



England Coast Path Stretch: Wallasea Island to Burnham-on-Crouch

Report WIB 2: Ferry Road, Hullbridge to Hawk Hill, Battlesbridge

Part 2.1: Introduction

Start Point:	Ferry Road, Hullbridge (Grid reference TQ 8098 9554)
End Point:	Hawk Hill, Battlesbridge (Grid reference TQ 7806 9467)
Relevant Maps:	WIB 2a to WIB 2b

2.1.1 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 Wallasea Island and Burnham-on-Crouch.

2.1.2 This report covers length WIB 2 of the stretch, which is the coast between Ferry Road, Hullbridge and Hawk Hill, Battlesbridge. 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.

2.1.3 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.

2.1.4 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, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 2.2: Proposals Narrative

The trail:

2.2.1 Generally follows existing walked routes along most of this length, including public rights of way, and includes a new section of path.

2.2.2 Mainly follows the coastline quite closely and maintains good views of the estuary except between WIB-2-S028 to WIB-2-S040 where a short inland alignment was necessary to avoid residential and commercial properties.

2.2.3 Includes one section of new path, in Battlesbridge. This will connect the Public Right of Way (PRoW) at WIB-2-S027 to Hawk Hill at WIB-2-S038. See map WIB 2b and associated tables below for details.

Protection of the environment:

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.

2.2.4 The following designated sites affect this length of coast:

- Crouch and Roach Estuaries SPA
- Crouch and Roach Estuaries Ramsar
- Essex Estuaries SAC
- Blackwater, Crouch, Roach and Colne Estuaries MCZ
- Crouch and Roach Estuaries SSSI

2.2.5. We consider that the coastal environment, including features of the site 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.

2.2.6 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. 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:

2.2.7 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass or bare soil path along the sea wall, field edges and PRoW for much of its route. Where necessary, redundant structures that may present an obstacle are to be removed.

- There are steps in two locations (Map WIB 2b, sections WIB-2-S022 and at the junction of WIB-2-S027 with S028) where it would be necessary to ascend/descend the sea wall. When the trail is established, the design brief will review if steps are the only practical option in these locations.

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

Where we have proposed exercising statutory discretions:

2.2.8 Estuary: This report proposes that the trail should contain sections aligned on the estuary of the River Crouch, 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 Hawk Hill Bridge in Battlesbridge, as indicated by the extent of the trail shown on maps WIB 2a and WIB 2b and Map A2 of the Overview.

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

2.2.9 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 2.3.1 below.

2.2.10 At WIB-2-S027 we have used this discretion to limit the landward extent of the coastal margin to the landward top edge of the seawall. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- There is no clear boundary feature at the bottom of the seawall that could mark the boundary of the coastal margin, but the break in slope provides an easily identifiable boundary for access users.

2.2.11 In one place, Kendal Park Nature Reserve in Hullbridge, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owner of this land, Hullbridge Parish Council, is content for us to propose this.

2.2.12 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 2.3.1. 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 2.3.1] 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.

2.2.13 Restrictions **and/or exclusions:** We have proposed to exclude 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 flats at River Crouch.

2.2.14 Access to the saltmarsh and flats in the coastal margin seaward of route sections WIB-2-S001 – WIB-2-S040 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.

2.2.15 The saltmarsh and flats 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.

2.2.16 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.

2.2.17 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 saltmarsh and flats.

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

2.2.18 **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.

2.2.19 Column 4 of table 2.3.1 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 WIB 2a to WIB 2b as the proposed route of the trail.

2.2.20 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.

On sections for which roll-back is not proposed in table 2.3.1, the route is to be at the centre of the line shown on maps WIB 2a to WIB 2b as the proposed route of the trail.

Other future change:

2.2.21 At this point we do not foresee any 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:

2.2.22 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.

2.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £26141.66 and is informed by:

- information already held by the access authority, Essex County Council, in relation to the management of 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.

2.1.24 There are a number of main elements to the overall cost:

- A number of new signs would be needed on the trail.
- New pedestrian gates and steps will be installed.
- Redundant infrastructure will be removed.

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

Item	Cost
Signs & interpretation	£7383.73
Steps	£1200
Gates	£2998.15
Road safety signs	£3800
Culvert	£1200
Move/replace stock fencing	£5000
Scrub clearance	£750
Environment Agency consent	£400
Project management	£3409.78
Total	£26141.66 (Exclusive of any VAT payable)

2.2.25 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:

2.2.26 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).

