



England Coast Path Stretch: Tilbury to Southend-on-Sea

Report TSE 4: Canvey Island

Part 4.1: Introduction

Start Point:	Ferry Road, Benfleet (Grid reference TQ 7799 8570)
End Point:	Canvey Road (Grid reference TQ 7797 8524)
Relevant Maps:	TSE 4a to TSE 4k

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

4.1.2 This report covers length TSE 4 of the stretch, which is the coast around Canvey 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.

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

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

4.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 4.2: Proposals Narrative

The trail:

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

4.2.1 Mainly follows the coastline quite closely and maintains good views of the sea.

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.

4.2.2 The following designated sites affect this length of coast:

- Benfleet & Southend Marshes Special Protection Area (SPA)
- Benfleet & Southend Marshes Ramsar site
- Benfleet & Southend Marshes Site of Special Scientific Interest (SSSI)
- Canvey Wick Site of Special Scientific Interest (SSSI)
- Holehaven Creek Site of Special Scientific Interest (SSSI)

4.2.3 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.

4.2.4 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:

4.2.5 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 or bare soil path along the sea walls around the western side of the island, where there are also a number of kissing gates where it is necessary to provide a barrier to contain livestock.

- There are steps in places where it would be necessary to cross pipes associated with a gas terminal

4.2.6 At the sea wall, south of Thames Road the existing stile (at the junction of TSE-4-S042 and TSE-4-S043) will be replaced so as to make it easier to use. We envisage this happening as part of the physical establishment work described below. See map TSE 4f.

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

Where we have proposed exercising statutory discretions:

4.2.7 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Thames, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the Tilbury to Gravesend Ferry, as indicated by the extent of the trail shown on map TSE 1a.

See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals. 6

4.2.8 **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 4.3.1 below.

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

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

4.2.10 **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/flat along the extent of this report

4.2.11 Access to the saltmarsh/flat in the coastal margin seaward of route sections TSE-4-S001 to TSE-4-S073 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.

4.2.12 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.

4.2.13 These directions will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;

- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

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

4.2.14 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 to which new users of the land would be subject because of the local patterns of tidal inundation, extensive mudflats and areas of soft mud.*

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

Coastal erosion

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

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

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

4.2.16 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps TSE 4a to TSE 4k as the proposed route of the trail.

Other future change:

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

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

Establishment of the trail:

4.2.18 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

4.2.19 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £17,554 and is informed by:

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

4.12.20 The main elements to the overall cost are:

- A significant number of new signs would be needed on the trail

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	£15,265
Project management	£2,289
Total	£17,554 (Exclusive of any VAT payable)

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

Maintenance of the trail:

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

4.2.23 We estimate that the annual cost to maintain the trail will be £9001.73 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 4.3: Proposals Tables

