

# HARBOUR OF RYE MANAGEMENT PLAN



**NRA**

*National Rivers Authority*

*Southern Region*

*June 1994*



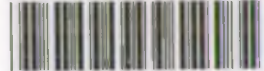
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The NRA is committed to the principles of stewardship and sustainable development. As Guardians of the Water Environment, the NRA will aim to establish and demonstrate good environmental practice throughout all its functions.

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## INTRODUCTION

The NRA has specific responsibilities relating to Navigation together with those for Recreation, Conservation, Fisheries, Water Quality, Flood Defence and Water Resources. The aim of the NRA in respect of Navigation is *to improve and maintain controlled waters and their facilities for use by the public where the NRA is the navigation authority*. It is this aim which underpins the NRA's management of the Harbour of Rye.

The Harbour of Rye Management Plan sets out the NRA's future plans for the management of the Harbour, pursuing a policy of integrated management through balancing the needs of all the Harbour users.

The Plan covers the period 1994/95 to 1997/98 and the area it covers is shown on the map. The Harbour of Rye comprises all the channels seaward of the four tidal sluices on the River Rother and its tributaries. The limits of the Harbour of Rye itself are described in Article 4 of the Harbour of Rye Revision Order 1976 and are shown on the map.

## MANAGEMENT AND COMMITTEE STRUCTURE

The NRA Kent Area Manager is responsible for all aspects of Harbour management through the Harbour Master. Other responsibilities cover operational aspects of NRA functions related to Water Resources, Water Quality, Flood Defence, Migratory & Freshwater Fisheries, Recreation, Conservation and Navigation.

The Committee of greatest significance to the management of the Harbour is the Harbour of Rye Advisory Committee (HoRAC), serviced by the Kent Area Office. The constitution and terms of reference of HoRAC were given statutory status in the Harbour of Rye Revision Order 1976. The principal duties of HoRAC are to advise the NRA on matters affecting the interests of the Harbour user in respect of services, facilities and charging policy.

A Finance & General Purposes Sub-Committee was formed in 1992 to enhance the representation of local interests and to provide recommendations for HoRAC to accelerate decision making. Its five members are the HoRAC Chairman plus one commercial, one fishing, one sailing/boating user representative and one representing the Kent Flood Defence Committee.

A Pilotage Committee was formed in 1987 under the Pilotage Act 1987. Membership comprises the defunct Trinity House Rye Sub Commission for pilotage and in general includes commercial shipping interests within the port together with the Chairman of HoRAC. The Committee's purpose is to discuss matters relating to the operation of pilotage including safety, charges, licensing/training of pilots, port control and investigation into accidents, near misses and mishaps.



### KEY FACTS AND FIGURES

Harbour Entrance	Width	30m
	Depth MHWS	5.5m
	MHWN	3.8m
Distance from Harbour Entrance	To Scots Float Sluice	6.5km
	To Millham Sluice	5.0km
Moorings All dry at some stage	Admiralty Jetty	26
	Chains	56
	Strand Quay	44
	Fish Market	24
	Others	40
	Total NRA	190
	Private	260 (approx)
Total moorings	450	
Public Slipways		2



## PLANNING FRAMEWORK

The East Sussex County Structure Plan, Rother District Local Plan, Minerals Local Plan (and Structure Plan Minerals Policy) all contain policies relevant to the Rye area. In respect of all these plans the NRA was consulted prior to putting them on deposit, the NRA is also a statutory consultee on planning applications. In general terms these policies give support to development for commercial and recreational use. This includes provision of boat moorings and improved public access within strong environmental constraints, as well as redevelopment of industrial land along the Rye Harbour Road, provided improvements to the environment are incorporated.

The Rye Bay Project, an East Sussex County Council initiative, contains objectives which encourage the use and development of industrial land at Rye Harbour and the commercial and recreational use of the Harbour.

Proposals for the Rye Bypass by the Department of Transport include construction alternatives which would have implications for navigation use along the Rother.

## NRA POWERS AND DUTIES

The NRA is the Harbour Authority for Rye. The Harbour is governed by the Harbours, Docks and Piers Clause Act 1847, the Harbours' Act 1964 and the Harbour of Rye Revision Order 1976. By virtue of Section 21 of the Sea Fish Industry Act 1951, Rye is a fishery harbour.

Ensuring compliance with legislation, the Authority employs a Harbour Master and Deputy who have certain powers under Acts of Parliament including:

- 1) Merchant Shipping Acts 1979
- 2) Environmental Protection Act 1990
- 3) Fire Precaution Act 1971
- 4) Explosive Act 1875
- 5) Petroleum Consolidation Act 1928
- 6) Health and Safety at Work Act 1974
- 7) Occupiers Liability Act 1984
- 8) Road Traffic Act 1991
- 9) Planning – Hazardous Substances Act 1990
- 10) Harbours Act 1964

The Authority must comply with duties placed upon it under regulations resulting from the above acts ensuring the safety and well being of all harbour users.

