

**Appendix A**

**Rother Local Plan**

**Camber Supplementary Planning Document (SPD)**

**Statement of Consultation**

**2014**

## Introduction

1. The Camber Supplementary Planning Document (SPD) is one of the planning documents that make up Rother's Local Plan. The overarching Core Strategy is the key document and sets out the spatial vision, strategic objectives and policies for the district up to 2028. The Core Strategy is currently undergoing examination with further 'hearings' held in January 2014. It is anticipated the Core Strategy will be adopted by the Council later in 2014.
2. In preparing the Camber SPD for adoption, we are required to comply with the Town and County Planning (Local Development) (England) Regulations 2004 and 2012 amendments. Regulation 12 of the 2012 amendments stipulates that the Council should not adopt a SPD until they have prepared and published a statement setting out:
  - the persons the local planning authority consulted when preparing the supplementary planning document;
  - a summary of the main issues raised by those persons; and
  - how those issues have been addressed in the supplementary planning document
3. The following statement addresses these points and also is in accordance with Rother's Adopted Statement of Community Involvement (SCI). The SCI stipulates the level of consultation to be undertaken, which includes a wide range of media and publicity to engage the general public, hard-to-reach groups, community groups, councillors, businesses and governmental bodies. "Specific consultation bodies" such as Government agencies like Natural England, Environment Agency, East Sussex County Council and the Highways Agency were also formally consulted.

## Consultation Process

4. In accordance with the Regulations the Council put the document on deposit at their principal office and publish it on their website for a minimum of not less than 4 weeks. The Council consulted on draft Camber SPD for an initial six week consultation and accompanying Sustainability Appraisal (SA) commencing on the **28th January 2013** for six weeks and ends on the **11th March 2013**. This was extended for a further two weeks at the request of the Parish Council to the **25th March 2013** to enable further representations to be submitted.
5. Copies of the relevant documents and representation forms were placed in the local doctor's surgery as well as the local shop. Copies were also

deposited at the Rye and Bexhill CHP respectively. All documents and representation forms were put on the Council's website with guidance on how to fill in the form and in partnership with the local Parish Council additional posters were put up locally to inform local residents and information on the consultation was also disseminate through the local parish newsletter.

6. There was a manned all day consultation event held at the Camber Memorial Hall on the **12<sup>th</sup> February 2013** attended by over 30 people who popped in informally to discuss the draft SPD. The exhibition provided information and an opportunity for questions on the draft SPD along with plans and displays of the principles advocated in the SPD.

## Responses

7. 20 organisations and individuals responded to the Camber SPD consultation, along with the Council's responses, are included in the following Summary Table. Several of the respondents felt that the document did not deal with the issue of parking at peak times and that more actions were required to help manage congestion on busy days. Parking charges, sand dune management and the redevelopment of the key sites were also key concerns, with respondents commenting on the loss of car parking on two key sites and the impact it would have on village infrastructure as whole at peak times. In addition Natural England commented on whether development of the Central Car Park site and Former Putting Green site would increase recreational pressure on the international sites and what measures would be taken to safeguard the integrity of the international sites.
8. The SPD has been amended to include these considerations where it was appropriate. It was not considered however, that extensive changes should be made since as a Supplementary Planning Document, the plan can't suggest radical changes in policies. The forthcoming Site Allocations plan will provide an opportunity to consider if any changes to strategic policies for Camber are needed.

## Summary of Consultation Issues and Responses

Reference	Respondent	Summary of Comments	RDC Response	Modification
C001	Natural England	Some of the proposals for the Central Car Park appear to intrude into the SSSI, and therefore the proposals are likely to impact on the designation, both directly and indirectly.	For clarification stipulate in the draft SPD that there will be no direct encroachment onto the SSSI from development of the Central Car Park.	Insert text into Section 4.2 (p88) to read: <i>'There will be no direct encroachment of development from the Central Car Park site onto the SSSI'</i>
		It is unclear how recreational disturbance of the sand dunes is going to be effectively managed, particularly as the SPD indicates that the central car park site will be a hub for visitors (with its tourist accommodation and a visitor centre); which is likely to lead to an increase in footfall on the dunes. The HRA touches upon the issue of impact on the SSSI in the context of NPPF para 118. The purpose of the development of the car park is to attract visitors. We must assume it will be successful and will need to mitigate its impact on the dunes. This may require measures to prevent direct access and/or contribution to more generally access management measures and/or a contribution to management of the dunes, education and wardening. Reference to the dune management plan (which may need to be reviewed with partners) would be helpful.	For clarification on safeguarding the integrity of the sand dunes it is recommended agreed text with NE is  The Sustainable Access Strategy will be in place to manage recreational pressure and work is underway to survey key destination points throughout year which will ascertain where recreational pressure is occurring and to manage those areas identified as being vulnerable.	Inserted text into Section 4.2 (p82) to read:  <i>'The redevelopment of the Central Car Park site and the Former Putting Green site is intended to regenerate the local community and promote green tourism. However to ensure the integrity of the dunes is retained, plans or project proposals which are otherwise likely to lead to increased tourist/visitor to Camber Sands SSSI will require the applicant to undertake an assessment to confirm the proposed development will not lead to adverse impact on the <u>Rye Bay and Camber Sands SSSI</u> and discuss this with the appropriate stakeholders including Natural England.</i>  <i>Monitoring of recreational pressure through the Sustainable Access Strategy will inform any future ESCC Dune Management</i>

				<i>Plan review with the relevant stakeholders'</i>
		The effectiveness of boardwalks is in any case unclear and in the absence of a package of measures, it is not clear how the impact of increased visitor numbers, associated with the new facilities in the central car park, will be addressed.	As agreed the proposal for the boardwalks across the sand dunes will be removed from the draft SPD. Maintenance of the boardwalks has been raised as a constraint from the Parish and Amenities. Recreational pressure on the sand dunes will be monitored via the Sustainable Access Strategy. Measures to protect the sand dunes will be enforced if indicators highlight if the dunes are vulnerable to trampling. The redevelopment of the Central Car Park and Former Putting Green will require an assessment to demonstrate the development will not lead to increase recreational pressure to the detriment of the SSSI sand dunes.	Delete N8 reference to the Boardwalks
		The recommendations in the HRA should be carried over into the SPD. This needs to be flagged in the SPD to provide clarity for all parties.	Agreed. The recommendation stipulated in Paragraph 4.7 in the HRA will be highlighted in the Draft SPD.	<p>Insert text into section 3.2 (p44) to read:</p> <p><i>'It should be noted by stakeholders/investors the HRA identifies further assessment is required of development proposals which <u>might</u> result in harmful recreational pressure or other disturbance to a European sites. Specific themed proposals requiring further assessment include:</i></p> <p><i>Park and Ride. Engineering solutions are needed at planning application stage to prevent oil and other fluid</i></p>

				<p><i>spills from reaching the ditch network</i></p> <p><i>Park and Ride. At planning application stage, it would be necessary for a great crested newt survey to have been carried out, and mitigation proposed if necessary.</i></p> <p><i>Glamping site location. It is envisaged that there might be options available which do not adversely affect European sites, and this would need to be addressed at planning application stage</i></p> <p><i>Saline lagoon creation. Detailed design and use provides a saline lagoon for wildlife.</i></p> <p><i>New walking routes are not promoted for use in winter.</i></p> <p><i>Hottentot Fig, Holm Oak and Sea buckthorn are removed from the list of plant species to be planted in Camber.'</i></p> <p>It is noted that the proposals relating to the Harbour crossing and N8 Boardwalks are removed from the SPD.</p>
		<p>In order to provide confidence that the issues arising from the development of the car park sites can be addressed at the detailed</p>	<p>Following further dialogue with NE it was agreed that additional text would be inserted into the draft SPD to ensure</p>	<p>Insert text into section 4.2 of the Draft SPD to read (P86):</p>

		<p>planning stage and to ensure the soundness of the SPD, it is necessary to have completed the assessments required for an HRA and the tests relating to SSSIs (set out in NPPF para 118), and any necessary mitigation identified and reflected in the document.</p>	<p>clarity for all stakeholders involved in the process.</p>	<p><i>'The redevelopment of the Central Car Park site and the Former Putting Green site is intended to regenerate the local community and promote green tourism. However to ensure the integrity of the dunes is retained, plans or project proposals which are otherwise likely to lead to increased tourist/visitor to Camber Sands SSSI will require the applicant to undertake an assessment to confirm the proposed development will not lead to adverse impact on the <u>Rye Bay and Camber Sands SSSI</u> and discuss this with the appropriate stakeholders including Natural England'.</i></p>
		<p>There is strong commitment in principle of regeneration, there are few detailed/funded schemes to drive this forward (beyond the development of the carparks), nor is it possible to accurately describe the main risks associated with regeneration in terms of the value and condition of the local natural environment, growth in the number of visitors and/or changes in the nature and pattern of use of the area, which may result in harm to designated habitats and associated species.</p> <p>Reference should be made to monitoring impacts on key habitats and species.</p>	<p>The SPD provides important guidance for potential investors on two key opportunities in Camber.</p> <p>The survey work (programme to start in Spring 2014) will underpin the SaS. The first part will be to collate the data to understand what is happening at the moment and where this recreational pressure is being generated. The second part of the work would be how best to manage this pressure through various initiatives and mitigations. .</p> <p>Reference should be made to monitoring impacts on key habitats and species.</p>	<p>The following text into section 4.2 for clarification (p91):</p> <p><i>'The work through the Sustainable Access Strategy will provide the baseline data to effectively monitor visitor numbers. The Sustainable Access Strategy will provide a framework for periodically updating surveys data so visitor usage and activity on the wider Dungeness Complex sites can be monitored (including the Rye Bay and Camber Sands SSSI) and a basis for monitoring and targeting of management activities as required. Such initiatives may include but not be</i></p>

