



England Coast Path Stretch: Salcott to Jaywick

Report SCJ 2: The Strood to Church Road, Fingringhoe

Part 2.1: Introduction

| | |
|-----------------------|--|
| Start Point: | The Strood (Grid reference TM0128 1520) |
| End Point: | Church Road, Fingringhoe (Grid reference TM0306 2039) |
| Relevant Maps: | SCJ 2a to SCJ 2g |

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 Salcott and Jaywick.

2.1.2 This report covers length SCJ 2 of the stretch, which is the coast between The Strood and Mill Lane, Fingringhoe. 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:

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

2.2.1 Follows the coastline closely at first (sections SCJ-2-S001 to SCJ-2-S009) maintaining good views of the estuary (Colne Estuary) but then has to make a detour inland to avoid areas of excepted land.

2.2.2 Includes 2 sections of new path between Langenhoe Marsh and Fingringhoe Ranges and at Fingringhoe, as well as a mixture of existing walked routes, public and permissive paths, and country lanes. See maps 2a to 2g and associated tables below for details.

2.2.3 In some areas a significant inland diversion is necessary to take the trail past excepted land at Fingringhoe Ranges, sensitive habitats at Fingringhoe Wick Nature Reserve, and a sand and gravel processing site and other excepted land in the village of Fingringhoe.

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:

- Essex Estuaries Special Area of Conservation (SAC)
- Colne Estuary (Mid-Essex Coast Phase 2) Special Protection Area (SPA)
- Colne Estuary (Mid-Essex Coast Phase 2) Ramsar site
- Colne Estuary Site of Special Scientific Interest (SSSI) for its wildlife and habitat interests
- Blackwater, Crouch, Roach and Colne Estuaries Marine Conservation Zone (MCZ)
- No Scheduled Monuments are present on this length of coast

See Overview maps C1, C2 and D

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

2.2.5 Measures to protect the environment

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|--------|-------------------------|--|---|
| SCJ 2a | SCJ-2-S003 & SCJ-2-S004 | The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ Notices at both ends of this section asking users to keep to the path and avoid disturbance by themselves or their dogs to lagoons and reedbeds on the landward side | Lagoons and reedbeds on the landward side harbour species that may be sensitive to disturbance. Requesting that users keep to the path will prevent disturbance to wintering and breeding birds |

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|-------------|--------------------------|---|---|
| SCJ 2a & 2b | SCJ-2-S008 & SCJ-2-S009 | <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> Landward margin includes the folding to provide the option to users of dropping behind the seabank so they are hidden from the mudflats and saltmarsh | <p>The seabank at this point has no existing right of public access. At certain states of the tide wintering waders and wildfowl use the mudflats and saltmarsh close to the seabank. Disturbance will be reduced if walkers use the folding following advice on advisory notices</p> |
| SCJ 2c | SCJ-2-S014 | <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> The route of the trail follows close to the boundary of the designated area and coastal access rights would be excluded seaward of SCJ-2-S014 (see 2.2.16 below and Directions map 2D). Users with dogs will need to keep them on a lead at all times. All access to be excluded from Langenhoe Point in the margin seaward of SCJ-2-S012 (beyond the excepted MoD training area) <p>In addition, we will install:</p> <ul style="list-style-type: none"> Notices at both ends of this section explaining the sensitivity and asking people to keep to the path and observe the requirement to keep dogs on leads | <p>To prevent disturbance of wintering and breeding birds on the floodplain grazing marsh, lagoons and reedbed by recreational users</p> |
| SCJ 2f | SCJ-2-S028 to SCJ-2-S030 | <ul style="list-style-type: none"> The following design features are described elsewhere in this report: The route of the trail follows close to the boundary of the designated area (Fingringhoe Wick nature reserve) and coastal | <ul style="list-style-type: none"> To prevent disturbance of wintering and breeding birds and other species (please see NCA for details) within the nature reserve by recreational users with dogs |