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

4.3.1 Section Details – Maps TSE 4a to TSE 4k: Ferry Road, Benfleet to Canvey Road

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 4.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 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, Yes - 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
TSE 4a	TSE-4-S001FW	Public footway (pavement)	No	No	Path	Clarity and cohesion	Width of pavement
TSE 4a	TSE-4-S002BW	Public bridleway	No	Yes - bank			
TSE 4a	TSE-4-S003	Other existing walked route	No	Yes - bank			
TSE 4a	TSE-4-S004FP	Public footpath	No	Yes - bank			
TSE 4a	TSE-4-S005FP	Public footpath	No	Yes - bank			
TSE 4a	TSE-4-S006	Other existing walked route	No	Yes - bank			
TSE 4a	TSE-4-S007BW	Public bridleway	No	No			
TSE 4a	TSE-4-S008	Other existing walked route	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
TSE 4b	TSE-4-S009FP	Public footpath	No	Yes - bank			
TSE 4b	TSE-4-S010	Other existing walked route	No	Yes - bank			
TSE 4c	TSE-4-S011FP	Public footpath	No	Yes - bank			
TSE 4c	TSE-4-S012FP	Public footpath	No	Yes - bank			
TSE 4c	TSE-4-S013FP	Public footpath	No	Yes - bank			
TSE 4c	TSE-4-S014FP	Public footpath	No	Yes - bank			
TSE 4d	TSE-4-S015FP	Public footpath	No	No			
TSE 4d	TSE-4-S016FP	Public footpath	No	No			
TSE 4d	TSE-4-S017	Other existing walked route	No	Yes - bank			
TSE 4d	TSE-4-S018	Other existing walked route	No	Yes - bank			
TSE 4d	TSE-4-S019	Other existing walked route	No	Yes - bank			
TSE 4d	TSE-4-S020FP	Public footpath	No	Yes - bank			
TSE 4d	TSE-4-S021	Other existing walked route	No	Yes - bank			
TSE 4d	TSE-4-S022	Other existing walked route	No	Yes - bank			
TSE 4d	TSE-4-S023FP	Public footpath	No	Yes - bank			
TSE 4d	TSE-4-S024FP	Public footpath	No	Yes - bank			
TSE 4d	TSE-4-S025FP	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
TSE 4d	TSE-4-S026FP	Public footpath	No	Yes - bank			
TSE 4d	TSE-4-S027FP	Public footpath	No	Yes - bank			
TSE 4d	TSE-4-S028FP	Public footpath	No	Yes - bank			
TSE 4d	TSE-4-S029FP	Public footpath	No	Yes - bank			
TSE 4d	TSE-4-S030FP	Public footpath	No	Yes - bank			
TSE 4d	TSE-4-S031FP	Public footpath	No	Yes - bank			
TSE 4d	TSE-4-S032FP	Public footpath	No	Yes - bank			
TSE 4e	TSE-4-S033FP	Public footpath	No	Yes - bank			
TSE 4e	TSE-4-S034FP	Public footpath	No	Yes - bank			
TSE 4e	TSE-4-S035FP	Public footpath	No	Yes - bank			
TSE 4e	TSE-4-S036FP*	Public footpath	No	Yes - bank			
TSE 4f	TSE-4-S037FP*	Public footpath	No	Yes - bank			
TSE 4f	TSE-4-S038*	Other existing walked route	No	Yes - bank			
TSE 4f	TSE-4-S039FP*	Public footpath	No	Yes - bank			
TSE 4f	TSE-4-S040FP*	Public footpath	No	Yes - bank			
TSE 4f	TSE-4-S041FP	Public footpath	No	Yes - bank			
TSE 4f	TSE-4-S042FP	Public footpath	No	Yes - bank			
TSE 4f	TSE-4-S043FP	Public footpath	No	Yes - bank			
TSE 4f	TSE-4-S044FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S045FP	Public footpath	No	No	path	Clarity and cohesion	Fenced tunnel under gas pipes
TSE 4g	TSE-4-S046FP	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
TSE 4g	TSE-4-S047FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S048FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S049FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S050FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S051FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S052FP	Public footpath	No	No	path	Clarity and cohesion	To security fence
TSE 4g	TSE-4-S053FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S054FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S055FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S056FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S057FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S058FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S059FP	Public footpath	No	Yes - bank			
TSE 4g	TSE-4-S060FP	Public footpath	No	Yes - bank			
TSE 4h	TSE-4-S061FP	Public footpath	No	Yes - bank			
TSE 4h	TSE-4-S062FP	Public footpath	No	No			
TSE 4h	TSE-4-S063FP	Public footpath	No	Yes - bank			
TSE 4i	TSE-4-S064FP	Public footpath	No	Yes - bank			
TSE 4i	TSE-4-S065	Other existing walked route	No	No			
TSE 4i	TSE-4-S066FP	Public footpath	No	Yes - bank			
TSE 4i	TSE-4-S067FP	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
TSE 4j	TSE-4-S068FP	Public footpath	No	Yes - bank			
TSE 4j	TSE-4-S069FP	Public footpath	No	Yes - bank			
TSE 4k	TSE-4-S070FP	Public footpath	No	Yes - bank			
TSE 4k	TSE-4-S071FP	Public footpath	No	No			
TSE 4k	TSE-4-S072FW	Public footway (pavement)	No	No	Path	Clarity and cohesion	Pavement width
TSE 4k	TSE-4-S073RD	Public highway	No	No			

4.3.2 Other options considered: Maps TSE 4f : Thorney Bay area

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
TSE 4e and 4f	TSE-4-S036 to TSE-4-S037 and TSE-4-039 to TSE-4-S040	We considered aligning the trail along the seaward side of the coastal defences.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the proposed alignment follows the public right of way on the inland side of the concrete sea defence. This defence has a wide promenade that would remain available in the seaward spreading room, but is at risk of being unavailable during high waters and storm events. Choosing the landward option allows the trail to remain open during such events ■ 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
TSE 4f	TSE-4-S038	We considered aligning the trail along the public right of way further inland to the north of Thorney Bay	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the proposed alignment was closer to the sea and followed the preferred line of current users to the north of Thorney Bay ■ The area of land, between the right of way and to Thorney Bay beach is utilised by the public. The proposed alignment would follow an existing walked route. ■ 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

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.

Part 4.4: Maps

4.4.1 Map Index

Map reference	Map title
TSE 4a	Ferry Road, Benfleet to Canvey Point Golf Course
TSE 4b	Canvey Point Golf Course to Sunken Marsh
TSE 4c	Sunken Marsh to Canvey Heights Country Park
TSE 4d	Canvey Heights Country Park to Eastern Esplanade, Leigh Beck
TSE 4e	Eastern Esplanade, Leigh Beck to Memorial Gardens Car Park
TSE 4f	Memorial Gardens Car Park to Gas Distribution Station
TSE 4g	Gas Distribution Station to Occidental Jetty
TSE 4h	Occidental Jetty to Upper Horse
TSE 4i	Upper Horse to East Haven Creek
TSE 4j	East Haven Creek to Canvey Way
TSE 4k	Canvey Way to Canvey Road
Directions Maps TSE E4a and E4b	Proposed direction under S25A CROW