				<i>limited to improved targeting of existing management activities, introduction of increased wardening, remote surveillance, temporal/physical separation of activities from key periods of relevance to SPA/Ramsar birds, identifying a potential 'cap' on visitors to certain areas, screening of recreational activities, dissemination of guidelines/advice to the public, changes to site access/routing of footpaths and increased fines for damaging activities where bylaws permit.'</i>
		<p>There is no certainty that the regeneration will be deliverable without growth of visitor numbers. Some of the proposals in the SPD (as it stands) such as ferries from Rye or a Park &amp; Ride could increase visitor numbers and the pressure on the sensitive local environment.</p> <p>The loss of the ferry is noted. The Park and Ride (PAR) is still referred to in the HRA. If the case for a service is made and the scheme is affordable in capital and revenue terms, it will be difficult to avoid an increase in visitors. Nevertheless, the route and the location of stops could be used to encourage use of parts of the coast that are least sensitive recreational disturbance.</p> <p>In the absence of PAR, parking in the area will need to be carefully managed to deliver the same outcomes.</p>	<p>The ferry from Rye will be deleted from the draft SPD following concerns with viability and deliverability</p> <p>A potential park and ride facility <u>could</u> be part of a suite of potential mitigation solutions employed to manage the overall traffic solution. Further investigation would be required. This issue is address in CO19</p>	Delete reference to ferry crossing in the draft SPD. (p58)
		The management of visitor numbers may depend on limiting the amount of public	While the SPD is not proposing increasing visitor numbers it is refining	The following text was proposed and agreed with Amenities and



		<p>parking in the settlement, and the cost adjusted as necessary. This (or a more effective strategy) should be included in the SPD.</p> <p>Noted. Access and Parking (including Park and Ride) needs to dealt with strategically, rather than as an appendix to planning applications..</p> <p>When will the holistic traffic management solution be prepared?</p> <p>Maybe it should follow on from the SAS and founded on a clear understanding of the sensitivities of the component parts of the local environment, current visitor pressures and the changes in visits likely to arise from the shift in activities envisaged by the SPD.</p>	<p>the Camber 'offer' beyond the traditional 'bucket and sand' holiday offer.</p> <p>Following consultation with Amenities it was agreed as part of the redevelopment of car park sites to examine holistically the overall parking strategy in the village as during periods of sustained good weather Camber experiences heavy visitor numbers and as a consequence there is increased recreational pressure on the sensitive habitats.</p> <p>The survey work on the SaS is scheduled to start this Spring 2014 and will continue over the course of 12 months to ascertain where visitor pressure is or could be impacting negatively in the locality. It will give stakeholders the baseline data require to effectively develop a strategy to manage vulnerable habitats.</p>	<p>will be inserted into Section 4.2 Development Brief section (P82):</p> <p><i>'On occasions during the busy peak season and during periods of fine weather, traffic congestion into Camber causes very significant disruption. There is a requirement for a holistic traffic management solution involving key agencies and stakeholders. This could include private parking provision, greater promotion of Broomhill Sands Car Park, explore the potential of temp park and ride facility, the introduction of stringent price parking controls, and effective public communication. To avoid significant operational disruption during redevelopment of key sites and to tackle heavy traffic congestion during peak periods, it is expected that a comprehensive traffic management strategy be submitted as part of the proposal to redevelop the Central Car Park and Former Putting Green sites'.</i></p>
		<p>I am concerned that, in seeking to deal with traffic and parking problems, measures such as Park &amp; Ride and temporary car parking, will increase the number of visitor rather than maintain current levels, and may not (necessarily) stimulate greater "spend".</p>	<p>A park and ride facility could be part of a suite of possible solutions to manage the significant vehicle numbers coming into Camber during high season. Such a solution may depend on viability and further discussions with stakeholders including NE. Despite intervention from RDC staff, some day visitors still park</p>	<p>No further comment.</p>

			<p>their vehicles inappropriately on verges or on private spaces. This can lead to inappropriate behaviour as visitors will traverse over sensitive areas as well as over private land in order to reach beach facilities. The HRA identifies further assessment is required if PAR is to proceed as a viable option subject to the any potential impact on the N2K sites</p>	
		<p>The area is rich in biodiversity, so any proposals to create or restore any ecological features, such as waterway management or the new lake, will need to be accompanied by an Ecological Management Plan to ensure design and implementation protect and enhance biodiversity.</p>	<p>Noted. Insert textual reference in the draft SPD to reflect this comment.</p>	<p>The following text is proposed to be inserted in Section 3.3 (p46) for clarification:</p> <p><i>'Proposals to create or restore any ecological features should be accompanied by an Ecological Management Plan'</i></p>
		<p>It is important that surveys are complete to allow a clear picture of visitor activity to be determined, including numbers, their origins, mode of travel, purpose (inc dog walking), routes or areas used, and frequency of visits (including seasonal variations). It may be helpful if the data and the methodology were comparable with other coastal surveys in Kent and Sussex. This would provide a framework for preparing an access management strategy which may seek to encourage visitors to use less sensitive parts of the area. It also provides a baseline for wider management of visitor numbers and for judging the success of regeneration.</p> <p>The regeneration strategy that will influence these patterns needs to be influenced by an understanding of the sensitivities of, and</p>	<p>Noted. This is within the remit of the Sustainable Access Strategy and the wider Dungeness Complex. It has been agreed both Shepway and Rother will undertake surveys of visitor usage (2014) and activity in order to enable the most to date baseline to be collected for future monitoring and targeting of management activities as required. Natural England are part of that group which will help to coordinate the SaS and can advise of good practice.</p>	<p>No further comment</p>

		impacts on designated habitats and protected species. This understanding will inform the SAS and help to flag up environmental management needs.		
		It is important that analysis of existing data on habitats and species (notably but not exclusively birds) is undertaken, complemented where necessary by new survey work, to provide a basis for assessment relating to HRA and the tests for SSSIs set out in para 118 of NPPF.	Consultants have been appointed who will undertake the baseline survey work shortly beginning in 2014. The project's strategic partners include NE alongside Sussex Wildlife Trust and Kent Wildlife Trust respectively and they are contributing to the identification of vulnerable habitats and collating of baseline data	No further comment.
		The combination of these two bits of work is essential for assessing development and regeneration proposals and for drafting successful management plans to address environmental, ecological and access issues.  <i>A "holistic traffic management solution" is important. Without the detail and commitment to and funding of the necessary components, the SPD is a less effective document for selling Camber.</i>	Camber does attract many visitors on days when the weather is fine and tens of thousands of visitors come to visit the beach and it can cause considerable issues with congestion on the local roads with parking on inappropriate verges and increased air pollution resulting from standing traffic. The Council's Amenities department operate key functions such as beach patrol, coordinate medical and emergency aid for visitors as well as traffic management. Following meeting with our colleagues it was agreed that the text would be inserted within the SPD to acknowledge traffic management solution will be an integral part of the redevelopment of the key sites in Camber. (see reference C019)	Noted. No further comment.
		Noted that Rother has decided to remove certain components from the SPD, namely: the water taxi and the crossing over the River Rother.	Agreed. The water taxi and a proposed 'crossing' over the River Rother have been removed from the draft SPD following further consideration of	No further comment

			consultation comments and issues of viability.	
		Indicated that “There will be a focus on green tourism and the promotion of the green issues”. This is welcomed and should be reflected in the new version of the SPD with some definition of what this means for Camber.	Noted. Agreed additional text in the draft SPD to be inserted in the document.	Agreed Insert additional text in the SPD for clarification in Section 3.3 Spatial Framework to read:  <i>‘In line with existing policies in the Core Strategy, the Camber SPD promotes green tourism which could include promotion of walking activities improving education of the natural environment and support opportunities for enhancement of local biodiversity while safeguarding the integrity of the Rye Bay and Camber Sands SSSI.’</i>
		Referred to agreed text in the Core Strategy on the “requirement for sensitive management of the International sites (para 10.20 of the Core Strategy)”, and the “commitment to produce an Sustainable Access Strategy with Shepway DC”. This is welcome, however the SaS should respond to the challenge of regenerating Camber, as well as the issues across the wider area, and be driven and supported by Rother, to ensure it responds to the ideas coming through the SDP and to ensure that any management or financial implications are recognised and resourced If the SaS is delayed or fails to respond to the issues arising from the proposals for Camber, then the SPD is unsound and its proposals may be unacceptable in terms of impact on national and international sites.	Noted.	No further comment

		<p>Para 3.3.2 – notes that there are two issues which require further investigation through an appropriate assessment, which is a) the possibility of development which would result in harmful recreational pressure or other disturbance to a European site, and b) the planting of invasive plant species. Given its visionary nature, such consideration should be clearly flagged in the SPD to ensure potential developers understand the need.</p>	<p>It has been agreed that the planting of non invasive species following consultation would not be pursued and it will be removed from the draft SPD. Regarding the possibility of development which would result in harmful recreational pressure or other disturbance to a European site it has been agreed that the applicant must undertake the necessary assessment to ensure no there was no harm resulting from redevelopment of the car parks directly or indirectly impacting on the international sites.</p>	<p>No further comment</p>
		<p>Para 4.3.23 - notes that Proposal P4 is to maintain and enhance the dunes and protect them from damage, however this is aspirational rather than an implementable scheme. The lack of detail strategies and commitment by partners, needs to be addressed at the strategic stage through the management of visitor numbers, by means of traffic and parking strategies and an up-to-date dune management plan and by coordinated mitigation supported by development (both individual and collectively).</p>	<p>Noted</p>	<p>No further comment</p>
		<p>The assertion in para 4.3.30 that “Visitor activities are likely to remain broadly as at present with respect to habitats, with the greatest focus on the beach and little activity on other parts of European sites” should be regularly reviewed during the implementation of the SPD, by means of visitor surveys and updates assessments of impact on N2K sites and SSSIs.</p>	<p>Noted. No further comment. Issue will be addressed through the implementation of Sustainable Access Strategy and monitoring</p>	<p>No further comment</p>
		<p>The SPD currently appears to lack an Action</p>	<p>Noted. Many of the comments raised</p>	<p>No further comment</p>