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|--------|-------------------------|--|-----------------|
| | | <p>access rights would be restricted seaward of it on these sections (see 2.2.17 below and Directions map 2A). Visitors with dogs will need to keep them on a lead at all times and not be able to access the margin, except for the one permitted existing route for dog walking.</p> <ul style="list-style-type: none"> ■ In addition, we will install: ■ Notices at both ends of this section explaining the sensitivity and asking people to keep dogs on leads and not enter the margin | |
| | | No scheduled monuments are present on this length | |

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; 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 for people with reduced mobility and this is the case on sections of our proposed route because:

- The trail will follow an uneven grass path along the sea wall, along field edges and through woodlands;
- There are kissing gates in places where it is necessary to provide a barrier to contain livestock
- At SCJ-2-S005 (map SCJ 2a) it is necessary to gain access to the sea bank via a set of steps. The existing steps will be improved to make them easier to use.

2.2.8 At places indicated on maps 2a to 2g, the existing gate or stile will be replaced or a new footbridge installed, so as to make them easier 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:

2.2.9 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Colne, 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 Strood (Mersea Island causeway) and the Colne causeway in Colchester, as indicated by the extent of the trail shown on maps 2a to 2g.

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

2.2.10 **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.

2.2.11 At sections SCJ-2-S006 to SCJ-2-S007 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.

2.2.12 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 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/flat at River Colne Estuary.

2.2.14 Access to the saltmarsh and flats in the coastal margin seaward of route sections SCJ-2-S001 to SCJ-2-S045, is to be excluded all year round by direction under Section 25A of the Countryside and Rights of Way Act (2000) because we are satisfied that 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 map 2C below for further detail.

2.2.15 The section 25A restriction is proposed where it is considered that saltmarsh and flats are unsuitable for public access, notwithstanding any locally tolerated access. Safety is considered as part of the assessment along with the nature of the terrain and any natural risks that exist such as soft mud, hidden channels, potential to be trapped by rising tides, and suitability for walking. The intention is to prevent those who may be unfamiliar with the risks from using such areas.

- The areas of saltmarsh on the Colne Estuary are subject to regular tidal inundation, and are generally uneven and wet underfoot, incised with creeks and channels, some of which would not be readily apparent to walkers.
- The areas of flats on the Colne Estuary are predominantly soft mud at low tide that is difficult to walk on, which becomes inundated when the tide rises.

Restriction and exclusion of access in the margin at Langenhoe

2.2.16 Access to the margin at Langenhoe Point to the east of Ministry of Defence (MoD) land at Fingringhoe Ranges seaward of route section SCJ-2-S012, and access to the trail and margin near Wick to the west of the MoD land and adjacent to route section SCJ-2-S014, will be restricted by direction all year as follows:

- Public access will be excluded from the margin.
- Dogs will be permitted on the trail only and must be kept on a short lead.

This is proposed under Section 26(3)(a) of the Countryside and Rights of Way (CROW) Act (2000) to protect passage, wintering and breeding birds from disturbance. See Directions maps 2D below, the Habitat Regulations Assessment and the Nature Conservation Assessment accompanying this report for further detail.

Fingringhoe Ranges is MoD land subject to military byelaws and therefore excepted from the coastal access rights under Schedule 1 of the CROW Act. Land to the east of the MoD land at Langenhoe Point includes a large reedbed, a shallow brackish lagoon and, outside the flood defences, a small shingle ridge fronting the saltmarsh. Land to the west of the MoD land at Wick is unimproved grazing marsh with a permanently wet fleet. During the winter and the spring/autumn passage periods both areas hold concentrations of feeding or roosting waterbirds. In the summer they support rare or threatened breeding species.

Discussions have also been held with the Ministry of Defence in relation to other areas of Fingringhoe Range. Parts of the range are already covered by military byelaws that restrict access rights but the Ministry of Defence have indicated that they are also intending on using their powers under s28 of CROW to propose a direction to exclude coastal access rights from a specified area of land seaward of sections SCJ-2-S015 to SCJ-2-S019 due to the land being used for military purposes.