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

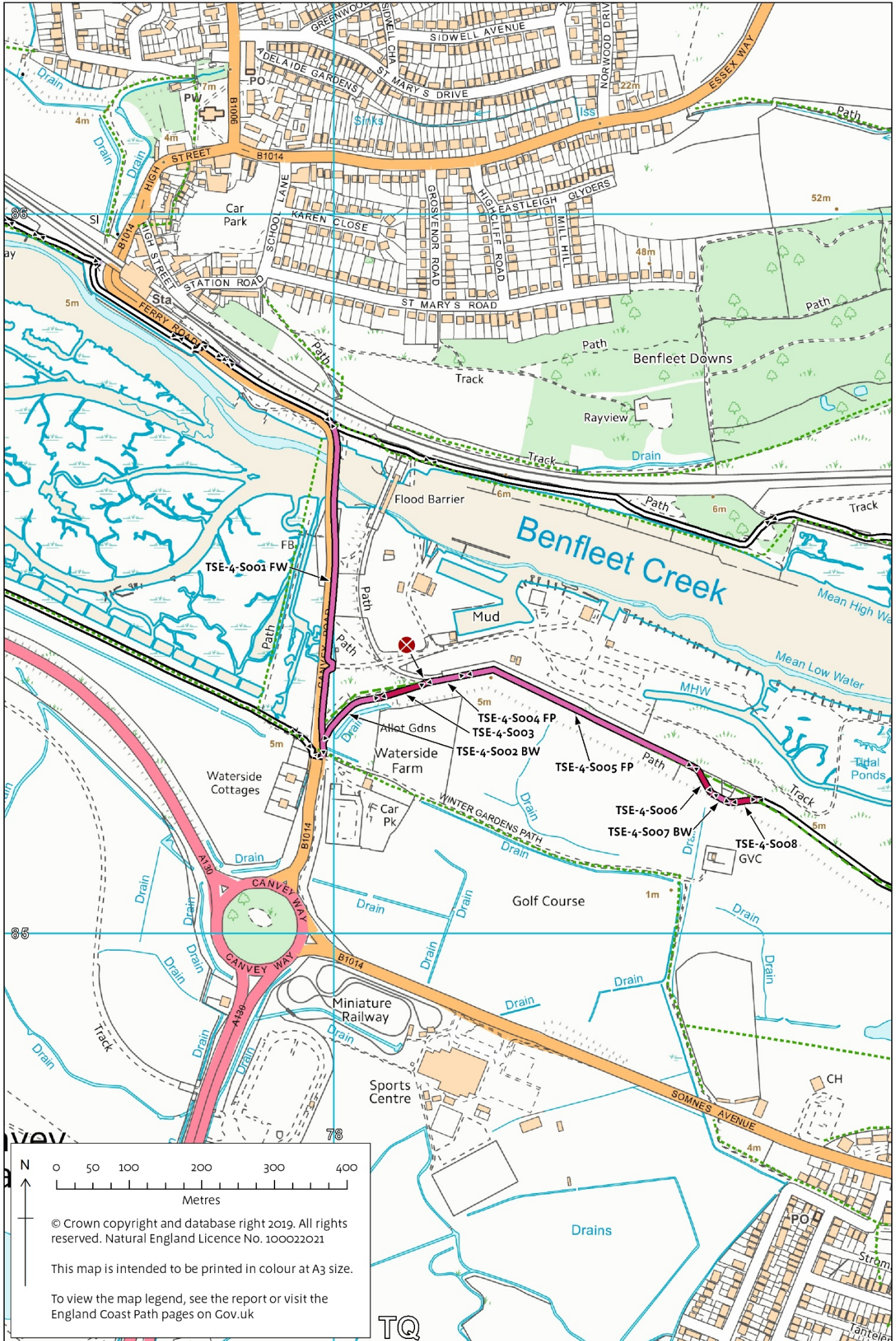
Infrastructure status

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

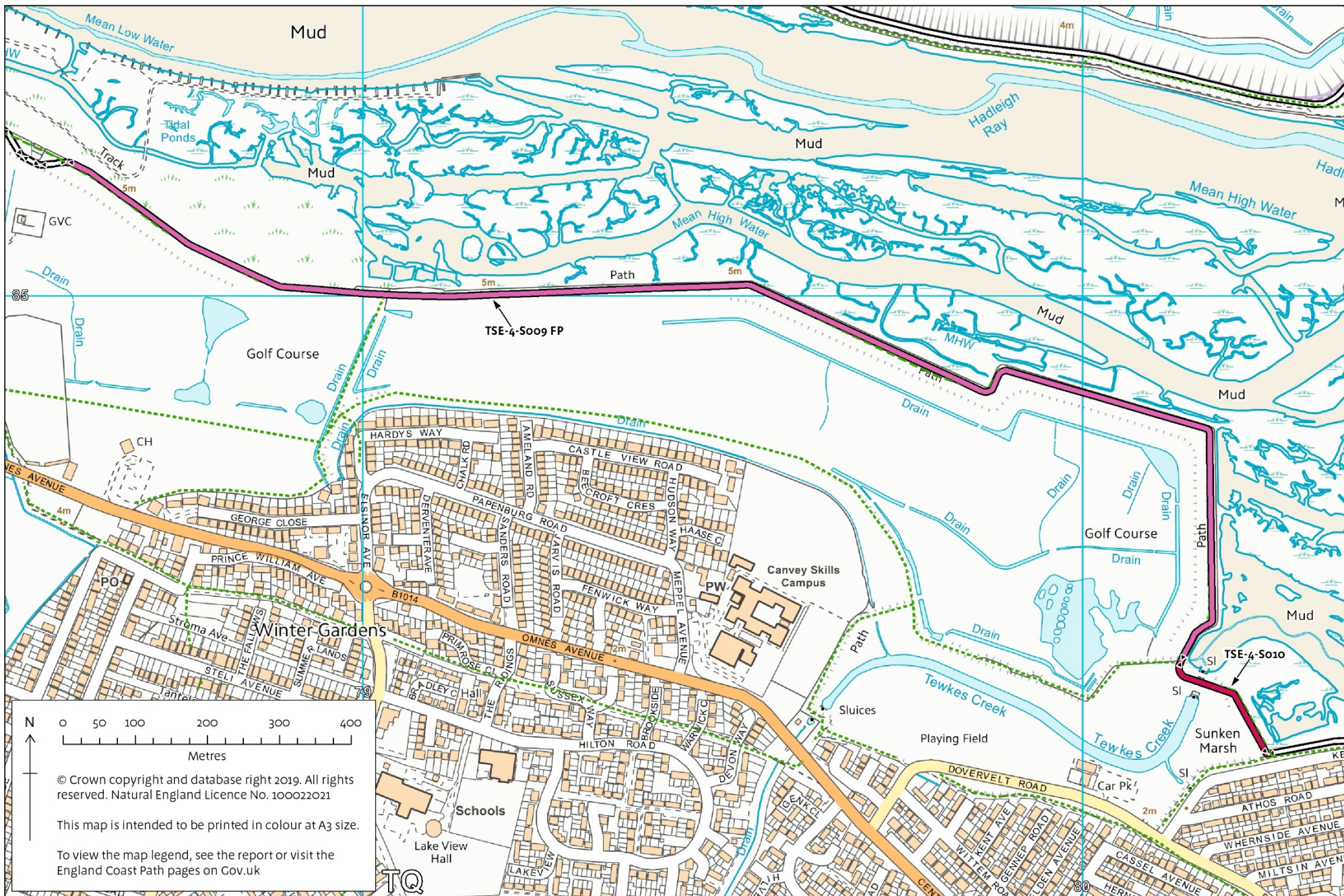
- Existing steps to be retained
- New steps required
- Existing steps to be removed

