



# England Coast Path Stretch: Southend-on-Sea to Wallasea Island

## Report SWI 4: Sutton Ford Bridge to Paglesham Eastend

### Part 4.1: Introduction

Start Point:	Sutton Ford Bridge, Rochford (grid reference: TQ 8832 8963 )
End Point:	Paglesham Eastend (grid reference TQ 9477 9212)
Relevant Maps:	SWI 4a to SWI 4f

4.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Southend-on-Sea and Wallasea Island.

4.1.2 This report covers length SWI 4 of the stretch, which is the coast between Sutton Ford Bridge and Paglesham Eastend. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

4.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background.

**This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast. This report, and other separately published assessments we refer to, then provide more detail on these aspects where appropriate.**

## Part 4.2: Proposals Narrative

### The trail:

Generally follows existing walked routes, including public rights of way, along most of this length.

4.2.1 Follows existing walked routes, including public rights of way, throughout.

4.2.2 Follows the coastline quite closely and maintains good views of the Roach Estuary.

4.2.3 Includes two short sections that are not rights of way but are already frequently walked. See maps SWI 4c and SWI 4d and associated tables below for details.

4.2.4 Includes a significant inland diversion (SWI-4-S001 to SWI-4-S014) to take the trail past land in industrial or residential use that would therefore be excepted from the new access rights. (See Overview Annex C: Excepted land use categories).

4.2.5 Follows a route similar to the existing Roach Valley Way between Stambridge Mill and Barton Hall.

### Protection of the environment:

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

4.2.7 The following designated sites affect this length of coast (See Overview Maps C1 and C2):

- Essex Estuaries Special Area of Conservation (SAC)
- Crouch and Roach Estuaries Special Protection Area (SPA)
- Crouch and Roach Estuaries Ramsar site
- Crouch and Roach Estuaries Site of Special Scientific Interest designated for its wildlife interest
- Outer Thames Estuary SPA
- Blackwater, Crouch, Roach and Colne Estuaries Marine Conservation Zone

4.2.8 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

4.2.9 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion in respect of the natural environment; see the following assessments of the access proposals that we have published separately:

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

## **Accessibility:**

4.2.10 There are few artificial barriers to accessibility on the proposed route. However, there are places where the trail would follow an uneven grass or bare soil path which may not be suitable for some people with reduced mobility.

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

## **Where we have proposed exercising statutory discretions:**

4.2.11 Estuary: This report proposes that the trail should contain sections aligned on the estuary of the River Roach, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the first pedestrian crossing points, which are the bridges at Stambridge Mills and Sutton Ford, as indicated by the extent of the trail shown on maps SWI 4a to 4f.

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

4.2.12 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 4.3.1 below.

4.2.13 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 4.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 4.3.1] explaining what this means in practice.

**See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.**

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

*Exclusion of access to the saltmarsh and mudflat on the River Roach.*

4.2.15 Access to the saltmarsh and mudflats in the coastal margin seaward of route sections SWI-4-S001 to SWI-4-S032 is to be excluded all year-round by direction under s25A of the Countryside and Rights of Way Act (2000) as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps SWI 4A and 4B.

4.2.16 The saltmarsh at this location is uneven and wet underfoot and contains many creeks and channels, some of which would not be readily apparent to walkers and which can pose a significant risk, or may cause walkers unfamiliar with the area to become cut off from the mainland.

4.2.17 These directions will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or

- use of any registered rights of common or any rights at common law or by Royal Charter etc.

Any such use is not prohibited or limited by these arrangements.

4.2.18 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers of mudflats and saltmarsh (section 25A).

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

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

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

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

4.2.20 Column 4 of table 4.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps SWI 4d to SWI 4f as the proposed route of the trail.

4.2.21 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

4.2.22 On sections for which roll-back is not proposed in tables 4.3.1 or 4.3.2, the route is to be at the centre of the line shown on maps SWI 4a to SWI 4f as the proposed route of the trail.

### Other future change:

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

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

## Establishment of the trail:

4.2.24 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force. Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

4.2.25 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £38,750 and is informed by:

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

4.2.26 There are three elements to the overall cost:

- Existing footbridges over the River Roach near Stambridge Mill require some refurbishment to ensure their continued use as part of the trail.
- Signposts and waymarking to clearly indicate the trail route.
- Vegetation clearance between Purdey's Way industrial estate and Stambridge Mill

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

**Table 1: Estimate of capital costs**

<b>Item</b>	<b>Cost</b>
Footbridge refurbishment	£29,500
Signs and waymarking	£8,650
Vegetation clearance	£600
<b>Total</b>	<b>£38,750 (Exclusive of any VAT payable)</b>

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

## Maintenance of the trail:

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

4.2.29 We estimate that the annual cost to maintain the trail will be £5,415 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

