



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

## Report SWI 6: Wallasea Island Coast

### Part 6.1: Introduction

Start Point:	Wallasea Island causeway (grid reference: TQ 9259 9456)
End Point:	Wallasea Island causeway (grid reference: TQ 9259 9456)
Relevant Maps:	SWI 6a to SWI 6i

6.1.1 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 to Wallasea Island.

6.1.2 This report covers length SWI 6 of the stretch, which is the coast of Wallasea Island. 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.

6.1.3 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.

6.1.4 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 6.2: Proposals Narrative

### The trail:

6.2.1 Follows existing walked routes, including public rights of way around the island, except as described in paragraph 6.2.3 below.

6.2.2 Mainly follows the coastline quite closely and maintains good views of the Crouch and Roach Estuaries, although on some sections of the path on the south side of the island (route sections SWI-6-S023 to SWI-6-S029, see maps SWI 6f to SWI 6i) it follows the landward seabank base for the reasons given in table 6.3.3 below (Other options considered).

6.2.3 Includes several lengths of new path which have not previously been open to public access on the south side of the island. See maps SWI 6f to SWI 6i and associated tables below for details.

### Protection of the environment:

6.2.4 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.

6.2.5 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

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

### 6.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SWI 6e to SWI 6i	SWI-6-S021 to SWI-6-S029 and SWI-6-A001 to SWI-6-A003	No dogs permitted on sections of the proposed route (and alternative route) that are not existing rights of way or highway  In addition we will install signs at access points to relevant sections which will clearly identify the no dogs restriction (SWI-6-S021 to SWI-6-	Both saltmarshes and mudflats seaward of the seabank, the new intertidal habitat and wetland creation areas are important for a variety of breeding, passage and wintering wetland birds. Excluding dogs will avoid the most likely forms of disturbance to these sensitive species.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		S029 and SWI-6-A001 to SWI-6-A003).	
SWI 6f to SWI 6i	SWI-6-S023 to SWI-6-S029	Trail to be aligned on the landward side and below the crest of the seabank along the south side of Wallasea Island.	Both saltmarshes and mudflats seaward of the seabank and new wetland creation areas landward are important for a variety of breeding, passage and wintering wetland birds. Reducing the prominence of users by positioning the trail below the crest of the seabank will avoid a likely form of disturbance to these sensitive species.
SWI 6c to SWI 6f	SWI-6-S015 to SWI-6-S022	New coastal access rights to be excluded from the recently created intertidal habitats on the area known as “Jubilee Marsh” and from remnant seabanks within Allfleets Marsh  In addition we will install signs at access points to relevant sections which will clearly identify the exclusion of access rights from areas of intertidal habitat (SWI-6-S021 and SWI-6-S022).	The new intertidal habitat areas are important for a variety of breeding, passage and wintering wetland birds. Excluding new access on these areas of intertidal habitat will avoid the most likely forms of disturbance to these sensitive species.

6.2.7 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.

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

## **Accessibility:**

6.2.8 There are few artificial barriers to accessibility on the proposed route, but there are steps at Baltic Wharf where it would be necessary to ascend/descend from the top of the seabank (SWI-6-S007).

6.2.9 The trail would follow an uneven grass or bare soil path along the top or landward base of seabanks around the island. The surface may not be suitable for some people with reduced mobility.

6.2.10 At the west end of route section SWI-6-S029 and east end of route section SWI-6-S027, the existing fences would incorporate new lockable gates to enable access when this part of the proposed route is open and to restrict access during the period when the alternative route is to be used – see paragraph 6.2.27 below. We envisage this happening as part of the physical establishment work described below.

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

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

6.2.11 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Roach (including the Paglesham Creek) and River Crouch, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of these rivers as far as the Wallasea Island causeway, as indicated by the extent of the trail shown on maps SWI 6a to 6i.

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

6.2.12 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 6.3.1. 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 6.3.1] 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.**

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

*Exclusion of access to the saltmarsh and mudflats around Wallasea Island.*

6.2.14 Access to the saltmarsh and mudflats in the coastal margin seaward of route sections SWI-6-S001 to SWI-6-S030 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 6A and 6B.

6.2.15 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 which may cause walkers unfamiliar with the area to become cut off from the mainland.

*Exclusion of access within Jubilee Marsh and remnant seabanks within Allfleets Marsh.*

6.2.16 Access is to be excluded by direction all year-round in the coastal margin over Jubilee Marsh and the remnant seabanks within Allfleets Marsh, adjacent to route sections SWI-6-S015 to SWI-6-S022 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations of breeding birds and internationally important numbers of wintering birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Direction Maps SWI 6A and 6B.

6.2.17 Allfleets and Jubilee Marshes are part of the RSPB Wallasea Island nature reserve. The reserve is frequented by nationally and internationally important populations of breeding, wintering and passage birds, many of which are sensitive to disturbance. Our published Habitats Regulations Assessment and the Nature Conservation Assessment for this stretch of coast explains these sensitivities in more detail and why we concluded that unrestricted access would not be in keeping with the conservation objectives for the site.

6.2.18 Much of the sensitive area is saltmarsh and flat and so would not be subject to new access rights because of the effect of our proposal to exclude access to those land types – see paragraphs 6.2.14 and 6.2.15 above. Jubilee Marsh (on the east coast) and the remnant seabanks of Allfleets Marsh (along the north coast) are part of an extensive scheme of managed realignment; they will eventually revert to saltmarsh and flat but do not yet have these characteristics. We therefore propose to exclude new access rights to them on nature conservation grounds.

#### *Restriction on use by people accompanied by dogs on parts of Wallasea Island*

6.2.19 Access for people accompanied by dogs is to be excluded on route sections SWI-6-S021 to SWI-6-S029 of the ordinary route and sections SWI-6-A001 to SWI-6-A003 of the alternative route by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000) all year round to protect sensitive wildlife (breeding, passage and overwintering birds). The exclusion will allow dog walkers to bypass the island and will have no legal effect on land where coastal access rights do not apply. See Directions Maps SWI 6A and 6B.

6.2.20 The public right of way along the north coast of the island would not be affected by this direction. However, dogs are not currently permitted on other parts of the island in order to limit disturbance to birds. This direction would allow the existing arrangement to continue, so avoiding any increase in disturbance from dogs as a result of our access proposals. It would also replicate the arrangement on the new sections of path proposed for the southern part of the island. Our published Habitats Regulations Assessment and the Nature Conservation Assessment for this stretch of coast explains the sensitivities in more detail and why we concluded that unrestricted access would not be in keeping with the conservation objectives for the site.

#### *Seasonal exclusion of access on northern bank of Paglesham Creek and alternative route.*

6.2.21 We propose to exclude access between 1<sup>st</sup> September and 20<sup>th</sup> February annually to route sections SWI-6-S027 to SWI-6-S029. This exclusion is proposed under section 24 of the CROW Act for the purpose of land management in relation to wildfowling. During this time the alternative route shown on map SWI 6i will be available (sections SWI-6-A001 to SWI-6-A014). The exclusion will have no legal effect on land where coastal access rights do not apply. See Directions Map SWI 6A.

6.2.22 Wildfowling shoot frequently throughout the autumn and winter months all along the seawall from the Wallasea Island causeway through to the RSPB reserve. Shooting varies in time and length on any given day. The exclusion will allow the club to continue to operate as it does now, by preventing disturbance to quarry that use the saltmarsh and ponds on either side of the seawall, and avoiding any need to adopt additional safety measures whilst shooting. The alternative route will use an existing track

on the edge of the RSPB reserve and the road from Grapnells to the island causeway (see paragraphs 6.2.27 and 6.2.28 below).