Specific to Navigation, the NRA is deemed the Competent Harbour Authority under the Pilotage Act 1987 and is responsible for maintaining an efficient service.

## USES AND OBJECTIVES

The functional activities of the NRA of most significance to Harbour users are outlined below:

## NAVIGATION

The Harbour handles commercial shipping, fishing vessels and leisure craft. Navigation of deep draft vessels is restricted to the high water periods depending upon vessel size. Craft range in size from small sailing dinghies to 72 metre vessels trading to two private cargo handling facilities.

Visiting yachtsmen can be accommodated at Strand Quay on the River Tillingham to the east of the town which is approached through the rock channel.



The main fishing fleet is moored to timber staging east of Rye on the River Rother. Some 24 vessels of 11 metres length are double berthed to 230 metres of continuous timber staging. Private moorings are available throughout the Inner Harbour.

Navigation beyond Monk Bretton Road bridge is restricted to low air draft vessels which may proceed to Scots Float Sluice on the River Rother (end of tidal section). By arrangement, small and low air draft craft may enter the non tidal Rother through a lock and navigate some 13 nautical miles to Bodiam.



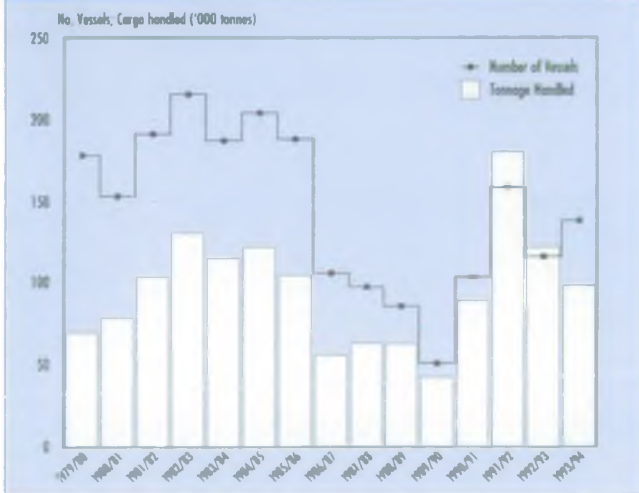
#### AIM

To improve and maintain controlled waters and their facilities for use by the public where the NRA is the navigation authority.

#### OBJECTIVES

- To maintain an unrestricted, clear channel and mark main navigation channel.
- To provide for and ensure safe passage for vessels.
- To provide and improve mooring facilities.
- To regulate and enforce byelaws, orders and statutes.
- To consult on all harbour matters, charges and planning applications.
- To balance navigational periods of available high water fairly between users.
- To respond quickly and positively to any emergency incident.

#### COMMERCIAL ACTIVITY Number of Vessels and Cargo Handled



## RECREATION

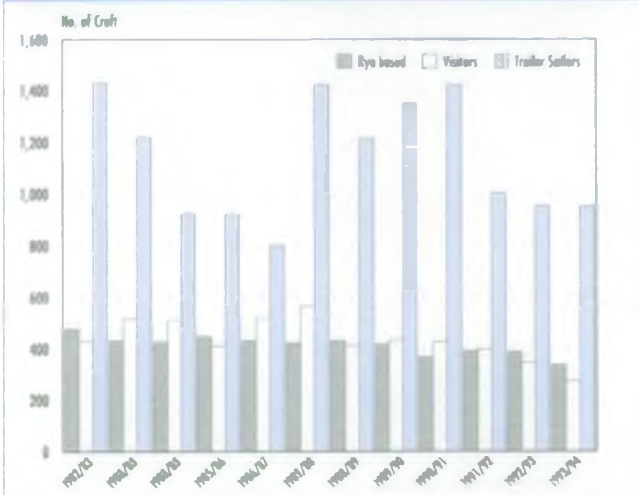
There is a wide variety of recreational opportunities on and around the Harbour of Rye which have important management considerations. With the high conservation value of the area, management of recreational activities is carefully balanced with the NRA's other duties to seek harmony.

The main water based activities in the vicinity include sailing, wind surfing, canoeing and general "pottering" around. In addition water skiing, under controlled conditions, is permitted under the Harbour of Rye byelaws upstream of the Hastings/Ashford rail bridge to Scots Float Sluice.

Pleasure craft using the Harbour comprise:

- a) Cruisers
- b) Trailer borne craft

#### PLEASURE CRAFT ACTIVITY Rye based, Visitors and Trailer Sailors



#### CRUISERS

Approximately 450 cruisers are permanently berthed at Rye both on NRA moorings and private berths. The majority of mooring sites are on land leased from the Harbour Authority.

