

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

## Report WIB 5: The Quay, North Fambridge to Burnham-on-Crouch

### Part 5.1: Introduction

Start Point:	The Quay, North Fambridge (Grid reference TQ8526 9651)
End Point:	Burnham-on-Crouch (Grid reference TQ9520 9550)
Relevant Maps:	WIB 5a to WIB 5g

5.1.1 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.

5.1.2 This report covers length WIB 5 of the stretch, which is the coast between The Quay, North Fambridge and Burnham-on-Crouch. 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.

5.1.3 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.

5.1.4 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 5.2: Proposals Narrative

### The trail:

5.2.1 Follows public rights of way along almost all of this length. A large proportion of the stretch is on sea walls and therefore hugs the coastline quite closely and maintains good views of the estuary. A small section is on an existing walked line, to the landward side of the eroding feature The Cliff (Map WIB 5e)

### 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.

5.2.2 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
- The Cliff, Burnham-on-Crouch SSSI

Map C in the Overview shows the extent of designated areas listed

5.2.3 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.

5.2.4 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 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:

5.2.5 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 path
- There are steps to ascend/descend at Bridgemarsh Creek WIB-5-S009 and WIB-5-S011 (map WIB5d) and at Creeksea WIB-5-S023 (map WIB 5f).

5.2.6 At WIB-5-S005 (Map WIB5c), it will be investigated if the existing stile on the right of way can be replaced with a pedestrian gate so as to make it easier for everyone to use. 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:

5.2.7 **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 (see report WIB 2 for river crossing), as indicated by the extent of the trail shown on maps WIB 5a to WIB 5g and Overview map A2.

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

5.2.8 **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 5.3.1 below.

5.2.9 At Bridgemarsh Farm (WIB-5-S008 and WIB-5-S010, map WIB 5d) and Bridgemarsh Marine (WIB-5-S012 to WIB-5-S014, map WIB 5e) we have used our 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 the fence line provides an easily identifiable boundary for access users.

5.2.10 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 5.3.1. 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 5.3.1] 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.**

5.2.11 **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.

#### *Burnham Yacht Harbour*

5.2.12 Access is to be excluded all year-round from the seaward coastal margin adjacent to route sections WIB-5-S038 to WIB-5-S040. 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 map E5b of the Overview)

5.2.13 Burnham Yacht harbour, west of Burnham on Sea, has ongoing dockyard and marina operations throughout the year. The proposed trail will follow an existing PROW that bisects the marina adjacent to the harbour main building. The yacht harbour has a boat hoist, slipways and other marina related equipment that are in frequent use. Operations undertaken on the site have significant public safety risks and allowing access would disrupt ongoing commercial activity.

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### *Exclusion of access to the saltmarsh and flats on the River Crouch.*

5.2.14 Access to the land in the coastal margin adjacent to route sections WIB-5-S001 to WIB-5-S053 is to be excluded all year-round by direction under section 25A of the Countryside and Rights of Way Act (2000) as it is mudflat and saltmarsh that 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 Map E5a and E5b of the Overview)

3.2.15 The mudflat around the stretch is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from the mud. Areas of saltmarsh are often extensive and have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk. This direction is intended to avoid any new public rights being created over the area in question in view of the hidden danger of salt marsh and mudflats.

5.2.16 All of the directions above 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.

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

5.2.17 **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.

5.2.18 Column 4 of table 5.3.1 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 map WIB 5e as the proposed route of the trail.

5.2.19 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.

5.2.20 On sections for which roll-back is not proposed in table 5.3.1 the route is to be at the centre of the line shown on maps WIB 5a to WIB 5g as the proposed route of the trail.

## Other future change:

5.2.21 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:

5.2.22 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.

5.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £15150.59 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.

5.2.24 There are a number main elements to the overall cost:

- Fingerposts and waymarking
- Installation of pedestrian gate, if necessary to replace the stile on the right of way (see 5.2.6)

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	£10383.83
Gate	£833.03
Environment Agency consent	£400
Project management	£1976.16
<b>Total</b>	<b>£15150.59 (Exclusive of any VAT payable)</b>

5.2.25 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:

5.2.26 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).

5.2.27 We estimate that the annual cost to maintain the trail will be £7243 (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 5.3: Proposals Tables

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

### 5.3.1 Section Details: Maps WIB 5a to WIB 5g – The Quay, North Fambridge to Burnham-on-Crouch

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 5.3.2: 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 5.3.3’ 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
WIB 5a	WIB-5-S001 RD	Public highway (road)	No	No			
WIB 5a	WIB-5-S002 FP	Public footpath	No	Yes - bank			
WIB 5a to WIB 5b	WIB-5-S003 FP	Public footpath	No	Yes - bank			
WIB 5c	WIB-5-S004 FP	Public footpath	No	Yes - bank			
WIB 5c	WIB-5-S005 FP	Public footpath	No	Yes - bank			
WIB 5d	WIB-5-S006 FP	Public footpath	No	Yes - bank			
WIB 5d	WIB-5-S007 FP	Public footpath	No	Yes - bank			
WIB 5d	WIB-5-S008 FP	Public footpath	No	Yes - bank	Path	Clarity and cohesion	See 5.2.9