6.2.23 The directions described in paragraphs 6.2.14 to 6.2.22 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.

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

*Exclusion of access to slipways in commercial use at Baltic Wharf and Essex Marina, Wallasea Island*

6.2.25 We propose to exclude access all year-round along the seaward margin, adjacent to routes sections SWI- S007 and SWI-S010. This exclusion is proposed under section 24 (land management) and section 25(a) (public safety) of the CROW Act to prevent disruption to ongoing commercial activity and to protect public safety. 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 Map SWI 6A.

6.2.26 Baltic Wharf and Essex Marina on the north of Wallasea Island have ongoing dockyard and marina operations throughout the year. The sites are adjacent to each other and linked by the seawall that will form part of the proposed route. At Baltic Wharf there is a large crane and hoist for loading / unloading large volumes of timber. This is used daily. Essex Marina has a boat hoist and slipway that is in frequent use. Operations at both sites have significant public safety risks and access would disrupt commercial activity.

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

6.2.27 **Alternative routes:** An alternative route is to operate at times when access to route sections SWI-6-S027 to SWI-6-S029 is excluded under the terms of the direction described in paragraphs 6.2.21 and 6.2.22 above. It would be advertised by installation of permanent signs at either end of the affected section adjacent to access gates to be locked during the closed period. The alternative route is to be at the centre of the line shown as route sections SWI-6-A001 to SWI-6-A014 on map SWI 6i. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

6.2.28 By default, an alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of this table describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

6.2.29 **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.

6.2.30 Column 4 of table 6.3.1 and 6.3.2 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps SWI 6b to SWI 6h as the proposed route of the trail.

6.2.31 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.

6.2.32 On sections for which roll-back is not proposed in tables 6.3.1 or 6.3.2, the route is to be at the centre of the line shown on maps SWI 6a and SWI 6i as the proposed route of the trail.

### Other future change:

6.2.33 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:

6.2.34 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.

6.2.35 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £11,850 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.

6.2.36 There are three main elements to the overall cost:

- Signs: fingerposts and waymarking to clearly define the route and additional signs to make users aware of the various restrictions that apply to this part of the route.

- Gates: two new lockable gates will be required at either end of the section where a seasonal closure will apply.
- Surface works: vegetation cutting to define the route on previously unwalked sections.

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

**Table 1: Estimate of capital costs**

<b>Item</b>	<b>Cost</b>
Signs & interpretation	£9,100
Gates	£1,750
Surface works	£1,000
<b>Total</b>	<b>£11,850 (Exclusive of any VAT payable)</b>

6.2.37 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:**

6.2.38 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).

6.2.39 We estimate that the annual cost to maintain the trail will be **£8,999** (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 6.3: Proposals Tables

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

### 6.3.1 Section Details – Maps SWI 6a to SWI 6i: Wallasea Island coast

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 6.3.3: 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 6.3.4’ 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
6a	SWI-6-S001	Public footpath	No	No			
6a	SWI-6-S002	Public highway	No	No			
6a	SWI-6-S003	Public footpath	No	Yes - bank			
6a	SWI-6-S004	Public footpath	No	Yes - bank			
6b	SWI-6-S005	Public footpath	No	Yes - bank			
6b	SWI-6-S006	Other existing walked route	No	Yes - bank			
6b	SWI-6-S007	Other existing walked route	No	No			Between two sets of steps
6b	SWI-6-S008	Public footpath	No	Yes - bank			

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
6b	SWI-6-S009	Public footpath	No	Yes - bank			
6b	SWI-6-S010	Public footpath	No				
6b	SWI-6-S011	Public footpath	No	Yes - bank			
6b	SWI-6-S012	Public footpath	No	Yes - bank			
6b	SWI-6-S013	Public footpath	Yes – See table 6.3.3	Yes - bank			
6c	SWI-6-S014	Public footpath	Yes – See table 6.3.3	Yes - bank			
6c	SWI-6-S015	Public footpath	Yes – See table 6.3.3	Yes - bank			
6d	SWI-6-S016	Public footpath	Yes – See table 6.3.3	Yes - bank			
6d	SWI-6-S017	Public footpath	Yes – See table 6.3.3	Yes - bank			
6d	SWI-6-S018	Public footpath	Yes – See table 6.3.3	Yes - bank			
6d	SWI-6-S019	Public footpath	Yes – See table 6.3.3	Yes - bank			
6d	SWI-6-S020	Public footpath	Yes – See table 6.3.3	Yes - bank			
6e	SWI-6-S021*	Other existing walked route	Yes – See table 6.3.3	Yes - bank			
6f	SWI-6-S022*	Other existing walked route	Yes – See table 6.3.3	Yes - bank			
6f	SWI-6-S023*	Not an existing walked route	Yes – See table 6.3.3	No			
6g	SWI-6-S024*	Not an existing walked route	Yes – See table 6.3.3	No			
6g	SWI-6-S025*	Not an existing walked route	Yes – See table 6.3.3	No			
6h	SWI-6-S026*	Other existing walked route	Yes – See table 6.3.3	No			
6i	SWI-6-S027*	Not an existing walked route	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
6i	SWI-6-S028*	Not an existing walked route	No	No			
6i	SWI-6-S029*	Not an existing walked route	No	No			
6i	SWI-6-S030	Not an existing walked route	No	No			
6a	SWI-6-S031	Not an existing walked route	No	No	Edge of road	Clarity and cohesion	
6a	SWI-6-S032	Public highway	No	No			
6a	SWI-6-S033	Not an existing walked route	No	No	Edge of road	Clarity and cohesion	

### 6.3.2 Alternative route details – Map SWI 6i: Wallasea Island coast

Notes on table:

Column 2 – an asterisk (\*) against the route section number means see also table 6.3.3: Other options considered.

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.

Column 4 – ‘Yes – see table 6.3.4’ 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 and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.

Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
6i	SWI-6-A001*	Other existing walked route	No			
6i	SWI-6-A002*	Not an existing walked route	No			
6i	SWI-6-A003*	Not an existing walked route	No		Edge of concrete track	Clarity and cohesion
6i	SWI-6-A004*	Not an existing walked route	No		Fence line	Clarity and cohesion
6i	SWI-6-A005 to SWI-6-A014*	Public highway	No			

### 6.3.3 Other options considered: Maps SWI 6a to SWI 6i: Wallasea Island Coast

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SWI 6e & 6f	SWI-6-S021 to SWI-6-S022	We considered aligning the trail around the full perimeter of the island.	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. The route around the full perimeter is no longer a viable one (the seabank at the eastern end of Wallasea Island having been breached in three places as part of the 2015 coastal realignment) and is adjacent to intertidal habitats that would be particularly sensitive to wildlife disturbance.
SWI 6g to 6i	SWI-6-S023 to SWI-6-S029	We considered aligning the route along the top of the seabank along these sections on the south side of Wallasea Island	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It will provide a more walkable surface than the top of the seabank which in many places is narrow and uneven</li> <li>■ it is less likely that users would be a cause of disturbance to sensitive wetland wildlife species both seaward and inland of the seabank.</li> <li>■ this proposal is made with the support of the landowner</li> </ul>
SWI 6i	SWI-6-S027 to SWI-6-S029	We considered aligning the main route along the route proposed for the seasonal alternative route (SWI-6-A001 to SWI-6-A014)	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is closer in proximity to the sea and provides a more acceptable walking route than the alternative which is shared with traffic.</li> </ul> <p>We concluded that overall the proposed route, and provision of the seasonal alternative route, struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>

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.