		<p>Plan</p> <p>At this stage, the action plan and associated products, need to be “living documents” that provide an increasingly clear framework that is necessary to deliver the vision. They will need regular monitoring and reviews to recognise and respond to changing circumstances. Some of the immediate actions that have a bearing on the natural environment, are as follows:</p> <p>Complete surveys to understand how visitors use the various parts of the area, throughout the year.</p> <p>Identify those parts of the area where recreational use already has a significant detrimental impact and define necessary management or mitigation.</p> <p>Analyse the key habitats, to understand their sensitivities.</p> <p>Provide clarity about any opportunities to use parts of the area more intensively and/or for new purposes; and consequently the nature of any necessary management or mitigation</p> <p>Outline a deliverable traffic and parking strategy and action plan/program – to ensure the management of visitor numbers.</p> <p>Review of the Dune Management Plan to ensure it anticipates the impact of development of the car parks and the</p>	<p>will be dealt through the Sustainable Access Strategy and through already agreed textual changes to the draft SPD.</p>	
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		<p>increased use of the Western Car Park, with an indication of the contribution that schemes should make.</p> <p>Establish an environmental monitoring and management plan</p> <p>Establish an agreed program of action identifying: who will deliver key projects and programs, a time table and funding sources</p>		
C002	Mrs Julie O'Shaughnessy	General coments: Supports redevelopment of the putting green, installation of beach huts	Noted	No further comment
		Retention of Car Parking provision on the Central Car Park. Loss of parking on both sites will be detrimental to the Camber.	There will be some retention of car parking space on Central Car Park although there will be small net loss.	No further comment
		Loss of community amenity on the Central Park such as the offices for the police, beach inspectors, medical facilities	Community amenities such as the police, lifeguard will be retained in some capacity in a central location. Textual change in the SPD to retain key amenities within the Central Car Park site.	<p>Insert into the Central Car Park Development brief (p87).</p> <p><i>'There should be retention of key operational amenities on the Central Car Park site such as police, lifeguard and medical facilities.'</i></p>
		Retention of car parking space for Marine Cottages will have permits for space on CP.	Noted. Proposed textual change in the draft SPD to acknowledge existing legal right of ways and access.	<p>Insert into the Central Car Park Development brief (p89):</p> <p><i>'Any future redevelopment on the Central Car Park should acknowledge and retain existing legal rights of access in relation to Marine Cottage properties. All existing legals agreements will be upheld'.</i></p>
		Use of Johnson Field as an overflow car park	Noted. Agreed textual change with	Insert into section 4.3

		<p>would not work as the access into the overflow car park would conflict with childrens play space</p>	<p>Camber Parish Council.</p>	<p>Development Brief (p95) to read:</p> <p><b>Traffic and movement</b></p> <p><i>‘Overall parking levels should be retained, with a rebalancing of spaces from the central car park site to the overflow car park, in partnership with ESCC, with a pedestrian link between these strengthened.</i></p> <p><i>The redevelopment of the overflow car park to accommodate the rebalancing of car spaces should not be developed in isolation but phased as part of the comprehensive redevelopment of the Central Car Park site.</i></p> <p><i>There is the opportunity to create a one way vehicular system by connecting Old Lydd Road to the Central Car park to the existing overflow and create a create a direct link onto Lydd Road through Johnsons Field. This would alleviate traffic along Old Lydd Road and should be a viewed as part of a holistic traffic management solution to manage heavy congestion along Old Lydd Road during times of peak usage.</i></p> <p><i>Appropriate measures should to taken to develop the overflow car</i></p>
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				<p><i>park with materials and surfaces which are sympathetic to the local context</i></p> <p><i>If a single lane vehicular access onto Lydd Road through Johnsons Field is required it should minimise the loss of amenity space and mitigation should be applied either through compensatory measures or contributions to local community infrastructure. Regard should be given to apply robust safety measures to avoid conflict with adjacent users of Johnsons Field.'</i></p>
		Western Car park should be pay and display or pay on exit. The car park should also be open all year round.	There are operational issues concerning pay on exit including security which the Council has explored and discounted as a viable alternative.	No further comment
		There should be improvement to the Pontins site	Pontins is a private operator and it is the aspiration of the draft SPD to improve the holiday offer onsite.	No further comment
		Investment in sea defences is still required to protect Camber	Further investment in sea defences is programmed by the EA (Broomhill Sands)	<p>Acknowledgement of further investment in sea defences. Insert text to read (p125):</p> <p><i>“The Environment Agency is schedule in 2013/14 to implement further investment in improving sea defences at Broomhill Sands to ensure the long term protection of Camber from flooding’</i></p>
C003	Miss Petula Mylchreest	Pontins Patrons should park within the Pontins complex and not within the White Sands.	This is operational issue to be taken up with Pontins directly and not within the scope of the draft SPD	No further comment
		The Council should put pay and display or pay	Long standing issue which has been	No further comment

		on exit on their car parks.	investigated by the Council and has been rejected on the grounds of resourcing staffing and security reasons.	
		Car parking charges are expensive and force families to park on grass verges	Noted. A holistic traffic management strategy will be required on peak days to prevent inappropriate parking. This may take the form of price controls in existing car parks, the use of private parking provision and targeted communication.	No further comment
		The proposed beach huts should be on Broomhill Sands and well away from the village. They will attract noise and disturbance.	Beach huts will provide much needed vitality to the area. No change proposed	No further comment
		Careful balance between over commercialisation of the Camber and protecting the natural beauty of Camber.	The draft SPD understands and respects a balance is required between regeneration of the village and protection of the environment	No further comment
C004	Mr Nigel Woodbridge	Support is given to the draft SPD to increase the long term viability of the village	Noted	No further comment
		Concern for possible conflict between recreation use on Johnsons Field and proposed use as an overflow car park	Appropriate mitigation will be applied to any proposed redevelopment of Johnsons Field. Proposed textual changes to be inserted in the draft SPD agreed with the Parish Council	Please refer to C012
C005	Mr and Mrs Beswick	Support improvements to the environment around the village of Camber.	Noted	No further comment
		Direct consultation with property owners required. The residents own both the alley way behind the houses and a parcel of land beyond that	Consultation on the draft SPD was completed in accordance with the regulations.	No further comment
		The proposed dune extension will encroach on Marine Cottages	Noted. Current management practices will be maintained. Any proposed redevelopment of Central Car Park will be the catalyst for a review of the local Dune Management Plan	Insert text in section 4.2 Development Brief:  <i>'Any proposed redevelopment of Central Car Park will be the catalyst for a review of the local Dune Management Plan'</i>

		There is no mention of the dynamic nature of the Dune system at the Eastern end of Camber and how this will be managed	The management of the dune system will involve several stakeholders including ESCC and NE. The Council along with Shepway District Council is committed to undertake a Sustainable Access Strategy to manage recreational pressure on the wider Dungeness complex.	No further comment
C006	Ellen Reith (ESCC)	Raised concrete walkway. Prior to installation of external lighting, an assessment of potential impact of biodiversity should be carried out.  Proposals to extend promenade to the east of the village is required to respect the rural nature of the area between the caravan site and Broomhill Sands car park. Care should be taken to respect the rural character.	Noted. A proposed scheme including improving connectivity along the beach front will be subject to the stringent development management processes to ensure the integrity of the SSSI is retained. As agreed with NE an assessment will be required to ascertain the impact of the proposal on the N2K sites.	No further comment
		Tree species identified for Johnsons Field are not native but may be appropriate. Care is required not to introduce invasive tree species such as Holm Oak	Noted. Textual change agreed with NE to avoid non – native species planting in Camber which could threaten the integrity of the International sites.	Please refer to CO01
		Western Car Park the introduction of grass species around the perimeter should be done with caution to avoid negative impact on the dunes.	Noted. Textual change agreed with NE to avoid non – native species planting in Camber which could threaten the integrity of the International sites.	Please refer to CO01
		Plan page 65 Amend references relating to New Lydd Road and Old Lydd Road to “Use different road surfaces materials and improve the movement of pedestrians and cyclists”.	Noted. Agreed textual change.	For clarification amend p65 to read:  <i>“Use different road surfaces materials and improve the movement of pedestrians and cyclists”.</i>
		Section P7 native coastal species should be used where possible and would not impact on the biodiversity of the dunes.	Noted. Agreed. Noted. Textual change agreed with NE. Native species would be used in planting schedules and agreed with the relevant agencies before	No further comment