Yachts visiting from UK and continental ports vary in number due to weather conditions and the economy. Visitors have ranged in number from 250 to 850 visits with a small number of visiting craft from as far afield as Japan and the United States.



#### TRAILER BORNE CRAFT

Great use is made of the public slipway constructed at the village of Rye Harbour. Facility for slippage is the only one available for many miles both east and west. A charge is made for launching and recovering craft although car parking is free and conveniently close to the river. Approximately 1,200 launches are recorded within the year. Racing and regatta programmes are arranged through Rye Harbour Sailing Club which has active cruiser and dinghy sections.

Walking, bird watching and amateur botany form the main land based recreation and, for the more energetic, swimming from Camber Sands.

Future planning issues include looking at the potential for enhancing income by encouraging visiting yachts, balanced against the impact on local use. Target Ports for publicity are the French Harbours between Boulogne and Fecamp, although there is also potential for promoting visits from Dutch and English yachtsmen. There is scope for co-ordinated promotion using the South East Tourist Board and Rye Tourist Information. Other promotional opportunities include feature articles in the yachting press. It is thought that berth-holders at Eastbourne Marina will be regular visitors to Rye. The development of marina and mooring facilities also remains an issue. However, a feasibility study commissioned by J Alford in 1988 concluded that it was not economically viable to develop on-river mooring schemes at that time.

The town of Rye and its environs are a major tourist attraction in East Sussex, bringing an estimated 150,000 visitors per year to the area. A study by East Sussex County Council, Rother District Council and English Nature published in October 1993 on the future of tourism in Rye suggests that this figure may be as high as 1 million.

#### INTERPRETIVE POTENTIAL

The opportunity to provide more interpretive information on NRA activities linked to the Harbour of Rye has been identified. This will be pursued as and when circumstances and resources allow. The NRA will continue to liaise with local interests with a view to supporting existing and future information sites.

Links with the Rye Bay Project, Rye Harbour Nature Reserve and the Royal Military Canal Project are already established and through these the NRA will continue to collaborate over proposals for improved interpretation features.

#### AIM

*To develop the amenity and recreational potential of inland and coastal waters and associated lands.*

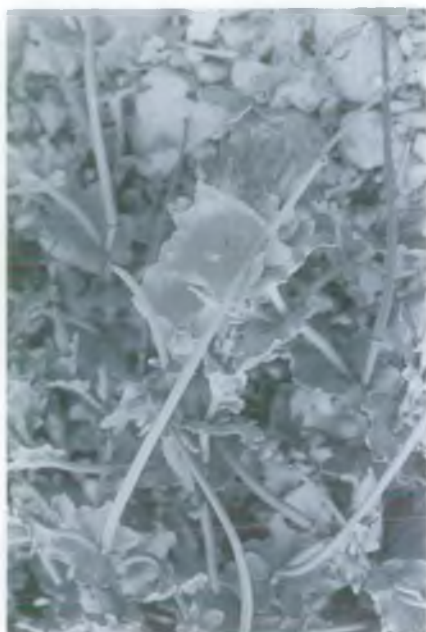
#### OBJECTIVES

- To maintain, develop and improve appropriate recreational use of NRA sites.
- To promote the use of water and associated land for recreational potential, particularly through collaborative projects to spread responsibilities, costs and shared expertise.
- To improve the interpretive potential of the Harbour of Rye.

#### CROSS FUNCTIONAL OBJECTIVES

- To ensure development of recreational potential does not jeopardise conservation interests especially where sites are designated for their conservation value.
- To ensure public access is compatible with NRA operations.





## CONSERVATION

The area surrounding the Harbour has a very high conservation value much of which has been recognised through statutory designations by English Nature. The three main Sites of Special Scientific Interest are Rye Harbour, Walland Marsh and Camber Sands and Rye Saltings (see map). These have been designated because of the variety of wildlife habitats they provide including intertidal sand and mud, saltmarsh, natural shingle ridges, gravel pits, ditches, areas of reeds, grazing marsh, fen, willow and gorse scrub. Since a Local Nature Reserve was established in 1970 within the Rye Harbour SSSI, over 2,500 species have been recorded with more than 50 considered as nationally rare or endangered (Red Data Book) species (Sussex Wildlife No 109).

The Department of the Environment is proposing to designate the coastal frontage of Dungeness to Pett Levels as a Special Protection Area and Ramsar site which demonstrates its international importance for wildlife.

### AIM

*To conserve and enhance wildlife, landscape and archaeological features associated with inland and coastal waters.*

### OBJECTIVES

- To generally promote conservation opportunities using, where possible, collaborative initiatives with other organisations.
- To work closely with others to protect sites of highest conservation value.
- To further the conservation of flora, fauna and natural beauty when considering all proposals in which the NRA has an interest.