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 5d	WIB-5-S009 FP	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See 5.2.9
WIB 5d	WIB-5-S010 FP	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See 5.2.9
WIB 5d	WIB-5-S011 FP	Public footpath	No	No			
WIB 5e	WIB-5-S012 FP	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See 5.2.9
WIB 5e	WIB-5-S013 FP	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See 5.2.9
WIB 5e	WIB-5-S014 FP	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See 5.2.9
WIB 5e	WIB-5-S015 FP	Public footpath	Yes – see table 5.3.3	Yes - bank			
WIB 5e	WIB-5-S016 FP	Public footpath	Yes – see table 5.3.3	Yes - bank			
WIB 5e	WIB-5-S017 FP	Public footpath	Yes – see table 5.3.3	Yes - bank			
WIB 5e	WIB-5-S018 FP	Public footpath	Yes – see table 5.3.3	Yes - bank			
WIB 5e	WIB-5-S019 FP	Public footpath	Yes – see table 5.3.3	Yes - bank			
WIB 5e	WIB-5-S020 FP	Public footpath	Yes – see table 5.3.3	No			
WIB 5e	WIB-5-S021 FP	Public footpath	Yes – see table 5.3.3	Yes - bank			
WIB 5f	WIB-5-S022 FP	Public footpath	No	Yes - bank			
WIB 5f	WIB-5-S023 FP	Public footpath	No	Yes - bank			
WIB 5f	WIB-5-S024 FP*	Public footpath	No	No			
WIB 5f	WIB-5-S025 RD*	Public highway (road)	No	No			
WIB 5f	WIB-5-S026 FW*	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
WIB 5f	WIB-5-S027 RD	Public highway (road)	No	No			
WIB 5f	WIB-5-S028 FP	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
WIB 5f	WIB-5-S029 FP	Public footpath	No	Yes - bank			
WIB 5f	WIB-5-S030 FP	Public footpath	No	Yes - bank			
WIB 5f	WIB-5-S031 FP	Public footpath	No	Yes - bank			
WIB 5f	WIB-5-S032 FP	Public footpath	No	Yes - bank			
WIB 5f	WIB-5-S033 FP	Public footpath	No	Yes - bank			
WIB 5f	WIB-5-S034 FP	Public footpath	No	Yes - bank			
WIB 5g	WIB-5-S035 FP	Public footpath	No	Yes - bank			
WIB 5g	WIB-5-S036 FP	Public footpath	No	Yes - bank			
WIB 5g	WIB-5-S037 FP	Public footpath	No	Yes - bank			
WIB 5g	WIB-5-S038 FP*	Public footpath	No	No	Hedge	Clarity and cohesion	
WIB 5g	WIB-5-S039 FP*	Public footpath	No	No			
WIB 5g	WIB-5-S040 FP*	Public footpath	No	No			
WIB 5g	WIB-5-S041 FP	Public footpath	No	No	Path	Clarity and cohesion	
WIB 5g	WIB-5-S042 FP	Public footpath	No	No	Promenade edge	Clarity and cohesion	
WIB 5g	WIB-5-S043 FP	Public footpath	No	No	Promenade edge	Clarity and cohesion	
WIB 5g	WIB-5-S044 FP	Public footpath	No	No	Promenade edge	Clarity and cohesion	
WIB 5g	WIB-5-S045 FP	Public footpath	No	No	Promenade edge	Clarity and cohesion	
WIB 5g	WIB-5-S046 FP	Public footpath	No	No	Promenade edge	Clarity and cohesion	
WIB 5g	WIB-5-S047 FP	Public footpath	No	No	Promenade edge	Clarity and cohesion	
WIB 5g	WIB-5-S048 FP	Public footpath	No	No	Promenade edge	Clarity and cohesion	
WIB 5g	WIB-5-S049 FP	Public footpath	No	No	Promenade edge	Clarity and cohesion	
WIB 5g	WIB-5-S050 FP	Public footpath	No	No	Promenade edge	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Current status of route section(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
WIB 5g	WIB-5-S051 FP	Public footpath	No	No	Promenade edge	Clarity and cohesion	
WIB 5g	WIB-5-S052 FP	Public footpath	No	No	Promenade edge	Clarity and cohesion	
WIB 5g	WIB-5-S053 FP	Public footpath	No	No	Promenade edge	Clarity and cohesion	

### 5.3.2 Other options considered: Map WIB 5f – The Cliff to Creeksea

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
5f	WIB-5-S024 to WIB-5-S026	We considered aligning the trail seaward of the proposed route, so that it was closer to the coastline	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ Exempted land (buildings and curtilage and gardens) prevents a route closer to the coast</li> <li>■ it follows existing well walked public rights of way</li> <li>■ 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</li> </ul>
5g	WIB-5-S038 to WIB-5-S040	We considered aligning the trail further inland, on rising ground in the Country Park, to the rear of the buildings that form part of the marina.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The proposed route follows an existing public right of way</li> <li>■ A more landward route would bring more of the operation site of the Burnham Yacht Harbour into the coastal margin. It would be necessary to place a direction over this land (see 5.2.12) excluding access for land management and public safety reasons.</li> <li>■ 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</li> </ul>

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.