## Part 4.3: Proposals Tables

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

### 4.3.1 Section Details – Maps SWI 4a to SWI 4f: Sutton Ford Bridge to Paglesham Eastend

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 4.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 4.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
4a	SWI-4-S001	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
4a	SWI-4-S002	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
4a	SWI-4-S003	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
4a	SWI-4-S004	Public footpath	No	No	Fence line	Clarity and cohesion	
4a	SWI-4-S005	Public bridleway	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
4a	SWI-4-S006	Public bridleway	No	No	Landward edge of bridge		Bridge parapet
4a	SWI-4-S007	Public bridleway	No	No			
4a	SWI-4-S008	Public bridleway	No	No	Landward edge of bridge	Clarity and cohesion	Bridge parapet
4a	SWI-4-S009	Public bridleway	No	No	Fence line	Clarity and cohesion	
4a	SWI-4-S010	Public bridleway	No	No			
4a	SWI-4-S011	Public bridleway	No	No			
4a	SWI-4-S012*	Public highway (road)	No	No			
4a	SWI-4-S013*	Public footpath	No	No			
4a	SWI-4-S014*	Public footpath	No	No			
4a	SWI-4-S015	Public footpath	No	No			
4a	SWI-4-S016	Public footpath	No	No			
4a	SWI-4-S017	Public footpath	No	Yes - bank			
4b	SWI-4-S018	Public footpath	No	Yes - bank			
4b	SWI-4-S019	Public footpath	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
4b	SWI-4-S020	Public footpath	No	No			
4c	SWI-4-S021	Public footpath	No	No			
4c	SWI-4-S022*	Other existing walked route	No	No			
4c	SWI-4-S023*	Other existing walked route	No	No			
4c	SWI-4-S024	Public footpath	No	Yes - bank			
4d	SWI-4-S025	Public footpath	No	Yes - bank			
4d	SWI-4-S026	Public footpath	No	Yes - bank			
4d	SWI-4-S027	Public footpath	Yes – See table 4.3.3	Yes - bank			
4d	SWI-4-S028	Public footpath	Yes – See table 4.3.3	Yes - bank			
4e	SWI-4-S029	Public footpath	Yes – See table 4.3.3	Yes - bank			
4f	SWI-4-S030	Public footpath	Yes – See table 4.3.3	Yes - bank			
4f	SWI-4-S031	Public footpath	Yes – See table 4.3.3	Yes - bank			
4f	SWI-4-S032	Other existing walked route	Yes – See table 4.3.3				



1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
4f	SWI-4-S033	Other existing walked route	Yes – See table 4.3.3				

#### 4.3.2 Other options considered: Maps SWI 4a to SWI 4f: Sutton Ford Bridge to Paglesham Eastend

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SWI 4a	SWI-4-S012 to SWI-4-S014	We considered aligning the trail along the seabank to the east of the Stambridge Mill site in front of 2 residential properties (Broomhills).	We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme, as the route along the seabank would affect the privacy of residential properties.
SWI 4c	SWI-4-S022 and SWI-4-S023	Just south of Barton Hall we considered aligning along the existing footpath which for a short distance (c.150m) is seaward of the current maintained line of sea defences	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it follows a surfaced farm track and is the line generally followed by footpath users currently</li> <li>■ it avoids the need for significant surface improvement works that would be needed to make the PRow footpath readily passable, and which would damage the designated saltmarsh habitat it crosses.</li> </ul> <p>Under our proposals, the length of public footpath across saltmarsh would remain available for people to use as part of the spreading room, but would not form part of the designated trail.</p> <p>We concluded that overall the proposed route struck the best balance in terms of the criteria</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			described in chapter 4 of the Coastal Access Scheme.

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

### 4.3.3 Roll-back implementation – more complex situations: Maps SWI 4a to SWI 4f: Sutton Ford Bridge to Paglesham Eastend

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SWI 4d to SWI 4f	SWI-4-S027 to SWI-4-S033	Seabank and adjacent farmland	The Shoreline Management Plan for parts of this length of coast indicates 'Managed realignment'. Where this affects the line of the approved route we will choose a new route after detailed discussions with owners and occupiers. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.

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

## Part 4.4: Proposals Maps

### 4.4.1 Map Index

Map reference	Map title
SWI 4a	Sutton Ford Bridge to Great Stambridge Hall
SWI 4b	Great Stambridge Hall to Barton Hall
SWI 4c	Barton Hall to Bartonhall Creek (east)
SWI 4d	Bartonhall Creek (east) to Stannetts Creek
SWI 4e	Stannetts Creek to Waterside Farm
SWI 4f	Waterside Farm to Paglesham Eastend
Directions Map SWI 4A	Directions for Report SWI 4: Sutton Ford Bridge to Paglesham Eastend
Directions Map SWI 4B	Directions for Report SWI 4: Sutton Ford Bridge to Paglesham Eastend

### PROPOSALS

#### Trail Sections

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

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

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

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

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

#### Coastal Margin

##### Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

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

#### Other Information

##### Other access rights and routes

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

#### Infrastructure types

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

- | Bridges:              | Stiles:       | Gates:               |
|-----------------------|---------------|----------------------|
| Clapper bridge        | Ladder stile  | Bristol gate         |
| Footbridge            | Lift-up stile | Field gate           |
| Quad bike bridge      | Squeeze stile | Gateway with no gate |
| Sleeper bridge        | Step stile    | Kissing gate         |
| Vehicle bridge        | Stone stile   | Pedestrian gate      |
|                       |               | Wheelchair gate      |
| <b>Miscellaneous:</b> |               |                      |
| Barrier               | Cycle chicane | Interpretation panel |
| Boardwalk             | Drainage      | Ramp                 |
| Bollard               | Drop-kerb     | Revetment            |
| Cattle grid           | Gap in fence  | Stepping stones      |
| Culvert               | Hurdle        | Steps                |