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

Map TSE 4a - Ferry Road, Benfleet to Canvey Point Golf Course

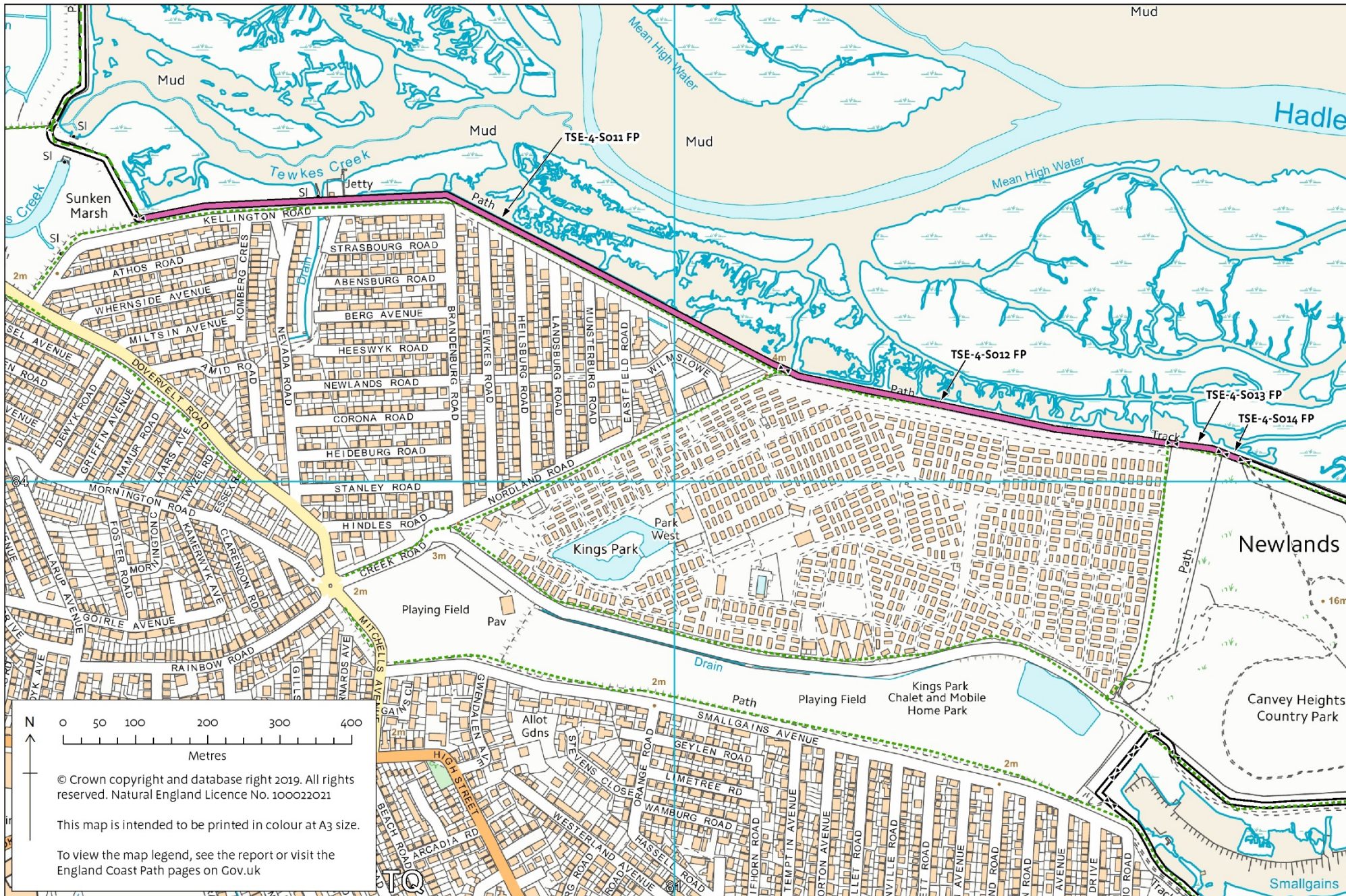


Map TSE 4b - Canvey Point Golf Course to Sunken Marsh



Map TSE 4b - Canvey Point Golf Course to Sunken Marsh

Map TSE 4c - Sunken Marsh to Canvey Heights Country Park



Map TSE 4c - Sunken Marsh to Canvey Heights Country Park