### 6.3.4 Roll-back implementation – more complex situations: Maps SWI 6b to SWI 6h: Wallasea Island coast

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SWI 6b to SWI 6h	SWI-6-S013 to SWI-6-S026	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 and the Environment Agency. 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 6.4: Proposals Maps

### 6.4.1 Map Index

Map reference	Map title
SWI 6a	Creeksea Ferry Road to Baltic Wharf
SWI 6b	Baltic Wharf to Gardenness Point
SWI 6c	Gardenness Point to Allfleets Marsh
SWI 6d	Allfleets Marsh to Jubilee Marsh north
SWI 6e	Jubilee Marsh north to Jubilee Marsh south
SWI 6f	Jubilee Marsh south to River Roach
SWI 6g	River Roach to Paglesham Pool
SWI 6h	Paglesham Pool to Paglesham Creek
SWI 6i	Paglesham Creek to Creeksea Ferry Road and seasonal alternative route
Directions Map SWI 6A	Directions for Report SWI 6: Wallasea Island Coast
Directions Map SWI 6B	Directions for Report SWI 6: Wallasea Island Coast

### 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                |

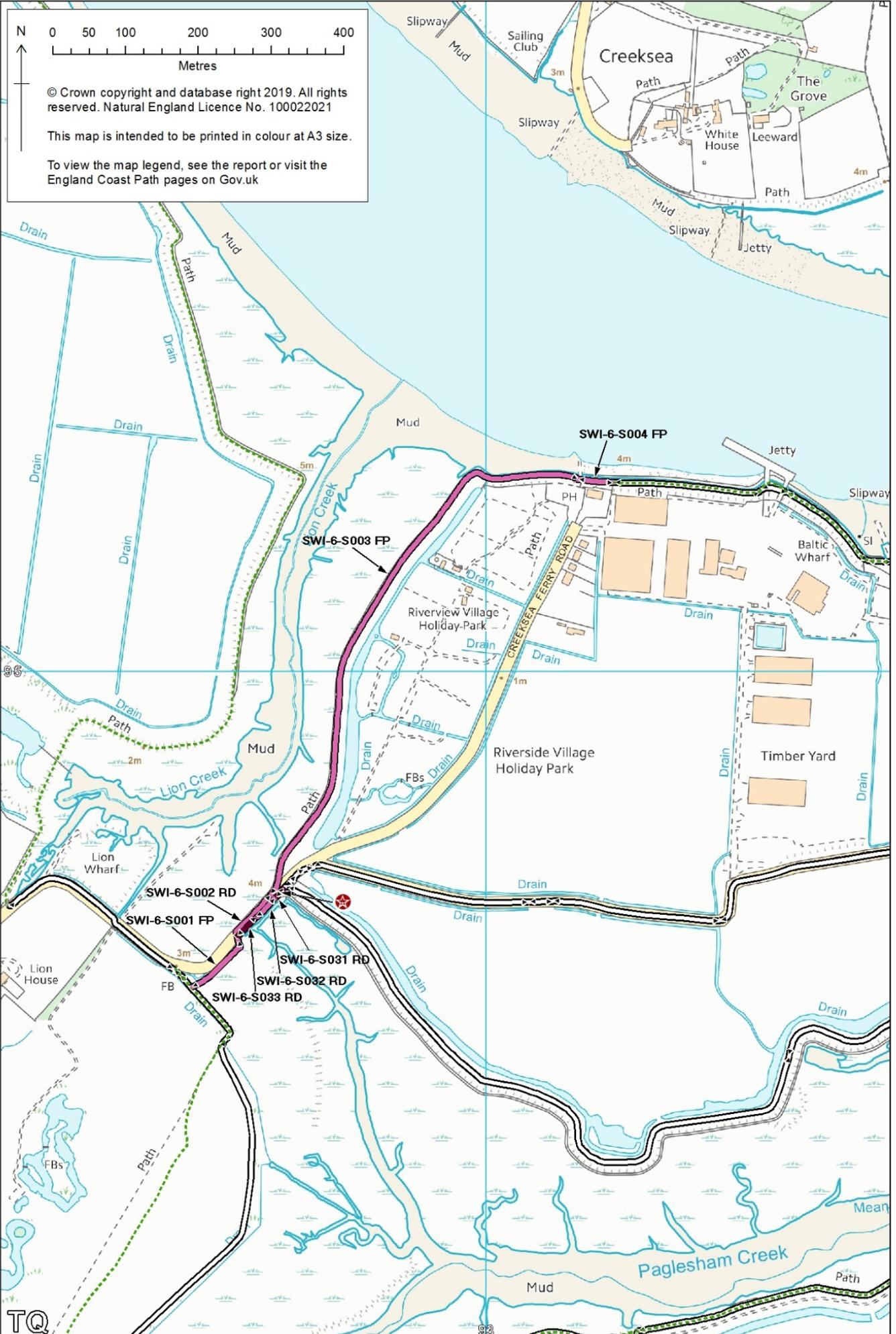
#### Infrastructure status

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 6a - Creeksea Ferry Road to Baltic Wharf**