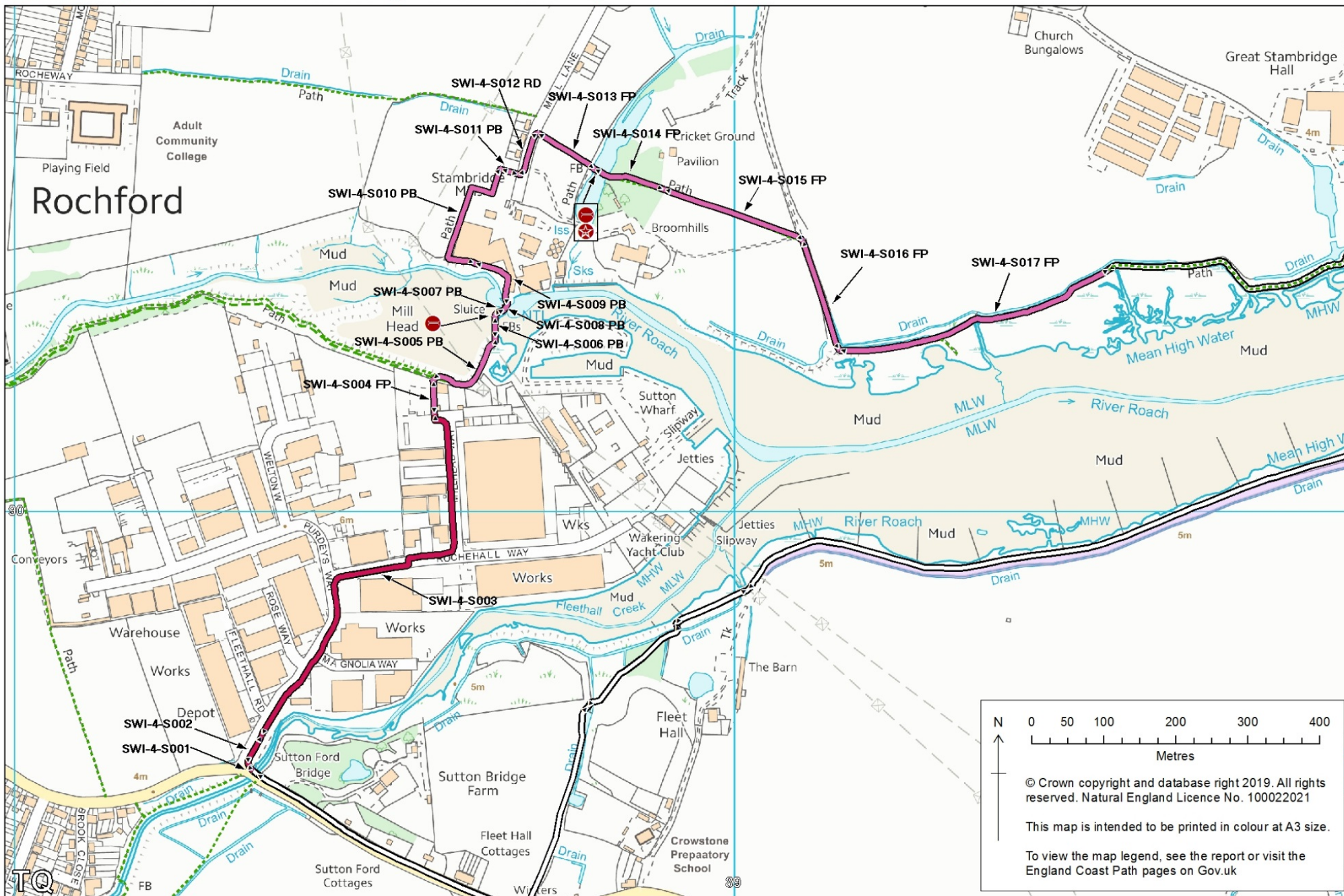
#### Infrastructure status

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

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

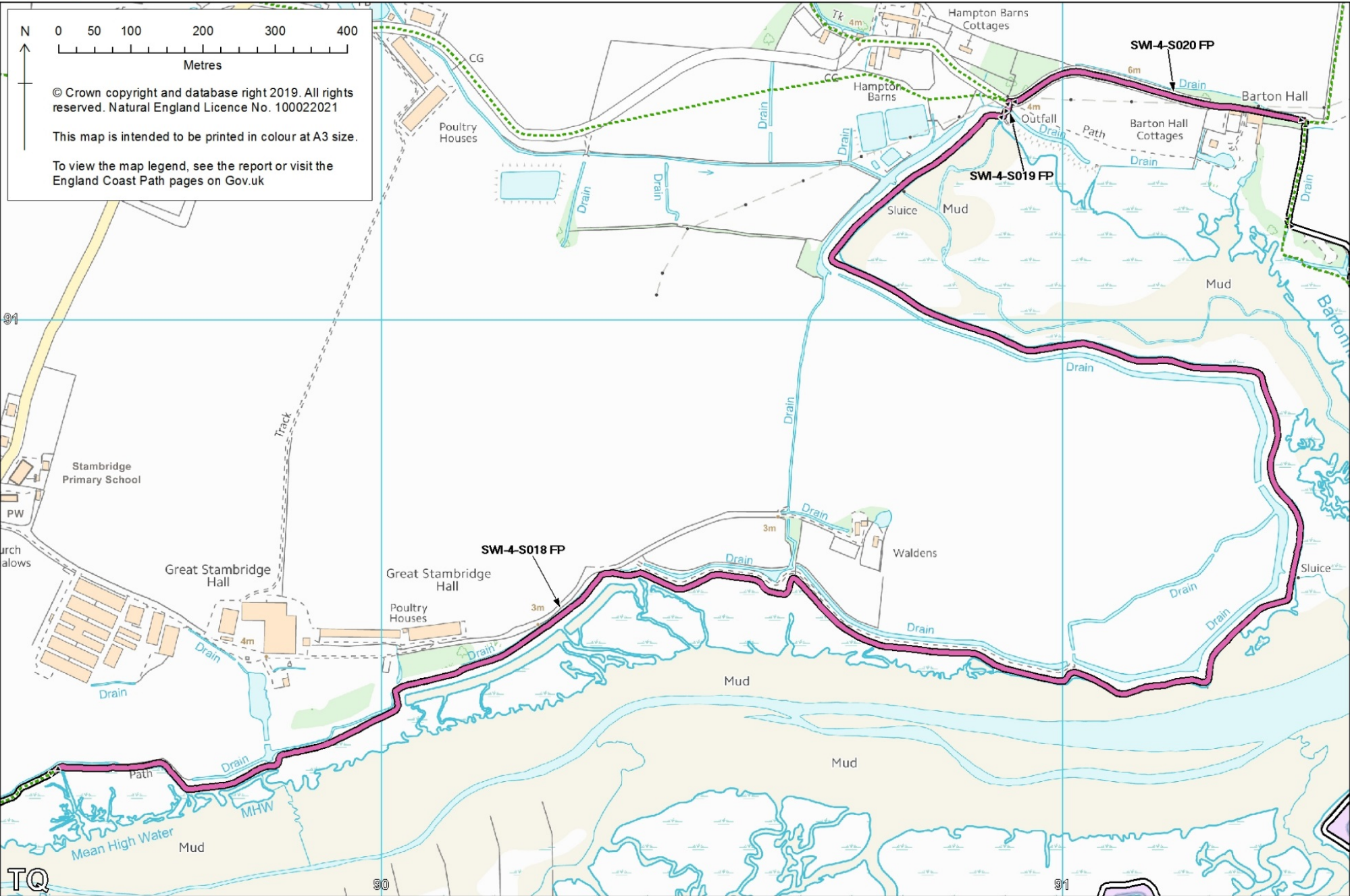
\* Please note that the items in this legend may not all be present on an individual map or report.