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

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Map TSE 4d - Canvey Heights Country Park to Eastern Esplanade, Leigh Beck

Map TSE 4d - Canvey Heights Country Park to Eastern Esplanade, Leigh Beck





80

82

81

N

0 50 100 200 300 400

Metres

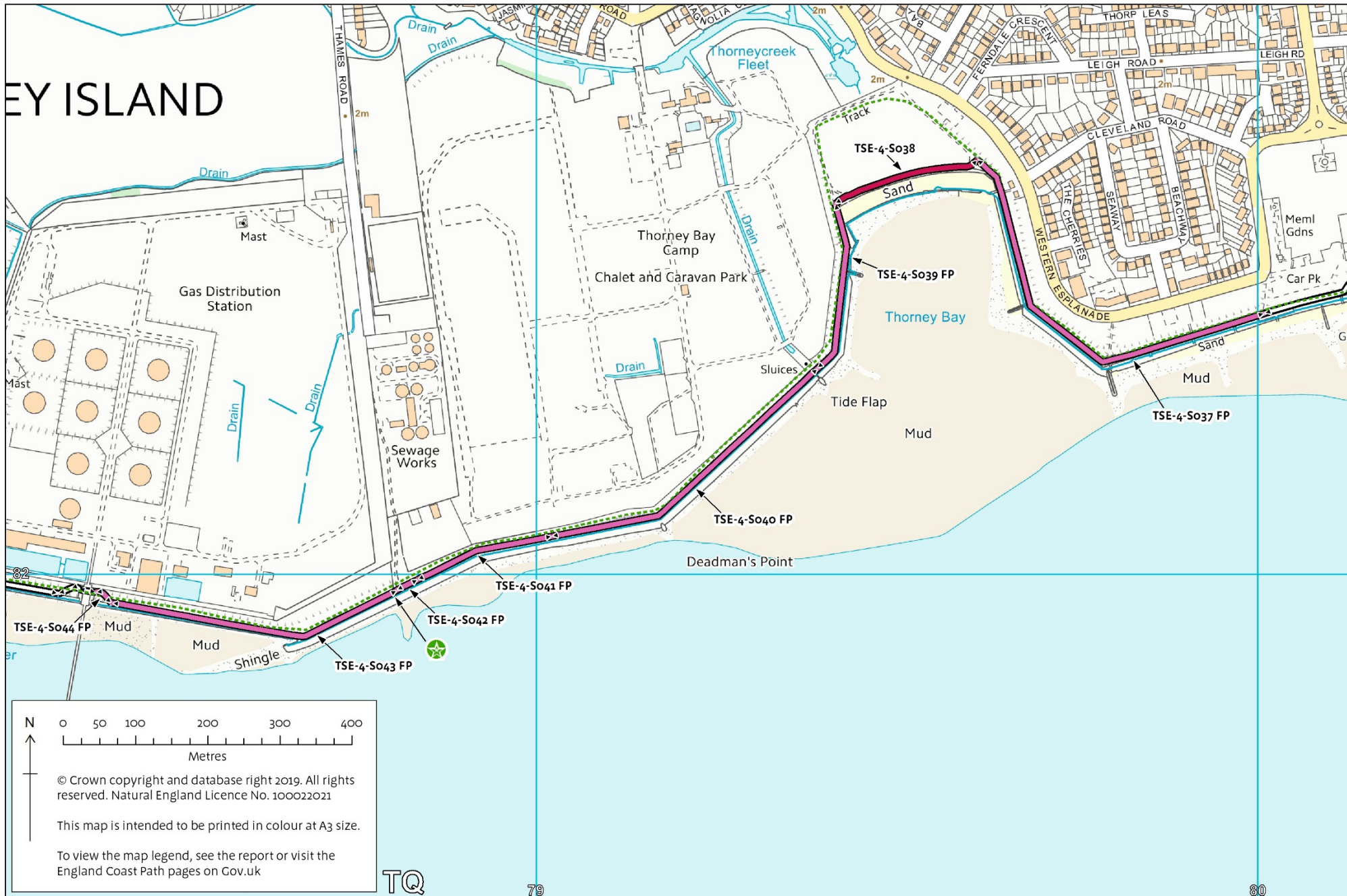
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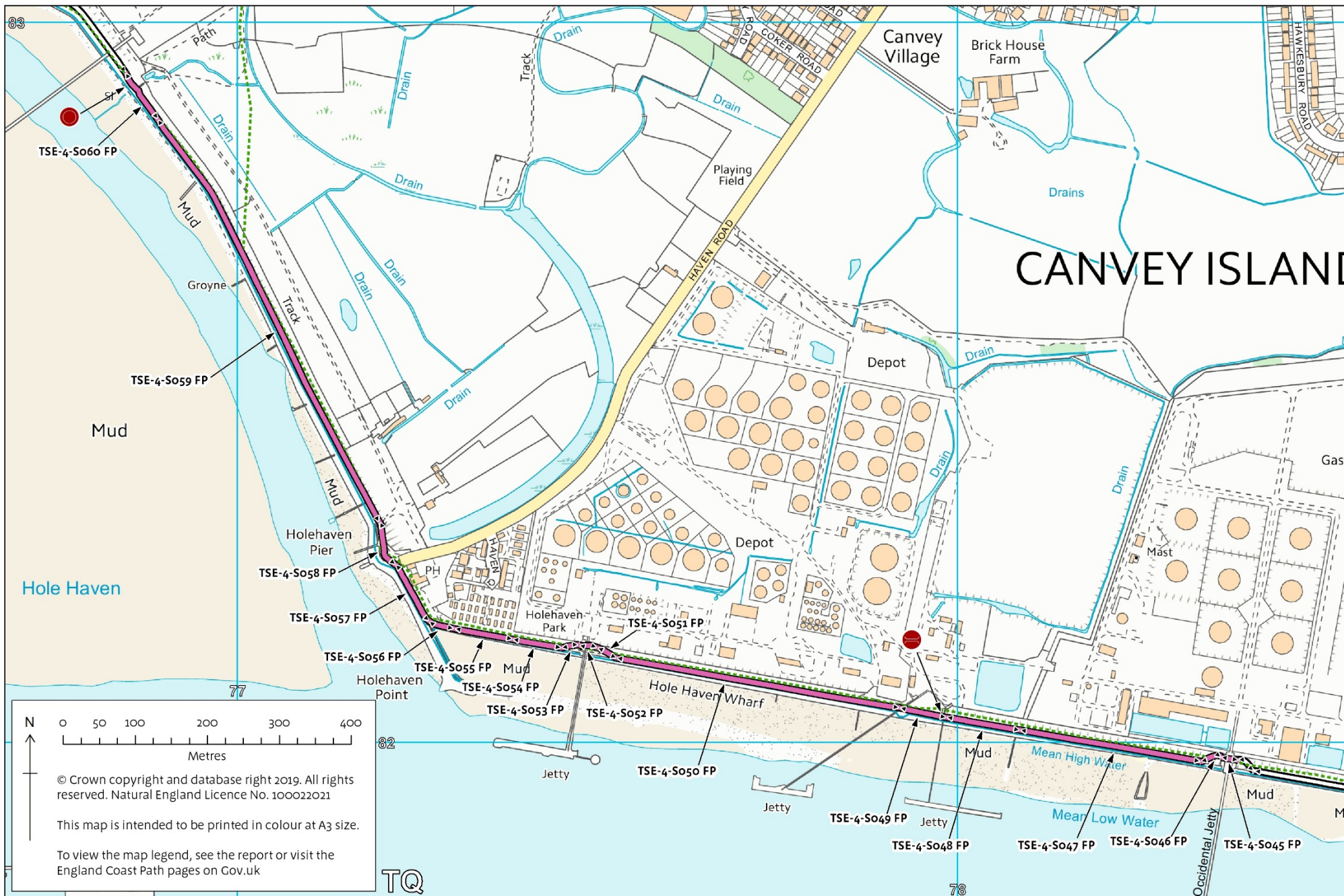
TQ