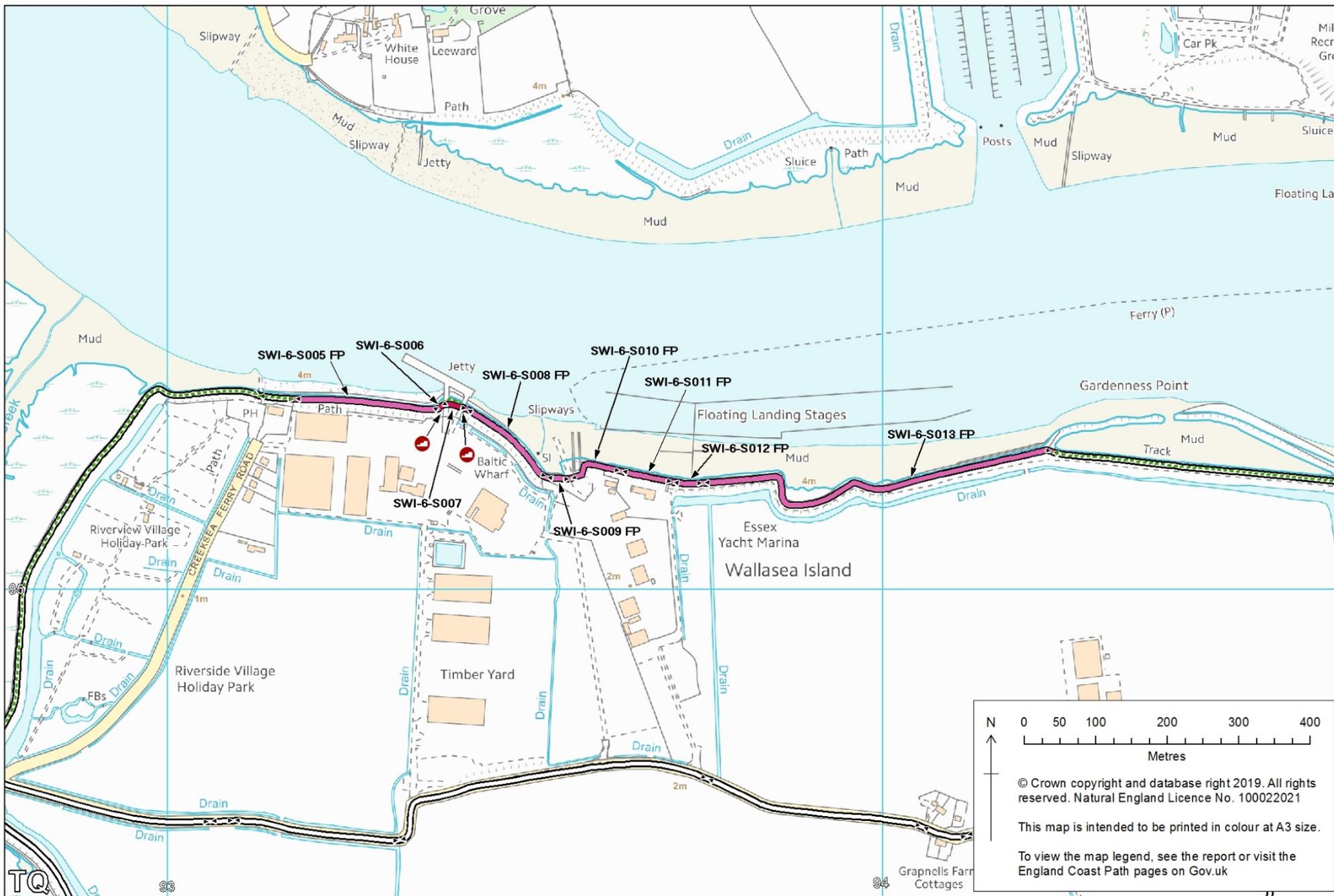


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This map is intended to be printed in colour at A3 size.

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

**Map SWI 6b - Baltic Wharf to Gardeness Point**



Map SWI 6b - Baltic Wharf to Gardeness Point

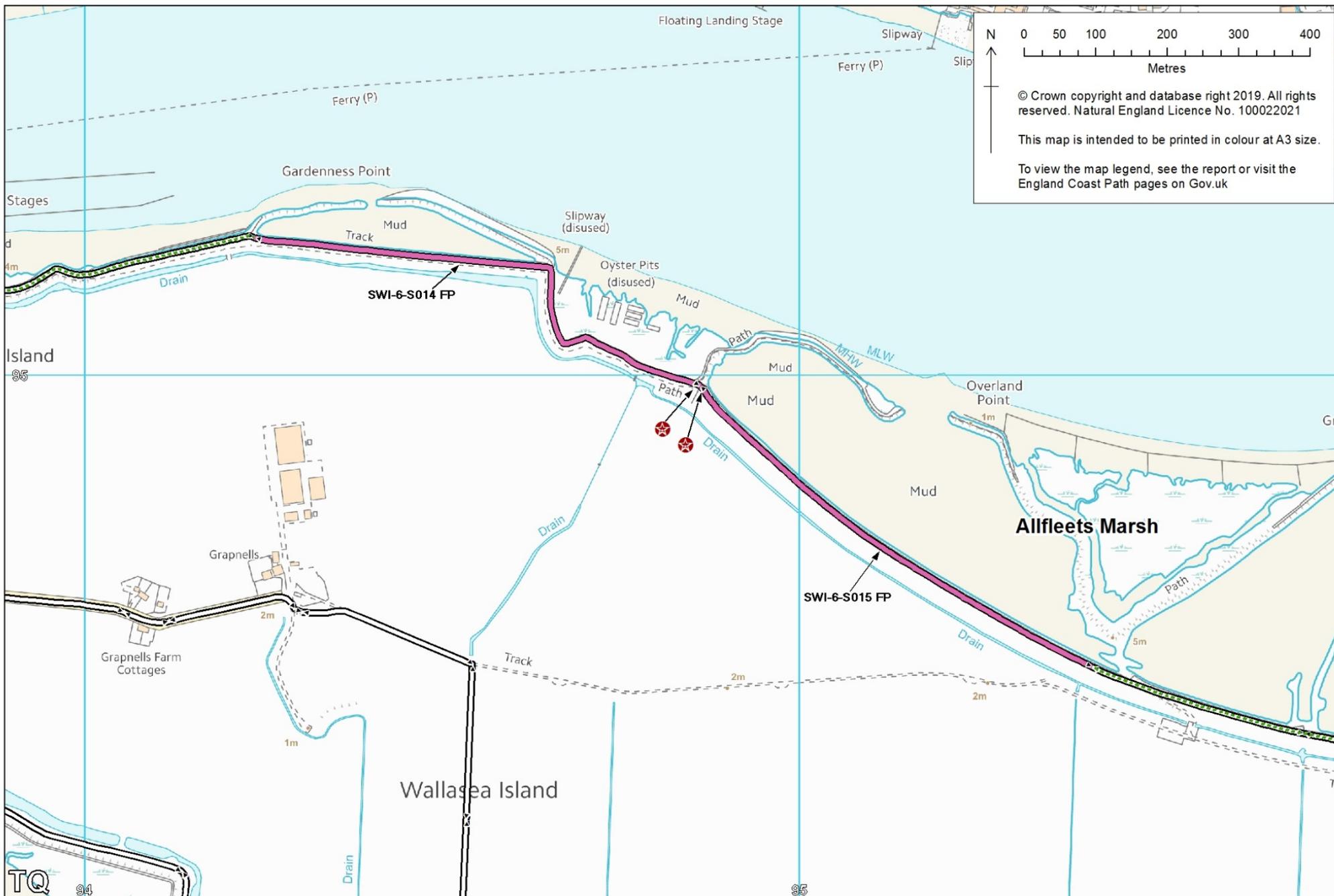
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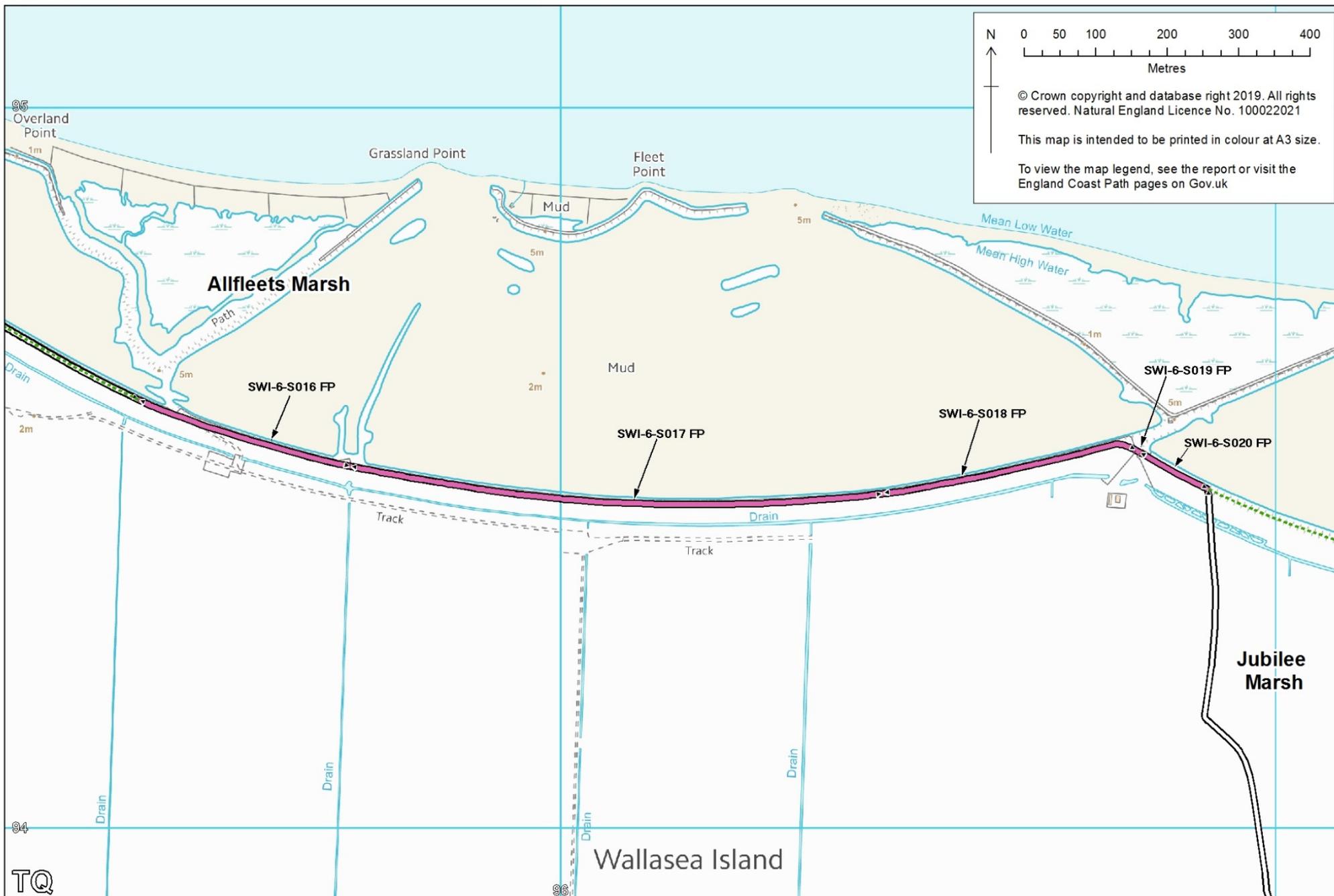
This map is intended to be printed in colour at A3 size.

