limited parking available on Faversham Road generally but road is narrow and care must be taken. Some limited parking in access to sluice controls on landward side of road.

Welfare facilities: toilets etc at Old Sportsman (no negotiations have taken place with the landlord to guarantee this) and at Preston Parade (see *section 03*). Shops etc at caravan site (*section 01*) and Seasalter village (*section 03*).

Shoreline hazards/risk assessment:

Work inside the concrete culvert is potentially dangerous. Get advice and a gas monitor. Movement is possible over the loose shingle with tracked vehicles only (and *maybe* also four-wheel drive vehicles). Passage from one side of a groyne to the other may be virtually

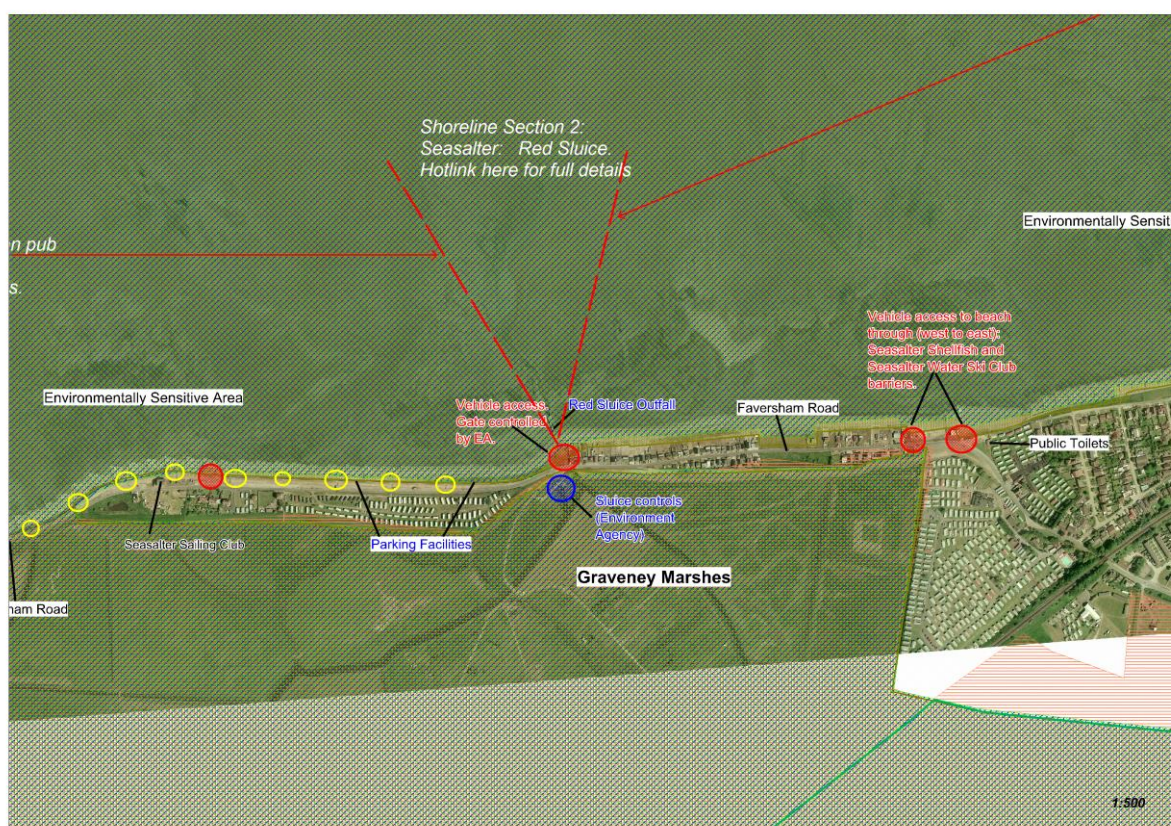
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impossible without extensive beach movement first. Movement around seaward end of groynes is possible but the soft clay makes the use of tracked vehicles essential. Tidal range means that the time available to pass round the seaward ends of the groynes is limited and there is a risk of getting machinery stuck on the foreshore by the rising tide.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.



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Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number: n/a
 Shoreline section: **3: Seasalter and Whitstable - Faversham Road to Whitstable Harbour**

Description of shoreline:

- a) Faversham Road: ungroyned shingle bank which gives straight on to houses and road. The low-lying hinterland is protected by an earth embankment parallel to Faversham Road. The houses are built *in front* of it.
- b) Preston Parade to Whitstable Harbour: Shingle beach with timber groynes backed by concrete sea wall. Along entire length shingle beach slopes down to flat, soft clay, foreshore.

Total length 4,000m

O.S.map type and number	Explorer 149 and Explorer 150
From grid reference	TR075651
To grid reference	TR108670

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Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Route to site - From Whitstable: via High Street and Island Wall or via Joy Lane
From Thanet Way: via Goodnestone and Graveney then along Faversham Road

Access to beach through Environment Agency barrier at Red Sluice or Seasalter Shellfish barrier on Faversham Road or Seasalter Water Ski Club barrier

Limited access at Admiralty Walk: 10 tonne weight limit on railway bridge followed by steep track down to the beach.

Limited access through floodgate at Old Neptune PH: narrow roads and very tight turns.
Limited access through floodgate at The Horsebridge. Both these controlled by floodgates.
Keys from Canterbury City Council Sea Defence section

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	H	H
Summer	H	H	H
Autumn	H	H	H
Winter	H	H	H

Ecology considerations:

Whole of beach and foreshore is designated as RAMSAR, SPA and SSSI.
The flat land behind the sea defences between Red Sluice and Preston Parade is designated as RAMSAR, SPA, SSSI and ESA.

Amenity considerations:

The whole frontage has high amenity use. There are beach huts on the beach opposite Whitstable Golf Course. The length from Railway Wall to Whitstable Harbour fronts on to the centre of the town but the whole length is built up, with many houses having direct access to the beach. Whitstable Yacht Club (near the harbour) is leading yacht club in the area with many members and many craft stored on the beach.

Industrial & economic implications:

There are extensive off-shore shellfish beds to the west (*see sections 01 and 02*). Phone 01227 363359.

Clean-up recommendations:

Prohibited!

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See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Best location is at the Preston Parade / Faversham Road junction where the slope of the shingle beach is quite shallow, but there are still problems. Only access to Faversham Road is through gates controlled by other organisations (Seasalter Shellfish and Seasalter Water Ski Club) and lack of solid surface. Sightlines are good enough that it may be possible to cone off a part of the road and use that, but traffic controls will be needed because the road is narrow.

Elsewhere along this section access difficulties are so great that there is little likelihood of setting up a facility.

On-site considerations:

(site services survey, skip and accommodation facilities)

Some limited parking at junction of Faversham Road and Preston Parade. Limited parking along Preston Parade and along Island Wall. Public car parks at the Harbour, Gorrell Tank and Cushings View

Welfare facilities all available in Whitstable. Toilet at junction of Faversham Road and Preston Parade.

Shoreline hazards/risk assessment:

Vehicle access to the beach and foreshore is limited to a very few locations, none of which are very good. Pedestrian access is easier but even that is limited along Faversham Road and along Admiralty Walk.

Vehicle movement is possible on the loose shingle of the beach using tracked vehicles only. Passage from one side of a groyne to the other is often virtually impossible without extensive beach movement first. Movement round seaward end of groynes possible but soft clay makes the use of tracked vehicles essential. Tidal range means that the time available to pass round the seaward end of groynes is limited and there is a danger of machinery getting stuck on the foreshore by the rising tide.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

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Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number n/a
 Shoreline section: **5: Whitstable Harbour to The Street**

Description of shoreline:

Shingle beach with timber groynes leading to extensive soft clay foreshore. Backed by concrete sea wall and concrete promenade. Eastern part has grassed slopes leading up to coast road.

Overall length of section: 810m

O.S.map type and number	Explorer 150
From grid reference	TR108671
To grid reference	TR114673

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Route to site is from Thanet Way via Whitstable town centre then via Beach Walk or, from Tankerton exit on Thanet Way, via sea front road and Harbour Street.

Road access to the beach is through the Harbour (eastern entrance). Access to beach is controlled by floodgate (*see map*) which is closed on coastal flood warning. Alternatively along Harbour Street, Beach Walk and the promenade. High beach levels means that vehicle access to the beach from the promenade is generally easy, but once off the promenade access along the beach can be difficult because of the groynes.

The barrier across the promenade (*see map*) is generally closed. In addition a steel flood-gate is swung into place across the promenade during Coastal Flood Warnings. Barrier and floodgates are all controlled by Canterbury City Council Sea Defence section

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	M	H	L
Summer	M	H	L
Autumn	M	H	L
Winter	M	H	L

Ecology considerations:

No specific designation of this section of coastline.

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Amenity considerations:

High amenity use. Close to town centre so many dog walkers etc. Whitstable is centre for sailing and windsurfing. Whitstable Water Ski Club have launching ramp just west of Beach Walk. Many beach huts on slopes to the east (*see section 07*).

Industrial & economic implications:

No industry.

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Difficult - there are few points where vehicles can get from the beach onto the roads. Best bet is try to set up a facility in the harbour area using the new access road at the eastern entrance to the harbour. Crossing the beach shingle will give problems to everything except tracked vehicles.

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking available within Harbour Grounds and on Gorrell Tank opposite Harbour Entrance. Access to Gorrell Tank controlled by height barrier. NB Market held on Gorrell Tank every Thursday so no parking on that day. For keys to height barrier contact Canterbury City Council Central Control Room and ask for Duty Car Park Supervisor.

Limited parking at eastern end of Beach Walk.

Parking possible on promenade only at those places where the coastal slope meets the promenade at a gentle slope.

All welfare facilities available in Whitstable. Toilet and washing facilities available in Harbour Master's Office (*see section 04*). Toilet facilities also available between Beach Walk and the barrier across the promenade (*see map*).

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Shoreline hazards/risk assessment:

Movement is possible over the loose shingle with tracked vehicles only (and *maybe* also four-wheel drive vehicles). Passage from one side of a groyne to the other may be virtually impossible without extensive beach movement first. Movement around seaward end of groynes is possible but the soft clay makes the use of tracked vehicles essential. Tidal range means that the time available to pass round the seaward ends of the groynes is limited and there is a risk of getting machinery stuck on the foreshore by the rising tide.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.



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Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number n/a
 Shoreline section: **6: Tankerton - The Street**

Description of shoreline:

The Street itself is a long (approx 1 km) narrow spit composed of shell, sand and shingle. Unlike the beach shingle it does not seem to be moved by the tide. The top surface of The Street is more-or-less flat and is not much above the level of the clay foreshore. A long stretch is accessible at low water.

The Street can be accessed only by crossing the steeply sloping shingle beach which, as is typical for the area, is backed by a concrete sea wall and promenade with slopes rising to the coast road. The soft clay foreshore is flat.

Maximum width of The Street is 20m. Length: approx 1 km.

O.S.map type and number	Explorer 150
From grid reference	TR114673
To grid reference	TR115673

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

From the west via Whitstable town centre, Harbour Street then via Beach Walk (*see section 05*) and along the promenade. The promenade can also be accessed from the east from Marine Parade at its junction with Bennells Avenue (*see section 07*).

Access to the beach is direct from the promenade as generally beach level is at or close to the promenade level. If the drop is too great then try a little further along. Access *along* the berm top should generally be OK for tracked or off-road vehicles but going *down* the beach to The Street should only be attempted by tracked vehicles as the shingle is not compacted.