			commencement.	
		Community and Leisure Extreme sports such as Kite Surfing can have disturbing impacts on birds. Any development of these sports should therefore include the development codes of conduct and/or local byelaws to prevent detrimental impacts	Existing conditions and management mechanisms are already in place to restrict kite surfacing to certain areas of the beach. The Council along with Shepway District Council is committed to develop a Sustainable Access Strategy to manage recreational pressure on the International complex.	No further comment
		National Environment The reference to the winter bird nesting does not make sense. The dunes and surrounding habitats are important for overwintering, passage and breeding birds	Noted. Comment is made on p35 Section 2.7 which reads:  <i>'The SPA supports important populations of breeding, migratory and overwintering birds.'</i>  To 'overwinter' is to pass through or wait out the winter season. Many bird species migrate and then overwinter in regions where temperatures are warmer or food is more readily available.	No further comment
		Existing green infrastructure (GI) should be protected and enhanced in addition to the creation of new GI.	Noted. Minor textual change to strengthen this point. Conforms with emerging Core Strategy policies to support new GI.	Insert new text to read:  <i>'Where it is appropriate support is given to opportunities for the creation of new green infrastructure to enhance biodiversity'.</i>
		Johnson's Field overflow is leased to and managed by RDC and it is not a free car park. Johnson Field central recreational area is leased to Camber PC who maintain the site under the terms of the lease. Concerns in relation to site security and recreational users if fences are removed along road side.	Possible landswap deal with ESCC subject to terms. This would have be coordinated with redevelopment of the central car park site and phased as part of any comprehensive redevelopment of the Central Carpark	No further comment
		Planting schemes for central area has already been instigated by Camber PC following	Noted. Agreed Textual change agreed with NE regarding using non-native	No further comment

		guidelines with mixed success. Ongoing maintenance of planted area and access structures is currently undertaken by Camber PC under the lease agreement.	species in the area. Existing agreements regarding planting schedules will be reviewed as part of any redevelopment and agreed with the relevant stakeholders.	
C007	Mrs Georgina Holt	Any proposal for the Central Car Park should maximize sea views	Noted.	No further comment
		Car parks at Camber should have pay on exit	Pay on exit has been examined as an option but issues concerning staffing and security have made this option unviable. No change.	No further comment
		Camber has varied architectural mix, it would benefit from a coherent design plan.	Noted.	No further comment
		The external perimeter appearance of Pontins should be upgraded	Pontins is a private operation. It is the aspiration of the Camber SPD to upgrade the tourism offer on the Pontins site.	No further comment
C008	Ms Claire Williams	Support upgrade of tourism offer to Camber. The SPD should allow as much variety in amenity as possible	Noted.	No further comment
		The village needs a strong elevation to the sea, possibly with an iconic central focus. The natural place for this is at the Central car park, facing the beach and also addressing the inland aspect. There could be a three storey building with a full complement of decks, terraces and balconies, topped with a roof terrace half footprint arrangement. This could incorporate several different uses.	The redevelopment of Central Car park will be focus of the village and this is reflected in the SPD. The SPD advocates a sympathetic approach to the redevelopment of the Central Car Park site. Redevelopment of site will be assessed on its individual merits through a planning application but will be subject to stringent processes to ensure there is appropriate consideration of the SSSI, the character of the area, and other environment factors such as flood risk are taken on board.	No further comment
		A truly radical plan would be to do away with any parking facilities in the central car park and focus entirely it being the village hub. Limited general parking, disabled parking and horse box facilities would be located in the	There will be some parking at Central Car park given it will be the focus of the village centre. There could be restaurants, some residential and shops so removing all parking completely is not	No further comment

		existing overflow and accessed from New Lydd Rd	realistic. There will be parking required for emergency services as well as for the disabled. No change.	
		<p>Page 91 states that 'new buildings should respond to a beach hut architectural language with pitched roofs and dormer windows'. This would be restrictive and negative requirement.</p> <p>The village needs a proper core, this is likely to be achieved with a well planned (relatively) high density centre.</p> <p>Secondly, the way to bring in the developers and self builders who can help regenerate Camber is to make it worth their while by allowing greater density (and stylistic freedom).</p> <p>In this location, a high density development would consist of ground, first and second floor buildings with a partial footprint on the second floor in the form of attic spaces or penthouse style rooftop rooms and terraces, and maybe even further reduced third floors as 'lookout' rooms and verandas.</p>	<p>Noted. Development on the central car park and the former putting green site presents an opportunity to consolidate the core of the village by developing a high quality design led solution which complements the locality and improves the quality of tourism offer in the village. The development will be sensitive to the character of the locality and redevelopment of the Central Car Park site and the Former Putting Green Site will be assessed on its own merits in line within the planning framework.</p>	No further comment
		<p>The authors of the SDP themselves don't really envisage cottage style with dormers as their artist's impression is more like what is described above, see p 98.</p> <p>Much of this development would be facilitated by simply giving permission for taller buildings. The lower densities would be the same principle but one storey less.</p> <p>Obviously if pressure on the village grew, the dense core would expand, as is typical of most English towns and cities.</p>	<p>Tall buildings would go against the prevailing settlement pattern in Camber and should be avoided. Any development proposal on the Central Car Park will take due consideration of the character of the area as well as respect the amenity value of adjacent properties.</p> <p>Given the environmental constraints and the lack of key services such as a primary school, the Core Strategy is promoting limited development in Camber up to</p>	No further comment

			2028.	
		The two field sites which are not in the SSSI (section 3.4, page 49) might be better used as overflow car parking leaving the village core free for higher density development. It is relatively high density which would give the village buzz and so parking should be moved out to perimeter sites, with a mainly pedestrian central area. Glamping etc could be located on the inland side of the village where the SDP envisages countryside access.	An appropriate traffic management strategy will be investigated before the two key sites are brought forward and is considered to be the key requirement of bringing the site forward.  Potential Glamping sites will be explored and will be subject to proper planning considerations including flood risk and traffic management.	No further comment
		The main road through the village could be improved through the planting of trees and improvement of road surface as described in the SPD but also by encouraging denser development around the village centre, as discussed above. The planting of 'coastal character planting' along the verges might be appropriate around the edge of the village,	Noted. Development on key sites will be subject to the development management process. However the SPD will have significant regard for a strong design led solution. The use of planting will be informed by development proposals and only the use of native species will be allowed.	No further comment
		<b>Western Car Park</b> The Western car park needs to be run and or redesigned in such a way that it doesn't cause tail backs to Rye! Parking should be pay and display so that cars don't queue on the road which is the cause of the massive tailbacks. Signs on main approach roads should advise the public when Camber is 'full'.	Effective traffic management is essential which may include price controls of car parking areas including Western Car Park and also to promote behavioral change. Pay and displayed has been examined and rejected on grounds of security and safety.  There will be a relative small net loss in car parking on Central Car Park but the long term strategic objective would be to promote an increase in the quality of the tourism to a year round offer, change perceptions of Camber and a simulate a welcomed injection of investment into the local economy.	Insert text in Section 3.5 (p70):  <i>'On occasions during the busy peak season and during periods of fine weather, traffic congestion into Camber causes very significant disruption. There is a requirement for a holistic traffic management solution involving key agencies and stakeholders. This could include private parking provision, greater promotion of Broomhill Sands car park, explore the potential of temp park and ride facility, the introduction of stringent price parking controls, and effective public</i>

				<i>communication. To avoid significant operational disruption during redevelopment of key sites and to tackle heavy traffic congestion during peak periods, it is expected that a comprehensive traffic management strategy be submitted as part of the proposal to redevelop the Central Car Park and Former Putting Green sites'.</i>
		<b>Beach huts</b> - All along the sea wall to Jury's gap should be beach huts and proper facilities for watersports etc.	Noted.	No further comment
		Marine cottage residents have vehicular right of way to park at the back of the cottages	Noted. Proposed textual change in the draft SPD to acknowledge existing legal right of ways and access	Suggested textual change in the development brief (p89):  <i>'Any future redevelopment on the Central Car Park should acknowledge and retain existing legal rights of access in relation to Marine Cottage properties. All existing legal agreements will be upheld'.</i>
C009	Ms Jennifer Wilson Environment Agency	Operational and maintenance implications should be considered at Central Car Park due to accumulation of sand	Noted. Amenities have already raised this issue. Textual references will be made in the document to reflect operational issues	No further comment
		Welcome increased dune habitat and sensitive coastal planting and appropriate ditch management	Reference to the restoration of the dune habitat to be removed from the SPD. This is to ensure proper access can be achieved onto the beach for emergency services and the disabled and the Council fulfils its Duty of Care Obligations.	No further comment
		The promenade on the east of the village would need to be considered in the context of	Noted.	No further comment