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

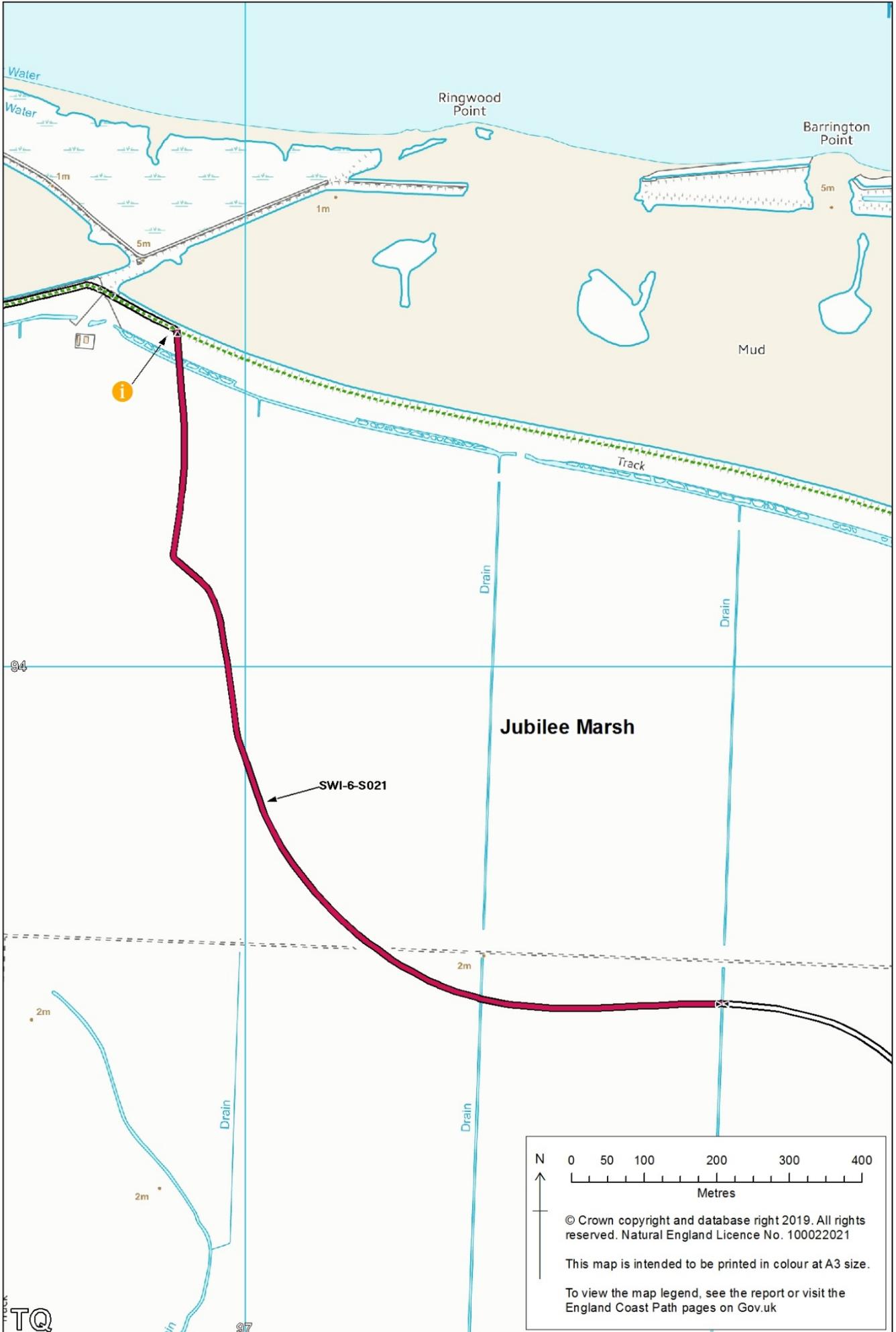
Map SWI 6c - Gardeness Point to Allfleets Marsh