Map SWI 4a - Sutton Ford Bridge to Great Stambridge Hall

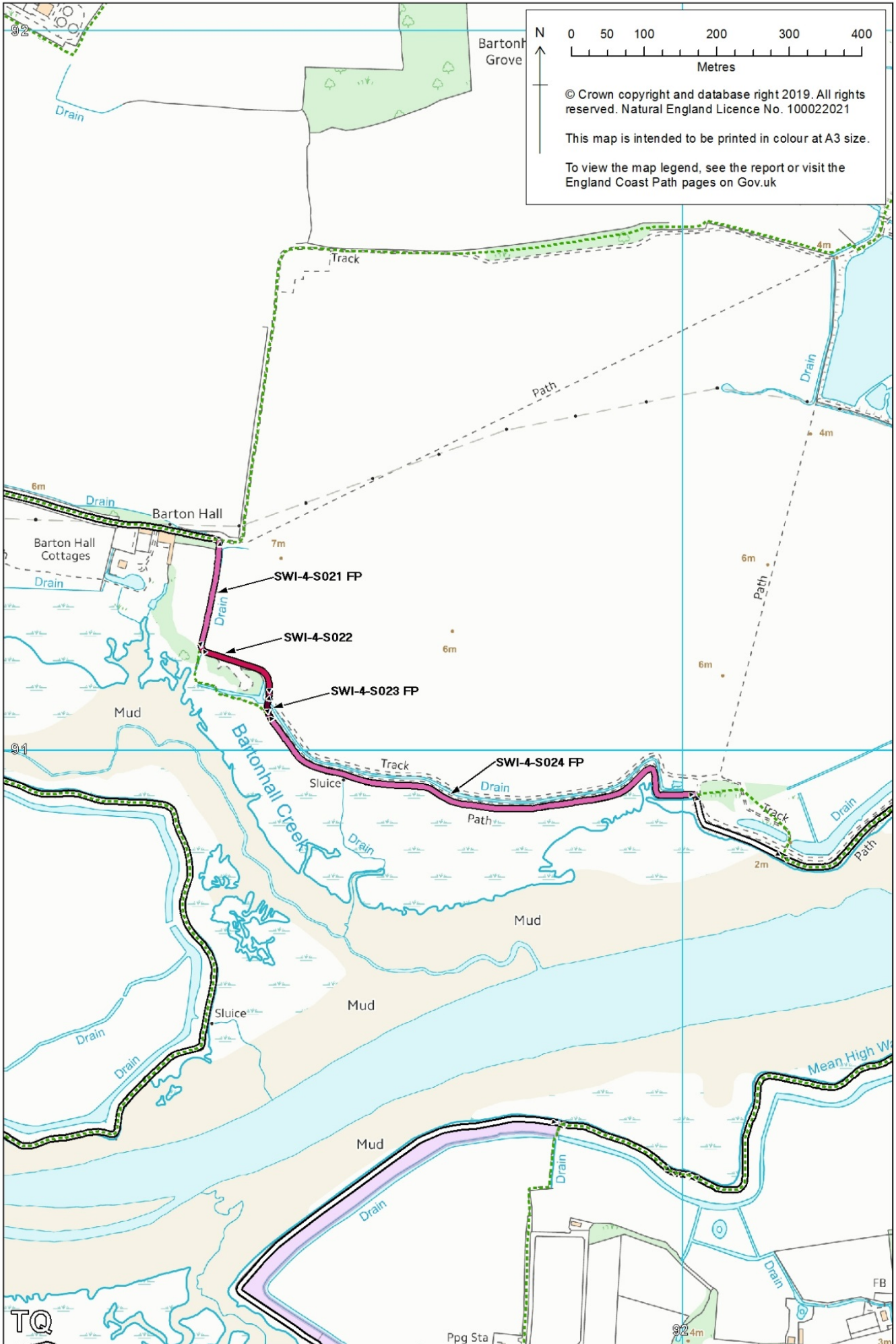


Map SWI 4a - Sutton Ford Bridge to Great Stambridge Hall

Map SWI 4b - Great Stambridge Hall to Barton Hall