## FLOOD DEFENCE AND LAND DRAINAGE

The Harbour of Rye has a special importance to flood defence; it provides the outlet tidal channels through which water drains from low-lying land and from the rivers Rother, Brede and Tillingham.

The vulnerability of the area to flooding has resulted in extensive capital investment in flood defence schemes. These include the construction of major sluices and pumping stations, the construction and maintenance of both tidal and non-tidal earthen embankments and the construction and maintenance of sea defences to the west of the Harbour to Pett Levels and eastward to Dungeness.

The area presents special flood defence problems due to:

- a) The effect of littoral drift on the shingle beaches which form an important element of the sea defences along this section of coastline.
- b) The land is below high tide level so that it is only during the low tide period that drainage can take place through sluices and outfalls.
- c) In wet weather there is a high rate of run-off from the uplands of the Rother, Brede and Tillingham catchments.

### AIMS

*To provide effective defence for people and property against flooding.  
To provide adequate arrangements for flood forecasting and warning.*

## OBJECTIVES

- To protect the area from fluvial flooding whilst maintaining water levels to land drainage standards.
- To protect the area from flooding by the sea.
- To ensure that the impact of sea level rises is incorporated into assessing flood defence needs.
- To ensure that the benefits of flood defence schemes outweigh the costs.
- To provide a 24hr flood warning and forecasting service.

## CROSS FUNCTIONAL OBJECTIVES

- To protect normal channel depth seaward and through the Harbour navigational limits.
- To conserve habitats.

## WATER QUALITY

The Objective Class of the estuarine waters of the Harbour of Rye under the former National Water Council (NWC) scheme was A (Good). Monitoring of the Harbour indicates that this objective is complied with. There are proposals to introduce a new Statutory Water Quality Objective river classification system based on Use Classes and EC Directives.

There is considerable light industry within the Harbour of Rye including a General Timber Wharf, Rye Oil Refinery, CMR solvent abstraction plant, ARC gravel processing plant and several small boatyards. Consented discharges include boiler breakdown and steam condensate from the Oil Refinery and aggregate wash water from the gravel plant as well as the discharge from Southern Water's Rye Sewage Treatment Works.

## EMERGENCY PLANNING

Emergency scenarios in which the NRA would participate, such as a coastal oil spillage, are catered for in the East Sussex County Council Emergency Plan and the NRA's Rye Harbour Emergency Procedures Manual. Responsibility for off-shore oil spillages rests with the Marine Pollution Control Unit (MPCU). If the oil is washed ashore responsibility for clean up rests with the Local Authority but oil within the Harbour is the responsibility of the NRA, although mutual assistance arrangements exist with the other bodies.

## AIMS

*To achieve a continuing overall improvement in the quality of rivers, estuaries and coastal waters through the control of water pollution.*

*To ensure dischargers pay the costs of the consequences of their discharges and, as far as possible, recover costs of water environment improvements from those who benefit.*

## OBJECTIVES

- To ensure that the waters of the Harbour meet the appropriate Environmental Water Quality Standard.
- To minimise potential risk to the environment from oil spillages.
- To maintain and improve awareness of pollution from high risk practices.
- To adequately control and monitor water and effluent quality.
- To recover costs from polluters.

In addition to the above, the NRA aims to manage water resources to achieve the right balance between the needs of the environment and those of abstraction, and to maintain, improve and develop freshwater migratory fisheries.





## ESTATES MANAGEMENT

There are 60 tenancies in the Harbour, many of which are small such as those for flag-staffs, public seating and those for burying metal specimens. Estate management issues involve licences, leases, wayleaves (e.g. gas, electricity), maintenance of properties, rent reviews, letting and assessment of rates. The Crown Estate lease has been a major item. Negotiations with the agents for the Crown Commissioners in relation to the next review should seek clarification of the services which the landlord is willing to provide e.g. dredging and wreck clearance.

### MAXIMISING INCOME

There are many sites let by the NRA in Rye and over the Plan period rents will be increased in line with open market rents. Increases will probably be moderate but it is hoped that there will be significant increases in income as long term leases are reviewed.



HARBOUR OF RYE BREAKDOWN OF INCOME 1993/94

## FINANCE

### FINANCIAL MANAGEMENT

Controls to ensure financial regularity are contained within two main documents: The Financial Memorandum and the Scheme of Delegation.