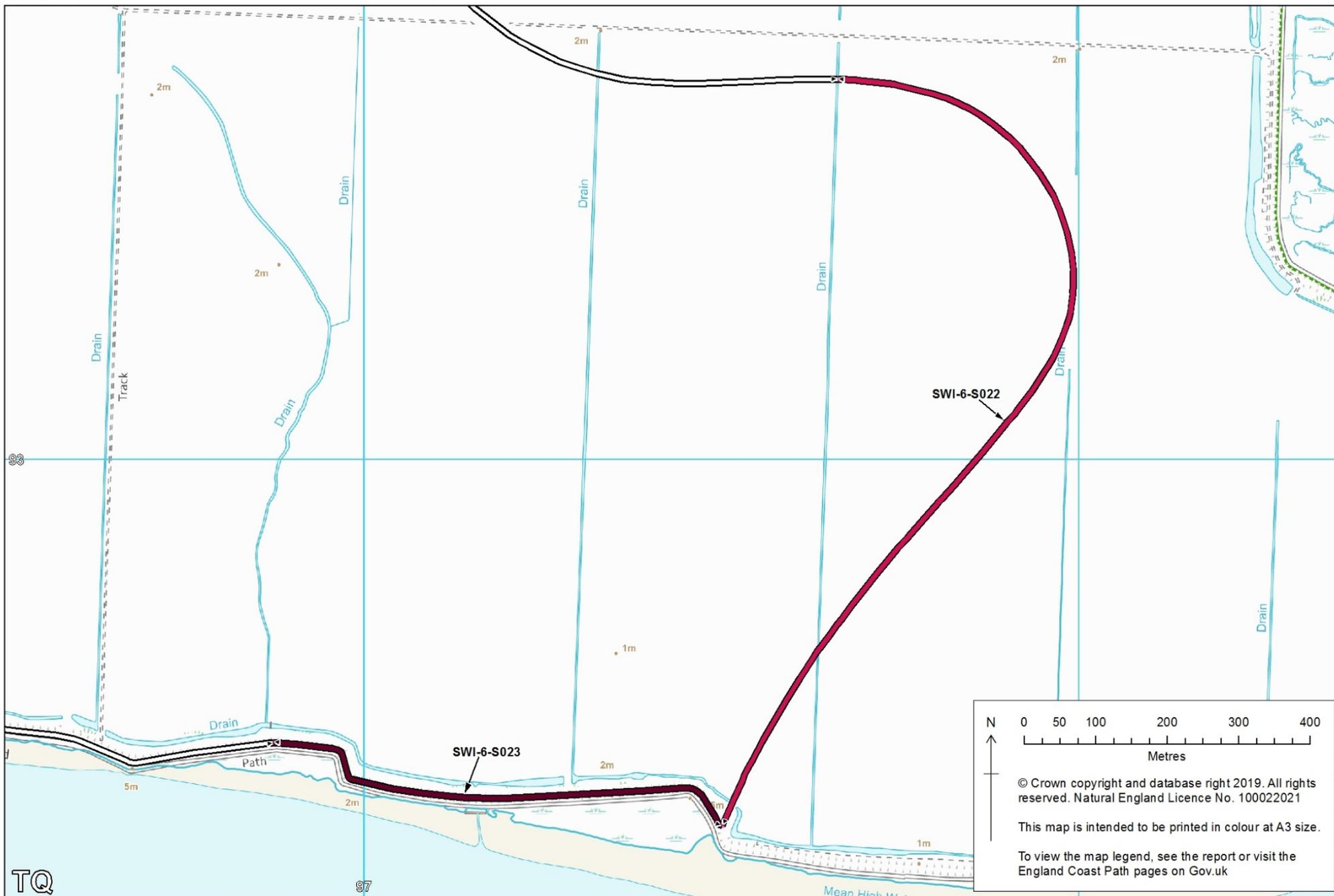
**Map SWI 6d - Allfleets Marsh to Jubilee Marsh (north)**



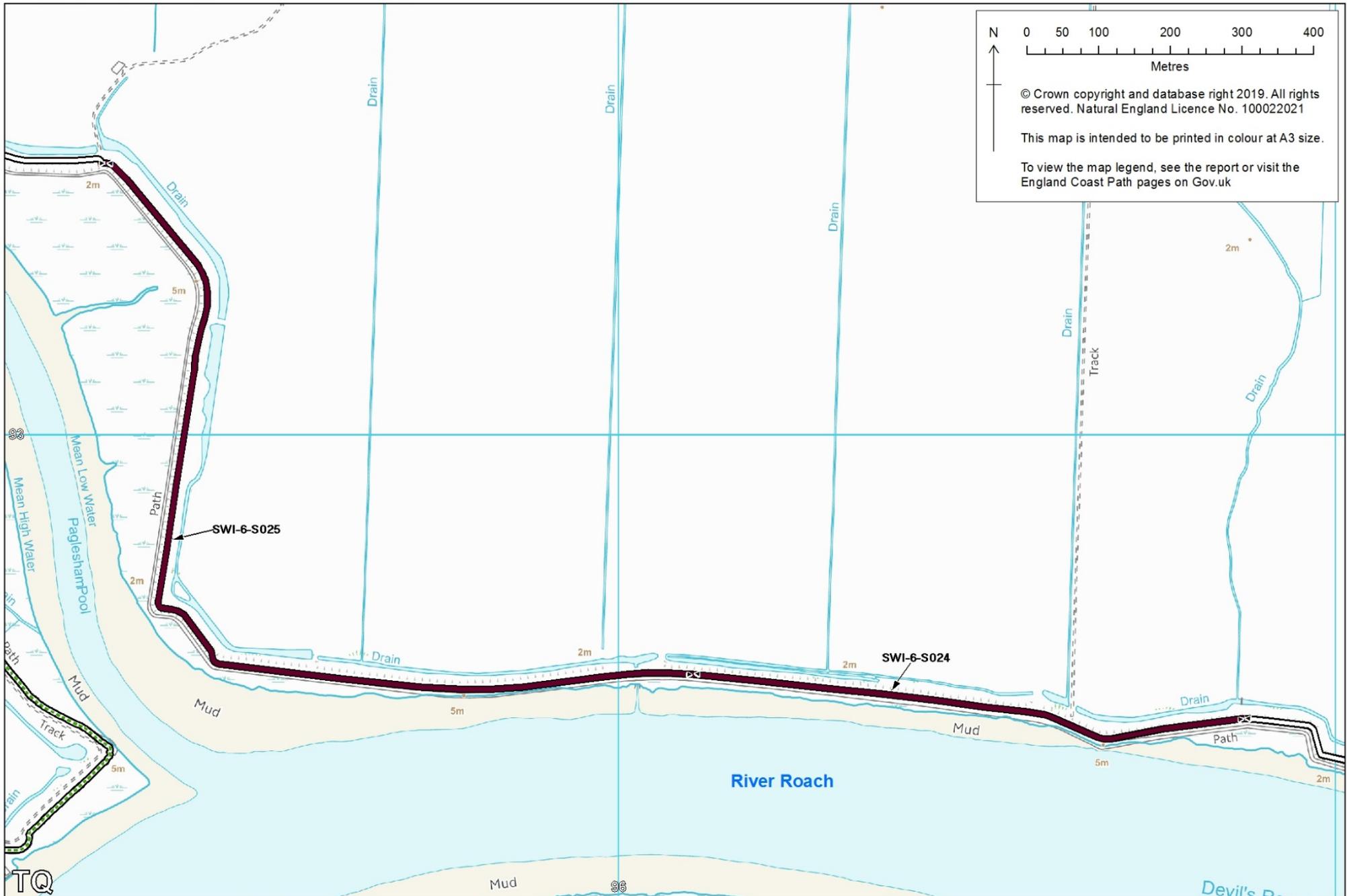
Map SWI 6d - Allfleets Marsh to Jubilee Marsh (north)