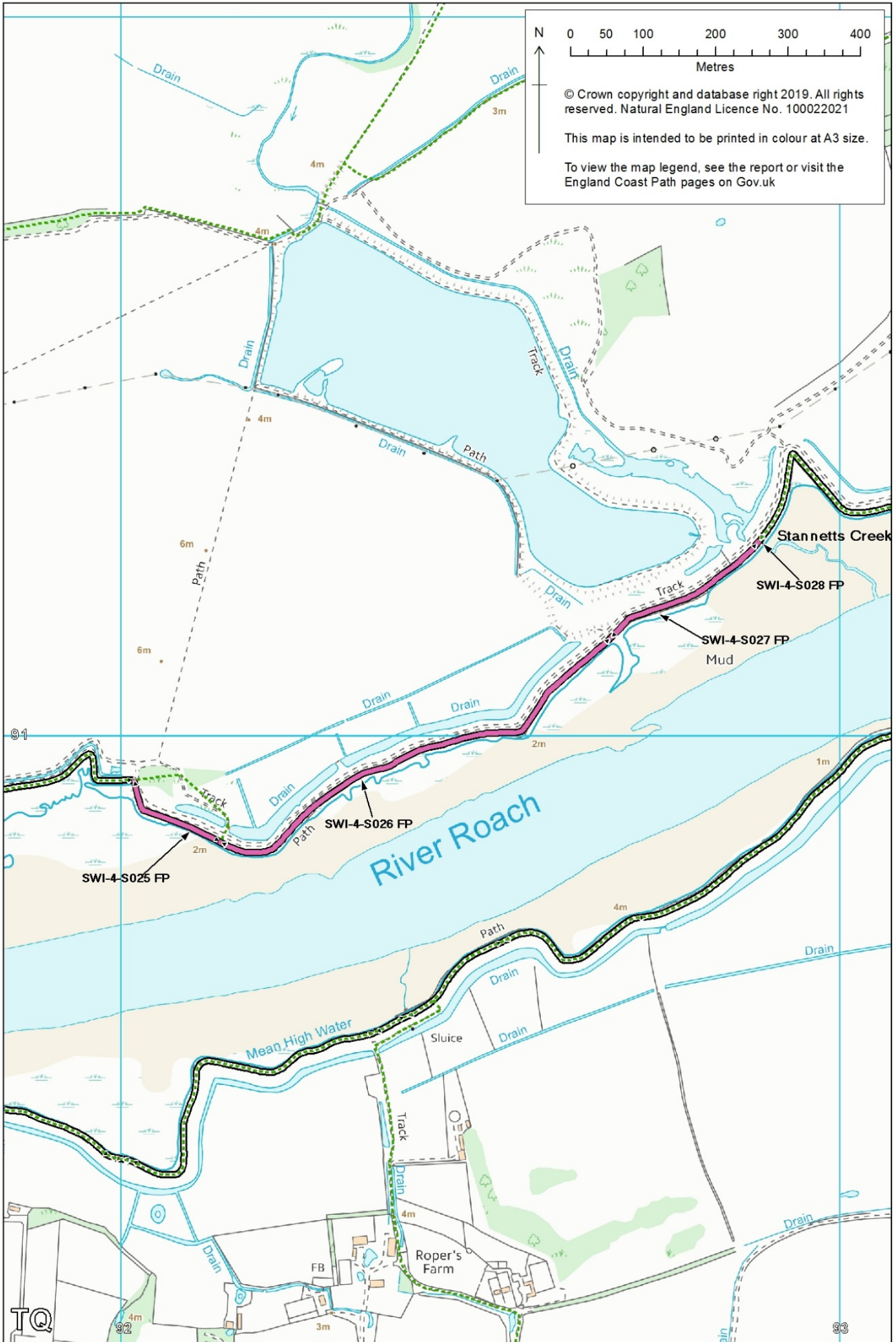


**Map SWI 4c - Barton Hall to Bartonhall Creek (east)**



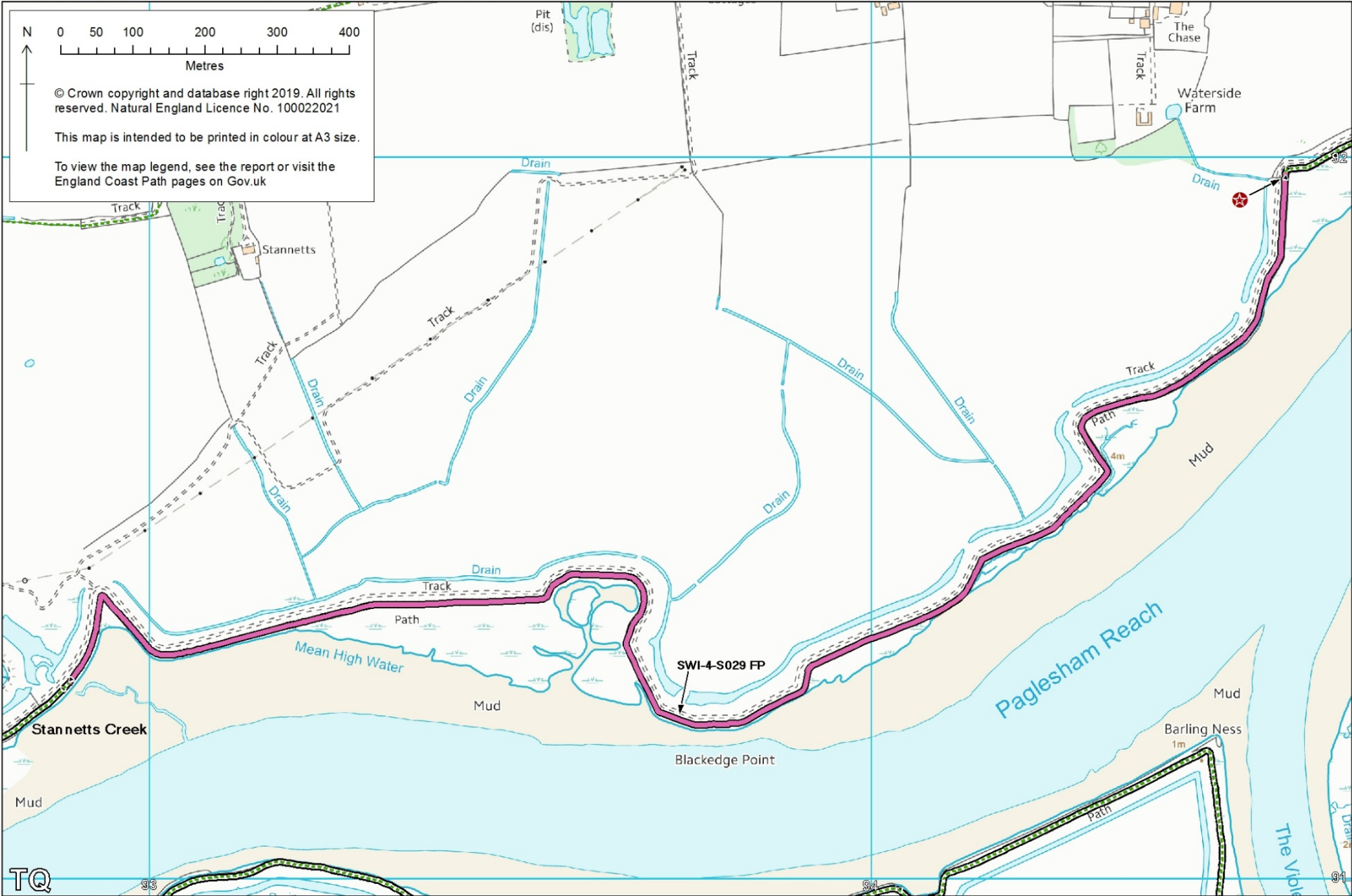
Map SWI 4c - Barton Hall to Bartonhall Creek (east)