The barrier across the promenade (*see section 05*) is generally closed. Additionally a steel flood-gate (*see section 05*) is swung into place across the promenade during Coastal Flood Warnings. A further barrier controls access to the promenade at its eastern end (*see section 07*). The flood-gate and both barriers are controlled by Canterbury City Council's Sea Defence section – phone 01227 862451.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	H	L
Summer	H	H	L
Autumn	H	H	L
Winter	H	H	L

Ecology considerations:

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While not specifically designated, The Street has high conservation value in Whitstable. See also "Other Relevant Information" below.

Amenity considerations:

The Street is a well-known local landmark, much used (at low water) by walkers. Any adverse effect to it will be greatly resented by many residents. There are many beach huts on the grassed slopes adjacent to this section (*see also section 07*).

Industrial & economic implications:

None

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Simply not possible in this section. Best bet is to try in the harbour (*section 05*) or on Marine Parade (*section 07*). The back-shore along section 07 is stable and could be used if a shingle (rather than concrete or tarmac) base to the facility is acceptable. Vehicle movement anywhere on the beach shingle will be difficult for anything other than tracked vehicles.

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking as available on the promenade but is limited (because of width) to those lengths where there is no rear wave wall. Alternatively park along marine Parade (the coast road).

Welfare facilities are all available in Whitstable and Tankerton. Toilet and washing facilities available in harbour Master's office (*see section 04*). Toilet facilities are available in public conveniences between Beach Walk and the barrier across the promenade (*see map*).

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Shoreline hazards/risk assessment:

The Street itself is composed of hard-packed shell, sand and shingle so it can easily carry most vehicles. However the length of time it is clear of the water, the speed at which it is covered by a rising tide and the fact that it is narrow and that vehicles may have great difficulty turning on it means that travelling far along The Street is something to be approached with caution.

Movement is possible over the loose shingle of the beach with tracked vehicles only. Passage from one side of a groyne to the other may be virtually impossible without extensive beach movement first. Movement around seaward end of groynes is possible at low water but the soft clay makes the use of tracked vehicles essential.

Tidal range means that the time available on the foreshore is limited and that there is a risk of machinery getting caught by the rising tide.

See also "*Other Relevant Information*" below for risk to The Street

Other relevant information:

(booming plans etc)

The Street is a natural structure whose morphology is little understood. There is consequently a great risk that mechanical means of cleaning it, and especially any excavation, could cause a permanent and irreversible break in it which could lead to its total loss.

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number n/a
 Shoreline section: **7: Tankerton - The Street to Swalecliffe Brook**

Description of shoreline:

Shingle beach with flat berm along the top, controlled by timber groynes then sloping steeply down to extensive soft clay foreshore. The whole section backed by concrete sea wall and promenade with high clay slopes behind. The slopes are grassed leading up to coastal road (Marine Parade). Part of the coastal slopes is declared SSSI.

Total length: approx 2,000 metres.

O.S.map type and number	Explorer 150
From grid reference	TR115673
To grid reference	TR135676

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Access routes to foreshore:

(routes, owner/entry contacts, key holders)

From the west (Whitstable) via Harbour Street then Beach Walk (*see section 05*) then along promenade. The promenade can also be accessed at the eastern end of the section down a ramp leading from Marine Parade near its junction with Bennels Avenue. (*See map*). Both routes require access through barriers. In addition at the Beach Walk end there is a steel floodgate which can be swung across the promenade when sea flooding is threatened. The barriers and the floodgate are all controlled by Canterbury City Council

Access to the beach is direct from the promenade as generally the berm level is at or close to the promenade level. If the drop is too great then try a little further along. Access along the berm should generally be OK for tracked or all-terrain vehicles but going down the beach to the foreshore should only be attempted by tracked vehicles.

Passage from one side of a timber groyne to the other might prove to be impossible without substantial single movement first.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	M	H	L
Summer	M	H	L
Autumn	M	H	L
Winter	M	H	L

Ecology considerations:

Part of the coastal slopes is declared SSSI because of a nationally rare plant. The SSSI boundary is not marked on the ground.

Amenity considerations:

High amenity value. Large number of Council owned beach huts on the slopes and a sailing club with many dinghies parked nearby. (*See map*).

Industrial & economic implications:

None

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

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On site waste collection and disposal:

As is usual along this zone the major problem is crossing the beach shingle. The back-shore is stable and could be used if a shingle (rather than concrete or tarmac) base to the facility is acceptable. If it isn't, try coning off part of Marine Parade at the eastern end of the section and using the barriered access way to get to and from the promenade.

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking available on promenade but limited (because of width) to those places where there is no rear wall. Alternatively park along Marine Parade.

Welfare facilities are all available in Whitstable or Tankerton. Toilet and washing facilities are also available in Harbour Master's Office (*see section 04*). Public toilet on promenade between Beach Walk and the barrier across the promenade (*see section 05*).

Shoreline hazards/risk assessment:

The sloping beach which has to be crossed to get to the foreshore is loose and only tracked vehicles should attempt to cross it. Movement along the foreshore is possible but the soft clay makes the use of tracked vehicles essential. The tidal range means that the time available to pass round the seaward ends of the groynes is limited and that there is a risk of machines getting stuck on the foreshore by the incoming tide.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

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Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number: n/a
 Shoreline section: **8: Swalecliffe Brook a.k.a. Long Rock**

Description of shoreline:

An ungroyned shingle beach with extensive soft clay foreshore and some offshore banks. The area is split by the Swalecliffe Brook which runs in a steep-sided bed. The mouth of the Swalecliffe Brook is migrating westwards as littoral drift brings more shingle in from the east and, during periods of low flows, the Brook mouth can get blocked by shingle. The Brook is controlled by two sluice-gates operated by Canterbury City Council. In turn the sluices are protected by a weed screen which is Environment Agency responsibility.

There is no sea-front sea-wall or promenade but the area is bounded on its landward perimeter by a concrete-covered earth bund. The top of the bund is designed to take heavy vehicle traffic. It joins the two sections of sea-front promenade to the west (*section 07*) and the east (*section 09*).

Total length: Coastal frontage 530 metres PLUS 760 metres of river bed.

O.S.map type and number	Explorer 150
From grid reference	TR135676
To grid reference	TR139678

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Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Best via barriered entrance off Plough Lane / Swalecliffe Court Drive.

Or along promenade EITHER from Whitstable via barriered access off Marine Parade (see *section 07*) or from Hampton Pier Avenue - also barriered - (see *section 09*). All three barriers are controlled by Canterbury City Council

Access to the beach is best from the promenades immediately to the east and to the west of this section. Only tracked vehicles should attempt to cross the loose beach shingle.

Access to the banks of the Swalecliffe Brook is best from the inland paved access way on top of the bund. The land inside the bund is generally well compacted so all-terrain vehicles should be able to access most of it.

Access from one side of the Brook to the other is possible only via the access-way on the bund (all vehicles) or across the soft clay foreshore (tracked vehicles only).

Note: Most of this section, including all the land contained within the bund, has high conservation value.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	H	L
Summer	H	H	L
Autumn	H	H	L
Winter	H	H	L

Ecology considerations:

High ecology value. The whole of the foreshore in this section is SSSI, SPA, SAC and RAMSAR as is the whole inland area bounded by the concrete access way and also the unmown section of open ground between the access way and the caravan park.

Amenity considerations:

Area has high amenity value with large number of houses nearby as well as the caravan park.

Industrial & economic implications:

None

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

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On site waste collection and disposal:

It may be possible to establish a facility at either end of the inland bund where it meets the promenade as there might be just enough hard-standing available adjacent to places where the beach slope is gentle. Bear in mind that the whole area has high ecology value.

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking is available on the promenades to the east (*section 07*) and to the west (*section 09*) but is limited (because of width) to those lengths where there is no rear wave wall. Limited parking on Plough Lane near its junction with Swalecliffe Court Drive. No parking is possible on the inland concrete access way (too narrow). It is possible to pull off this access way onto grass land to the east of the section, but note that the unmown part of the grassed area lying between the access way and the caravan park has high conservation value (SSSI, SPA, SAC & RAMSAR).

Shoreline hazards/risk assessment:

The loose shingle and the soft clay of the foreshore means that only tracked vehicles should be used. Tidal range means that the time available to be on the foreshore is limited and that there is a risk of machinery getting caught by the rising tide.

There are a number of extensive off-shore shingle banks which could also be contaminated by oil pollution. Tidal conditions means that access to them is very limited.

Other relevant information:

(booming plans etc)

Closing the sluice gates on the Swalecliffe Brook (*see map*) will prevent pollution extending up the Brook but beware – leaving the sluices closed could cause flooding upstream, especially during times of high flow.

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

Zone:	Seasalter to Reculver (Swale to Thanet)
PLA map number	n/a
Shoreline section:	09 Swalecliffe Brook to West Brook (Hampton)

Description of shoreline:

Swalecliffe Brook to West Brook (Hampton)

Substantial shingle beach with timber groynes backed by concrete sea wall and

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promenade. It protects a caravan park behind low-lying western part and high clay slopes (Studd Hill) behind eastern parts. There is also a concrete outfall from Kite Farm Ditch (see *map*) controlled by a sluice gate operated from the same cabinet as Swalecliffe Brook sluices (see *section 08*). It is controlled by Canterbury City Council

Beach profile is a flat berm, particularly at the western end, which slopes steeply down to the flat clay foreshore. A wire gabion mattress system was used to try to guarantee the stability of the 6 groyne bays at the west. The remains of these gabions may be visible and represent a hazard to people on the beach.

Total length of section: approx 1,900 metres

O.S.map type and number	Explorer 150
From grid reference	TR139678
To grid reference	TR157679

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Via barriered entrance off Plough Lane / Swalecliffe Court Drive then along paved access way to promenade (see *section 08*). OR from barriered entrance off Hampton Pier Avenue (see *sections 10 and 11*). Both barriers controlled by Canterbury City Council

A private road runs from Colewood Road through Sea View caravan park to the promenade but no negotiations have taken place to allow it to be used. Contact Sea View Caravan Park (01227 791795). The junction of the private road with the promenade is closed by a Canterbury City Council barrier.

There is generally a drop down to the beach from the promenade so while vehicle access to and along the prom is easy, getting onto the beach can be difficult. Best bet is to get onto the beach at the Swalecliffe Brook end of the prom (see *section 08*). Access *along* the beach is made difficult by the groynes and considerable quantities of shingle may have to be moved to allow access from one side of a groyne to the other. Only tracked vehicles should attempt to cross the uncompacted beach shingle.

A ramp at the eastern end of the section (see *map*) leads down to the foreshore but a shallow wooden ramp has been built over the steep concrete one so you are limited as to both width and load capacity

NOTE: the whole of the foreshore in this section has high conservation value.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	H	L
Summer	H	H	L
Autumn	H	H	L
Winter	H	H	L

Ecology considerations:

The whole of the foreshore in this section is declared SSSI, SPA, SAC and RAMSAR.

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Amenity considerations:

High amenity area. Sea View caravan park fronts directly onto this section, as do the houses in Studd Hill.

Industrial & economic implications:

None.

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Difficult on this section because of difficulty getting from the beach onto the prom. Try at west end where the inland bund meets the promenade (*see section 08*) or at the east where the access road from Hampton Pier Avenue joins the prom (*see section 10*).

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking on the promenade is possible but limited because of its width. Limited parking is available on Plough Lane at its junction with Swalecliffe Court Drive (*see section 08*). There is a car park adjacent to Hampton Pier Avenue (*see map*). It is possible to pull onto the grass land to the east of the section near the launching ramp (*see map*).