2.2.27 We estimate that the annual cost to maintain the trail will be £1814 (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 2.3: Proposals Tables

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

2.3.1 Section Details: Maps WIB 2a to WIB 2b - Ferry Road, Hullbridge to Hawk Hill, Battlesbridge

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.2: 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 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.
4. 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
WIB 2a	WIB-2-S001 FP	Public footpath	Yes – see table 2.3.3	No	Track	Clarity and cohesion	
WIB 2a	WIB-2-S002 FP	Public footpath	Yes – see table 2.3.3	No	Fence line	Clarity and cohesion	
WIB 2a	WIB-2-S003 FP	Public footpath	Yes – see table 2.3.3	No	Various	Additional landward area	Various means hedge, fence and wall.
WIB 2a	WIB-2-S004 FP	Public footpath	Yes – see table 2.3.3	No	Various	Additional landward area	Various means hedge fence and wall
WIB 2a	WIB-2-S005 FP	Public footpath	Yes – see table 2.3.3	No	Various	Additional landward area	Various means hedge fence and wall
WIB 2a	WIB-2-S006 FP	Public footpath	Yes – see table 2.3.3	No			
WIB 2a	WIB-2-S007 FP	Public highway	Yes – see table 2.3.3	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
WIB 2a	WIB-2-S008 FP	Public footpath	Yes – see table 2.3.3	No	Fence line	Clarity and cohesion	Width of trail is determined by width of right of way
WIB 2a	WIB-2-S009 FP	Public footpath	Yes – see table 2.3.3	No	Fence line	Clarity and cohesion	Width of trail is determined by width of right of way
WIB 2a	WIB-2-S010 FP	Public footpath	Yes – see table 2.3.3	No	Fence line	Clarity and cohesion	Width of trail is determined by width of right of way
WIB 2a	WIB-2-S011 FP	Public footpath	Yes – see table 2.3.3	No	Fence line	Clarity and cohesion	Width of trail is determined by width of right of way
WIB 2a	WIB-2-S012 FP	Public footpath	Yes – see table 2.3.3	No	Fence line	Clarity and cohesion	Width of trail is determined by width of right of way
WIB 2a	WIB-2-S013 FP	Public footpath	Yes – see table 2.3.3	No	Fence line	Clarity and cohesion	Width of trail is determined by width of right of way
WIB 2a	WIB-2-S014 FP	Public footpath	Yes – see table 2.3.3	No	Fence line	Clarity and cohesion	Width of trail is determined by width of right of way
WIB 2a	WIB-2-S015 FP	Public footpath	No	Yes - bank			
WIB 2a	WIB-2-S016 FP	Public footpath	No	Yes – bank			
WIB 2a	WIB-2-S017 FP	Public footpath	No	No			
WIB 2a	WIB-2-S018 FP *	Public footpath	No	No			
WIB 2a	WIB-2-S019 FP *	Public footpath	No	No			
WIB 2a	WIB-2-S020 FP *	Public footpath	No	No			
WIB 2b	WIB-2-S021 FP *	Public footpath	No	No			
WIB 2b	WIB-2-S022 FP *	Public footpath	Yes - normal	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
WIB 2b	WIB-2-S023 *	Other existing walked route	Yes – normal	Yes – bank			
WIB 2b	WIB-2-S024 *	Other existing walked route	Yes – normal	Yes - bank			
WIB 2b	WIB-2-S025 FP	Public footpath	Yes - normal	Yes – bank			
WIB 2b	WIB-2-S026 FP	Public footpath	Yes- normal	Yes – bank			
WIB 2b	WIB-2-S027 *	Not an existing walked route	No	Yes – bank	Path	Clarity and cohesion	Landward top of crest of seawall bank provides a clear landward boundary
WIB 2b	WIB-2-S028 *	Not an existing walked route	No	No			
WIB 2b	WIB-2-S029 *	Not an existing walked route	No	No			
WIB 2b	WIB-2-S030 RD *	Public highway	No	No			
WIB 2b	WIB-2-S031 *	Not an existing walked route	No	No			
WIB 2b	WIB-2-S032 *	Not an existing walked route	No	No			
WIB 2b	WIB-2-S033 *	Not an existing walked route	No	No	Crop edge	Clarity and cohesion	An access strip a maximum of 1.5m wide will be created along the arable field edge
WIB 2b	WIB-2-S034 *	Not an existing	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
		walked route					
WIB 2b	WIB-2-S035 *	Not an existing walked route	No	No	Hedge and fence	Clarity and cohesion	Width of highway owned land on verge to property boundary
WIB 2b	WIB-2-S036 *	Not an existing walked route	No	No			Maximum maintained trail width 1.5m in field and highway verge at western end. At eastern end, trail enters field c5m from road edge.
WIB 2b	WIB-2-S037 FW *	Public footway (pavement)	No	No			
WIB 2b	WIB-2-S038 RD *	Public highway	No	No			
WIB 2b	WIB-2-S039 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	Roadside edge
WIB 2b	WIB-2-S040 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	Roadside edge