### 5.3.3 Roll-back implementation – more complex situations: Maps WIB 5e – Bridgemarsh Lane to The Cliff

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
5e	WIB-5-S015 to WIB-5-S021	Railway line	If it is no longer possible to find a viable route seaward of the railway line, we will chose a route landward of it, following discussions with owners and occupiers.

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 5.4: Proposals Maps

### 5.4.1 Map Index

Map reference	Map title
WIB 5a	The Quay, North Fambridge to Blue House Farm Nature Reserve
WIB 5b	Blue House Farm Nature Reserve to Bridgemarsh Creek
WIB 5c	Bridgemarsh Creek to Bridgemarsh Island
WIB 5d	Bridgemarsh Island to Bridgemarsh Lane
WIB 5e	Bridgemarsh Lane to The Cliff
WIB 5f	The Cliff to Creeksea
WIB 5g	Creeksea to Burnham-on-Crouch
WIB E5a & WIB 5b	Directions to exclude/restrict access - as proposed for area covered by Report WIB 5

## 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

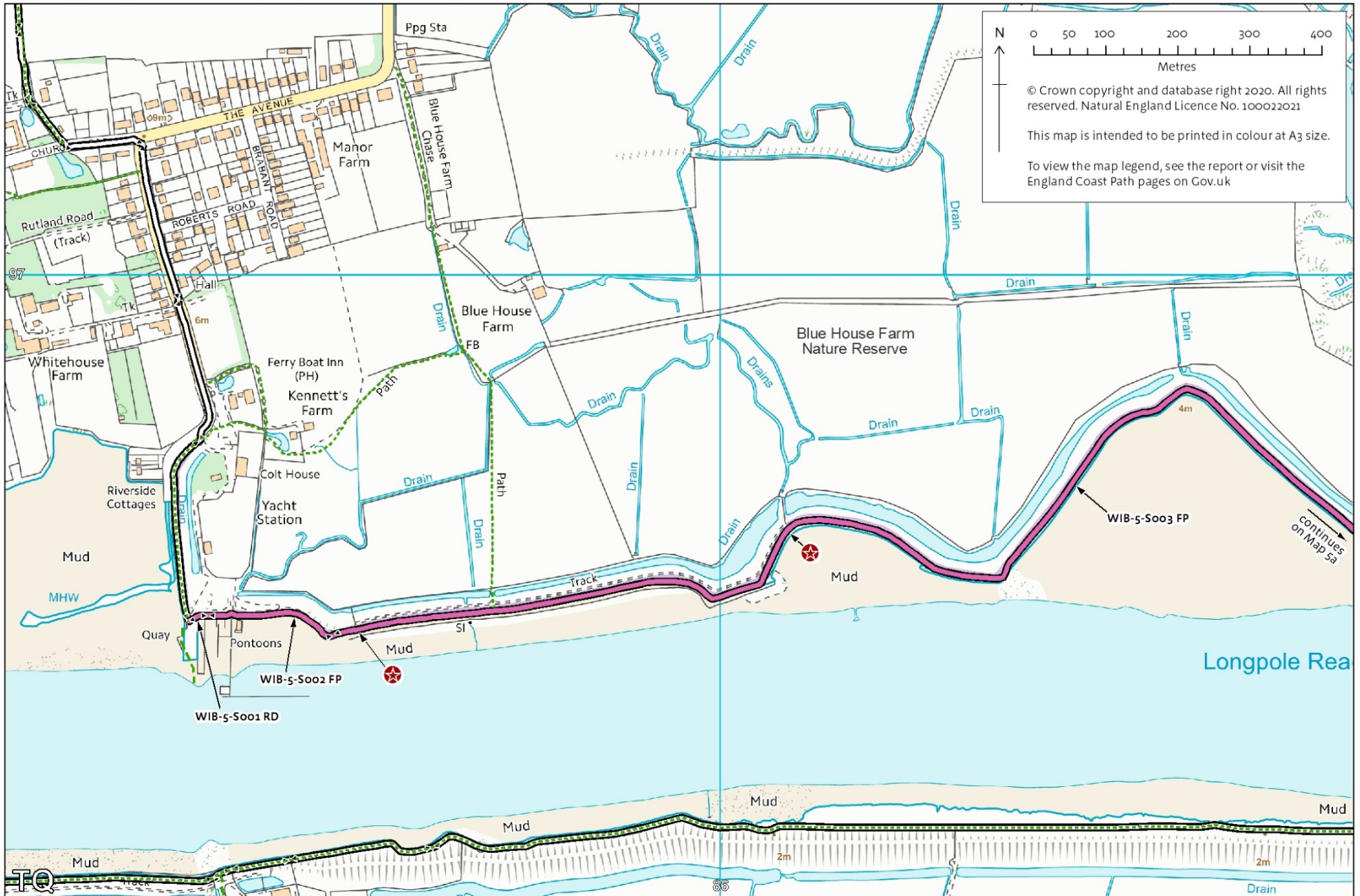
### Infrastructure status

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.