Welfare facilities are all available in Whitstable or Herne Bay. Toilet facilities *may* be made available at the Caravan Park, but no negotiations have taken place with the Caravan Park owners to agree this.

Shoreline hazards/risk assessment:

The shingle berm is generally stable with good bearing so is likely to be suitable for off-road as well as tracked vehicles, but only tracked vehicles may be able to cross from one side of a groyne to the other because of the potential difference in beach level on the two sides.

Once off the berm the beach shingle is loose and so only suitable for tracked vehicles.

Movement on the foreshore is possible but the soft clay makes the use of tracked vehicles essential. Tidal range means that the time available on the foreshore is limited and that

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there is a risk of machines getting stuck by the rising tide.

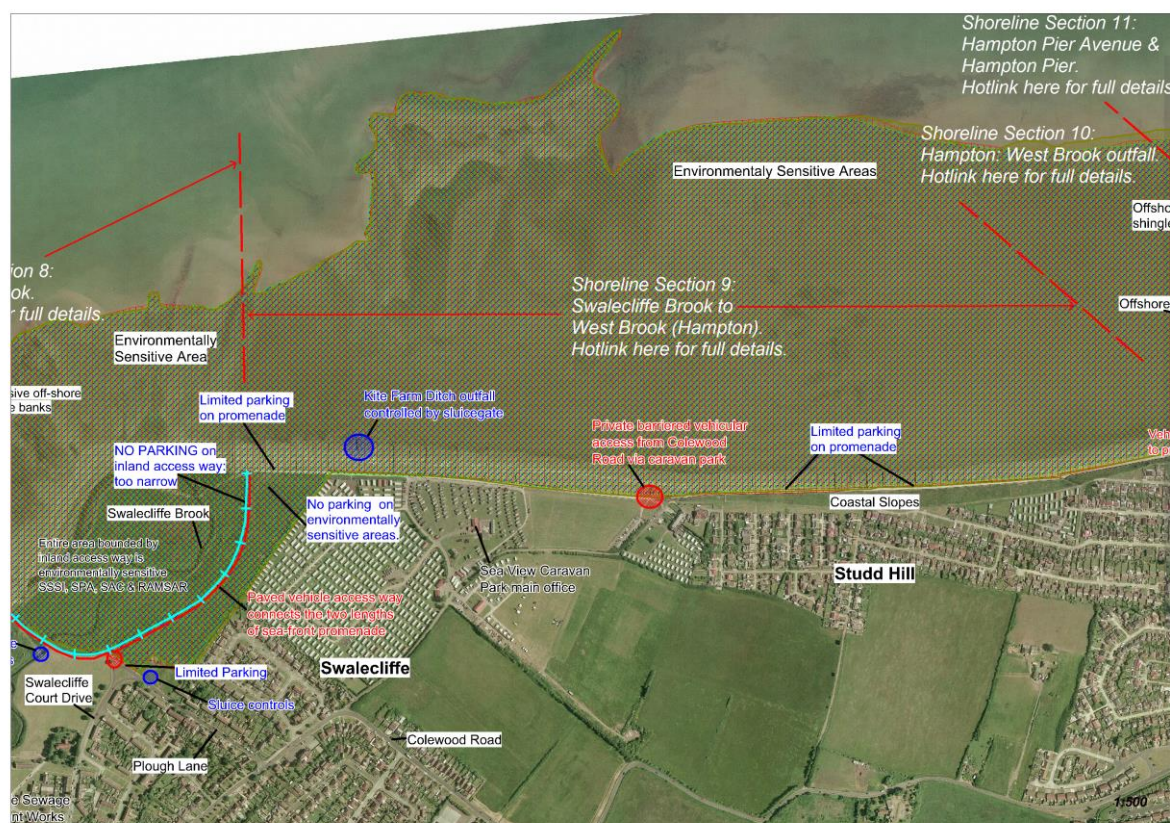
The remnants of the old wire gabion mattress system intended to guarantee a minimum beach profile can still be found on the beach over the 6 groyne bays at the westerly end of the section.

Other relevant information:

(booming plans etc)

Kite Farm Ditch discharges through an outfall controlled by a sluice gate (*see map*) which is operated from the same cabinet as Swalecliffe Brook sluices (*see section 08*). All these sluices are controlled by Canterbury City Council: 01227 862451. Closing the sluice will prevent pollution getting into the Ditch but caution must be exercised, particularly in rainy weather, to ensure that flooding is not caused in the caravan park.

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Emergency Room.



Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number n/a
 Shoreline section: **10: Hampton: West Brook**

Description of shoreline:

The mouth of a stream (West Brook) which discharges through an outfall controlled by a

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sluice gate operated either at the sluice structure itself or at the remote cabinet (*see map*). Stream discharges onto extensive soft clay foreshore with some off-shore reefs (*see section 11*). The section is backed by a concrete sea wall. A small shingle beach, sloping steeply down to the foreshore, has formed in front of the wall.

Total length of section: approx 200m

O.S.map type and number	Explorer 150
From grid reference	TR157679
To grid reference	TR158681

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Direct route via Hampton Pier Avenue. Alternative route via promenade from Whitstable (*see sections 09 etc*)

There is a considerable drop from the promenade down to the beach so while vehicular access to and along the prom is easy, getting onto the beach itself is more difficult. If vehicular access to this section of beach is essential then best bet is to use one or other of the ramps at either end of this section (*see map*).

Sluice gate controlled by Canterbury City Council

Barriers across promenade to the west (*see section 09*) is controlled by Canterbury City Council

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	H	L
Summer	H	H	L
Autumn	H	H	L
Winter	H	H	L

Ecology considerations:

The whole of the foreshore up to Hampton Pier Avenue is declared SSSI, SPA, SAC and RAMSAR (*see map*).

Amenity considerations:

West Brook runs close to houses (*see map*). The foreshore of section 09 has high amenity use. The timber ramp at the west end of the section is used for small-boat launching and leads to one of the City Council's water-ski lanes.

Industrial & economic implications:

None

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Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

The car park would be a good area to set up a facility except that it is probably too far from the coast. There is a good concreted area at the head of the ramp adjacent to the public toilets but access to the beach will be difficult because of the timber launching ramp built on top of the concrete ramp.

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking: best bet is to use the car park just off Hampton Pier Avenue (*see map*) but beware height barrier. Height barrier controlled by Canterbury City Council ask for Duty Car Park supervisor.

It may be possible (*beware bollards*) to pull onto the grassed area adjacent to the access between Hampton Pier Avenue and the promenade (*see map*).

Welfare facilities are all available in Whitstable or Herne Bay. Toilet facilities are available at the public toilet in the building marked as Club House (*see map*).

Shoreline hazards/risk assessment:

The sand / shingle beach is uncompacted and suitable only for tracked vehicles. Only tracked vehicles should attempt to cross from one side of the West Brook outfall on the soft clay foreshore.

Tidal range means that the time available on the foreshore is limited and that there is a risk of machines getting stuck on the foreshore by the rising tide.

Other relevant information:

(booming plans etc)

Closing the sluice gates on the West Brook (*see map*) will prevent pollution extending up the Brook but beware – leaving the sluices closed could also cause flooding upstream, especially during times of high river flow.

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Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number n/a
 Shoreline section: **11: Hampton Pier & Hampton Avenue**

Description of shoreline:

This section is composed of three parts and a sub-section: First a rock revetment protecting Hampton Pier Avenue. The rocks weigh approx 3 tonnes each and the revetment has a flat(ish) top and slopes down at 1 in 3 to the flat clay foreshore. Next the present, short, concrete Hampton Pier with vertical sides. Finally a twin line of boulders, old timbers etc marking the remnants of the original Pier. In addition there are some off-shore shingle banks and one offshore reef formed of large concrete blocks, marked by three red-can markers on metal tripods.

Total length of section is 275m to existing pier head *or* 450m to end of original pier head.

O.S.map type and number	Explorer 150
From grid reference	TR158681
To grid reference	TR158683 (existing pier head) or TR157685 (original pier head)

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Route to site is via Hampton Pier Avenue. Alternatively from Herne Bay via Western Esplanade *or* from Whitstable via *either* Whitstable Road *or* via promenade (*see section 09*)

Only direct access to foreshore is via concrete ramp off Hampton Pier Avenue near the West Brook outfall (*see map*) which gives access to the rock sea defences. To get past these to the soft clay foreshore you will need to shift a lot of 3-tonne rocks. Alternatively use the launching ramp in section 09, but this means crossing the Brook mouth and the clay foreshore. There are also difficulties associated with this ramp. In addition there is a ramp-like structure opposite Hampton Inn but this is only strong enough for pedestrian access. No vehicles should go on this structure. Access to this ramp is controlled by a barrier. Keys available from Sea Cadets

Only tracked vehicles should attempt to cross the clay foreshore. Because of ground conditions and tide levels, even with tracked vehicles access is possible only to about the seaward end of the new pier. Several contractors have refused point blank to take machines much beyond this.

NOTE: The whole of the foreshore in this section has high conservation value.

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Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	H	L
Summer	H	H	L
Autumn	H	H	L
Winter	H	H	L

Ecology considerations:

The whole of this section has been declared SSSI, SPA, SAC and RAMSAR.

Amenity considerations:

High amenity value. Very close to population centre. Boat launching from ramp in section 09. Sailing club in section 12. Sea Scouts launch their rowing boats down the ramp-like structure opposite Hampton Inn. Hampton Pier is popular fishing spot.

Industrial & economic implications:

None.

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Try coning-off a section of Hampton Pier Avenue and using the concrete access ramp (see *map*) immediately adjacent to the rocks rip-rap protection. Alternatively consider using the concreted area at the head of the ramp adjacent to the public toilets (see *section 10*) but access to the beach could be difficult because of the timber launching ramp built on top of the concrete ramp.

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On-site considerations:

(site services survey, skip and accommodation facilities)

Car Park at the seaward end of Hampton Pier Avenue adjacent to Hampton Inn (*see map*) and in car park half way along Hampton pier Avenue (*see sections 09 and 10*). Beware height barriers on both Parking is also available along Hampton Pier Avenue itself (*see map*).

Welfare facilities are all available in Whitstable and Herne Bay. Public Toilet in building marked as Club House (*see section 10*).

Shoreline hazards/risk assessment:

Tidal range means that the time available to be on the foreshore is limited and that there is a risk of machines getting caught by the incoming tide.

Soft clay and limited low water time means that even with tracked vehicles, access beyond the seaward end of the new pier is impossible. Several contractors have refused point blank to take machines much beyond this. Boat access beyond this point only.