2.3.2 Other options considered: Maps WIB 2a to WIB 2b – Ferry Road, Hullbridge to Hawk Hill, Battlesbridge

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
WIB 2a and WIB 2b	WIB-2-S018 to WIB-2-S022	We considered aligning the trail along the commonly walked route that follows the sea wall to the north of our proposed route	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ this proposal is made with the support of the landowner as it prevents the creation of another formal path and therefore avoids parallel routes on the property ■ this seaward walked route would automatically fall into the margin and be available to the public to access. ■ 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
WIB 2b	WIB-2-S022 and WIB-2-S023	We considered aligning the trail along the existing public right of way as marked on the map	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the public right of way as marked on the map is now set within scrub and trees on an inaccessible bank as a result of coastal erosion at this location ■ it follows an existing walked route on the landward side of the bank ■ 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
WIB 2b	WIB-2-S028 to WIB-2-S038	We considered aligning the trail along the sea wall, exiting via the unadopted road (Timber Wharf Cottages) at the junction of Hawk Hill, Beeches Road and Chelmsford Road	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ there would be an impact upon the privacy of the homes and gardens along this alignment ■ excepted land would potentially block the alignment of the trail on the western (Battlesbridge) end of the sea wall ■ 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

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
WIB 2b	WIB-2-S028	We considered continuing the trail along the sea wall to the western edge of the field and then utilising the western field boundary	<p>We opted for the proposed eastern boundary route because:</p> <ul style="list-style-type: none"> ■ there is a dwelling in the neighbouring field close to the western boundary and privacy issues were considered ■ the trail would have to cross a borrow dyke drain requiring significant infrastructure and land conditions are wetter ■ 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
WIB 2b	WIB-2-S027 to WIB-2-S036	We considered continuing WIB-2-S026 along the southern part of the public right of way. Then aligning the trail east along Beeches Road to “The cottages” and following the public right of way through Beeches Farm	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea than the public footpath ■ the considered and dismissed alignment takes in a section of Beeches Road that has high hedges, no verge to walk upon, a blind-corner and is a 60 mph limit (unsafe) ■ the route would be substantially longer than other options and create extensive areas of coastal margin ■ 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
WIB 2b	WIB-2-S027 to WIB-2-S038	We considered continuing WIB-2-S026 along the public right of way and following Beeches Road westward as far as Battlesbridge. In doing so, this would utilise the road surface and where width and safety allowed, some verge use.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it remains closer to the sea for reasonable length of the proposal ■ Fast moving vehicles on Beeches Road are hazardous to pedestrian as sections of the road would have to be used where the verge is not sufficient width ■ verges along the length of Beeches Road vary in width and structure i.e. too narrow for a footway and drainage ditches in many locations other than those proposed.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> ■ 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
WIB 2b	WIB-2-S034 to WIB-2-S037	We considered aligning the trail landward on the arable field edge adjacent to the back gardens of the properties at the corner of Beeches Road and Chelmsford Road	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea than the existing public footpath that is some distance in land and has no direct link to the rest of the proposed alignment. ■ aligning behind the properties would compromise the privacy of the residents ■ it avoided proposing a strip of accessible land for the Trail in excepted land (arable) to either loop around the properties back gardens or link to the inland right of way ■ 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
WIB 2b	WIB-2-S029 to WIB-2-S036	We considered various alignments as variations on the proposed route between these sections using a mix of road verges and road walking, with various road crossing points.	<p>A highways safety assessment from Essex County Council determined that some of the verges were unsafe to use and indicated preferred crossing points.</p> <p>The proposed alignment utilises the available road verges where possible and practical: in some areas WIB-2-S033 and WIB-2-S036 the road safety assessment and available width of the highway land has led to the trail being aligned within the adjacent fields.</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.