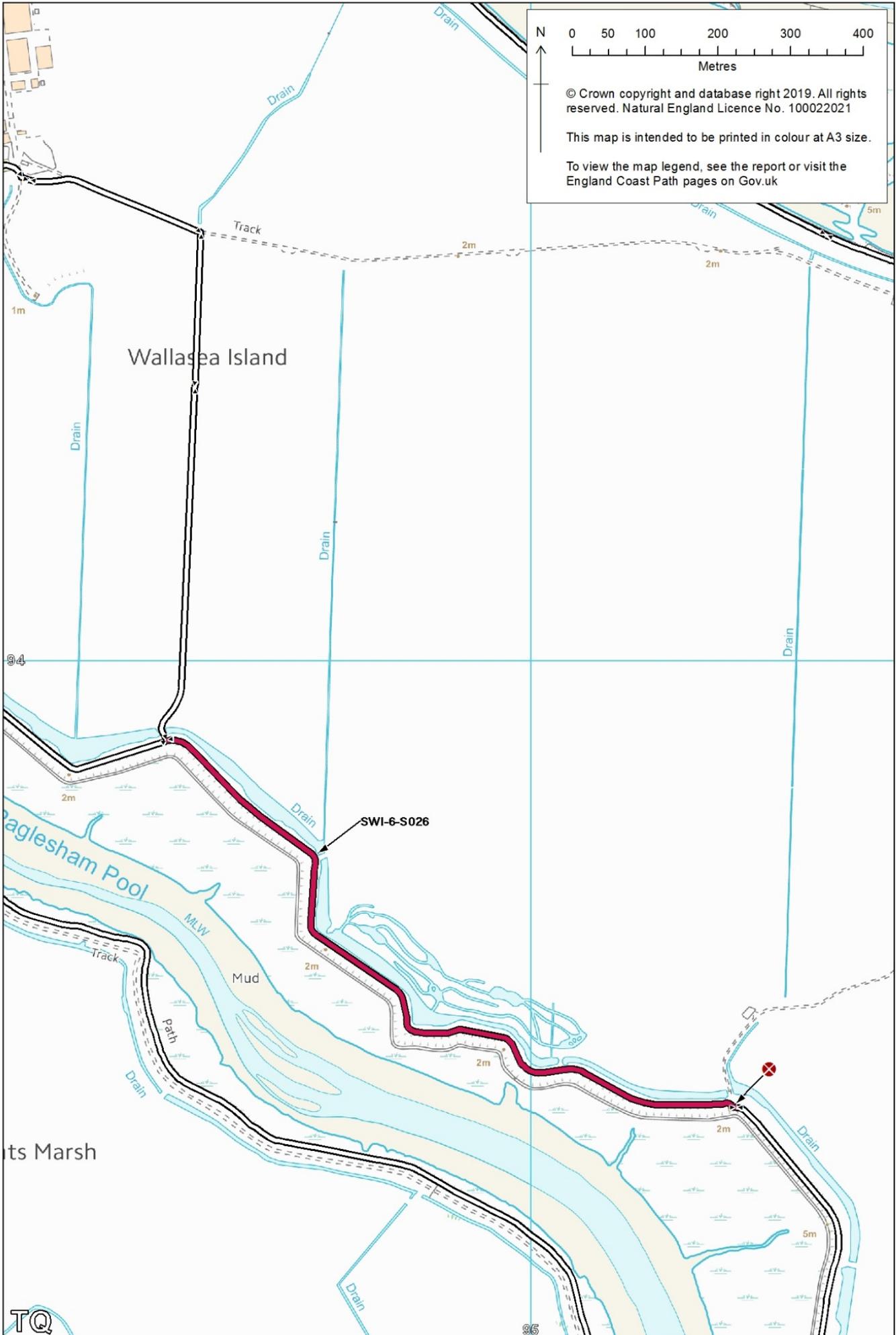
### Map SWI 6f - Jubilee Marsh (south) to River Roach



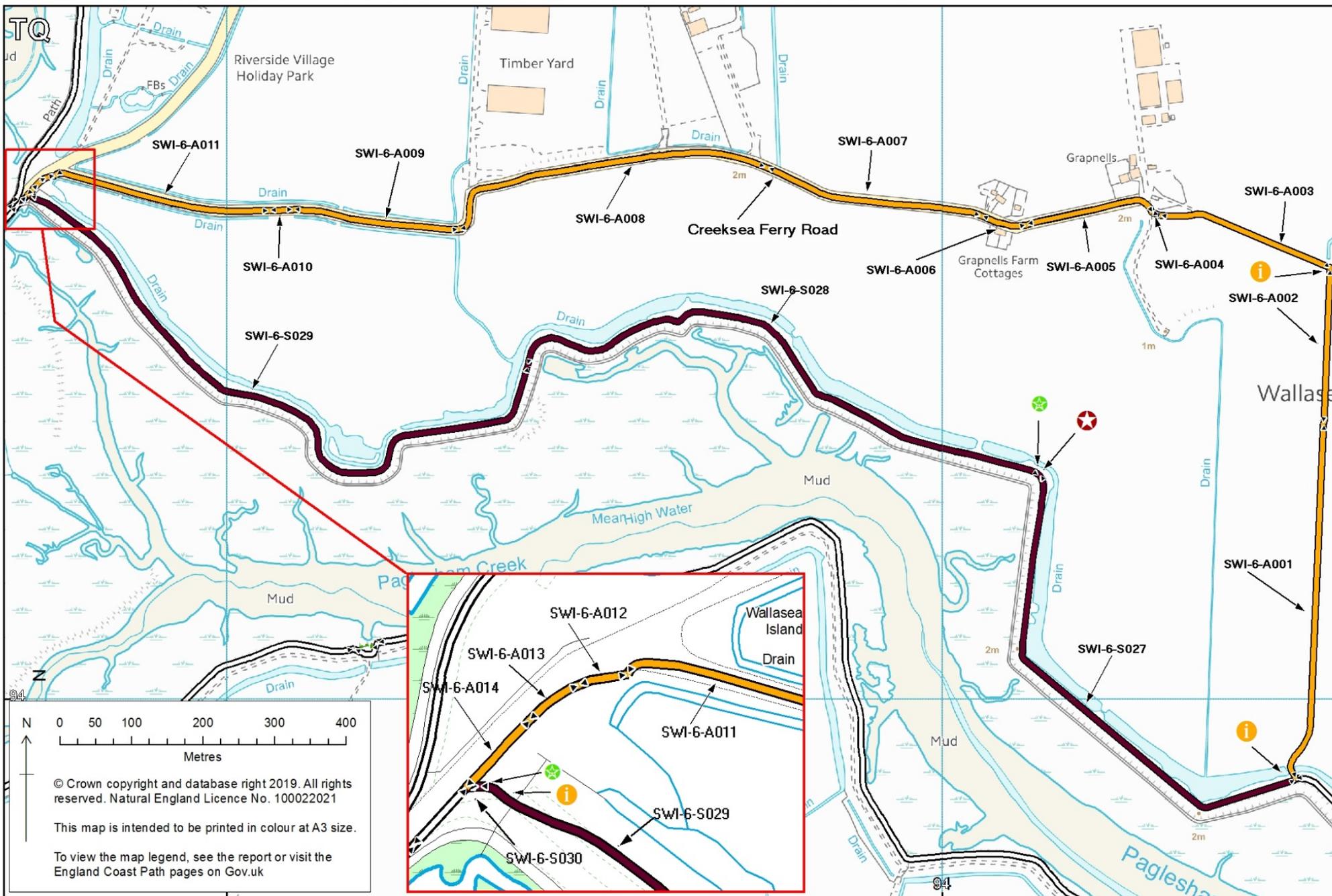
### Map SWI 6g - River Roach to Paglesham Pool