### Map SWI 4d - Bartonhall Creek (east) to Stannetts Creek





### Map SWI 4e - Stannetts Creek to Waterside Farm



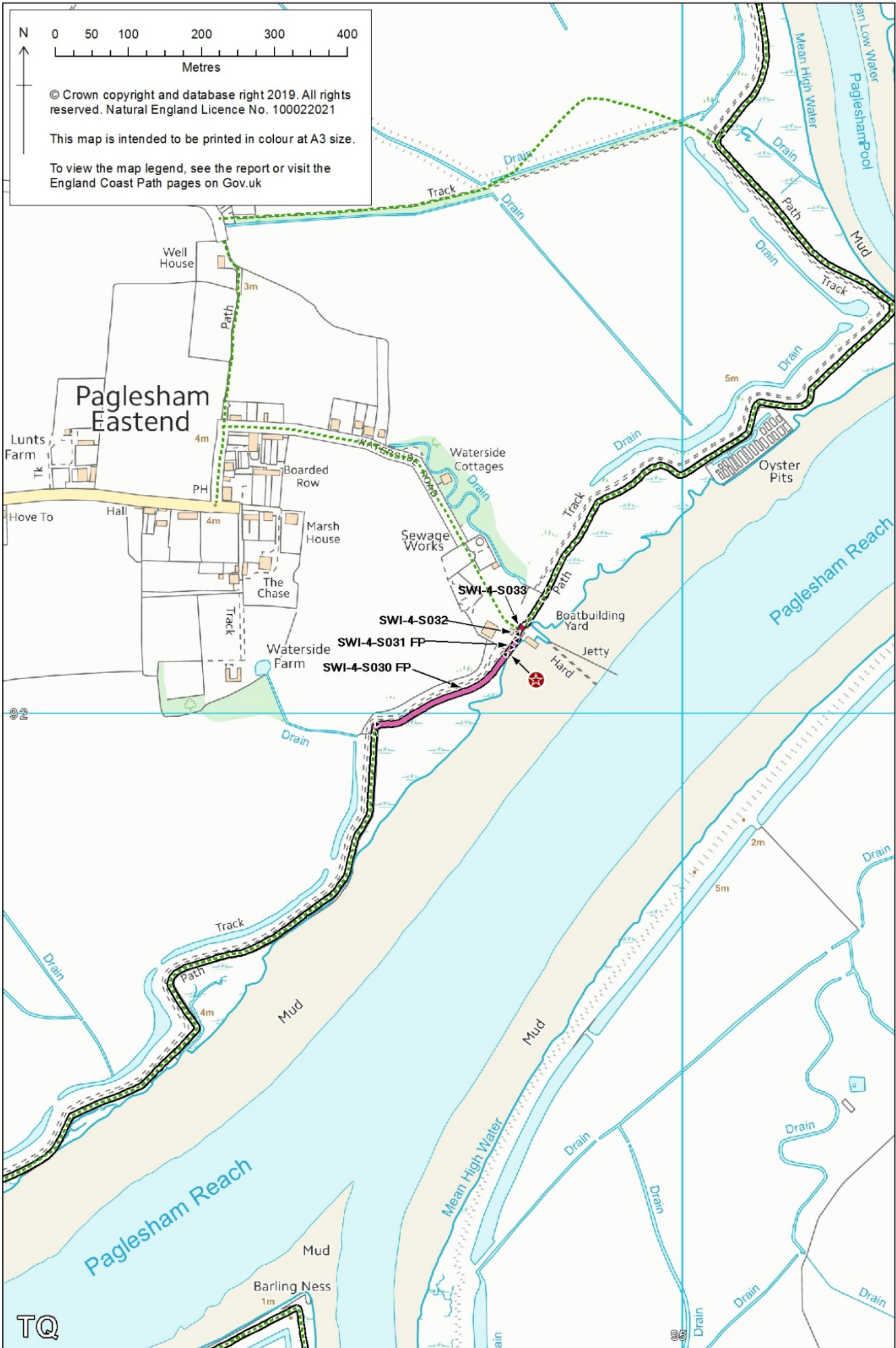
N  