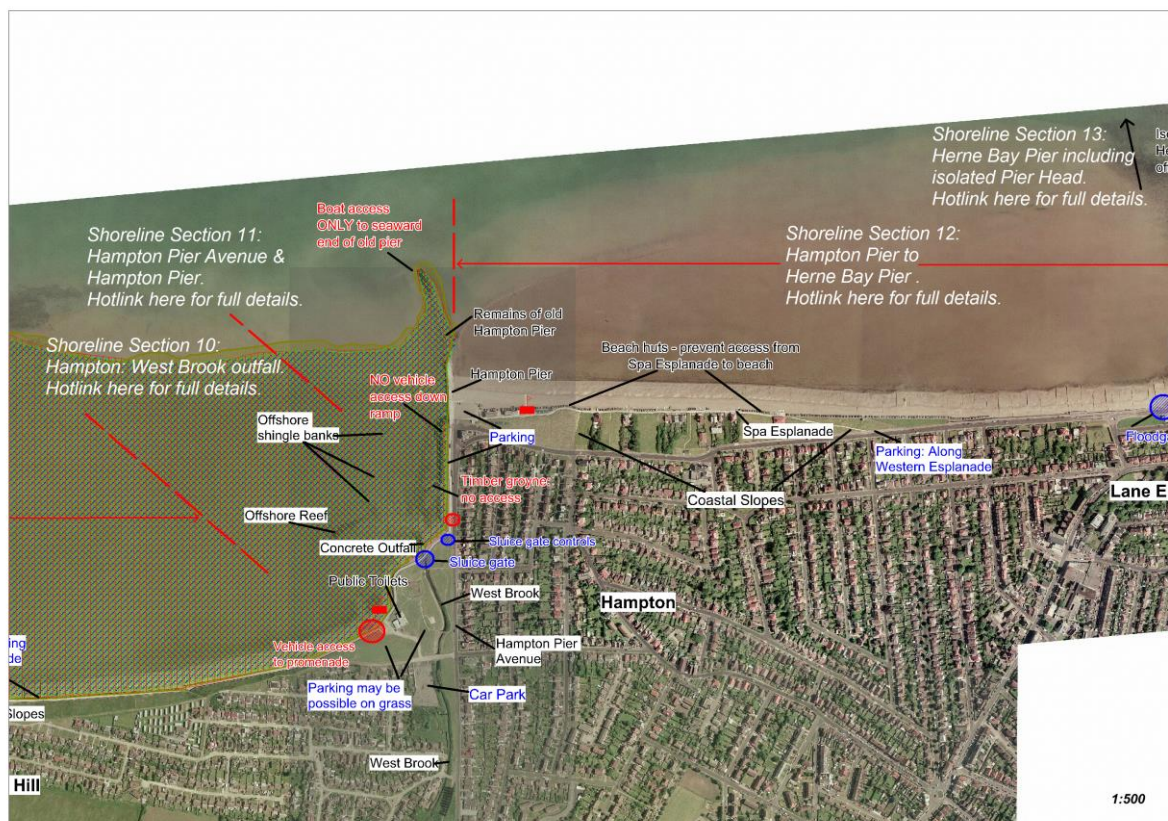
Walking on the top of the rock revetment is possible with care, but beware the gaps between the rocks. The revetment is strong enough to take machines but the gaps mean that only tracked vehicles should be used. It is impossible to climb safely on the front face of the revetment or on the off-shore rock reef, doubly so if the rocks are slippery with oil.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

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Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number: n/a
 Shoreline section: **12: Hampton Pier to Herne Bay Pier**

Description of shoreline:

Large beach of loose shingle sloping down to clay foreshore. Apart from the western quarter (near Hampton Pier) the beach has timber groynes. The back of the beach is formed by a variety of concrete structures which protect clay slopes of varying height leading up to the coast road (Western Esplanade). The eastern boundary of the section is the rock groyne adjacent to Herne Bay Pier (see section 13).

The shingle beach generally has a flat berm sloping down to a flat clay foreshore, but in front of the car park at Hampton Pier there is a steep reverse slope making vehicle access to the beach there impossible.

Beach huts are built on the beach along the whole length of Spa Esplanade making vehicle access to the beach impossible.

Total length of section: 1500m (to rock groyne)

O.S.map type and number	Explorer 150
From grid reference	TR158683
To grid reference	TR172683

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Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Route to site: from Herne Bay via Western Esplanade *or* from Whitstable via Whitstable Road and Hampton Pier Avenue. Spa Esplanade is closest road to beach but access is severely limited (*see below*).

Direct vehicle access to the beach is almost impossible. Best bet is to offload tracked vehicles at Neptune Car Park (*see section 14*) then track along the beach and under Herne Bay Pier – low water only. If vehicle access is urgently needed then *either* try the Hampton Pier Sailing Club private launching ramp (*see map*) but its loading capacity is unknown and no negotiations have taken place with the club to allow it to be used *or* use floodgate H1 (*see map*) but access to H1 is across special red tarmac which will be destroyed by tracked vehicles (only tracked vehicles should attempt to cross the beach and clay foreshore) so protective mats *must* be laid to protect the expensive red tarmac.

The steep shingle bank at Hampton Pier Avenue car park makes vehicle access to the beach impossible there.

Vehicle access to the beach from Spa Esplanade is impossible, partly because of the high curb but mostly because of the a continuous line of beach huts built on the beach on its seaward side. (*see also On-Site considerations*).

Pedestrian access to the beach is easy at most points.

Access to both Hampton Pier car park and Neptune car park (*see section 14*) is controlled by height barrier – for keys and ask for Duty Car Park supervisor.

The barrier controlling access to Spa Esplanade is usually open but keys are held be Canterbury City Council Sea Defence section

Floodgates near Herne Bay Pier (H1 to H8) are only closed during coastal flood warning. Keys held by Canterbury City Council Sea Defence Section

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	M	H	L
Summer	M	H	L
Autumn	M	H	L
Winter	M	H	L

Ecology considerations:

No specific ecological designation for this length of coastline but foreshore immediately to the west (*see section 11*) is SSSI, SPA, SAC and RAMSAR

Amenity considerations:

High amenity value as very close to population centre. Herne Bay Angling Club, Hampton Sailing Club and Herne Bay Sea Cadets all operate on this length of coast.

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Industrial & economic implications:

None, but note that power cables from off-shore wind farm come ashore in the Hampton Pier Car Park.

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Hampton Pier car park is superficially attractive because of its position close to the beach. In reality it is set considerably below beach crest level with no ramp so without an access ramp getting into the car park from the beach will be almost impossible without considerable accommodation works. Best bet is to use one of the floodgates at the eastern end of the section (see *map*) and set up the facility on Central Parade.

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking in car park adjacent to Hampton Pier Avenue (see *map*) – but beware height barrier. Parking also available along much of Western Esplanade with marked parking bays near Herne Bay Pier (see *map*). DO NOT park on Spa Esplanade – it is only wide enough for a single vehicle, is a dead-end road with access only from Hampton Pier car park, and is the sole access for emergency vehicles for the dozen houses at the foot of the coastal slopes.

Welfare facilities all available in Herne Bay or Whitstable.

Shoreline hazards/risk assessment:

Soft clay foreshore and tidal range means that the time available on the foreshore is limited and that there is a risk of machines getting stuck in the rising tide.

The power cables from the off-shore wind-farm come ashore in Hampton Pier car park. They are buried about 1m below the level of the clay foreshore but nevertheless be very wary of any excavation in that section of beach.

Other relevant information:

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(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number n/a
 Shoreline section: **13: Herne Bay Pier including isolated pier head and landing stage**

Description of shoreline:

This section comprises Herne Bay Pier, the rock groyne a few metres to the west, the short length of beach between the two and the old pier head and landing stage, now an isolated structure about 1km off shore.

The existing pier structure is supported on a lattice of metal piles. The beach to the west is shingle while the beach to the east is a sand/shingle mixture protected by a rock breakwater (see section 15). Both slope down to a clay foreshore. The breakwater shelters the sand/shingle beach from a lot of wave activity but it also traps lots of fine silt which makes access to more than the most landward of the pier supports dangerous either by foot or by machine.

The pier head and landing stage was separated from the landward section of the pier after the 1978 storm. The pier head is supported on timber piles, the later landing stage on concrete piles. The City Council's wave and tide sensor is mounted on the old landing stage.

O.S.map type and number	Explorer 150
From grid reference	TR172683
To grid reference	TR173683 The offshore pier head and landing stage is at TR179694

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Route to site via Central Parade / Western Esplanade, Herne Bay.

Pedestrian access is easy but despite proximity to main road vehicular access is almost impossible. Best bet is to off-load vehicles at Neptune car park (see section 14) then track along the beach to the Pier. At low water vehicles can go underneath the pier structure. If vehicle access is urgently needed then try floodgate H1 (see section 12). Access to H1 from the road is across special red tarmac paving which will be destroyed by tracked vehicles (and only tracked vehicles should attempt to cross the beach and clay foreshore) so lay mats to protect this expensive surface.

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NOTE: the finer beach material to the east of the pier can experience steep cliffing (up to 1m high) after westerly storms.

Access to the isolated pier head and landing stage is by boat only.

Because of the silt trapped by the rock breakwater, access to the majority of the pier supports is by boat only.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	L	H	L
Summer	L	H	L
Autumn	L	H	L
Winter	L	H	L

Ecology considerations:

None

Amenity considerations:

High amenity use area. This section located in the centre of the town. Many small boats launch from Neptune car park area (*see section 14*) and reach the sea through the gap between the rock breakwater and the pier.

Industrial & economic implications:

Economic implications for the leisure use of the Pier Pavilion and for tourism generally.

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Not possible on this section. Try using Central Parade to the west (*see section 12*) or the sandy beach to the east (*see section 14*).

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On-site considerations:

(site services survey, skip and accommodation facilities)

Biggest parking area is Neptune car park (*see section 14*). Beware height barrier – for keys phone Canterbury City Council Central Control room ask for Duty Car Park supervisor. In addition there is parking on Central Parade with marked bays opposite the amusement arcades to the west of the pier and also eastwards between the pier and Neptune car park. (*see sections 12 & 14*).

Floodgates H1 to H8 are closed only for a coastal flood warning. Keys held by Canterbury City Council Sea Defences

Welfare facilities are all available in Herne Bay

Shoreline hazards/risk assessment:

Both the beach and the clay foreshore are really only suitable from tracked vehicles. The silt at the pier is not suitable for any vehicle. The tidal range means that the time available on the foreshore is limited and that there is a risk of machines getting stuck on the foreshore.

The rock breakwater is not large enough for vehicles and the gaps between the uneven rocks make it risky to climb on them even when not covered in oil.

The silt at the seaward end of the pier is a hazard to men and machines.

Access to the off-shore pier head and landing stage is by boat only. It is possible to get onto this structure but great care must be exercised. Parts of the lower decks are missing and what is left is covered with considerable quantities of weed and marine growth which is slippery to walk on even without a covering of oil. The upper deck is in better condition but still take care. Experience has shown that getting on to and off the pier head / landing stage needs a virtually flat calm sea.

Other relevant information:

(booming plans etc)

The City Council's wave and tide sensor is mounted on the old pier head / landing stage and it will not work if covered with oil. Clean it using soft cloths or water jetting only. Use no abrasives.

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

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Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number n/a
 Shoreline section: **14: Breakwater beach – central Herne Bay**

Description of shoreline:

The beach is a sand/shingle mixture protected by the rock breakwater (*see section 15*). Generally there is an extensive flat berm sloping down to the foreshore but because of the breakwater, silt up to 2 metres deep is trapped in the lowest part of the basin. The area is regularly dredged but only in the navigation channel leading from the inner launching ramp to the sea.

O.S.map type and number	Explorer 150
From grid reference	TR173683
To grid reference	TR177684

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

From Herne Bay town centre via Central Parade. Offload vehicles at Neptune car park (*see map*) then use access point to get onto beach. At low water vehicles can go underneath the pier structure if there is need to go further to the west (*see sections 12 & 13*).

At low water much of the area between the sea wall and the rock breakwater is exposed but it contains deep silt. A line of marker buoys indicates the limit of safe access on foot.

Total length of section: 425m

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	L	H	L
Summer	L	H	L
Autumn	L	H	L
Winter	L	H	L

Ecology considerations:

None – it's in the middle of the town.

Amenity considerations:

High amenity use area – it's in the middle of town. Many small boats launch here using the ramp from Neptune car park (*see map*).

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Industrial & economic implications:

None, but some boats are being moored permanently in the basin so booming the entrance could potentially prevent commercial boats entering or leaving.