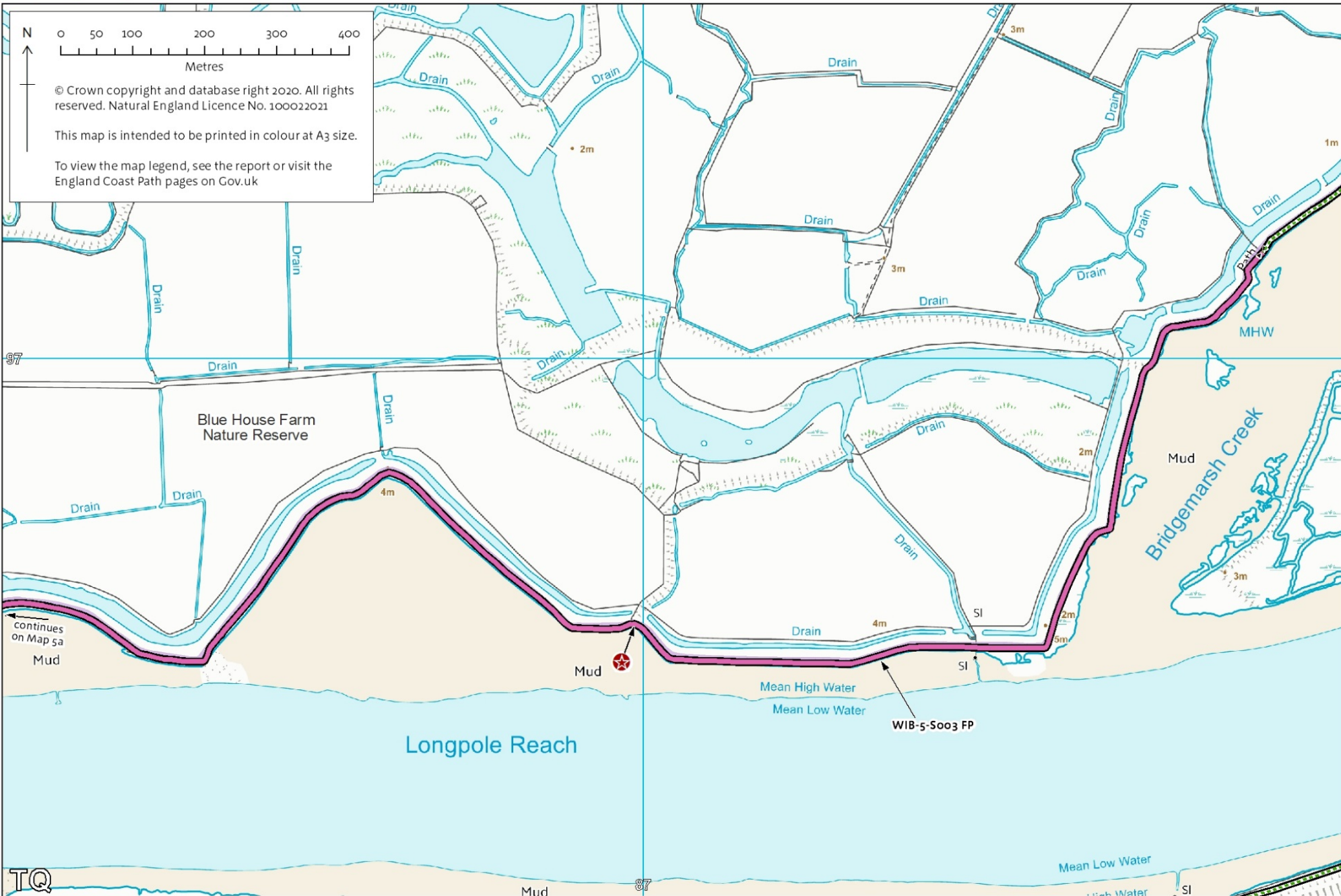
**Map WIB 5a - The Quay, North Fambridge to Blue House Farm Nature Reserve**



N  
 0 50 100 200 300 400  
 Metres  
 © Crown copyright and database right 2020. 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 WIB 5a - The Quay, North Fambridge to Blue House Farm Nature Reserve