0 50 100 200 300 400  
Metres

© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

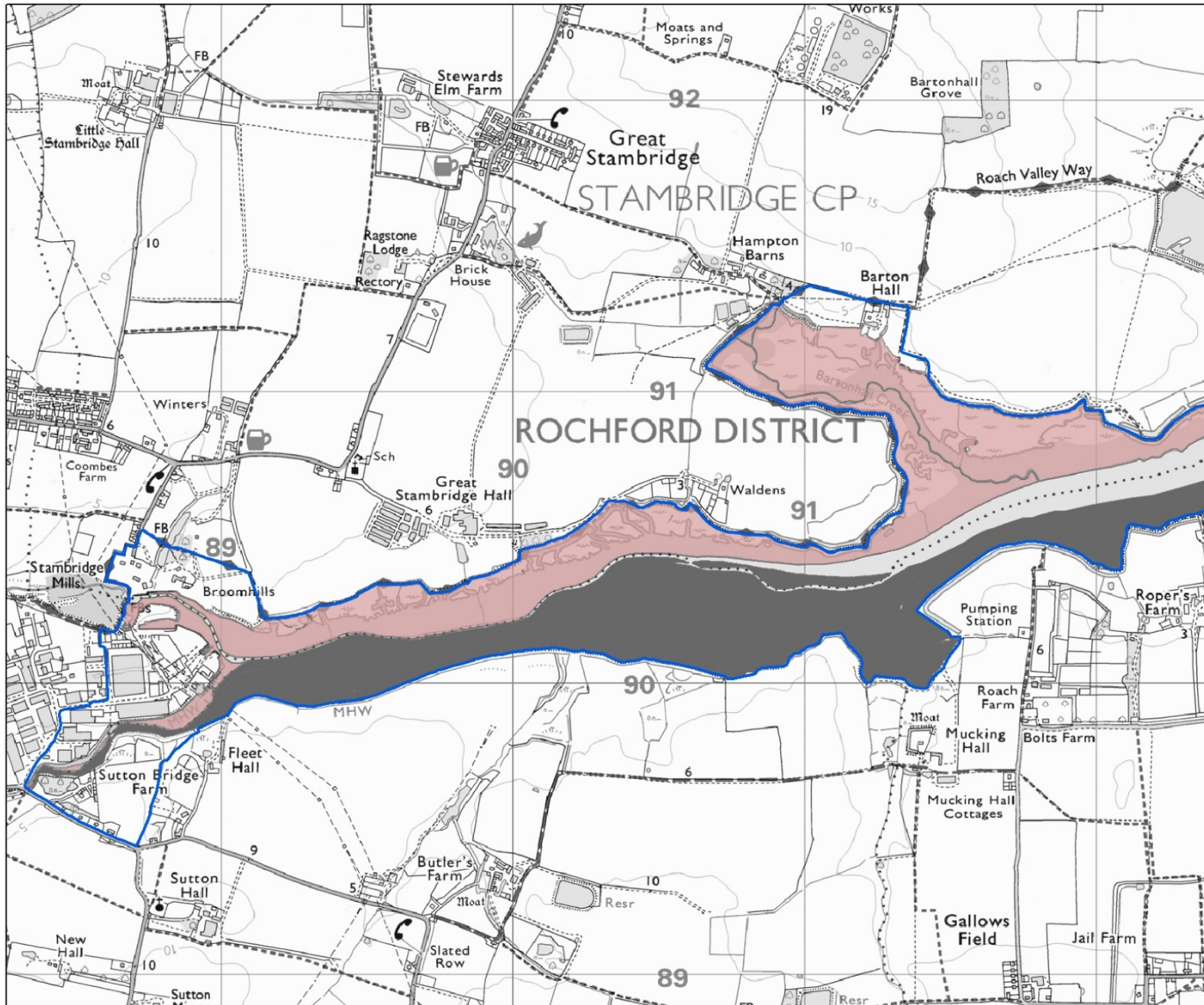
This map is intended to be printed in colour at A3 size.