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Best points for establishing a facility are on the stable upper shore at the east end of the beach if a sand / shingle base is acceptable. Note that a large part of the upper beach to the east of the Band Stand is taken up by a Crazy Golf course. If a concrete surface is needed for the facility then try the car park.

On-site considerations:

(site services survey, skip and accommodation facilities)

Biggest parking area is Neptune car park (*see map*). Beware height barrier for keys phone Canterbury City Council Central Control room and ask for Duty Car Park supervisor.

Welfare facilities are all available in Herne Bay.

Shoreline hazards/risk assessment:

The sand/shingle beach will take both wheeled and tracked vehicles but the quantity of silt in the basin limits the safe use of wheeled vehicles to the upper part of the beach only. Beyond the silt line the beach is not suitable for any vehicle. The tidal range means that the time available on the lower part of the beach is limited.

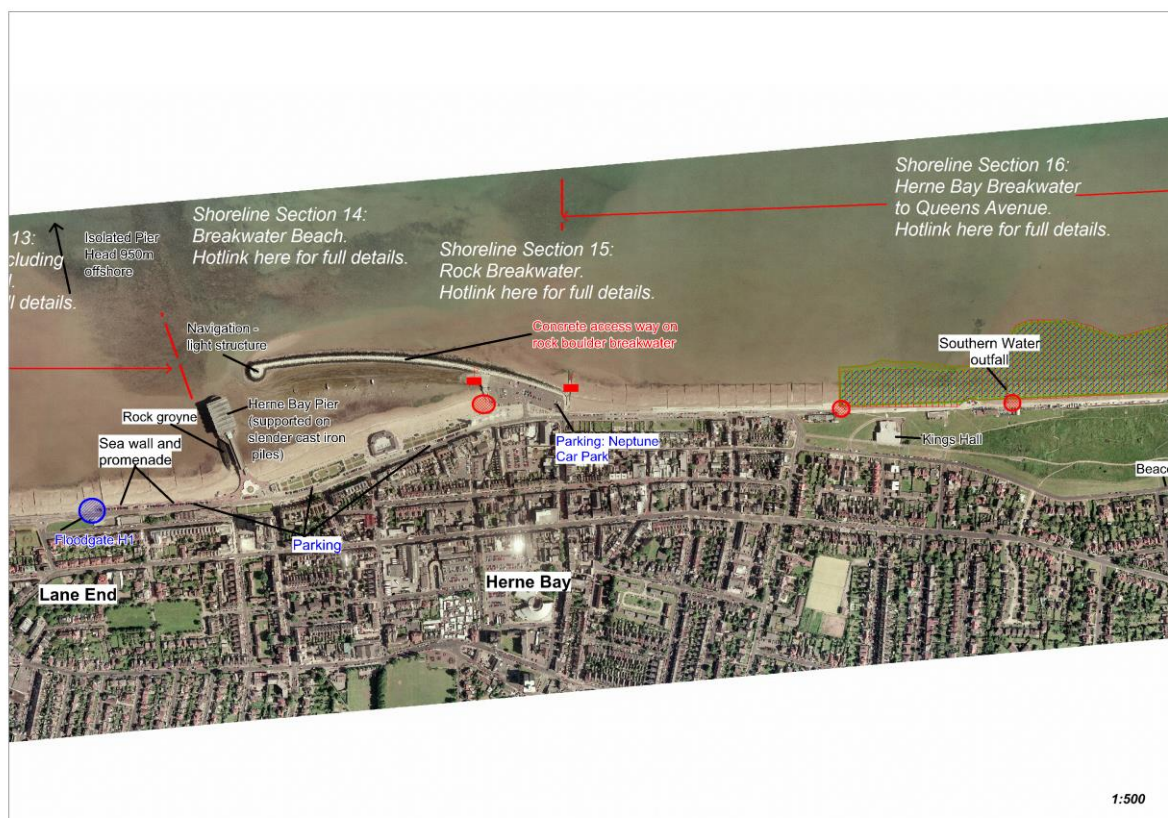
Beware: periods of strong westerly winds can cause rapid erosion of the beach at its western end and produces cliffing – vertical drops of up to 1 metre.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

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Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number: n/a
 Shoreline section: **15: Rock Breakwater – central Herne Bay**

Description of shoreline:

The breakwater, which is joined to the land at its eastern end, is constructed of rock boulders of 3 to 5 tonnes in weight. Side slopes are 1:2. The eastern part protects a surface car park while the rest protects a tidal basin. A concrete access way, capable of taking construction machinery, runs along the full length with a turning circle at the head. A narrow beach of sand and shingle is developing naturally along the breakwater's seaward face.

Length of section: 575m overall: 1050m counting both sides of the arm.

O.S.map type and number	Explorer 150
From grid reference	TR173685
To grid reference	TR178685

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

From Herne Bay town centre via Central Parade.

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The roadway along the top of the breakwater is accessed via Neptune car park (*see map*) and is suitable for both wheeled and tracked vehicles. The barrier at the junction of the arm and the car park is closed only when waves and tides make it dangerous to go on the arm. Keys held by Canterbury City Council Sea Defence section

Tracked vehicles ONLY can, at low water, run on the new beach developing on the seaward face of the breakwater – access from Neptune Jetty direct from Central Parade.

Access to the landward face of the arm is by boat only. Launch either from Neptune Jetty or from the ramp inside the breakwater arm.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	L	H	L
Summer	L	H	L
Autumn	L	H	L
Winter	L	H	L

Ecology considerations:

None

Amenity considerations:

High amenity use area – it's in the middle of town. Many small boats launch here using the ramp from Neptune car park (*see map*).

Industrial & economic implications:

None

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

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Try Breakwater Beach (see section 14) or Neptune Car Park either at its western end for the Breakwater Beach (see section 14) or its eastern end for section 16. Access is possible direct from the car park, down Neptune Jetty onto the beach in section 16.

On-site considerations:

(site services survey, skip and accommodation facilities)

Biggest parking area is Neptune car park (see map) – beware height barrier: for key contact Canterbury City Council Central Control and ask for Duty Car Park supervisor.

Welfare facilities are all available in Herne Bay. Water tap available at the kiosk adjacent to the launching ramp inside the breakwater.

Shoreline hazards/risk assessment:

The depth of silt inside the breakwater arm, together with the depth of water, means that only boats should be used to access the breakwater's landward face from below.

It is always dangerous to climb on the rocks of the breakwater but doubly so if they are covered with oil.

The basin is regularly dredged but only to maintain a channel between the sea and the inner launching ramp.

The tidal range means that the time available on the foreshore is limited and that there is a risk of machines getting caught by the rising tide.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Emergency Room.

Zone:	Seasalter to Reculver (Swale to Thanet)
PLA map number	n/a
Shoreline section:	16: Herne Bay Breakwater to Queens Avenue

Description of shoreline:

Shingle beach with timber groynes. The whole length of this section is backed by a concrete sea wall and promenade. The sea wall is not uniform, in some places it is a vertical mass concrete wall, in others a sloping apron of interlocking concrete blocks. Just east of Kings Hall, Southern Water have their storm water pumping station.

Overall length of section: 1850m

O.S.map type and number	Explorer 150
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NORTH KENT SHORELINE OIL POLLUTION GROUP ZONAL PLAN

From grid reference	TR179684
To grid reference	TR196686

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Route to site is *either* from Herne Bay town centre via Central Parade *or* via Beacon Hill, then The Lees and down the western access road to the promenade. Both ways are controlled by locking barriers (*see map*) two on each route. Keys to all four are available from Canterbury City Council's Sea Defence section Note that the locking post barrier on The Lees is privately owned and at times may *not* be fitted with a CCC padlock.

All vehicles can run along the promenade and its approach roads (from either end). Access to the beach is dependent on the drop from the prom to the beach which varies along the section. In some places the shingle is level with the prom. Only tracked vehicles should run on the beach shingle.

The beach is groyned along its whole length and access *along* the beach will prove difficult because of the difference in shingle level on the two sides of each groyne. Alternative access to the beach is via Neptune Jetty at the western end of the section (*see map*).

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	L	H	L
Summer	L	H	L
Autumn	L	H	L
Winter	L	H	L

Ecology considerations:

None

Amenity considerations:

High amenity use area. Near centre of town. Neptune Jetty is popular boat launching ramp. Herne Bay Sailing Club is located just to the east of Kings Hall (*see map*).

Industrial & economic implications:

Southern Water storm water outfall and pumping station is located just east of Kings Hall and discharges to sea and *may* be affected by pollution.

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

NORTH KENT SHORELINE OIL POLLUTION GROUP ZONAL PLAN

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Impossible to set up a facility along this section because the drop down to the beach from the promenade makes access impossible unless accommodation works are carried out first. Only exceptions are at the western end where Neptune Jetty can be used for access to a facility in the car park (see section 15) and at the foot of the western access road where a small, steep ramp *might* allow access from the beach to a facility set up on the prom.

On-site considerations:

(site services survey, skip and accommodation facilities)

Biggest parking area is Neptune car park (see map). Central Parade is marked with parking bays but there is high demand for them. Some limited parking is available on the promenade – limited because of the width of the prom.

Welfare facilities are all available in Herne bay. Toilet facilities and refreshments generally available at Kings Hall.

Shoreline hazards/risk assessment:

Only tracked vehicles should go on the loose shingle of the beach and, at low water, on the clay foreshore. Tidal range means that at neaps the toe of the beach barely uncovered and even at springs the time available on the foreshore is limited with the risk that machines could get caught by the rising tide.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

Zone:	Seasalter to Reculver (Swale to Thanet)
PLA map number	n/a
Shoreline section:	17: Queens Avenue, Herne Bay

NORTH KENT SHORELINE OIL POLLUTION GROUP ZONAL PLAN

Description of shoreline:

This section consists of three groyne bays filled with a rock rip-rap of boulders each weighing between 3 and 5 tonnes. Together they act as toe weighting for the Queens Avenue slip. Some shingle will also be found at the lowest part of the section. The rocks are laid with a flat(ish) berm and a slope of about 1 in 5 down to the generally flat clay foreshore. The section is backed by a concrete sea wall, a promenade and extensive grassed clay slopes.

Overall length of this section: 90m

O.S.map type and number	Explorer 150
From grid reference	TR196686
To grid reference	TR197686

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Route to site is along the promenade *either* from Herne Bay town centre via Central Parade *or* via Beacon Hill, The Lees then down the western access road *or* along Reculver Drive then down the eastern access road.

The three groyne bays that make up this section are filled with rock rip-rap and as such it is impossible to get vehicles or men onto this part of the beach. Access to the beach on either side *should* be straight forward but the drop from the prom down to the shingle can vary with time and weather so access may have to be made at some distance from this section. The beach is groynes along its whole length and access *along* the beach may prove difficult because of the difference in shingle level on the two sides of each groyne.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	H	L
Summer	H	H	L
Autumn	H	H	L
Winter	H	H	L

Ecology considerations:

The whole of the foreshore from the seawall down to low water mark is declared as SSSI, SAC, SPA and RAMSAR.

Amenity considerations:

The rock rip-rap is, of course, not used for amenity purposes but the whole area, including the grassy slopes, has a high amenity use.

NORTH KENT SHORELINE OIL POLLUTION GROUP

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Industrial & economic implications:

None

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

What ever form of clean-up is used it must NOT include the removal, even on a temporary basis, of any of the rocks. Together they form the toe weighting which helps prevent the Queens Avenue slip from re-establishing itself.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Impossible on this section. Best bet is to *try* setting up a facility at the foot of either the Western access road (*see section 16*) or the Eastern access road (*see section 18*) and *hope* that the small, steep ramps at their feet can be used to give acceptable access to and from the beach.