Map SWI 6h - Paglesham Pool to Paglesham Creek

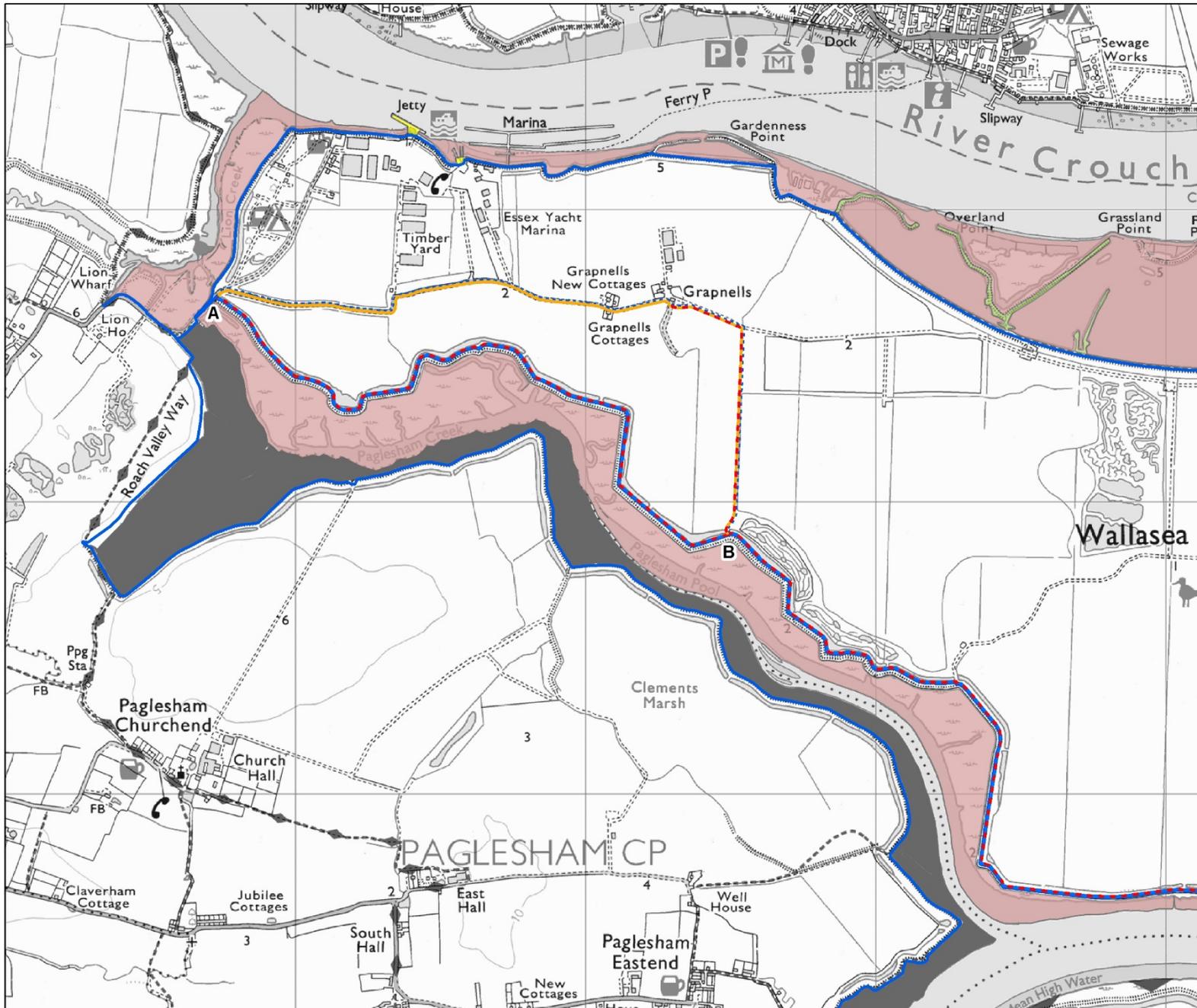


Map SWI 6i - Paglesham Creek to Creeksea Ferry Road and seasonal alternative route



Map SWI 6i - Paglesham Creek to Creeksea Ferry Road and seasonal alternative route

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

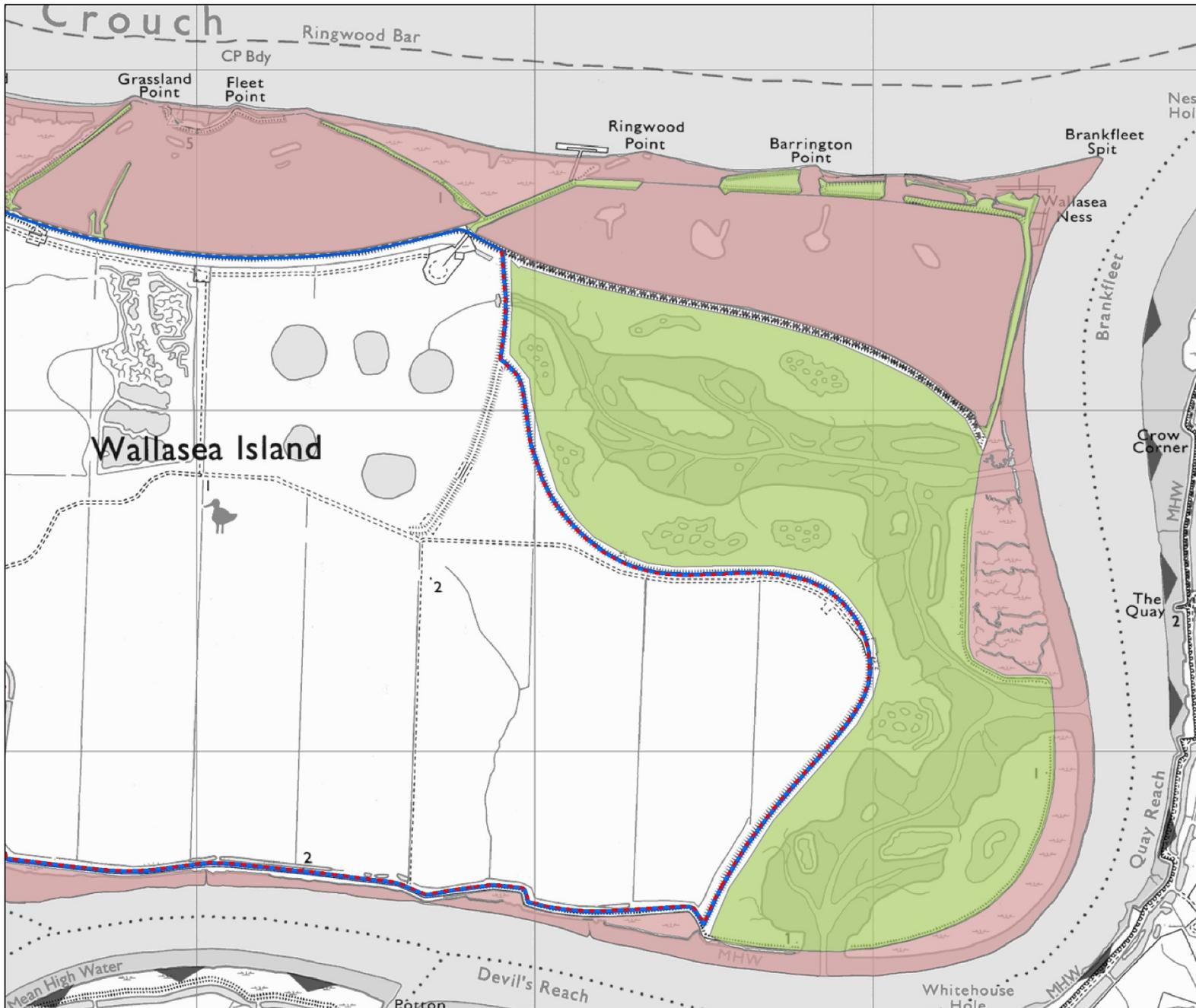


-  Proposed route
-  Direction shown in other SWI Report
-  Proposed long term exclusion under Section 24 Land Management (total exclusion all year round) This exclusion is only in effect over those parts of the shaded land that is not excepted.
-  Proposed long term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
-  Proposed long-term access exclusion Sensitive Wildlife Section 26 (3) (a), No Public Access, Year round
-  Seasonal Alternative Route
-  Seasonal Alternative Route - No Dogs
-  Proposed route - no dogs restriction year round
-  Proposed route - no dogs restriction year round, Proposed long-term access exclusion, Land Management Section 24 No public access annually between 1st September and 20th February

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

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-  Proposed route
-  Proposed long term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
-  Proposed long-term access exclusion Sensitive Wildlife Section 26 (3) (a), No Public Access, Year round
-  Military Byelaw area
-  Seasonal Alternative Route - No Dogs
-  Proposed route - no dogs restriction 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.