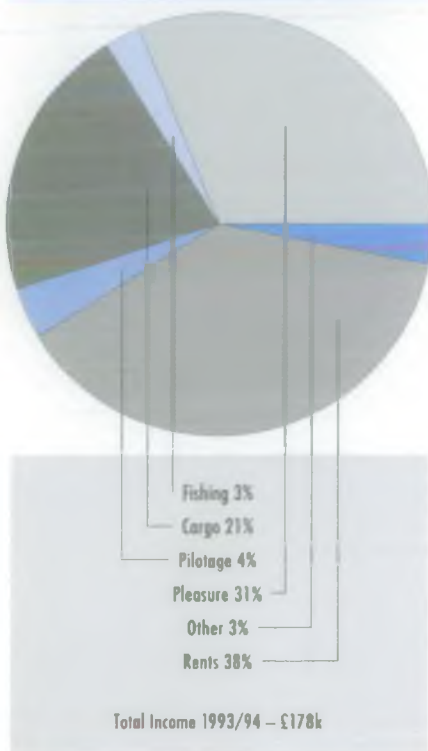
The Department of the Environment is the sponsor Government department for the Authority and has primary responsibility for administering controls over the NRA. The Ministry of Agriculture, Fisheries & Food (MAFF) has specific policy responsibilities for flood defence and fisheries in England and so the Authority deals directly with the Ministry on policy issues relating to those functions.

The Scheme of Delegation (SoD) prescribes the limits to the powers and duties which have been delegated to various tiers of management within the NRA. It is the formal arrangement by which the Chief Executive, as accounting officer, wishes to exercise his responsibilities and as such is mandatory.

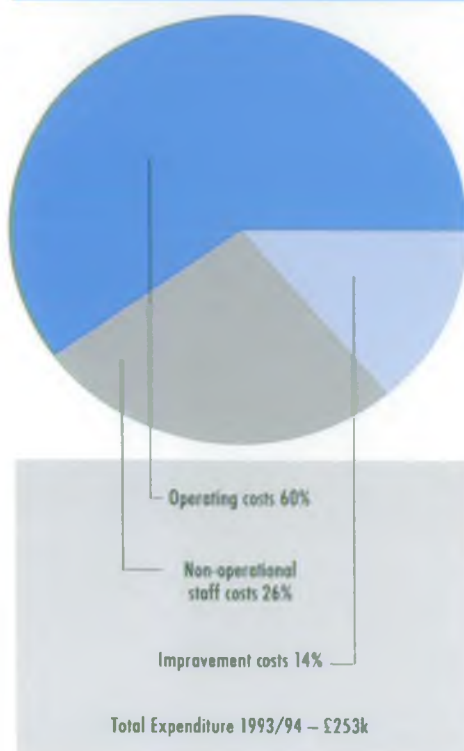
The Area Manager (Kent) and the Harbour of Rye management team receive advice from the Harbour of Rye Advisory Committee and the Finance & General Purposes Sub-Committee. This ensures that the NRA's management of the Harbour focuses on the real issues at the local level.

### ACCOUNTING PROCEDURES

The NRA publishes one set of accounts in the form directed by the Department of the Environment in accordance with Companies Act requirements and accepted accounting standards. The accounts for the Harbour of Rye are not required to be published separately. However, for information purposes financial statements, including a separate pilotage account, are prepared for the Harbour of Rye Advisory Committee on a regular basis and provide more detailed information. Assets are currently included in the Authority's balance sheet on an historical cost basis and do not reflect their present market value.



## HARBOUR OF RYE BREAKDOWN OF EXPENDITURE 1993/94



## INCOME

Each of the NRA's functions has distinct funding streams. Navigation, Recreation, Conservation, Water Quality and Fisheries rely on DoE grant-in-aid and charges. Income for flood defence is derived from levies, MAFF capital grants and Internal Drainage Board contributions. The Water Resources account is entirely financed by charges to abstractors. Hence, funds are allocated on a functional basis.

The Harbour of Rye is managed as an independent cost centre within the Navigation function by the NRA. Harbour users contribute to this account with shortfalls in planned expenditure being made up by DoE grant-in-aid. The other functional activities which impact on the Harbour are funded separately in the manner described.

Harbour dues are derived from pleasure, fishing and cargo vessels and mooring fees mainly from pleasure and fishing craft.

The bulk of the remaining income, almost 40%, is derived from estates income.

Projected income plans assume significant reductions in income from commercial dues to the end of 1994/95 picking up slightly thereafter. Income is projected to increase between 1994/95 and 1995/96 largely as a result of rent reviews and new lettings.

As part of the NRA's planning process future capital investment requirements are identified and it is usually possible to finance peaks in investment (provided that such investment can be economically justified) by allocating additional grant-in-aid.

## EXPENDITURE

Expenditure covers:

- Revenue operating costs, including maintenance and operations harbour office, pilotage service, depreciation on harbour buildings.
- Support costs including regional office costs and Head Office overheads.
- Capital improvement costs.

Regional office costs include the provision of administrative, financial, personnel, committee, publicity, legal and estates management services.

Head office overheads cover the national NRA costs in supporting the region e.g. accounting systems, audit, NRA costs on strategic issues, e.g. EC Directives, National Navigation legislation, Health & Safety regulations, correspondence between the public and Head office, Research & Development, Information Systems etc.