On-site considerations:

(site services survey, skip and accommodation facilities)

Largest car park in the area is Neptune car park but this is some distance from the site (*see section 15*). A small car park is to be found at the head of the eastern access road (*see map*). Limited parking (limited because of its width) is possible on the promenade.

Welfare facilities are all available in Herne Bay. Toilet facilities and refreshments are generally available at Kings Hall.

Shoreline hazards/risk assessment:

No vehicle should attempt to go on these rocks. Any work should only be attempted with machinery positioned round its edge.

On low water neap tides the toe of the beach is barely uncovered. Even on spring tides access round the ends of the groyne is possible but only for a limited time because of the tidal range. The clay of the foreshore is soft and there is a risk of machines being caught by the rising tide. Tracked vehicles ONLY should go on the shingle beach and, at low water on the clay foreshore below the rock-filled groyne bays.

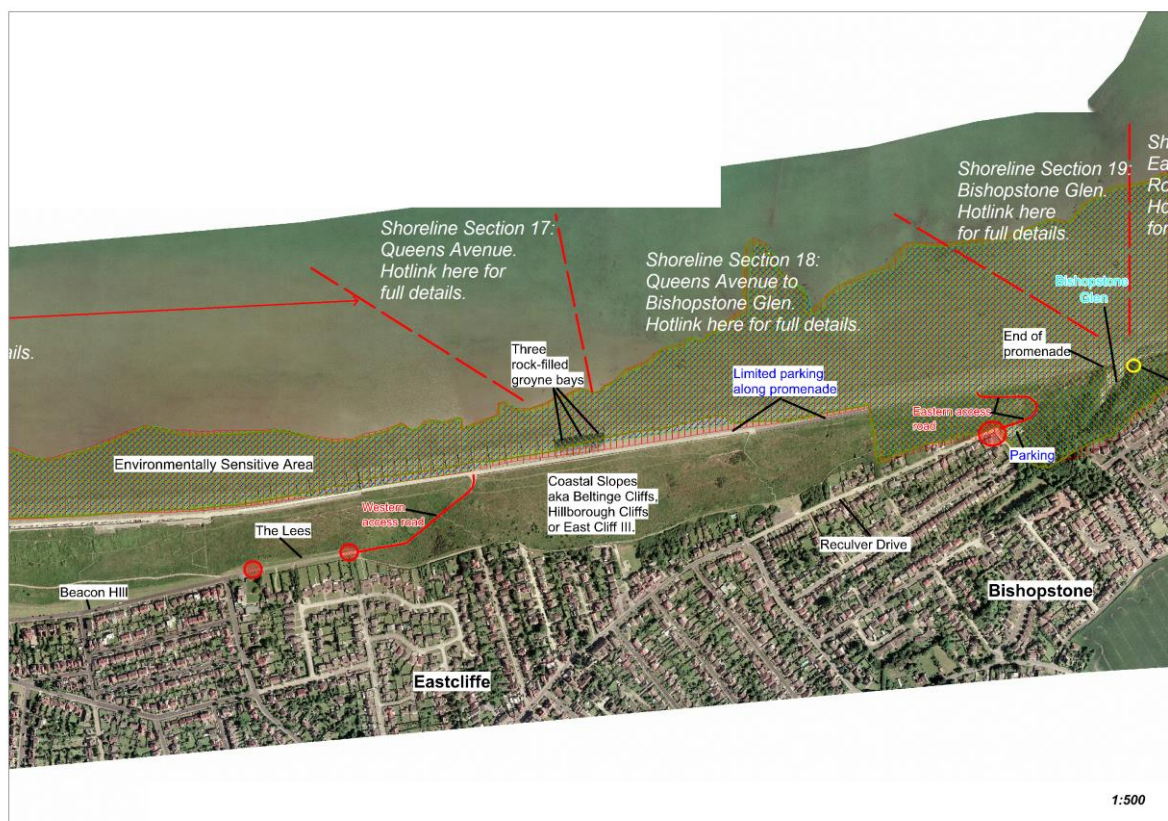
Take great care when working on or near the rocks as even without oil on their surface the weed growth, the uneven surface and the irregular gaps between them makes it a dangerous place to walk. Severe risk of falls and injuries.

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Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.



Zone:	Seasalter to Reculver (Swale to Thanet)
PLA map number	n/a
Shoreline section:	18: Queens Avenue to Bishopstone Glen

Description of shoreline:

Uncompacted shingle beach with timber groynes. Generally flat berm of varying width, then a slope of about 1:10 down to a flat clay foreshore. Some sandstone “doggers” (lumps of harder sandstone from the Bishopstone cliffs) on the foreshore. The whole length of the section is backed by a concrete sea wall and promenade behind which are steep clay slopes.

Overall length of the section: 930m

O.S.map type and number	Explorer 150
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NORTH KENT SHORELINE OIL POLLUTION GROUP

ZONAL PLAN

From grid reference	TR197686
To grid reference	TR207687

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Only route to the site is along the promenade which can be accessed *either* from Herne Bay town centre via Central Parade (see section 16) *or* via Beacon Hill, The Lees then down the western access road (see section 17) *or* via Reculver Drive then down the eastern access road. All these access roads are controlled by barriers, keys from Canterbury City Council Sea Defence section NB the vertical posts on The Lees are privately owned and at times may not be fitted with Canterbury City Council padlocks.

All vehicles can run on the promenade and its approach roads. Access from the prom down to the beach can be *either* by way of the ramp at the foot of the eastern access road *or* direct from the prom anywhere the beach level is sufficiently high. The beach is groyned along the whole length of this section and access across a groyne could be made difficult if sea conditions have left the shingle considerably higher on one side than the other.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	M	L
Summer	H	M	L
Autumn	H	M	L
Winter	H	M	L

Ecology considerations:

The whole of the foreshore of this section, from the sea wall down to low water mark, is declared as SSSI, SPA, SAC and RAMSAR.

Amenity considerations:

Less used than the beaches closer to the town centre but still popular with dog walkers.

Industrial & economic implications:

None

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

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ZONAL PLAN

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Try setting up a facility at the foot of the Eastern access road and hope that the small, steep ramp at its foot can be used to give acceptable access to and from the beach.

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking in car park at the top of eastern access road (see map). Beware height barrier – for keys contact Canterbury City Council Central Control room (01227 781879) and ask for Duty Car Park supervisor. Limited parking on promenade – limited because the prom is narrow.

Welfare facilities are all available in Herne Bay. Toilet facilities and refreshments generally available at Kings Hall.

Shoreline hazards/risk assessment:

Because of the unconsolidated shingle, only tracked vehicles should go on the beach itself and, at low water on the soft clay of the foreshore.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

Zone:	Seasalter to Reculver (Swale to Thanet)
PLA map number	n/a
Shoreline section:	19: Bishopstone Glen

Description of shoreline:

Bishopstone Glen is a narrow, steep-sided water-cut valley. During rainy periods the stream continues to flow. High tides and/or storms can force water and pollution some distance up the Glen which is declared SSSI etc.

The beach at the glen's mouth is loose shingle with no groynes. The clay foreshore is flat and dotted with sandstone "doggers" - lumps of harder sandstone from the Bishopstone

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cliffs.

Shore frontage: 30m Glen runs inland for 250m

O.S.map type and number	Explorer 150
From grid reference	TR207687
To grid reference	TR207688

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Nearest approach by road is along the promenade which can be accessed *either* from Herne Bay town centre via Central Parade (see section 16) *or* via Beacon Hill, The Lees then down the western access road (see section 17) *or* via Reculver Drive then down the eastern access road (see map). All these access roads are controlled by barriers, keys from Canterbury City Council Sea Defence section NB the vertical posts on The Lees are privately owned and at times may not be fitted with Canterbury City Council padlocks. NOTE: the prom stops at Bishopstone Glen where wooden steps give access to the foreshore. On the east side of the glen a further flight of pedestrian steps leads up to the cliff top. Access down the glen from inland is not possible (*see map*).

Vehicle access into the Glen itself is not possible but vehicles can get onto the beach *either* by way of the ramp at the foot of the eastern access road *or* direct from the prom if the beach levels are high enough.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	M	L
Summer	H	M	L
Autumn	H	M	L
Winter	H	M	L

Ecology considerations:

The Glen is declared SSSI, SPA, SAC and RAMSAR.

The whole of the beach and foreshore in front of the Glen's mouth is also declared SSSI, SPA, SAC and RAMSAR

Amenity considerations:

Leaving the Glen polluted with oil would force the closure of the Saxon Shore Way, a long distance coastal path, which goes along the prom, crosses the mouth of the Glen, goes up the steps to the top of the cliffs on its eastern side then along the cliff top towards Reculver.

Industrial & economic implications:

None

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Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Not possible on this section. Instead *try* setting up a facility at the foot of the Eastern access road (see *section 18*) and *hope* that the small steep ramp there can be used to give acceptable access to and from the beach.

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking in car park at the top of eastern access road (see *map*). Beware height barrier – for keys contact Canterbury City Council Central Control room and ask for Duty Car Park supervisor. Limited parking on promenade – limited because the prom is narrow.

Welfare facilities are all available in Herne Bay. Toilet facilities and refreshments generally available at Kings Hall.

Shoreline hazards/risk assessment:

Tracked vehicles ONLY should go on the beach or, at low water, on the clay foreshore. Tidal range means that even when the tide leaves the bottom of the beach (generally spring tides) the time available on the soft clay foreshore is limited and there is a risk of machinery getting caught by the rising tide.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

Zone:

PLA map number

Seasalter to Reculver (Swale to Thanet)

n/a

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ZONAL PLAN

Shoreline section: **20: East Cliff III: Rock Rip-Rap**

Description of shoreline:

The rock rip-rap protects the toe of the Bishopstone cliffs (up to 30m high) where houses are closest to the cliff. The rocks generally weigh about 3 tonnes and are placed with a level top and a front slope of about 1:2. A loose shingle beach at its foot slopes gently to the flat clay foreshore which is dotted with sandstone "doggers" - lumps of harder sandstone from the Bishopstone cliffs just to the east (*see section 21*).

Overall length of section: 325m

O.S.map type and number	Explorer 150
From grid reference	TR207688
To grid reference	TR209688

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Nearest approach by road is along the promenade which can be accessed *either* from Herne Bay town centre via Central Parade (*see section 16*) *or* via Beacon Hill, The Lees then down the western access road (*see section 17*) *or* via Reculver Drive then down the eastern access road (*see map*). All these access roads are controlled by barriers - keys from Canterbury City Council Sea Defence section NB the vertical posts on The Lees are privately owned and at times may not be fitted with Canterbury City Council padlocks. NOTE: the prom stops at Bishopstone Glen where wooden steps lead down to the foreshore. A further flight of steps on the eastern side of the glen lead up to the cliff top. Pedestrian access down the glen from inland is not possible (*see map*).

Vehicle access onto the rocks is not possible but vehicles can get onto the beach *either* by way of the ramp at the foot of the eastern access road *or* direct from the prom if the beach levels are high enough.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	M	L
Summer	H	M	L
Autumn	H	M	L
Winter	H	M	L

Ecology considerations:

The whole of the beach and foreshore of this section, from cliff face down to low water mark, is declared SSSI, SPA, SAC and RAMSAR.

The cliffs themselves (up to 30m high) and the cliff top as far inland as the house boundaries and / or the field edge are also declared SSSI, SPA, SAC and RAMSAR.