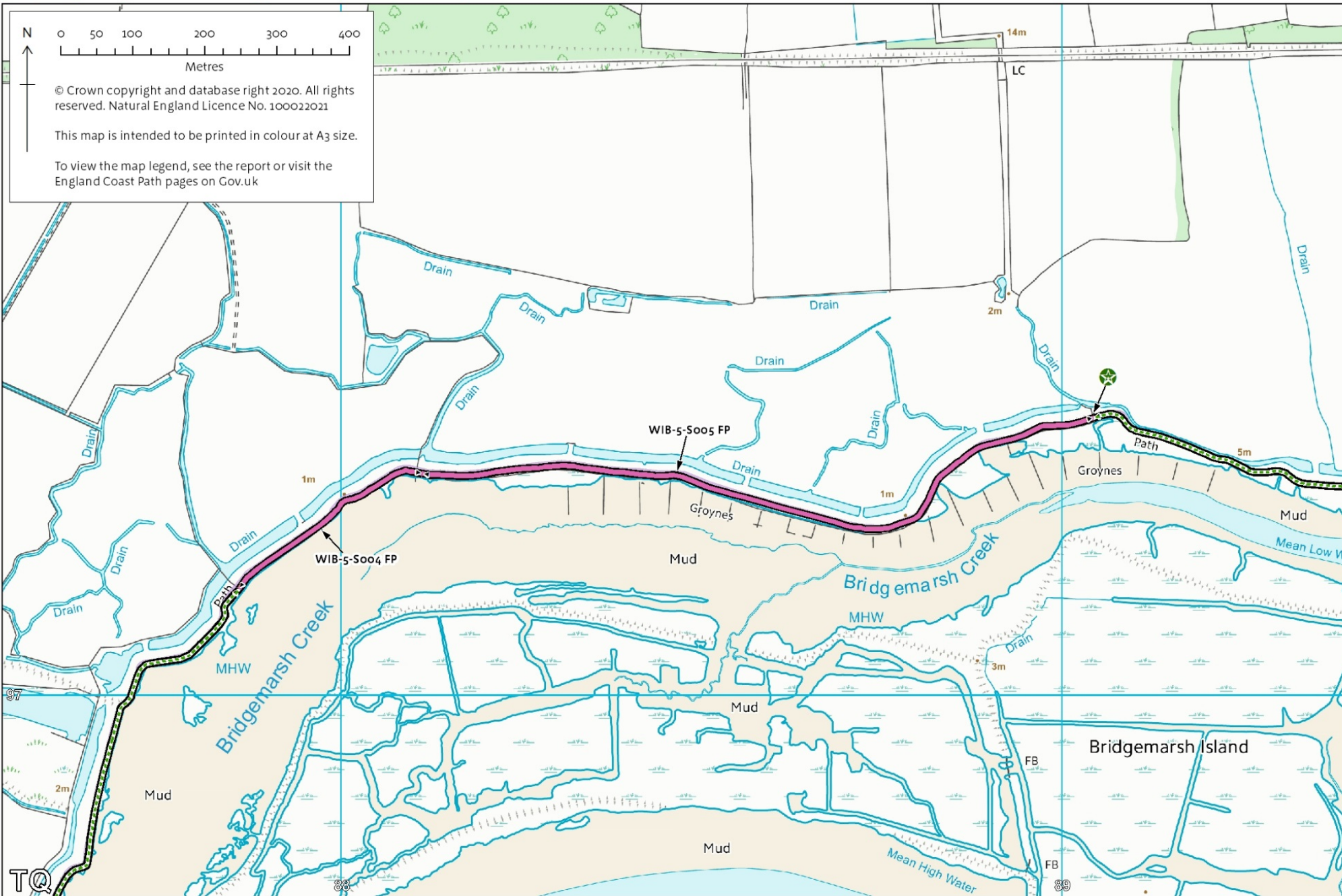
**Map WIB 5b - Blue House Farm Nature Reserve to Bridgemarsh Creek**