		Broomhill flood defence scheme		
		The proposed amphibious vehicle could cause increased erosion or new scour areas of sand.	Agreed. Remove proposed reference amphibious vehicle crossing. The scheme is unlikely to come forward because of viability and potential environmental damage.	Delete reference to T16 p60
		Proposal to have a new walking route across the river (p16) of the draft document section T12. There is not enough space for such a crossing. There is no support for such a crossing at this time.	Removal reference to this scheme. It is unlikely to be viable and it would be expensive. Possible conflict with existing river traffic.	Delete reference to T12 p58
		There should be mention of water efficiency and SUDS measures within the SPD which will help reduce water consumption but also aid with reducing surface water run off.	These issues are suitably dealt with through the Core Strategy. Further robust application of Core Strategy polices concerning issues of water efficiency and reducing surface water run off will be dealt through the planning application stage.	No further comment
C010	Mrs Sarah Walker	<b>3.5 P4 N3 p62, p66:</b> I agree that the fabric of the car park and surrounds need to be better maintained by the council	Noted. No change required.	No further comment
		<b>4.2 p90/93:</b> The residents of Marine Cottages jointly own a rectangular area of land on the landward side of and parallel to the wall behind the cottages. There is no public right of way across this section of land next to the dune east of the car park and each resident also owns the beach in front of the properties down to the mean high tide line. Furthermore, the owners of Marine cottages have a vehicular right of way over the car park. Any footpath over the east dune (as drawn on p47) behind the houses would look straight into our bedrooms.	Noted. Proposed textual change in the draft SPD to acknowledge existing legal right of ways and access	Textual change inserted Section 4.2 (p89):  <i>'Any future redevelopment on the Central Car Park should acknowledge and retain existing legal rights of access in relation to Marine Cottage properties. All existing legal agreements will be upheld'.</i>
		<b>3.5 P4 and N3, 4.2 p83-4, p86:</b> Any extension of the dune (which we have seen has built up	Reference to the restoration of the dune habitat to be removed from the SPD.	Delete reference to P4 p62

		itself substantially in the last 25 years) would both threaten our property and be disastrous for any new developing businesses because of the turbulent winds that whip up unstable sand particularly in winter. The Marine Cottages residents pay a substantial amount annually to shift “blown sand” from this dune on our property already and would expect the council to take over this responsibility and protect our property should any action be taken to enlarge the dune or to make it unstable.	This is to ensure proper access can be achieved onto the beach for emergency services and the disabled and the Council fulfils its Duty of Care obligations.	
		<b>4.2 p88-9:</b> There need to be enough car parking spaces and access to the cottages for emergency vehicles, refuse lorries, furniture lorries, cleaners and visitors with a permit, as well as spaces for the general public, horse boxes and families.	Noted. Access for refuse, emergency services and designated visitors will still be permitted. Traffic will be restricted as part of the overall traffic management strategy.	No further comment
		<b>p91:</b> Drop off spaces would be chaotic, cause queues and invite accidents.	This will be managed as part of the overall traffic management strategy when the Central Car Park is redeveloped.	No further comment
		<b>3.5 p75:</b> “Contemporary light fittings for all year round usage” on the shingle bank and any development of cafes on the Central Car Park opening late would destroy the tranquillity of the beach and the “intense feeling of remoteness” (2.6) through echoing noise and light pollution. Currently the car park is locked at 8pm.	To improve the offer at Camber and not just seasonal holiday desination there must be further investment in local facilities and provision beyond the traditional ‘bucket and spade’ offer currently available.	Remove text “ <i>Contemporary light fittings for all year round usage</i> ” p75 Section 3.5
		3.4 T1, 2.5: Cycle hire is best kept away from the beach, and sand. You cannot carry beach equipment on a bike, or easily on public transport. Inclement weather would result in chaos.	Cycle hire is being realised to improve sustainable transport options and improve the local tourism offer. This is an operational issue and not relevant for this SPD.	No further comment

		T16: The water taxi idea would bring pollution and be dangerous for swimmers. The commercial viability of such a service is questionable.	Agreed. Remove proposed reference amphibious vehicle crossing. The scheme is unlikely to come forward because of potential viability and environmental damage. There is a possible conflict between freight traffic and the water taxi.	Delete reference to T16 p60
		T8 Traffic calming, electronic car park signs, broadband, redeveloped play areas, planting trees, shop facelifts and a hub for business set further back from the beach would all enhance Camber and benefit its businesses.	Noted	No further comment
C011	Mrs Angela Alexander	Camber Parish Council would object to use Johnson Field as a roadway for either access or egress to car parking. It is thought it that it would not be an appropriate use of the field after considerable investment to improve the recreational amenity of the field.	Agreed textual change in the draft SPD with the Parish Council.	<p>Insert text to section 4.2 under Traffic and Movement section to read:</p> <p><i>'Overall parking levels (170) should be retained, with a rebalancing of spaces from the central car park site to the overflow car park, in partnership with ESCC, with a pedestrian link between these strengthened.</i></p> <p><i>The redevelopment of the overflow car park to accommodate the rebalancing of car spaces should not be developed in isolation but phased as part of the comprehensive redevelopment of the Central Car Park site.</i></p> <p><i>There is the opportunity to create a one way vehicular system by connecting Old Lydd Road to the Central Car park to the existing</i></p>

				<p><i>overflow and create a create a direct link onto Lydd Road through Johnsons Field. This would alleviate traffic along Old Lydd Road and should be a viewed as part of a holistic traffic management solution to manage heavy congestion along Old Lydd Road during times of peak usage.</i></p> <p><i>Appropriate measures should to taken to develop the overflow car park with materials and surfaces which are sympathetic to the local context</i></p> <p><i>If a single lane vehicular access onto Lydd Road through Johnsons Field is required it should minimise the loss of amenity space and mitigation should be applied either through compensatory measures or contributions to local community infrastructure. Regard should be given to apply robust safety measures to avoid conflict with adjacent users of Johnsons Field.'</i></p>
C012	Mrs Pat Brazier	Objection to take away car parking spaces from the Central Car Park and Putting Green Site. Key users such as the disabled, young families, permit users will be hardest hit. Further objection to the use of the overflow car because there will be a conflict of use between an area used for children play space and vehicle access point. Safety issue.	Agreed textual change in the draft SPD with the Parish Council.	<p>Insert text to section 4.2 under Traffic and Movement section to read:</p> <p><i>'Overall parking levels (170) should be retained, with a rebalancing of spaces from the central car park site to the overflow car park, in partnership</i></p>

				<p><i>with ESCC, with a pedestrian link between these strengthened.</i></p> <p><i>The redevelopment of the overflow car park to accommodate the rebalancing of car spaces should not be developed in isolation but phased as part of the comprehensive redevelopment of the Central Car Park site.</i></p> <p><i>There is the opportunity to create a one way vehicular system by connecting Old Lydd Road to the Central Car park to the existing overflow and create a direct link onto Lydd Road through Johnsons Field. This would alleviate traffic along Old Lydd Road and should be viewed as part of a holistic traffic management solution to manage heavy congestion along Old Lydd Road during times of peak usage.</i></p> <p><i>Appropriate measures should be taken to develop the overflow car park with materials and surfaces which are sympathetic to the local context</i></p> <p><i>If a single lane vehicular access onto Lydd Road through Johnsons Field is required it should minimise the loss of amenity space and mitigation should be applied</i></p>
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				<i>either through compensatory measures or contributions to local community infrastructure. Regard should be given to apply robust safety measures to avoid conflict with adjacent users of Johnsons Field.'</i>
		Rother District Council should use the income generated by the car parks to invest in Camber.	Noted. This is an operational issue and not within the scope of this draft SPD	No change
C013	Mr Charles Saxby	Objection to the road proposal through Johnson's Field	Agreed textual change in the draft SPD with the Parish Council.	<p>Insert text to section 4.2 under Traffic and Movement section to read:</p> <p><i>'Overall parking levels (170) should be retained, with a rebalancing of spaces from the central car park site to the overflow car park, in partnership with ESCC, with a pedestrian link between these strengthened.</i></p> <p><i>The redevelopment of the overflow car park to accommodate the rebalancing of car spaces should not be developed in isolation but phased as part of the comprehensive redevelopment of the Central Car Park site.</i></p> <p><i>There is the opportunity to create a one way vehicular system by connecting Old Lydd Road to the Central Car park to the existing overflow and create a create a</i></p>

				<p><i>direct link onto Lydd Road through Johnsons Field. This would alleviate traffic along Old Lydd Road and should be viewed as part of a holistic traffic management solution to manage heavy congestion along Old Lydd Road during times of peak usage.</i></p> <p><i>Appropriate measures should be taken to develop the overflow car park with materials and surfaces which are sympathetic to the local context</i></p> <p><i>If a single lane vehicular access onto Lydd Road through Johnsons Field is required it should minimise the loss of amenity space and mitigation should be applied either through compensatory measures or contributions to local community infrastructure. Regard should be given to apply robust safety measures to avoid conflict with adjacent users of Johnsons Field.'</i></p>
C014	Mr Richard Gradon	Requirement to improve year round attractions to make investment sustainable and attractive.	Noted.	No further comment
		Requirement to transfer Camber's image beyond the traditional bucket and spade offer. A marketing/tourism campaign to support Camber as a 'brand' would benefit the town.	The SPD offers a framework to improve the tourism offer at Camber while safeguarding the natural environment.	No further comment
		Opportunity to develop the Pontins site in a state of the art vibrant holiday destination	Improving the function and appearance in the Pontins site is one of the objectives of the SPD.	No further comment