Capital expenditure includes those items exceeding £3,000 of Harbour equipment, Harbour projects and refurbishment of the infrastructure. It is anticipated that refurbishment of jetties, quays, piles and moorings may become necessary in the later part of the plan period.

## VALUE FOR MONEY

The NRA is committed to providing value for money. In order to ensure this is achieved, the NRA puts all of its contracted out work to competitive tender unless there is good reason for not doing so.

The NRA has a programme for comparing costs against the external market for all of its core functions and support services over the next five years. Navigation operations will be reviewed in 1996/97. During 1994/95 client and contractor roles for the flood defence in-house workforce will be separated. Progress and planning is underway for market testing many other services including: Legal, Administration, Personnel, Public Relations and Estates services. As part of the process, service level agreements will be drawn up between all of the support services and respective clients.



This will ensure that the Harbour of Rye obtains the services it requires in the manner offering the best value for money.

## PLANNED PERFORMANCE

The NRA is committed to the principles of the citizen's charter emphasising the quality of customer service and value for money. These are of fundamental significance to all Harbour of Rye users.

Some planned performance standards are set out below:

- To meet 80% of pleasure craft on arrival in 1994/95 improving to 95% by 1997/98.
- To meet 100% of cargo vessels on arrival.
- To repair 90% of damaged beacons and buoys within 30 days.
- To answer 100% of requests for navigation advice within 20 working days.

## CONTACTS

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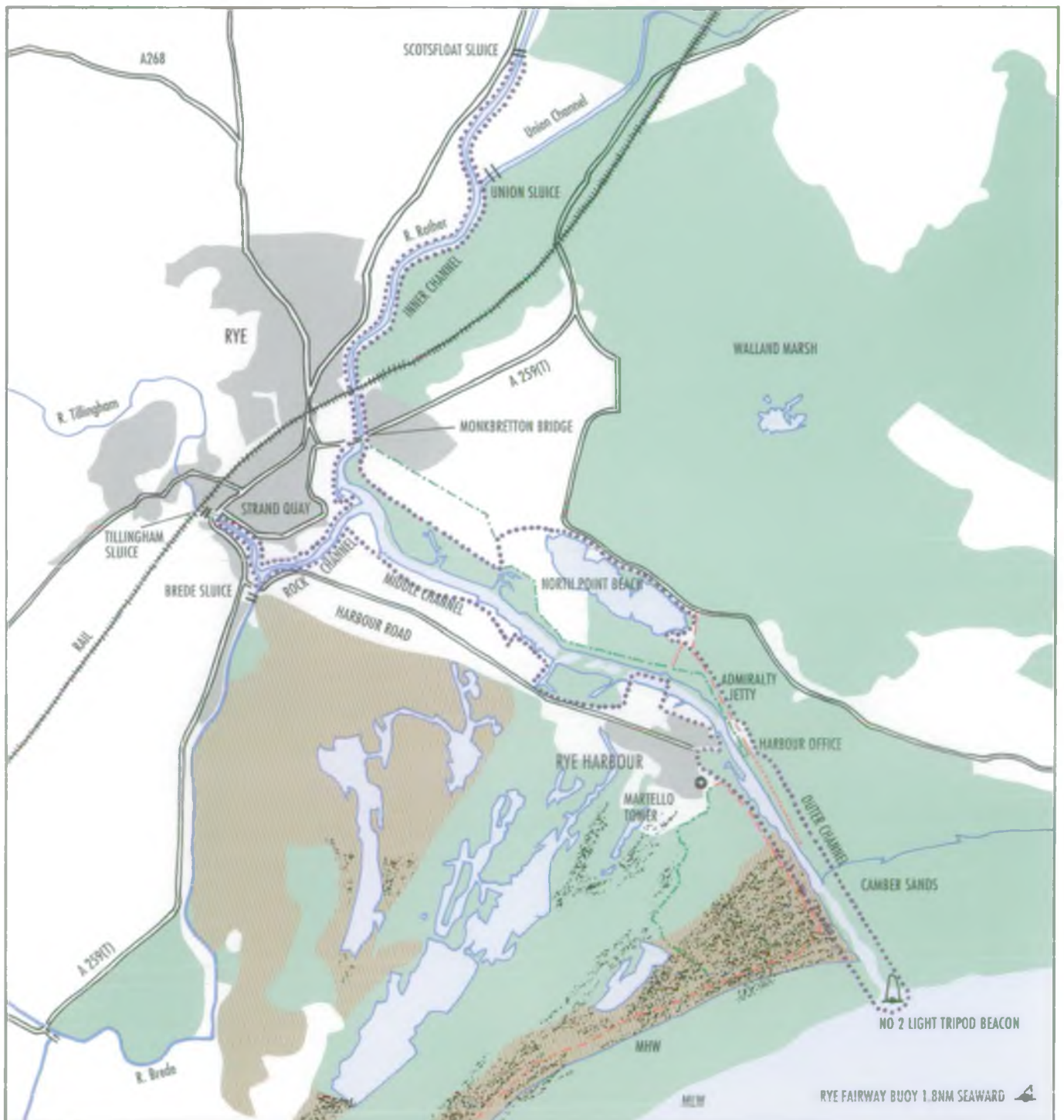
## ISSUES AND PLANNED ACTIONS