Map TSE 4e - Eastern Esplanade, Leigh Beck to Memorial Gardens Car Park

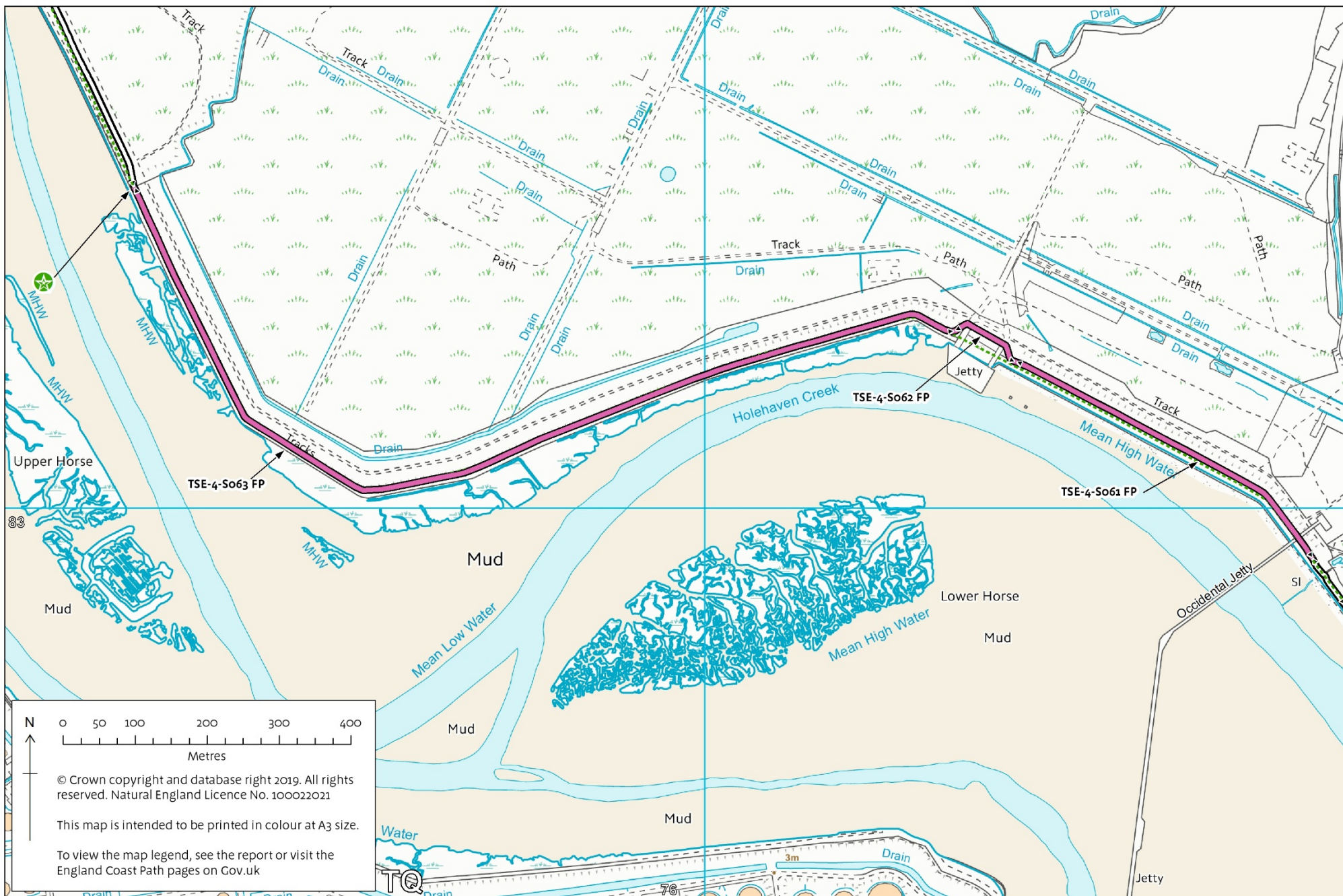


Map TSE 4f - Memorial Gardens