To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

**Map SWI 4f - Waterside Farm to Paglesham Eastend**



Directions Map SWI 4A



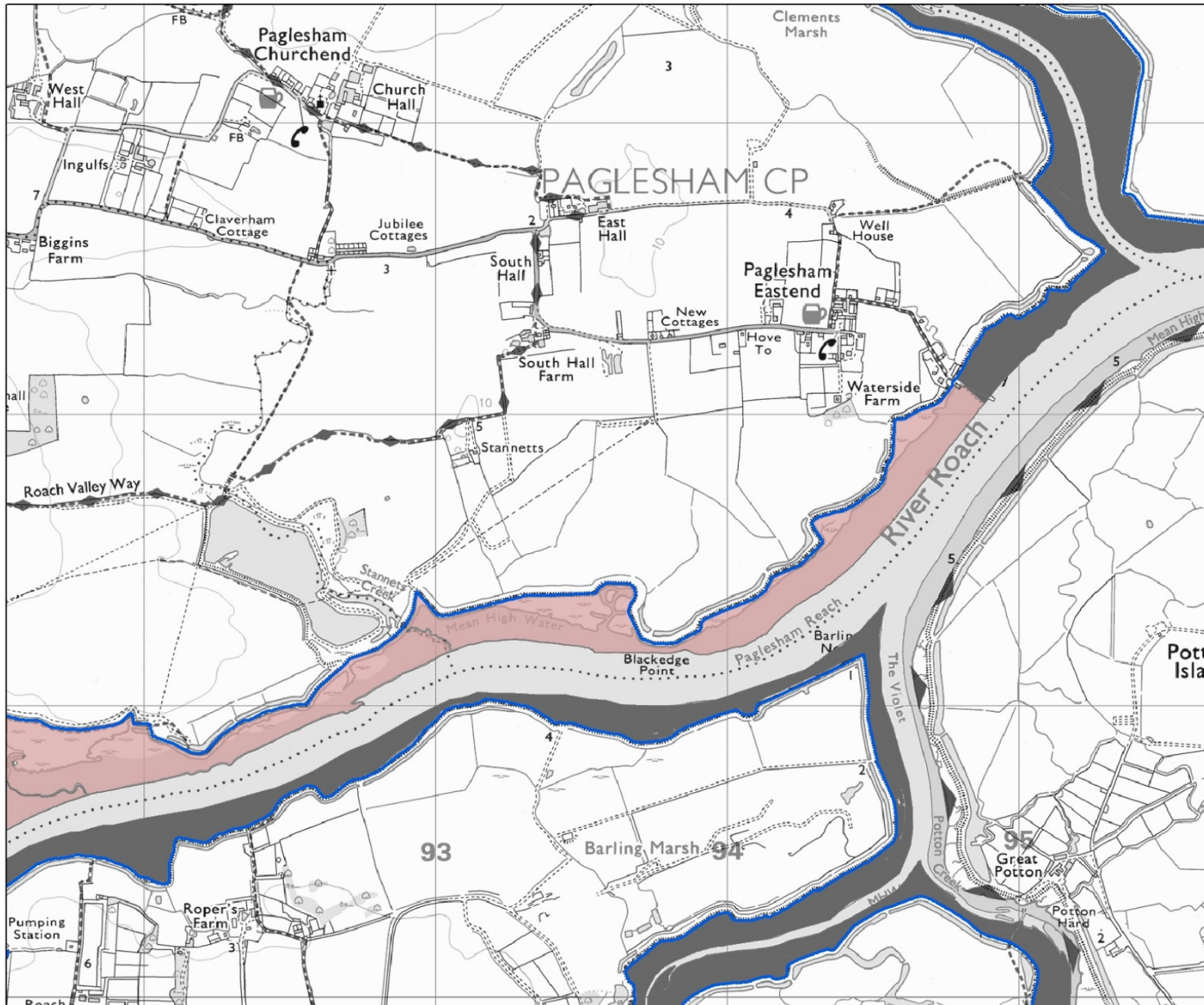
- Proposed route
- Direction shown in other SWI Report
- Proposed long term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round





These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

0 360 720 Meters

© Crown copyright and database right 2018.  
All rights reserved. Natural England Licence No. 100022021

Directions Map SWI 4B



-  Proposed route
-  Direction shown in other SWI Report
-  Proposed long term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
-  Military Byelaw area

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

0 360 720 Meters

© Crown copyright and database right 2018. All rights reserved. Natural England Licence No. 100022021