		To attract investment to Camber there must be a positive planning regime, make it attractive to private investors, redevelop Camber comprehensively and not on a piecemeal basis and access public funds to enable improvements to public realm and local amenity projects	Noted. The draft SPD will provide a framework to channel investment.	No further comment
		Requirement to resolve traffic congestion at peak times with improved traffic management	Noted. The draft SPD acknowledges traffic management strategy should be part of the overall regeneration strategy	No further comment
		P86 – developable area needs to be maximized to ensure financial viability of the scheme.	Noted. Development proposals will be assessed individually on their planning merits.	No further comment
		Restoring the dunes should not be at the expense of other material consideration such as maximizing sea views or a reduction in the developable area	Reference to the restoration of the dune habitat to be removed from the SPD. This is to ensure proper access can be achieved onto the beach for emergency services and the disabled and the Council fulfils its Duty of Care Obligations.	Delete reference to P4 p62
		P86 no requirement to pre-judge design parameters	Development proposals will be assessed individually on their planning merits. The draft SPD supports high quality design.	No further comment
		Amend p87 residential use should be the main driver of any scheme on the Central Car park	There will be limited housing development in Camber which will be in accordance with the development strategy stipulated in the Core Strategy. Given the provision of services available in the village and consideration of environmental and flood risk factors this strategy is appropriate.	No further comment
C015	Jenny Danczak	Marine Cottages are not all holiday lets there is least one permanent residence.	Noted.	No further comment
		The properties known as Marine Cottages addition to part of the beach in front of the houses down to the high tide line, the	Noted. Proposed textual change in the draft SPD to acknowledge existing legal right of ways and access	Insert text to read in section 4.2 (p89):



	residents own both the alley way behind the houses and a parcel of land beyond that (currently used as our car park) and there is NO public right of way on either of these.		<i>'Any future redevelopment on the Central Car Park should acknowledge and retain existing legal rights of access in relation to Marine Cottage properties. All existing legals agreements will be upheld'.</i>
	Marine Cottages there is a legally documented right of way afforded to Marine Cottage owners across the existing Central Car park for access to their property	Noted. Proposed textual change in the draft SPD to acknowledge existing legal right of ways and access	Insert text to read in section 4.2 (p89):  <i>'Any future redevelopment on the Central Car Park should acknowledge and retain existing legal rights of access in relation to Marine Cottage properties. All existing legals agreements will be upheld'.</i>
	The dune extension as described in the SPD will encroach on our land and will threaten our houses - they would soon become engulfed in sand and be buried	Reference to the restoration of the dune habitat to be removed from the SPD. This is to ensure proper access can be achieved onto the beach for emergency services and the disabled and for the Council to fulfil its Duty of Care obligations.	Delete reference to P4 p62
	Improvement of public realm and local amenity is sought as well as upgrading the tourism offer in the village to encourage local spend.	Noted	No further comment
	Johnsons Field is a valued local resource and should not be used for parking and needs shielding from traffic.	There will be appropriate mitigation applied to the redevelopment of Central Car Park including the use of Johnsons Field as part of the overall traffic management solution.	No further comment
	Boardwalks, fencing, planting etc must be a prerequisite to development.	This will be dealt through the development management process	No further comment
	Care must be taken not to damage the Dune as a result of increased activity	The draft Camber SPD acknowledges the dunes have a significant ecological value	No further comment

			to the locality and should be afforded appropriate protection. A Sustainable Access Strategy will also seek to manage recreational pressure on the Dungeness complex.	
		Boardwalks could encourage dispersal of crowds along the beach in summer. Properly licensed/managed concessions for deck chairs/refreshments could also be spread along the beach to help with crowding.	Reference to boardwalks will be removed from the draft Camber SPD. Issues of vandalism and management of the boardwalks have been cited as well as the shifting nature of the dunes which would bury the boardwalks in relatively short period of time.	<p>Delete reference p73:  <del>Installation of timber board pathways through the dunes on the rights of way to form improved access routes between the road and the beach.</del></p> <p><del>Rotated access to the paths which are not rights of way, to enable the dune to recover stabilising planting to be undertaken during periods of closure</del></p>
		Objection is made to any buildings being erected at the Jury's Gap end of the beach impacting on views. The introduction of beach huts/changing facilities should be low rise and on the other side of the sea wall in the current car park areas.	Comment noted.	No further comment
C016	Mr Nicholas Walker	There should have been direct communication during the consultation with the owners of Marine Cottage	Consultation was undertaken in accordance with the Regulations and consisted of two workshops held in the village, communication with local stakeholders and a seven week consultation.	No further comment
		Marine Cottages are not all holiday lets there is least one permanent residence with some properties used as a second home.	Noted	No further comment
		The draft SPD should acknowledge freehold of Marine Cottages property (which extend to the Mean High Water level on the beach) and Marine Cottages Residents Co Ltd ("MCRC")	Noted. Proposed textual change in the draft SPD to acknowledge existing legal right of ways and access	<p>Insert text n section 4.2 to read:</p> <p><i>'Any future redevelopment on the Central Car Park should</i></p>

		owns a rectangular parcel of land to the north of the cottages, of approximately the same dimensions as the footprint of the cottages and their access alley (the "MCRC Land").		<i>acknowledge and retain existing legal rights of access in relation to Marine Cottage properties. All existing legal agreements will be upheld'.</i>
		The draft SPD should recognise that there is no public right of way to the beach or dune system across the MCRC land.	Noted. It is not within the remit for the draft Camber SPD to advocate access or trespass over private land.	No further comment
		Objection is made to the proposed dune extension. Residents encrue at considerable cost encroachment on the properties collectively known as 'MCRC'	Reference to the restoration of the dune habitat to be removed from the SPD. This is to ensure proper access can be achieved onto the beach for emergency services and the disabled and for the Council to fulfil its Duty of Care obligations.	Delete reference to P4 p62
		Residents at Marine Cottages enjoy a legal right of way across the Central Car Park	Noted. Proposed textual change in the draft SPD to acknowledge existing legal right of ways and access	Insert text to read in section 4.2  <i>'Any future redevelopment on the Central Car Park should acknowledge and retain existing legal rights of access in relation to Marine Cottage properties. All existing legal agreements will be upheld'.</i>
		Any proposal to re-develop the car park should make provision for each owner to have a permanent car parking space adjacent to the properties (subject of course to payment of the appropriate permit fee).	Noted. Proposed textual change in the draft SPD to acknowledge existing legal right of ways and access	Insert text to read in section 4.2  <i>'Any future redevelopment on the Central Car Park should acknowledge and retain existing legal rights of access in relation to Marine Cottage properties. All existing legal agreements will be upheld'.</i>
		The proposed "kiss and wave" drop-off will not meet all parking needs of visitors and especially simply does not reflect the needs of permanent residents, and especially the	A proposed 'kiss and wave' drop off point at Central Car Park will be reviewed as part of the overall traffic management strategy. There will be a	No further comment

		additional difficulties which are faced by the disabled	net loss of parking spaces on the Central Car Park and as part of the redevelopment of the site all stakeholders will be required to work together to minimise disruption to local residents as well as provide an appropriate manageable solution to the heavy congestion on peak days.	
C017	Mr Anthony Lloyd	The local golf course is known as Rye Golf Club and not Camber Golf Club	Noted. Make correction as appropriate	Amend text for correction (p52): Delete Camber Golf Course and replace with:  <i>'Rye Golf Course'</i>
		Walk 1. A route from Camber along the sands westwards to the river Rother (RGC owns the land to the mean high water mark, there is no footpath westwards through the dunes) then upstream to the Harbour Master ( with a possible link <u>across</u> the Rother by bridge or ferry to Rye Harbour Village and the Nature Reserve) and back along the Tramway to Camber (a permissive footpath by agreement between RGC and ESCC through the golf courses). The plan does not follow the route as described in the legend, it shows a return path via Rye Town and the Sustrans route Camber through the dunes to the river Rother then past the Harbour Master and along the north bank of the river, along the Harbour Masters road in front of the 12th tee (this section is a permissive footpath) and on into Rye (statutory section) along the river bank with a return route back along the cycle route north of Northpoint Water to Camber.	An appropriate walking route west of Camber has been agreed with the relevant landowners through the work with Regeneration and the County Council and are reflected on the Information Boards. The agreed route is a mixture of an existing route and extension of new routes. The new route does not conflict with activities of the golf course.	Amend draft SPD (p53) to include amendment to walking route one as agreed with all stakeholders including ESCC, NE, RDC Regeneration and the Golf Club. Walking Route 2 and 3 will remain. Please refer to Appendix 1.

	RGC is concerned to try to avoid additional pedestrian traffic “where golf is played” and so to concentrate increased activity away from the potentially dangerous golf course where walkers could be hit by stray golf balls. There is an understanding with local dog walkers and local residents.	Noted. Safety is paramount and care will be taken to avoid conflict with the golfing activities.	Amend draft SPD (p53) to include amendment to walking route one as agreed with all stakeholders including ESCC, NE, RDC Regeneration and the Golf Club. Walking Route 2 and 3 will remain. Please refer to Appendix 1.
	Concern of the use of the boardwalks over the dunes.	Reference to boardwalks will be removed from the draft Camber SPD. Issues of vandalism and management of the boardwalks have been cited as well as the shifting nature of the dunes which would bury the boardwalks in relatively short period of time.	<p>Delete reference p73:  <del>Installation of timber board pathways through the dunes on the rights of way to form improved access routes between the road and the beach.</del></p> <p><del>Rotated access to the paths which are not rights of way, to enable the dune to recover stabilising planting to be undertaken during periods of closure</del></p>
	Providing for winter nesting birds (ch 1.1.3) is a strange and ill-informed remark by the consultants which along with planting non-native trees in the car parks and also oak trees, which will not grow on sand, and are alien to the Camber landscape	Non-native species will not be planted in Camber. Text relating to non-native species will be removed.	Delete textual reference to planting of non-native species from the draft SPD (appendix 6). Non-Native Species stipulated in Paragraph 4.7 in the accompanying HRA.
	Bridging or a ferry across the river Rother is both uneconomic and impractical (coastal vessels use the wharf at Rye Harbour) and in the case of a ferry made almost impossible by strong tidal flows and large ranges of daily river levels.	Noted. This scheme will be removed from the SPD.	Delete T12 (p58)
	Appendix 6.5 avoids land take or recreational damage to SSSI. This conflicts with the suggested path presumably along the mean high watermark on Camber sands to the Rother (walk 1) which is in the SPA at the	An appropriate walking route west of Camber has been agreed with Rye Golf Club through the work with Regeneration and the County Council and are reflected on the Information	

		western end and SSSI of the whole dune and all of Rye Golf Club land which is also SSSI etc.	Boards. The agreed route is a mixture of an existing route and extension of new routes. The new route does not conflict with activities of the golf course.	
C018	Development Management RDC	Former Putting Green site  Best pursued as a comprehensive development rather than, as suggested, plot by plot.	Noted.	P94 Insert text to read:  Overall objective:  <i>'A comprehensive development will be sought on the former putting green site.'</i>
		The SPD document (page 97) should acknowledge the building (It is actually a bungalow) to the north but it doesn't recognise the facing windows of the recent Royal William Square units as being a major constraint on the development of the site at the western end. Neither does the document acknowledge that the site has been raised above road level and the level of surrounding properties, which will have a bearing on design and relationships of any new buildings with their neighbours.	Noted. Individual applications will be assessed on its own merits but for clarification insert text to respond to the representation.	P94. Insert text in the development brief to read:  Built development  <i>Any proposal on should respect the amenity value of the adjacent residential properties.</i>  <i>'The applicant must give regard to the site levels as the Former Putting Green Site is raised above road level. Due consideration should be given over to the design and relationship of any proposal with existing neighbouring buildings'</i>
		Development should not step round the corner at the western end, behind the corner gallery shop idea. Units here would be too close and intrusive to the new houses on the Royal William site. These two plots at the rear should be deleted and there should be no suggestion of developing in this north west corner.	Noted. All diagrams in the draft SPD are indicative. Applications will be assessed on their own merits	P94. Insert text in the development brief to read:  Built development  <i>Any proposal on should respect the amenity value of the adjacent residential properties.</i>