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Amenity considerations:

Many walkers follow the Saxon Shore Way along the top of the cliffs but some chose to walk along the cliff foot, especially in summer. The cliffs themselves are SSSI, being the type series for Oldhaven Sandstones, so access must be maintained to them.

Industrial & economic implications:

None

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Impossible on this section. See instead section 18

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking in car park at the top of Eastern access road (*see map*). Beware height barrier – for keys contact Canterbury City Council Central Control room ask for Duty Car Park supervisor. Limited parking on promenade – limited because the prom is narrow.

Welfare facilities are all available in Herne Bay. Toilet facilities and refreshments generally available at Kings Hall.

Shoreline hazards/risk assessment:

Tracked vehicles ONLY should go on the beach or, at low water, on the clay foreshore. Tidal range means that even when the tide leaves the bottom of the beach (generally spring tides) the time available on the soft clay foreshore is limited and there is a risk of machinery getting caught by the rising tide.

Take great care when working on or near the rocks as even without an oil slick the weed growth, uneven surfaces and the irregular gaps between them makes it a dangerous place to walk. Severe risk of falls and injuries.

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(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number n/a
 Shoreline section: **21: East Cliff III to Reculver Country Park**

Description of shoreline:

The small beach is loose shingle with no groynes. The cliffs are soft sandstone, easily worn away by wind, water or mechanical action. Cliff falls are common. The flat clay foreshore is dotted with sandstone "doggers" - lumps of harder sandstone left over from natural cliff erosion.

Overall length of section: 1,600m

O.S.map type and number	Explorer 150
From grid reference	TR209688
To grid reference	TR224692

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Nearest approach from the WEST is by road along the promenade, accessed *either* from Herne Bay town centre via Central Parade (see section 16) *or* via Beacon Hill, The Lees then down the western access road (see section 17) *or* via Reculver Drive then down the eastern access road (see map). All these access roads are controlled by barriers, keys from Canterbury City Council Sea Defence section NB the vertical posts on The Lees are privately owned and at times may not be fitted with Canterbury City Council padlocks. NOTE: the prom stops at Bishopstone Glen where wooden steps give access to the foreshore. On the eastern side of the Glen another flight of steps leads up to the cliff top. Pedestrian access down the glen from inland is not possible (*see map*).

Alternatively approach from the EAST is via Reculver Lane and the car park at Reculver Country Park. Beware height barrier with bar bolted in place.

Access can be gained onto the beach at both ends of the section. At the western end there is ramp access at the foot of the eastern access road (see section 19) or direct from the prom if the beach levels are sufficiently high. At the eastern end a rough ramp leads off the car park (see section 22).

No access is possible from the cliff top, for either vehicles or pedestrians.

Seasonal sensitivity (L=low, M=moderate, H=high):

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	Conservational	Amenity	Industrial
Spring	H	M	L
Summer	H	M	L
Autumn	H	M	L
Winter	H	M	L

Ecology considerations:

The whole of the beach and foreshore of this section, from cliff face down to low water mark, is declared SSSI, SPA, SAC and RAMSAR.

The cliffs themselves (up to 30m high) and the cliff top as far inland as the house boundaries and / or the field edge are also declared SSSI, SPA, SAC and RAMSAR.

The cliffs are composed of such soft material that while physical removal of oil by machine or by jetting will be easy, such methods must also remove considerable quantities of the cliff material. The cliff face is SSSI because of its high geological interest so only do this with the express consent of Natural England.

Amenity considerations:

Most people follow the Saxon Shore Way along the top of the cliffs but some chose to walk along the cliff foot, especially in summer. The cliffs themselves are SSSI, being the type series for Oldhaven Sandstones, so access must be maintained to them.

Industrial & economic implications:

None

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Impossible on this section. Try instead section 18 or section 22.

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On-site considerations:

(site services survey, skip and accommodation facilities)

Parking in car park at the top of eastern access road (*see map*). For keys to height barrier at car park entrance contact Canterbury City Council Central Control room (01227 781879) and ask for Duty Car Park supervisor. Limited parking on promenade – limited because the prom is narrow. There is also a car park at Reculver (*see section 22*). Beware height barrier which is bolted in place and needs a large adjustable spanner to remove it.

Welfare facilities are all available in Herne Bay. Toilet facilities and refreshments generally available at Kings Hall.

Shoreline hazards/risk assessment:

Site safety is particularly important on this section. The risk of getting trapped by the rising tide is particularly high as the cliffs can not be climbed and a considerable distance has to be travelled before staff can leave the foreshore.

The cliffs are composed of such soft material that while physical removal of oil by machine or by jetting is easy, great care must be taken not to undercut the cliff face and cause cliff falls. Even natural erosion can leave dangerous overhangs in the upper levels so great care should be exercised when approaching the cliff face. Never go near the cliff top.

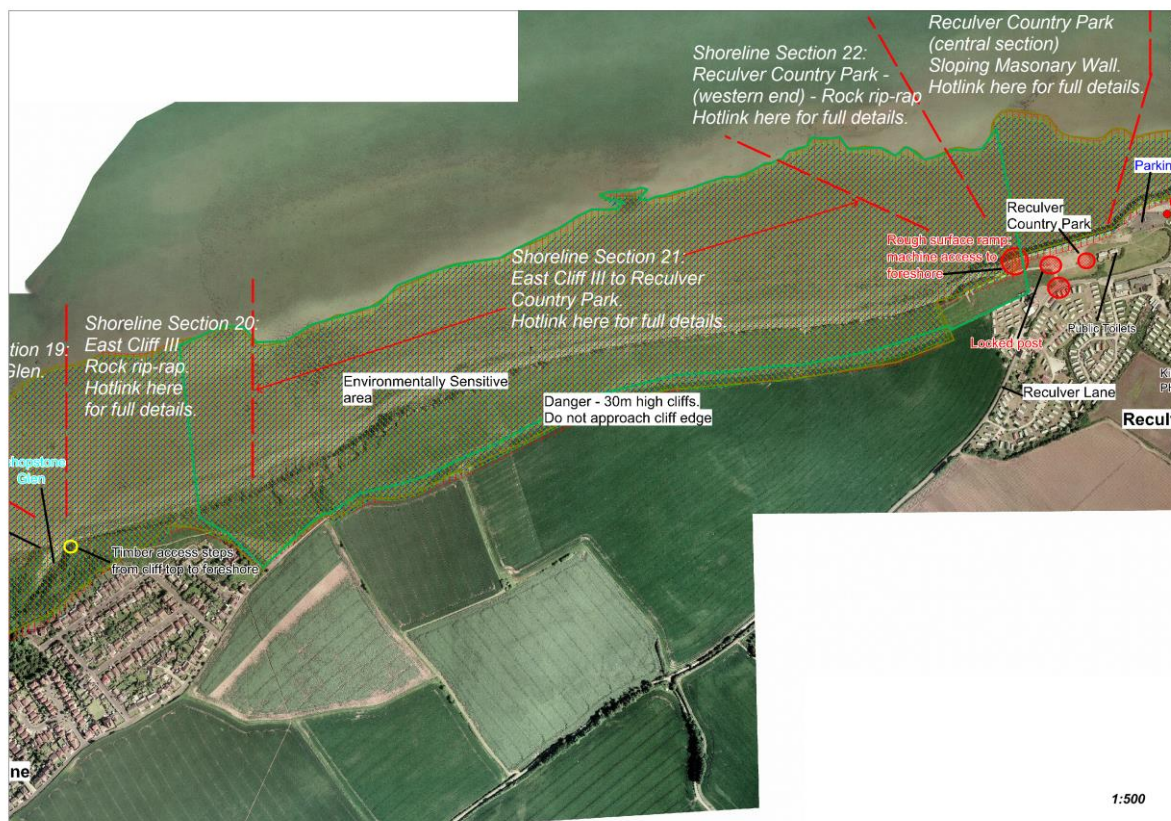
Tracked vehicles ONLY should go on the beach or, at low water, on the clay foreshore. Tidal range means that even when the tide leaves the bottom of the beach (generally spring tides) the time available on the soft clay foreshore is limited and there is a risk of machinery getting caught by the rising tide.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

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Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number: n/a
 Shoreline section: **22 Reculver Country Park western end – Rock Rip-Rap**

Description of shoreline:

This short length of rip-rap was built to prevent further outflanking of the masonry wall (see section 23). The small beach in front of the rocks is loose shingle with no groynes which slopes down to the soft clay foreshore.

Overall length of section: 60m

O.S.map type and number	Explorer 150
From grid reference	TR224692
To grid reference	TR224692

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Road access is via Reculver Lane then through the car park at Reculver Country Park. Beware height barrier – it's bolted in place and needs a large adjustable spanner to shift it.

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Access to the beach is by way of a rough ramp which you get to through a locked gate off Reculver Lane and past a locked post (see *map*). Contact SERCO for the keys to their "standard Open-Spaces key".

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	H	L
Summer	H	H	L
Autumn	H	H	L
Winter	H	H	L

Ecology considerations:

The whole of the foreshore in this section is declared SSSI, SPA, SAC and RAMSAR.

Amenity considerations:

High amenity use. Reculver Country park draws many school parties as well as tourists. During summer months the caravan park is populated by large numbers of people.

Industrial & economic implications:

Possible economic consequences if the foreshore is polluted during the tourist / caravan season which runs roughly from Easter through to October.

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

It *may* be possible to set up a facility at the top of the rough ramp leading down to the foreshore (see *map*) but beware of the amount of oil likely to be spilled bringing it up the ramp.

On-site considerations:

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(site services survey, skip and accommodation facilities)

Parking in Country Park car park. You will need a large adjustable spanner to remove the bolts on the barrier bar.

Welfare facilities are all available in Herne Bay and may well be made available in the King Ethelbert pub.

Shoreline hazards/risk assessment:

As with all rock rip-rap, site safety is particularly important. Take great care when working on or near the rocks as even without being covered with oil it is difficult and dangerous for people to move across them. The uneven surfaces of individual rocks and the large irregular gaps between them combine to create a severe hazard.

Tracked vehicles ONLY should go on the beach or, at low water, on the clay foreshore. Tidal range means that even when the tide leaves the bottom of the beach (generally spring tides) the time available on the soft clay foreshore is limited and there is a risk of machinery getting caught by the rising tide.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

Zone: **Seasalter to Reculver (Swale to Thanet)**
PLA map number n/a
Shoreline section: **23: Reculver Country Park – central – sloping masonry wall**

Description of shoreline:

The small beach in front of the sloping masonry wall is loose shingle with no groynes. It slopes gently down to the soft clay foreshore.

O.S.map type and number	Explorer 150
From grid reference	TR224692
To grid reference	TR225693

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

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Road access is via Reculver Lane.

The car park at Reculver Country Park (beware height barrier) gets you close to the foreshore but only for pedestrians as no vehicular access from there to the foreshore.

Vehicle access to the beach is by way of a rough ramp leading off the gated road just before the Interpretation Centre (*see map*). Keys to padlocks to gate and post: contact Central Control ask for SERCO. It's their standard "open spaces" key.

Alternative vehicle access to foreshore is via floodgate on east side of Reculver Towers (*see section 24*) then track round the towers back to this section. Note that at time of writing (January 2005) considerable quantities of shingle would need to be moved to create a practical ramp from the floodgate down to the foreshore.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	H	L
Summer	H	H	L
Autumn	H	H	L
Winter	H	H	L

Ecology considerations:

The whole of the foreshore in this section is declared SSSI, SPA, SAC and RAMSAR.