2.3.3 Roll-back implementation – more complex situations: Maps WIB 2a to WIB 2b – Ferry Road, Hullbridge to Hawk Hill, Battlesbridge

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
WIB 2a	WIB-2-S001 FP to WIB-2-S014 FP	Dwellings, local amenities and Local Nature Reserve	<p>A policy of no active intervention is in place for the banks that form the trail alignment along the public right of way at this location.</p> <p>If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.</p> <p>If it is no longer possible to find a viable route seaward of the dwellings and Local Nature Reserve, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it. 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.</p>

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 2.4: Proposals Maps

2.4.1 Map Index

Map reference	Map title
WIB 2a	Ferry Road, Hullbridge to Highlands Farm
WIB 2b	Highlands Farm to Hawk Hill, Battlesbridge
WIB E2	Directions to exclude/restrict access - as proposed for area covered by Report WIB 2

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:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

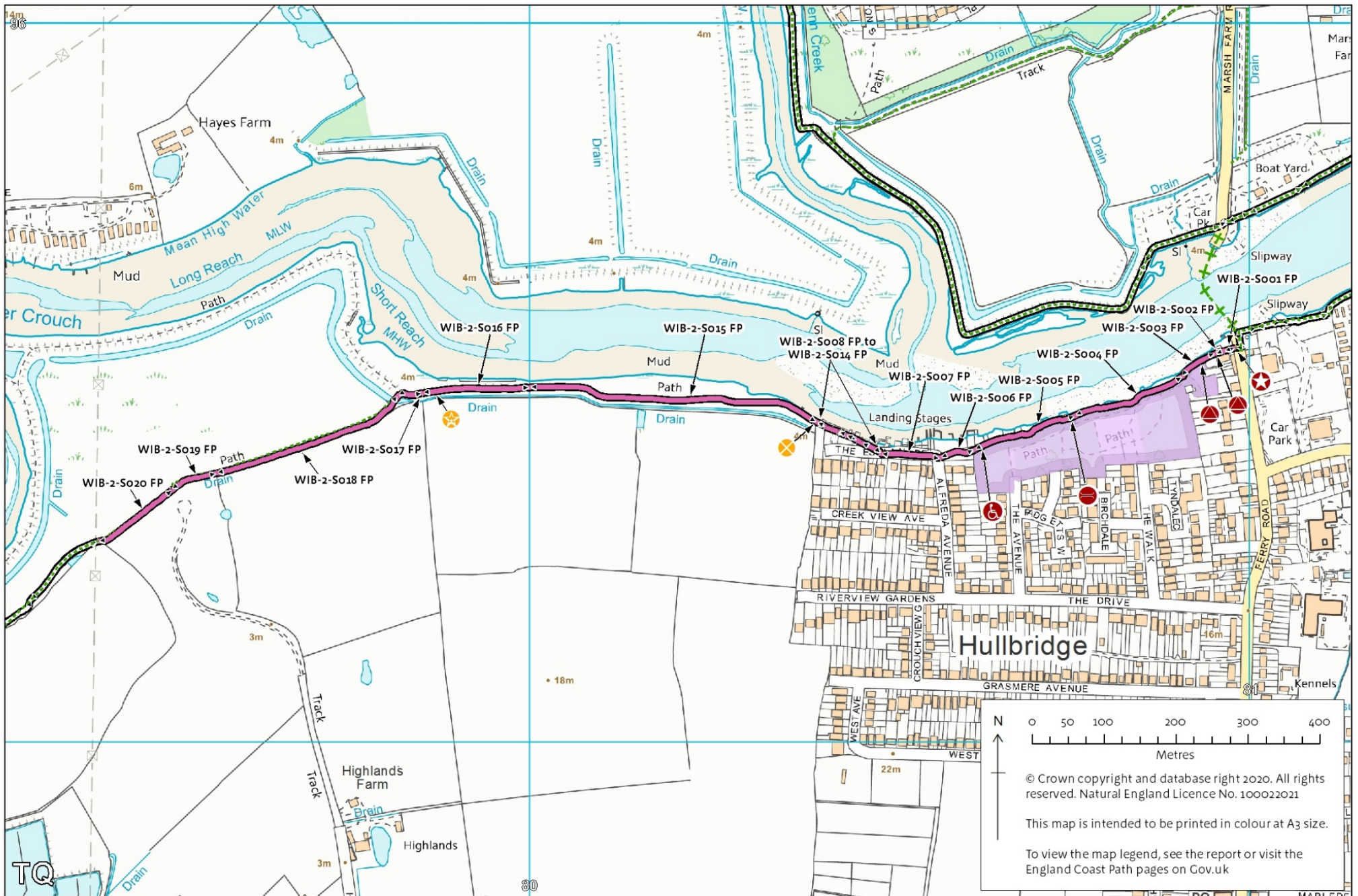
Infrastructure status

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

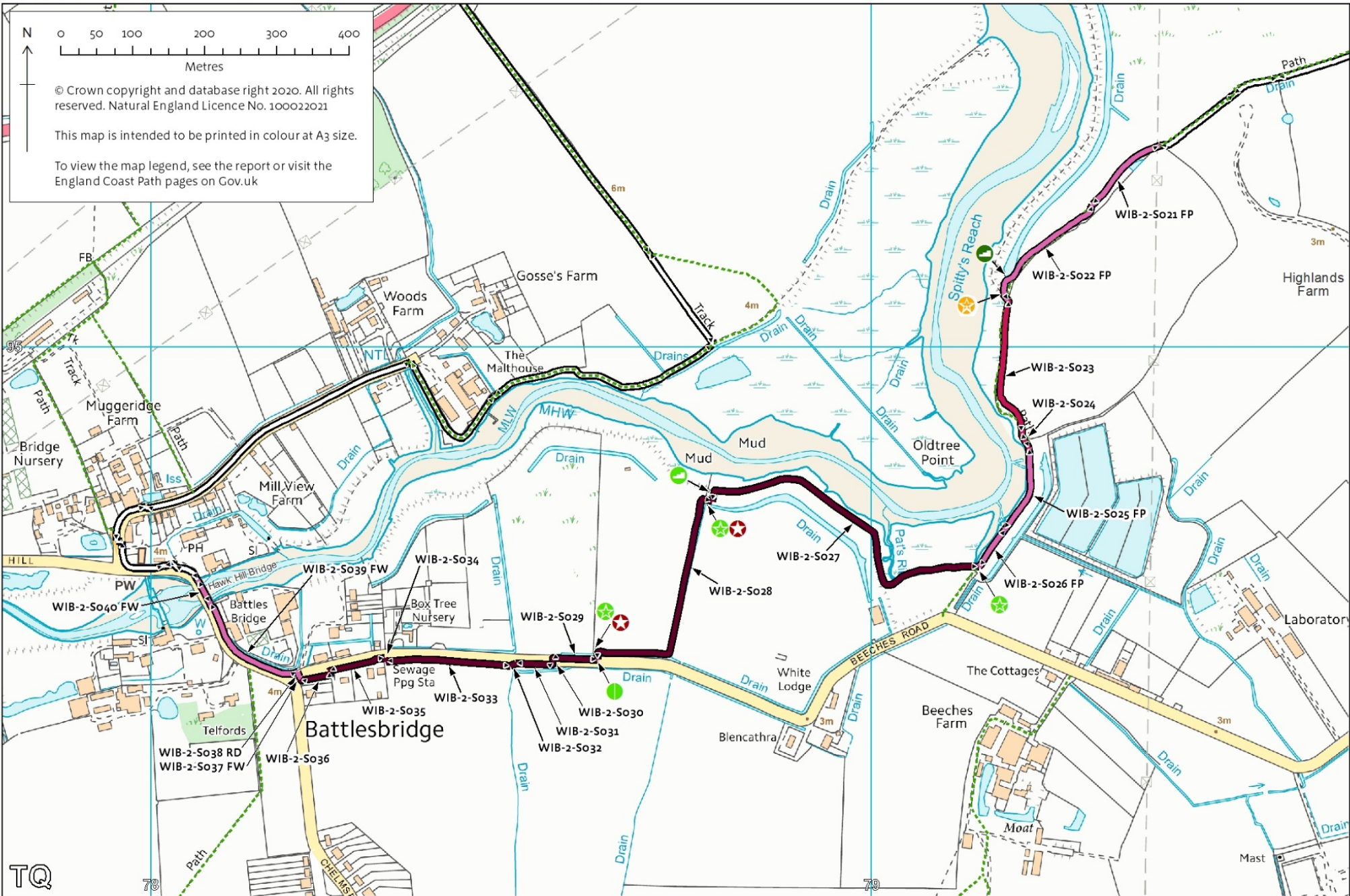
* Please note that the items in this legend may not all be present on an individual map or report.