Car Park to Gas Distribution Station

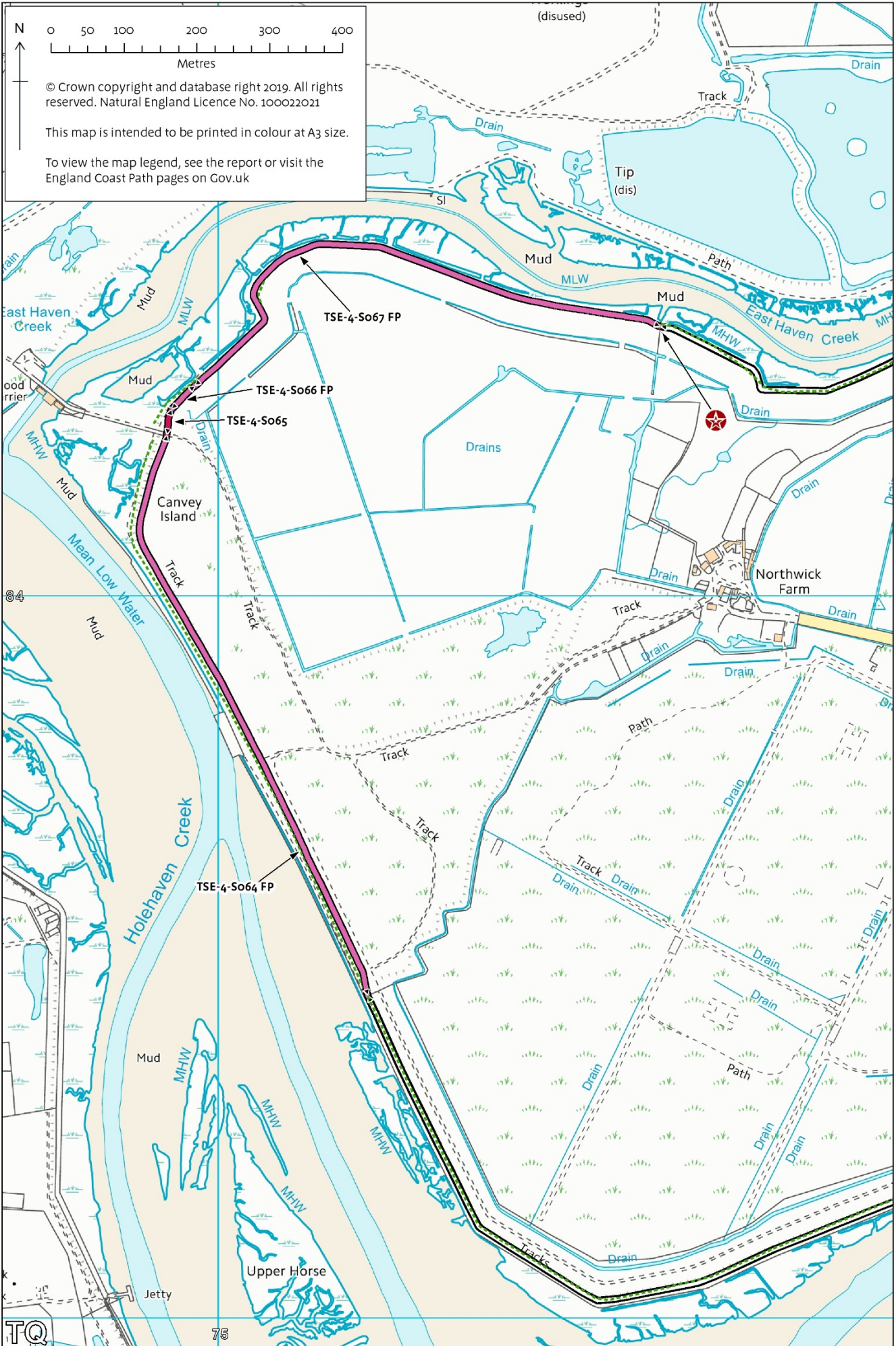
Map TSE 4g - Gas Distribution Station to Occidental Jetty