		With regards to the corner, gallery shop unit, there should also be a reference to design here that does not prejudice the amenities of the facing dwellings next door. This unit needs to be set further away from the western boundary.	Noted	P97. Insert text in the development brief to read:  <i>One larger unit has been provided at the western end of the site to provide a commercial unit or gallery space.... 'Care should be taken not to prejudice the amenity value of the facing dwellings and the appropriate distances are applied through good design'.</i>
		Explore opportunity to include the two bungalows to the north into a larger site it would achieve a more comprehensive scheme.	The landowner has not indicated they would want to engage in any redevelopment of the two bungalows. Propose no change.	No further comment
C019	Amenities Department RDC	<b>Camber Context Document</b> Page 25 – Section 1 Western Car Park Western Car Park is marked out, with car park filling pre 1pm on peak days.	A recent operational change has resulted in car parking spaces in Western Car Park are now formally marked out. Agreed correction in the text to reflect this.	Delete following text (p25/p70)  <del>Spaces are not marked out and it may be possible to accommodate more cars in the car in the car park if spaces were designated.</del>  <del>Introduction of formal parking layout with ground markings in the grass to provide maximum efficiency of parking layout and number of spaces</del>  Insert new text p25/ p70 for clarification:  <i>'Spaces in Western Car Park are formally marked out'</i>
		Section 2 Central Car Park Camber Central, including the extension in	Effective traffic management is essential either through price controls of car	<i>'On occasions during the busy peak season and during periods of</i>

		Johnsons Field; accommodate 340 spaces, with the car park filling by 11 am on peak days. Cars are directed and managed into the car parks, as one fills access is restricted and flow is moved.	parking and also to promote behavioral change. There will be a relative small net loss in car parking on Central Car Park but the long term strategic objective would be to promote an increase in the quality of the tourism to a year round offer, change perceptions of Camber and a simulate a welcomed injection of investment into the local economy.	<i>fine weather, traffic congestion into Camber causes very significant disruption. There is a requirement for a holistic traffic management solution involving key agencies and stakeholders. This could include private parking provision, greater promotion of Broomhill Sands car park, explore the potential of temp park and ride facility, the introduction of stringent price parking controls, and effective public communication. To avoid significant operational disruption during redevelopment of key sites and to tackle heavy traffic congestion during peak periods, it is expected that a comprehensive traffic management strategy be submitted as part of the proposal to redevelop the Central Car Park and Former Putting Green sites'.</i>
		Section 3 Old Lydd Road Car Park Not a temporary car park, it is in use all year round providing an income of approx. £21,000. This was a commercial site, not the villages before conversion to parking.	The former putting green site presents an opportunity to supplement proposals for the Central Car Park site. It is envisage both sites will be a catalyst for regeneration in the village with tangible impacts on the local economy by improving the overall tourism offer.	No further comment
		Section 5 Overflow Car Park This is not a separate car park, this is Johnsons Field and the spaces are included in Section 2.	Johnsons Field is used during peak times as seasonal car park. Noted.	Insert text p25: <i>'Johnsons Field is integral to the traffic management measures during peak season when significant number of visitors descent upon Camber'</i>
		Location of kiosks in Western Car Park – there	Textual change to draft SPD to reflect	Insert new text p25 1. Western



		are three operational kiosks at peak times.	three operational kiosks during peak times.	Car Park: <i>'During peak times there are three operational kiosks in operation in Western Car Park'</i>
		There is no mention of the "Donkey Field" a privately owned field opened on peak days, pay on entry with random pricing.	During peak season many local landowners open their land to be used as private car parks. Car parking on private land takes inappropriate car parking on the public highway.	Insert additional text (p25) to acknowledge this position:  <i>'Private parking operators contribute to the overall parking provision in Camber during peak season.'</i>
		Access to car parks from Lydd Road – will not relieve congestion, just move elsewhere.	Traffic congestion during peak period will need to be managed through a series of initiatives to tackle severe congestion. While demand for car parking will always exceed supply especially on busy days there will be a requirement to implement a holistic traffic management plan that is appropriate to the locality and sympathetic to the environment. To improve the tourism offer to a more year round proposition and change the public perception of the locality area important considerations. The SPD provides the framework to bring about much needed investment to the village and the wider local economy and considers them to be key objectives of the SPD. Specific wording has been agreed with Amenities to	No further comment
		Page 28 – Camber's Landscape Removal of a section of the dunes was done under careful consideration. Provides vehicular access to the beach area which is essential.	Acknowledgement of access to the beach is paramount for medical services, coastguard protection and for the disabled.	Insert additional text to p28 to acknowledge this position:  <i>'Beach operations require unrestricted access to the beach'</i>

				<i>to ensure health and safety protocols are upheld and statutory functions can be properly exercised.'</i>
		Page 39 – Income from Camber Car Parks supports activities of RDC across the District.	Noted.	No further comment
		Page 40 – Congestion is caused by the sheer volume of traffic entering the area with insufficient parking capacity, not the current parking system.	Noted. During busy sunny days in the peak season there many visitors come to Camber and demand for car parking will always exceed supply. A holistic traffic management approach is required by all agencies required.	No further comment
		Page 46 Spatial Framework Removal of parking spaces from existing capacity will increase congestion, there is no available land identified for displaced vehicles.	Noted. During busy sunny days in the peak season there many visitors come to Camber and demand for car parking will always exceed supply. A holistic traffic management approach is required by all the agencies in the locality.	Insert additional text (p46) to read:  <i>'On occasions during the busy peak season and during periods of fine weather, traffic congestion into Camber causes very significant disruption. There is a requirement for a holistic traffic management solution involving key agencies and stakeholders. This could include private parking provision, greater promotion of Broomhill Sands car park, explore the potential of temp park and ride facility, the introduction of stringent price parking controls, and effective public communication. To avoid significant operational disruption during redevelopment of key sites and to tackle heavy traffic congestion during peak periods, it is expected that a comprehensive</i>

				<i>traffic management strategy be submitted as part of the proposal to redevelop the Central Car Park and Former Putting Green sites'.</i>
		Page 54 Themed Strategies V9 – Displacement of car parking spaces is an issue. V12 – Displacement of car parking spaces is an issue.	Noted. During busy sunny days in the peak season there many visitors come to Camber and demand for car parking will always exceed supply. A holistic traffic management approach is required by all the agencies in the locality.	<p>Insert additional text (p54) to read:</p> <p><i>'On occasions during the busy peak season and during periods of fine weather, traffic congestion into Camber causes very significant disruption. There is a requirement for a holistic traffic management solution involving key agencies and stakeholders. This could include private parking provision, greater promotion of Broomhill Sands car park, explore the potential of temp park and ride facility, the introduction of stringent price parking controls, and effective public communication. To avoid significant operational disruption during redevelopment of key sites and to tackle heavy traffic congestion during peak periods, it is expected that a comprehensive traffic management strategy be submitted as part of the proposal to redevelop the Central Car Park and Former Putting Green sites'.</i></p>
		Page 56 Sustainable Transport Plan T3 – Extension of dune system at Central Car Park – vehicular access to the beach needs to be retained for emergency vehicles.	Acknowledgement of access to the beach is paramount for medical services, coastguard protection and for the disabled. Delete	<p>Additional text inserted in p28 to acknowledge this position:</p> <p><i>'Beach operations require</i></p>

		Displacement of cars through loss of spaces. Disabled access is good at present from Central car park, if dunes are extended this will restrict access.		<i>unrestricted access to the beach to ensure health and safety protocols are upheld and statutory functions can be properly exercised.'</i>
		T5 – Park and Ride facility – to reduce congestion this needs to be relocated away from the junction, further back up the A259. Parking facilities in Camber have already been identified as inadequate by partner organisations (Sussex Police and ESCC Highways). Proposals within the scheme seem to reduce existing capacity. T6 – Signage needs to be located along the access roads to Camber and not at village entrance. Signage is already being implemented by Amenities. Additional traffic calming measures – These have not been considered successful at peak times, causing further congestion.	The Camber SPD will explore the possibility of a temporary park and ride facility during busy peak seasons. This is dependent on landowners who are willing to facilitate this and it will be subject to environmental considerations.  Improved signage to communicate traffic management initiatives will be implemented as part of the overall strategy to alleviate traffic congestion on busy days in Camber.	No further comment
		Page 70 – Western Car Park is not an overflow car park, it is essential for the management congestion and parking and opening is currently being considered for extension across the whole year due to demand for parking.	Noted.	No further comment
		Page 73 – Timber boarded pathways will have to be cleared daily due to sand movement, concerns over theft, damage and removal for burning of any non-secure structures.	Reference to boardwalks will be removed from the draft Camber SPD. Issues of vandalism and management of the boardwalks have been cited as well as the shifting nature of the dunes which would bury the boardwalks in relatively short period of time.	Delete reference p73: <del>Installation of timber board pathways through the dunes on the rights of way to form improved access routes between the road and the beach.</del>  <del>Rotated access to the paths which are not rights of way, to enable the dune to recover stabilising</del>