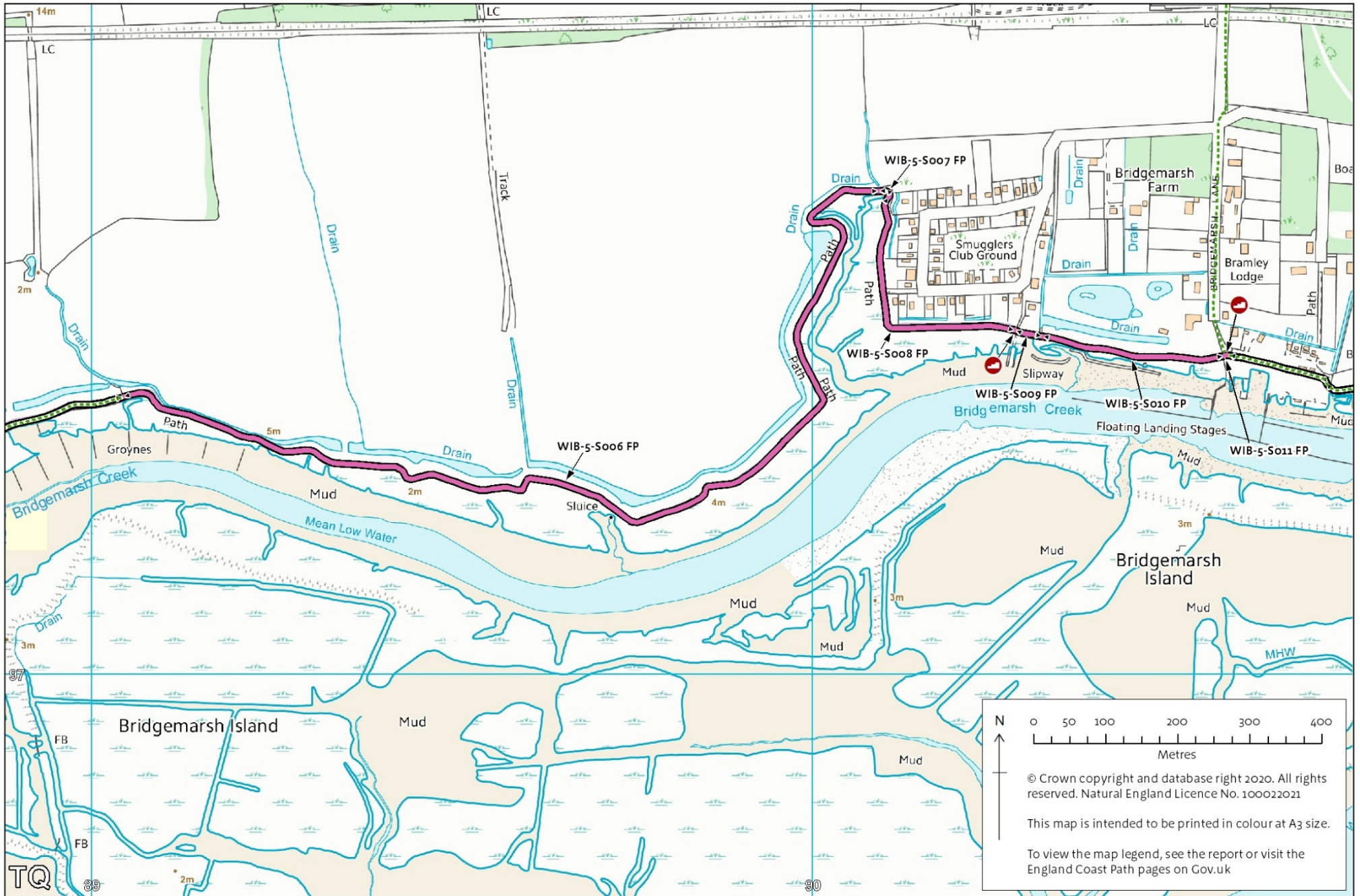


Map WIB 5b - Blue House Farm Nature Reserve to Bridgemarsh Creek



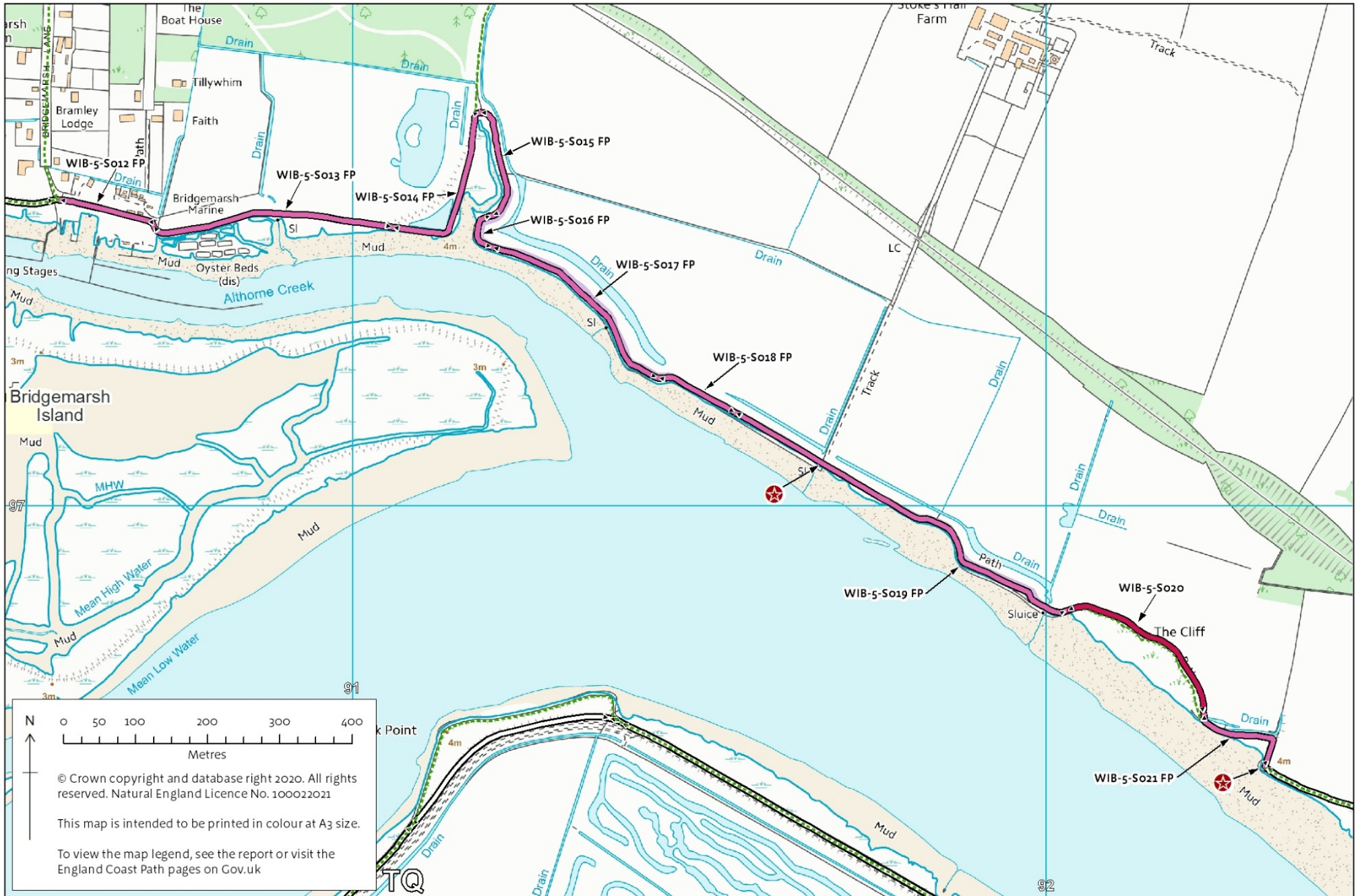
**Map WIB 5c - Bridgemarsh Creek to Bridgemarsh Island**