Map TSE 4h - Occidental Jetty to Upper Horse

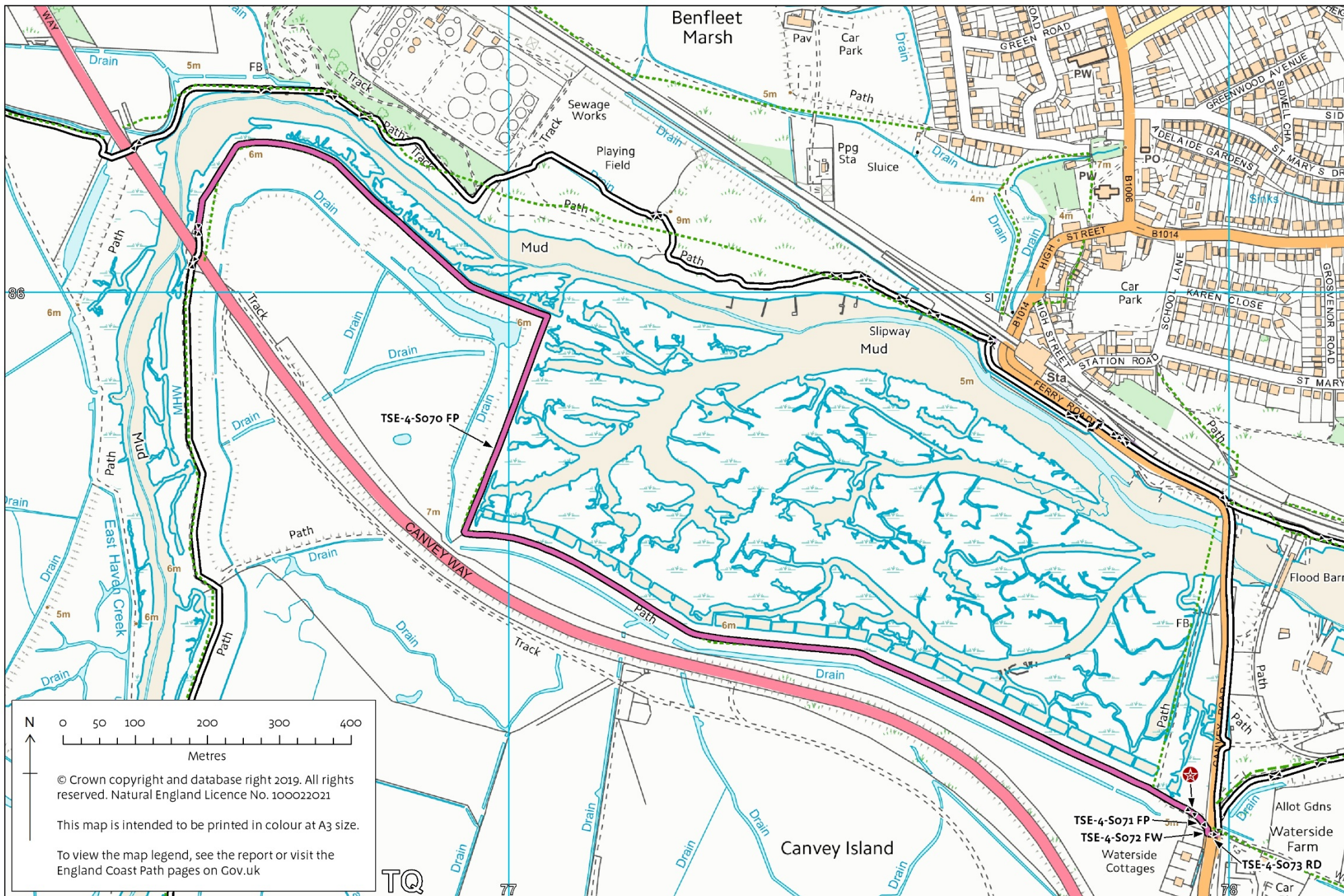


Map TSE 4i - Upper Horse to East Haven Creek



Map TSE 4i - Upper Horse to East Haven Creek

Map TSE 4k - Canvey Way to Canvey Road



TQ

77

78

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