				<del>planting to be undertaken during periods of closure</del>
		Page 75 – Drainage, utilities and services to kiosks need to be considered.	Noted. Surface water considerations will be dealt with the Demand Management process.	Insert additional text to read (p75):  <i>'With further intensification of development on Central Car Park there should be consideration of surface water drainage as well as poor water pressure during periods of high demand.'</i>
		<b>Development Briefs</b> Page 83 - RDC requires access to the beach area for safety vehicles, tractor and trailers and emergency services. Access for horses need to be considered, including parking for trailers. Access to existing residents and businesses adjoining Central Car Park (Marine Cottages / Kit Kat etc)	Noted	p56. Insert additional text for clarification to read:  <i>'Beach operations require unrestricted access to the beach to ensure health and safety protocols are upheld and statutory functions can be properly exercised.'</i>
		Page 84 - Environment Agency has flood prevention measures in place	Noted.	No further comment
		Page 86 - Built Development – Seems to contradict the dune re-instatement, a natural environment? Dunes will restrict views from Sea Road and Old Lydd Road Traffic and movement – Loss of spaces at Central does not make comment on winter parking. Spaces are being lost, not relocated to overflow (Johnsons Field) as these are fully utilised in the summer season.	The restoration of the dune system will be deleted from the SPD to ensure full access onto the beach is retained on health and safety grounds. A comprehensive traffic management strategy will be submitted as part of the application process. It should acknowledge the parking scenerios throughout the year	No further comment
		Page 87 - Loss of significant income. Central Car Park Development - No provision for beach management, buildings for police,	Acknowledgement of access to the beach is paramount for medical services, coastguard protection and for the	Insert additional text to acknowledge this position (p87):

		coastal officers and public conveniences have been removed. The current accommodation provides meet and greet facilities, safe and secure area for found children, first aid facilities, police accommodation, staff welfare facilities. Beach activities are controlled from this location. Waste management and collection point is required for both beach cleaning and the businesses.	disabled. This will be retained as part of the overall operation to manage Camber Sands as a tourist destination	<i>'Beach operations require unrestricted access to the beach to ensure health and safety protocols are upheld and statutory functions can be properly exercised.'</i>
		Page 88 - Kiss and Ride – Will require permanent attendant to manage spaces. Existing parking levels from April to Oct are 340 and not 170	Amend text. Clarify	No further comment
		Page 91 – Need to be aware of vandalism and “roof climbers” with buildings supporting the sand dunes.	Noted.	No further comment
		Page 94 – Former Putting Green This is an all year round operational car park providing approx. £20,000 income annually. Loss of car parking spaces will impact on congestion, no identification of where this car park capacity will be located to.	Noted.	No further comment
		<b>Delivery</b> Page 103 – Residential diversity is common across Rother and surrounding areas. Majority of take up of accommodation is second homes, which does not support the long term village economy.	Noted. The objective of the SPD is to diversity the tourism offer by promoting green tourism and improving the amenity of local services.	No further comment
		<b>General Comments</b> The number of parking spaces has been overestimated in Central / Johnsons Field. Impact of any reduction in parking will be significant, effecting congestion and access around the area. The understanding of the peak season in Camber is not evident; they have underestimated the impact and not making provision for staffing and	The SPD aims to regenerate the local economy through diversitication of the tourism offer to promote 'green tourism'  It is acknowledged that a net loss of car parking space on the Central Car and the former Putting Green sites will follow if redevelopment of the two key sites goes	No further comment

		management of the area.	<p>ahead. To compensate the applicant is required to investigate a comprehensive traffic strategy</p> <p>Textual changes to the document have been agreed with Amenities to acknowledge operational significance of key functions relating to Camber Sands.</p>	
C020	Janyis Watson Sussex Wildlife Trust	<p><b>Sand Dune Management</b> Concerns regarding the dune system in this area, particularly within the Site of Special Scientific Interest (SSSI), and the potential these proposals have for increasing visitor pressure and damaging the system. The Draft Camber Village SPD provides no detailed information on the current or future management and maintenance of the sand dune system. We suggest that a more detailed study of the whole dune system that considers its historical development alongside the current dynamics as well as the future projections for both visitor impact and climate change predictions is undertaken to inform future plans for Camber and ensure the proposals within the SPD are robust.</p>	<p>The development of key sites will require robust assessment to safeguard the integrity of the International sites.</p> <p>Furthermore the development of Sustainable Access Strategy will monitor recreational pressure on the sand dunes by collating a baseline of data which will be used to manage existing (and future) management activities which could include increased wardening, temporary separation of areas vulnerable to recreation pressure and the introduction of fines to discourage inappropriate uses which undermine the integrity of the International sites.</p>	No further comment
		<p>As visitor pressure is already degrading some of the SSSI features, any proposed routes will need to consider potential for damage and consultation should be undertaken with land owners / managers. Management of visitors should be informed by the need to protect the ecology of the area. scope to encourage cycling in the area</p>	<p>Management of recreational pressure on the International Sites will be monitored through the development of a Sustainable Access Strategy brought forward by RDC and Shepway DC including Natural England.</p>	No further comment
		<p>Concerned about the suggested creation of a pine forest within Johnson Field that is situated within a designated Site of Nature Conservation Importance (SNCI) - Camber</p>	<p>Poor ecological value and non native. Reference to a pine forest will be removed.</p>	Delete reference to pine forest (p65)

		Sands CR33.		
		It is important to avoid compromising this important area by introducing non native/invasive species. Native planting can also contribute to the wider ecological network. Some of the species suggested are non-native and inappropriate to the Camber area. A planting scheme that would benefit native species would deliver multiple gains.	Planting would need to reflect the natural habitat at Camber and avoid introducing any plant species that may spread or cause future site management issues. Remove non-native species from the planting schedule.	No further comment
		Encouraged that green infrastructure is given consideration but further clarification is needed to ensure delivery towards local biodiversity as well as sites with international and national designations.	Noted. Enhancement of biodiversity opportunities is supported through policies in the Core Strategy and will be brought forward through the Development Management process.	No further comment
C020	Mr Simon Baker	General support for the sustainable regeneration of Camber through strong design and appropriate management of the environment. Support is also given to the development sites and the SPD in general.	Noted	No further comment



## **Appendix 1 Walking Routes**



# WELCOME TO CAMBER



**CAMBER**  
 Camber is home to the only sand dune system in East Sussex, stretching for miles with unspoilt views of the sand and sea. The dunes are formed from the sand which is blown inland building up around the plants and fences. Marram grass seen on much of the dunes helps to keep the sand in place with its deep root system.  
 Camber village, located directly behind the beach, started to grow just after the First World War when the increasing popularity of the car gave people the opportunity to discover remote coastal.

**WALKING AND CYCLING**  
 There are numerous footpaths and rights of way in and around Camber, identified on the map below. Camber is 11 miles from Rye and can be accessed via an informal footpath along the dunes and up along the harbour arm, or via the shared cycle path (National Cycle Route 2) which follows the main road. The majority of the shared cycle path linking Rye to Camber is off road so great for families. Cycle parking is available in western car park, Camber central car park and Johnson's Field, identified on the map below.

**WILDLIFE**  
 The dunes and beach are home to lots of wildlife, look out for the Weaver Fish which buries itself in the sand and has a ridge of sharp spikes across its back. If you tread on one the spikes will sting you and you should seek first aid. The Brown-tail Moth caterpillar lives on sea buckthorn which is a spiky shrub with bluish leaves. The caterpillar has long spiky hair on its body which can cause an irritation on your skin if touched.

**VISITOR INFORMATION**  
 Visitor information is available from Rye Tourist Information Centre:  
 4/5 Lion Street, Rye, TN31 7LB  
 Tel: 01797 229049  
 Email: rye@rother.gov.uk  
 Local information is available from The Gallivant Hotel. For more information on what to see and do in Camber and the surrounding 1066 Country area go to visit1066Country.com

**BEACH SAFE**  
 Please be aware of your safety on the beach. Carefully read the signs and flags on the beach.  
**Red flag** = no bathing advised  
**Orange flag** = off shore rinds so no inflatable.  
 For more information please visit the coastal officer at Camber car park.

Download the 1066 Country App

Scan this code with your smartphone



**KEY TO SYMBOLS**

TRAIN STATION	PARKING	CYCLE PARKING	CYCLE HIRE	PUBLIC TOILETS	HOTEL /FOOD/ CATERING /CAMPING	SHOPS	FOOD/ DRINK	WATER /EXTREME SPORTS	COASTAL OFFICE	VISITOR INFO	FIRST AID /LOST CHILDREN	MULTI USE GAMES AREA	SHARED CYCLE AND FOOTPATH NCR2	WALKING ROUTE /FOOTPATH	RIGHT OF WAY	NO DOGS ZONE



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