Issue: Maintenance of Sufficient Depth for Moored Vessels					
<b>Management Option:</b> 1. To dredge Strand Quay	<b>Responsible Body:</b> NRA (Navigation and Flood Defence functions)	<b>Pros:</b> Increases water depth facilitating greater river access and adequate land drainage	<b>Cons:</b> Moorings disturbed during dredging	<b>Actions:</b> Dredge 1 in 4 years, or as required outside main yachting season, as quickly as possible  Frequency to be reviewed annually with HoRAC	<b>Targets:</b> Consult with HoRAC on provisional timetable for Spring 1997
Issue: Turning for Longer Vessels (80m)					
<b>Management Option:</b> 1. Construct turning bays, screen vessels and prevailing conditions	<b>Responsible Body:</b> Principal users: ARC, General Cargo Wharf	<b>Pros:</b> Increased viability of wharves and commercial income	<b>Cons:</b> Loss of riverbank change in channel morphology  Risk of delay for fishing/leisure craft	<b>Actions:</b> Users to submit details of proposals to NRA and obtain appropriate consents	<b>Targets:</b> To monitor and report on safety margins for 2 x 80m vessels
Issue: Shingle Movement into Harbour Mouth					
<b>Management Option:</b> 1. Construct West Pier Groyne  2. Remove shingle through recycling	<b>Responsible Body:</b> NRA (Flood Defence)	<b>Pros:</b> Keeps Harbour mouth clear for access by vessels. Uses shingle that accretes at W. Terminal Groyne due to littoral drift	<b>Cons:</b> Cost attribution	<b>Actions:</b> Include in Capital Works Programme	<b>Targets:</b> Ongoing. Recycle 35,000 cu.m per annum during October – March
Issue: Maintenance of a Clear Channel and Bed					
<b>Management Option:</b> 1. Regulated operation of sluice gates 2. Maintenance of flood embankments and training walls	<b>Responsible Body:</b> NRA (Flood Defence)	<b>Pros:</b> Scour effect clears channel	<b>Cons:</b> Cost attribution	<b>Actions:</b> Include in revenue budget	<b>Targets:</b> Operations are essentially cyclical and seasonally based and these factors fix target date
Issue: Use of Water by Commercial & Leisure Traffic					
<b>Management Option:</b> 1. Management of pleasure and commercial movements around high water	<b>Responsible Body:</b> NRA (Navigation)	<b>Pros:</b> Allows commercial and leisure traffic simultaneous use of river with minimum delay	<b>Cons:</b> Some delays inevitable	<b>Actions:</b> Hold up commercial vessels/pleasure craft as appropriate	<b>Targets:</b> To facilitate safe simultaneous use of the river for the benefit of all users
Issue: Safe Access for Large Vessels through Confined Waters					
<b>Management Option:</b> 1. Provision of a pilotage service	<b>Responsible Body:</b> NRA (Navigation)	<b>Pros:</b> Provision of expert knowledge of the Harbour of Rye Navigation	<b>Cons:</b> —	<b>Actions:</b> To meet every pilotage requirement and provide advice for all craft	<b>Targets:</b> To ensure all vessels are met on arrival
Issue: To protect the area from flooding and ensure water levels are maintained to land drainage standard					
<b>Management Option:</b> 1. Maintenance of dykes, flood embankments and sluices	<b>Responsible Body:</b> NRA (Flood Defence)	<b>Pros:</b> Regulates water levels, facilitates drainage	<b>Cons:</b> Reduces natural scour of navigational channels	<b>Actions:</b> Include in revenue budget	<b>Targets:</b> River operations are essentially cyclical and seasonally based and these factors fix target dates
Issue: To improve the Standard of Protection from Flooding					
<b>Management Option:</b> 1. Raise and renew sea-defences including reconstruction of Western Terminal Groyne	<b>Responsible Body:</b> NRA (Flood Defence)	<b>Pros:</b> Improved protection from flooding by the sea	<b>Cons:</b> Cost £1,325K (Pett frontage) Environmental impact	<b>Actions:</b> Include in Capital Programme, Pett Sea Defence Improvement Scheme	<b>Targets:</b> 1994 – 1995 (Pett frontage)
Issue: To protect the area around the Harbour of Rye from flooding by the sea & rivers					
<b>Management Option:</b> 1. Maintenance of sea defences  2. Construction and maintenance of earth embankments in Rother Estuaries, Brede and Tillingham	<b>Responsible Body:</b> NRA (Flood Defence)  NRA (Flood Defence)	<b>Pros:</b> Repair groynes and blockwork. Carry out mowing  Maintains integrity of earth banks	<b>Cons:</b> Cost £80K	<b>Actions:</b> Include in revenue budget  Include in revenue budget	<b>Targets:</b> Operations seasonally based and this factor fixes target dates  Operations cyclical and seasonally based and these factors fix target dates