Map WIB 5d - Bridgemarsh Island to Bridgemarsh Lane

**Map WIB 5e - Bridgemarsh Lane to The Cliff**



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 0 50 100 200 300 400  
 Metres

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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

TQ

Map WIB 5f - The Cliff to Creeksea



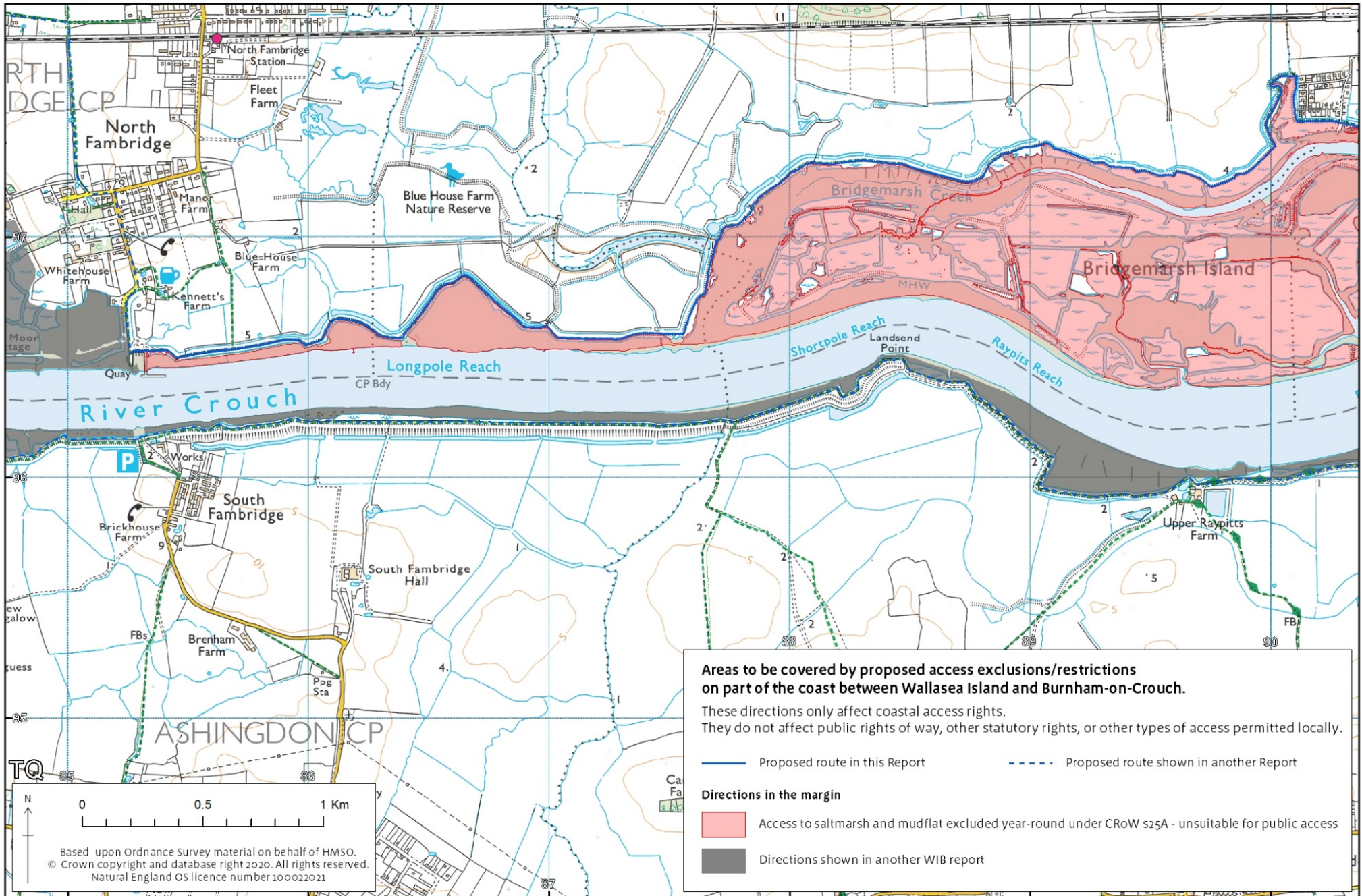


Map WIB 5g - Creeksea to Burnham-on-Crouch