Amenity considerations:

High amenity use. Reculver Country park draws many school parties as well as tourists. During summer months the caravan park is populated by large numbers of people.

Industrial & economic implications:

Possible economic consequences if the foreshore is polluted during the tourist / caravan season - roughly Easter to October.

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

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On site waste collection and disposal:

Impossible on this section. See instead section 22.

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking in Country Park car park. The height barrier is bolted in place and you will need a large adjustable spanner to remove it.

Welfare facilities are all available in Herne Bay and may well be made available in the King Ethelbert.

Shoreline hazards/risk assessment:

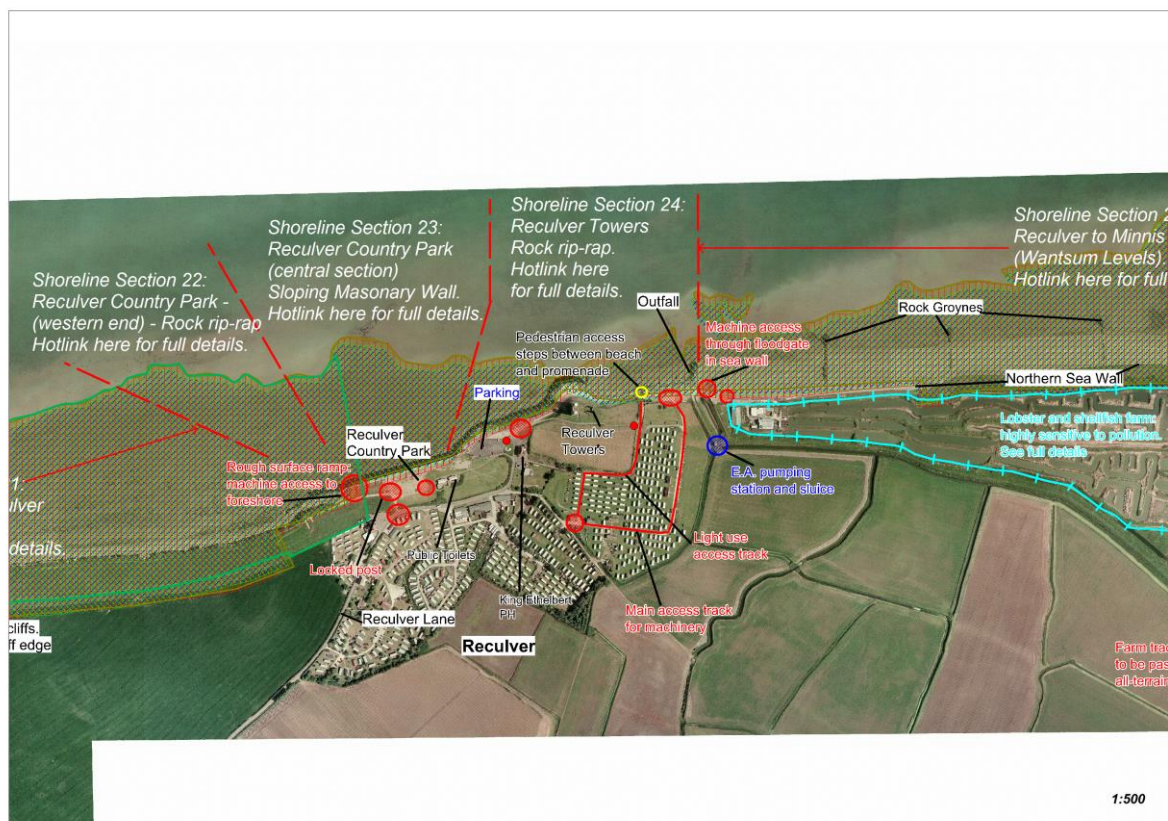
Tracked vehicles ONLY should go on the beach or, at low water, on the clay foreshore. Tidal range means that even when the tide leaves the bottom of the beach (generally spring tides) the time available on the soft clay foreshore is limited and there is a risk of machinery getting caught by the rising tide.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

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Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number n/a
 Shoreline section: **24: Reculver Towers**

Description of shoreline:

Rock rip-rap protecting the English Heritage site. Immediately round the base of the towers themselves is a sloping masonry apron which in turn is protected by rip-rap. A small shingle beach is growing round the foot of the rip-rap. It slopes gently down to a flat clay foreshore. The boulders (3 to 5 tonnes each) are placed with a front slope of about 1:2

Overall length of section: 460m

O.S.map type and number	Explorer 150
From grid reference	TR225693
To grid reference	TR230694

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Route to site is via the narrow Reculver Lane to the Reculver Country park.

Access to the foreshore is *either* from the west down a rough ramp from a track off Reculver Lane (see section 22) *or* from the east by way of a floodgate through the sea wall near the

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outfall (see map). Beware: floodgate gives onto rocks and considerable quantities of shingle will have to be imported to create a ramp down to the foreshore. Gain access to this eastern ramp by way of the gated road through the caravan park (keys and swipe-card available from Canterbury City Council's Outdoor Leisure Officer). An alternative route is available via the ungated track round the perimeter of the Heritage site (see map). For one or two light vehicles this track is easiest as there is no need to hunt for a key-holder, but for more vehicles or to avoid any suggestion of damage to the historic site, use the gated road. A tarmac track leads from the car park adjacent to the towers. Once past the locked post (unknown key-holder) it is wide enough for light vehicles the eastern exit is blocked by concrete bollards.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	H	L
Summer	H	H	L
Autumn	H	H	L
Winter	H	H	L

Ecology considerations:

The whole of the foreshore in this section is declared SSSI, SPA, SAC and RAMSAR. Reculver church and its surroundings have high historical value and are in the ownership of English Heritage.

Amenity considerations:

High amenity use. Reculver draws many school parties as well as tourists to both the Country Park and the Towers. During summer months the caravan park is populated by large numbers of people. The Saxon Shore coast path follows the ungated track round the boundary of the heritage site.

Industrial & economic implications:

Possible economic consequences if the foreshore is polluted during the tourist / caravan season, roughly Easter through to October.

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

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Impossible on this section. See instead section 22.

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking in Country Park car park – beware height barrier which is bolted (not padlocked) in position. You'll need a large adjustable spanner to remove the bar.

Welfare facilities are all available in Herne Bay and may well be made available in the King Ethelbert PH.

Shoreline hazards/risk assessment:

Tracked vehicles **ONLY** should go on the beach or, at low water, on the clay foreshore. Tidal range means that even when the tide leaves the bottom of the beach (generally spring tides) the time available on the soft clay foreshore is limited and there is a risk of machinery getting caught by the rising tide.

Take great care when working on or near the rocks as even without oil an oil slick the weed growth, uneven surfaces and the irregular gaps between them makes it a dangerous place to walk. Severe risk of falls and injuries.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

Zone: **Seasalter to Reculver (Swale to Thanet)**
 PLA map number n/a
 Shoreline section: **25: Reculver Towers to Minnis Bay or Wantsum levels or Northern Sea Wall**

Description of shoreline:

Loose shingle beach sloping down to soft clay foreshore. There are 10 rock groynes (partly buried) along this length. The whole is backed by a concrete sea wall and access way (Northern Sea Wall). Only part of this section is within Canterbury City Council's area. (see map). For coast further to the east see Thanet District Council's Oil Pollution Plan.

Overall length of section: 5,500m

O.S.map type and number	Explorer 150
From grid reference	TR230694

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To grid reference

TR284695

Access routes to foreshore:

(routes, owner/entry contacts, key holders)

Route to site is via Reculver Lane to the Reculver Country park then round the Heritage site *either* by way of the gated road through the caravan park (keys and swipe-card available from Canterbury City Council's Outdoor Leisure Officer) *or* via the ungated but unmade track round the perimeter of the Heritage site (see section 24). For one or two light vehicles the unmade road is easiest as there is no need to hunt for a key-holder, but for more vehicles or to avoid any suggestion of damage to the historic site, use the gated road. Access to the Northern Sea Wall is through a locked Environment Agency gate

Alternative routes onto the Northern Sea Wall are available at the eastern end of this section at Minnis Bay and at Cold Harbour Farm (*both off this map*).

Access from the Northern Sea Wall down onto the beach is via the access ramp adjacent to the outfall just east of the Heritage site (*see map*). At the time of writing (January 2005) considerable quantities of beach shingle would have to be moved in order to turn this into a practical ramp down to the foreshore.

In places along the Northern Sea Wall it *may* be possible to get vehicles direct onto the beach from the prom if sea conditions have left the beach shingle high enough, but this can not be guaranteed. Mostly a concrete upstand runs along the seaward edge of the sea wall. It is said that EA get their machinery in at Minnis bay and track it along the beach.

Seasonal sensitivity (L=low, M=moderate, H=high):

	Conservational	Amenity	Industrial
Spring	H	M / H	H
Summer	H	M / H	H
Autumn	H	M / H	H
Winter	H	M / H	H

Ecology considerations:

The whole of the foreshore in this section, from the sea wall down to low water, is declared SSSI, SPA, SAC and RAMSAR.

At a few points (off this map) the sea wall curves inland and small brackish lagoons are formed between it and the beach ridge. They have particularly high ecological value.

The lobster and shellfish farm at Reculver (*see map*) is particularly sensitive to even small amounts of pollution. *See also "Industrial & economic implications" below.*

Amenity considerations:

Amenity use changes along the section. At both the Reculver end and the Minnis bay end

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there is high amenity use of the section but this diminishes along the length of the Saxon Shore coast path, which uses the Northern Sea wall.

Industrial & economic implications:

The lobster and shellfish farm at Reculver (*see map*) is particularly sensitive to pollution. It is not, at the moment, known where the water-inlet is, nor what precautions the farm can take itself against pollution entering their ponds by way of the North Sluice ditch. Contact Seasalter Shellfish Ltd

It is known that the outfall at the west end of the section (*see map*) does not possess a penstock so at high water pollution can come back up the outfall. The Environment Agency pumping station (*see map*) does have penstocks.

Clean-up recommendations:

Prohibited!

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

Recommended

See Shoreline Clean-up Guidelines in the Word file *Shorelinecleanup.doc* on this cd.

On site waste collection and disposal:

Difficult. It *may* be possible to set up a facility along the Northern Sea Wall, but access from the prom to the beach is very limited. There is known to be access through a timber floodgate at the western end (*see section 24*) and two other access points are believed to exist; one near the lagoon, the other at Minnis Bay (*both off the map*).

On-site considerations:

(site services survey, skip and accommodation facilities)

Parking is available in Country Park car park. Beware the height barrier which is bolted rather than padlocked shut. You'll need a fairly large adjustable spanner to remove the height bar. Limited parking is available along the sea wall – limited by the width of the promenade. Parking is (presumably) also available at the Minnis Bay end of the section.

Welfare facilities are all available in Herne Bay and may well be made available in the King Ethelbert PH as well as in Minnis Bay.

Shoreline hazards/risk assessment:

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Tracked vehicles ONLY should go on the beach or, at low water, on the clay foreshore. Tidal range means that even when the tide leaves the bottom of the beach (generally spring tides) the time available on the soft clay foreshore is limited and there is a risk of machinery getting caught by the rising tide.

Take great care when working on or near the rocks of the groynes as even without an oil slick the weed growth, uneven surfaces and the irregular gaps between them makes it a dangerous place to walk. Severe risk of falls and injuries.

Other relevant information:

(booming plans etc)

Aerial photos of the whole coastline between Faversham Creek and Minnis Bay have been taken each year from 1998 and are kept in Canterbury City Council's Sea Defence section's store cupboard.