Map WIB 2a - Ferry Road, Hullbridge to Highlands Farm



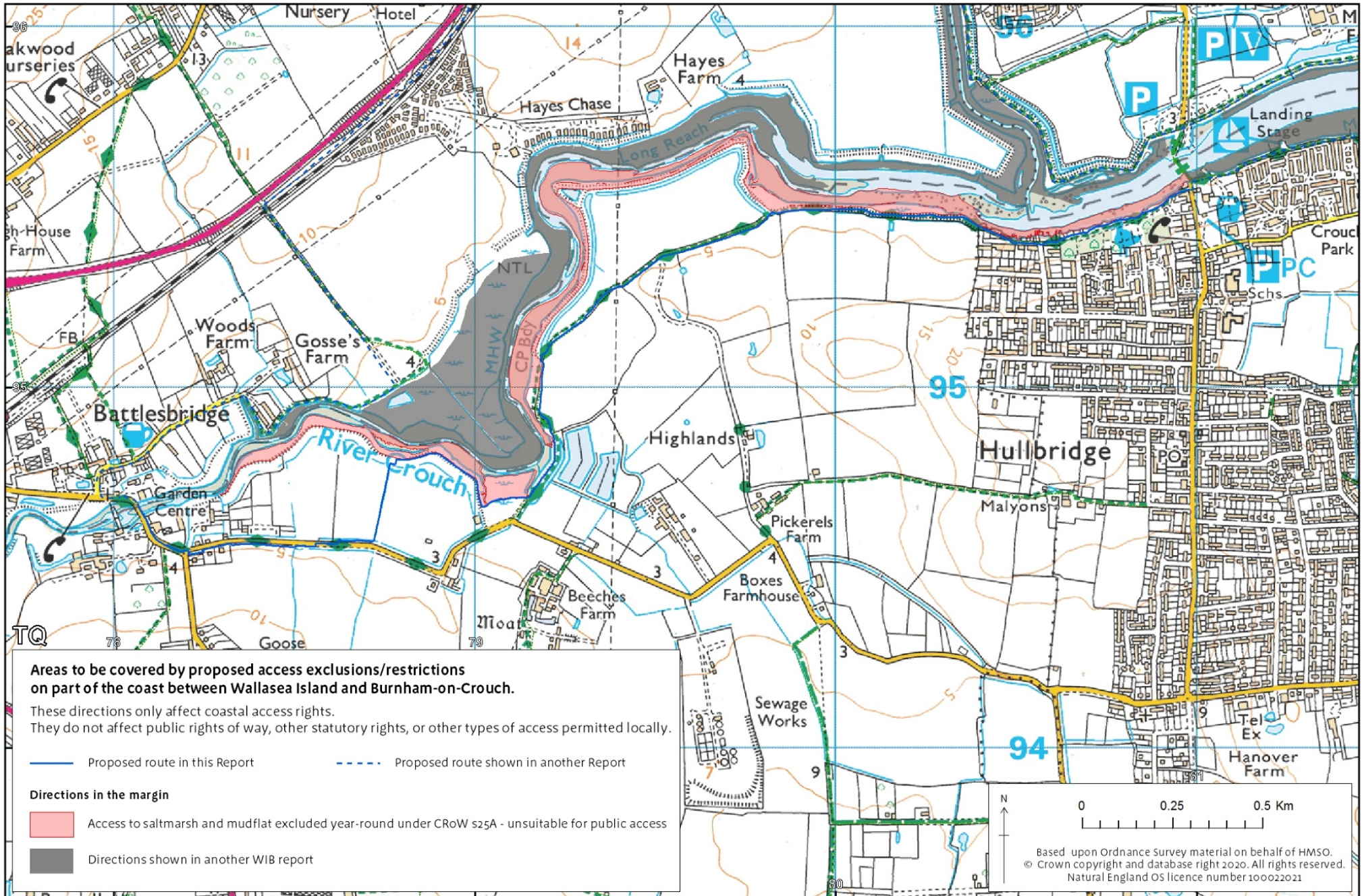
Map WIB 2a - Ferry Road, Hullbridge to Highlands Farm

Map WIB 2b - Highlands Farm to Hawk Hill, Battlesbridge



Map WIB 2b - Highlands Farm to Hawk Hill, Battlesbridge

Map WIB E2: Directions to exclude/restrict access - as proposed for area covered by Report WIB 2



Map WIB E2: Directions to exclude/restrict access - as proposed for area covered by Report WIB 2