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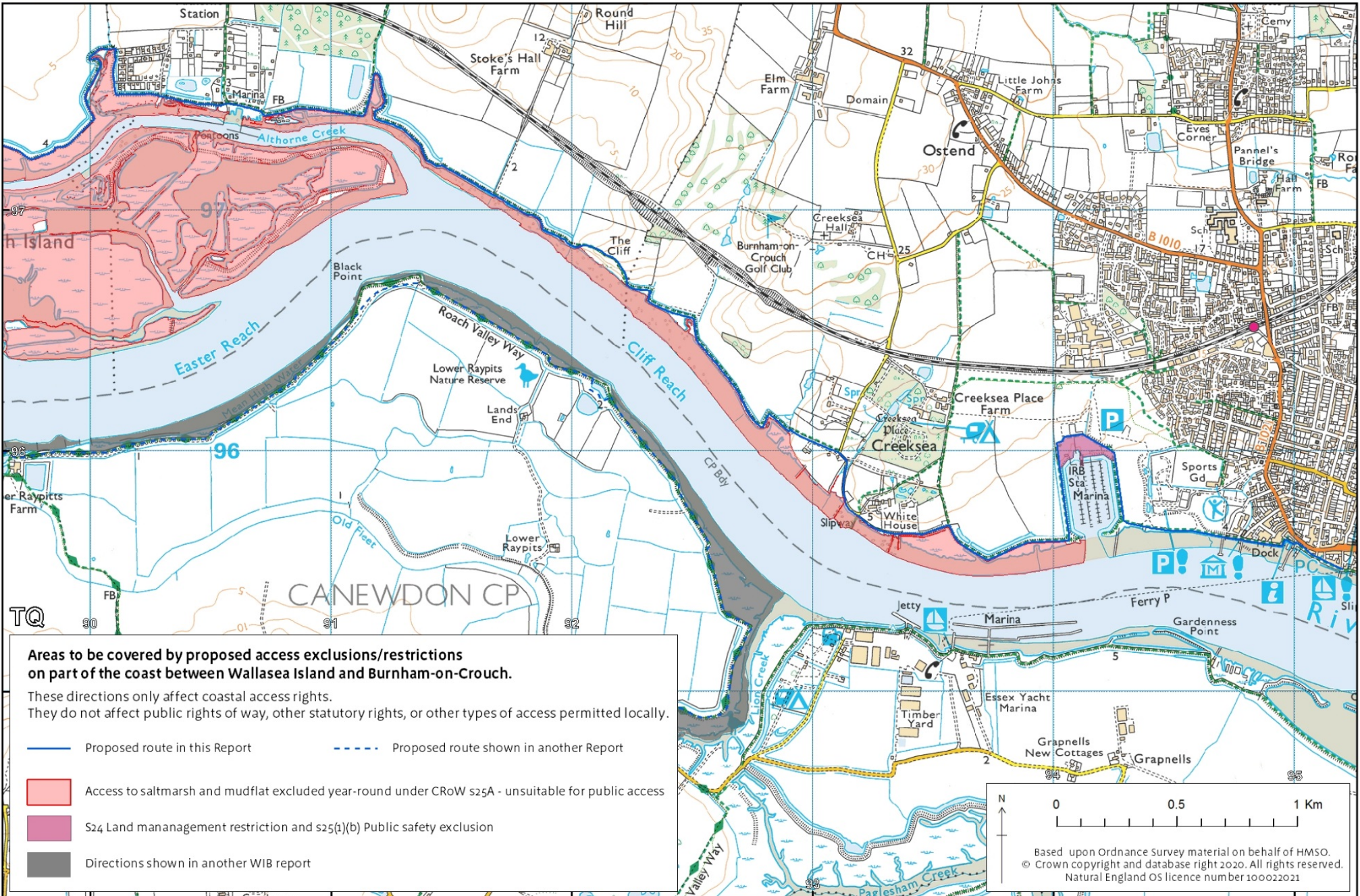
TQ

Map WIB E5a: Directions to exclude/restrict access - as proposed for area covered by Report WIB 5



Map WIB E5a: Directions to exclude/restrict access - as proposed for area covered by Report WIB 5

Map WIB E5b: Directions to exclude/restrict access - as proposed for area covered by Report WIB 5



Map WIB E5b: Directions to exclude/restrict access - as proposed for area covered by Report WIB 5