10. Issue: Development of Marina and Mooring Facilities					
Management Option: 1. Develop within SSSI and planning constraints	Responsible Body: Private Developers, East Sussex CC, NRA, Rother DC	Pros: Increased income from harbour dues and mooring fees  Increased visits	Cons: Increased risk of environmental damage  Increased risk of conflict with other users and risk to safety  Over-provision could affect viability of existing moorings	Actions: Encourage development of marinas and mooring facilities which do not conflict with other NRA duties	Targets: To provide extra on-river drying moorings as required without conflicting with Conservation Duties by 1998  To encourage development of 300 wet marina-style moorings
11. Issue: Water Space Availability for Dinghy Sailing					
Management Option: 1. Monitor sailing activity	Responsible Body: NRA, Sailing Club, Commercial Users	Pros: Increased dinghy activity	Cons: Conflict with other users	Actions: Review areas available for Dinghy sailing	Targets: To facilitate 90% of sailing clubs programmed regattas
12. Issue: Improved Access Along the North Bank of River Rother and Royal Military Canal					
Management Option: 1. Develop footpath	Responsible Body: NRA, East Sussex CC, Kent CC	Pros: Meet NRA's Recreation Duty  Improve tourism potential	Cons: Potential conflict with conservation and other recreation activities  Cost	Actions: Examine feasibility of extending access in collaboration with others	Targets: March 1995
13. Issue: Disturbance by 'Wet Bikes' in Harbour					
Management Option: 1. Focus use of wet bikes on open water	Responsible Body: NRA, Police	Pros: Reduce nuisance and danger to Harbour users	Cons: Difficult and time consuming to enforce effectively	Actions: Continue enforcement activity  Control slipways and outer channel	Targets: Improve awareness of restrictions to reduce by 20% in 1994/95 the time spent discouraging the use of wet bikes
14. Issue: Disturbance to Rye Harbour Local Nature Reserve					
Management Option: 1. Provision of footpaths and hides  2. Maintenance of a warden service	Responsible Body: East Sussex CC, NRA, Sussex Wildlife Trust  Rye Harbour Local Nature Reserve Management Committee	Pros: Recreational benefits  Provides environmentally sensitive management of NRA Land Holdings	Cons: May increase access and damage to ecologically sensitive areas  Restricts access to certain areas	Actions: Support Nature Reserve Management Plan  Continue funding to Rye Harbour LNR Management Committee	Targets:  Justify funding beyond 1995/96
15. Issue: Development Generally Sympathetic to SSSIs and LNRs					
Management Option: 1. Control development proposals in favour of environmental considerations	Responsible Body: Developers, East Sussex CC, Rother DC, English Nature	Pros: Conservation of designated sites and meeting NRA Conservation Duty	Cons: Limited development of wharves and hard standing for boats etc	Actions: Encourage adequate protection through local plans	Targets: Comment on local plans within allocated time limit
16. Issue: Maintenance of Relevant Water Quality Objectives					
Management Option: 1. Apply protective provisions in consenting discharges to protect Estuary quality	Responsible Body: NRA	Pros: Legal incentive to comply	Cons: -	Actions: Ensure sampling programme is complied with and action taken on consent non-compliance	Targets: 1994 and ongoing
17. Issue: Emergency Oil Spillage					
Management Option: 1. Contingency Plan	Responsible Body: East Sussex CC, NRA	Pros: Minimise environmental impact of oil spill	Cons: Cost - may be technically difficult due to tides	Actions: Review plan and exercise oil response	Targets: 1994
18. Issue: Storm Sewage Discharges					
Management Option: 1. Review storm sewage discharge situation into Harbour of Rye	Responsible Body: NRA	Pros: Improve water quality and remove aesthetic nuisance	Cons: Cost to Water PLC	Actions: Investigate situation, agree improvements and review consents	Targets: 1995



# HARBOUR OF RYE AND SURROUNDING AREAS







NRA

*National Rivers Authority*  
*Southern Region*

Guardians of  
The Water Environment

Guildbourne House Chatsworth Road Worthing West Sussex BN11 1LD (0903) 820692

SO - 6/94 - 1K - E - AKCP