Restriction of access to trail and margin at Fingringhoe Wick nature reserve

2.2.17 Access to the trail and margin at Fingringhoe Wick Nature Reserve will be restricted by direction all year, on route section SCJ-2-S030 and seaward of route sections SCJ-2-S028 to SCJ-2-S030. This is proposed under Section 24 of the Countryside and Rights of Way Act (2000) to replicate existing visitor management restrictions on access at Fingringhoe Wick Nature Reserve:

- Accompanied dogs must be kept on short leads and on the trail year round.

- No dogs in the margin, except on the marked route where as currently permitted accompanied dogs must be kept on short leads year round.

See Directions map 2A below for further detail.

Fingringhoe Wick Nature Reserve is managed by Essex Wildlife Trust, providing access without charge to the general public on permissive paths, and is currently managed with some provision for access with dogs, whilst excluding dogs from the rest of the site. With the introduction of coastal access rights dogs will be permitted onto the route across part of the nature reserve. To support existing management restrictions on the reserve, accompanied dogs will be restricted to short leads year round on the line of the trail and on the existing dog walking route within the reserve.

Exclusion of access in the margin at Ballast Quay, Fingringhoe

2.2.18 Access to the coastal margin on the disused and unrestored sand and gravel extraction site at Ballast Quay will be excluded by direction all year round, seaward of route sections SCJ-2-S031 to SCJ-2-S040. This is proposed under Section 25(1)(b) of the Countryside and Rights of Way Act (2000) for the purpose of ensuring public safety from hidden hazards. This exclusion will not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions map 2B below for further detail.

This site has dangers which are not immediately clear, including deep quarried pools with steep slumping sides and cold standing water. Such features present a danger to human health and cannot adequately be managed informally.

2.2.19 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.

2.2.20 The directions we give are intended to avoid any new public rights being created over the area in question in view of the 1) the difficult terrain of mudflats and saltmarsh, 2) the risk of disturbance to internationally protected birds, 3) the existing visitor management at Fingringhoe Wick Nature Reserve and 4) the hidden dangers on the unrestored sand and gravel extraction site at Ballast Quay.

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

2.2.21 **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.

2.2.22 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 SCJ2a to SCJ2g as the proposed route of the trail.

Other future change:

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

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

Establishment of the trail:

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

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

2.2.25 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£49,000** 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.

2.2.26 There are four main elements to the overall cost:

- Pedestrian or kissing gates where the trail crosses the line of an existing stock proof fence or to limit access to tracks without coastal access rights.
- Footbridges or culverts to carry the trail across field edge ditches and drains with no current means of crossing.
- Waymarking to clearly indicate the route of the trail and new signs to raise awareness of the restrictions and exclusions that apply to some parts of the trail
- Scrub control associated with new sections of trail infrastructure.

The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

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

Table 1: Estimate of capital costs

| Item | Cost |
|-------------------------------|---------|
| Waymarking and advisory signs | £27,000 |
| Gates | £10,000 |
| Footbridges & culverts | £5,500 |
| Scrub removal | £6,500 |

Total **£49,000 (Exclusive of any VAT payable)**

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

Maintenance of the trail:

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

2.2.29 We estimate that the annual cost to maintain the trail will be **£6,325** (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 SCJ 2a to SCJ 2g – The Strood to Church Road, Fingringhoe

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 |
| SCJ 2a | SCJ-2-S001 and SCJ-2-S002 | Public footpath | No | No | | | |
| SCJ 2a | SCJ-2-S003 and SCJ-2-S004 | Other existing walked route | No | No | | | |
| SCJ 2a | SCJ-2-S005 | Public footpath | No | Yes- bank | | | |
| SCJ 2a | SCJ-2-S006 to SCJ-2-S007 | Public footpath | No | Yes - bank | Landward top edge of seawall | Clarity and cohesion | |
| SCJ 2a | SCJ-2-S008 | Not an existing walked route | No | Yes - bank | Ditch | Clarity and cohesion | To enable walkers to drop behind seawall in order to avoid possible disturbance to sensitive birds |

| 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 |
| SCJ 2b | SCJ-2-S009 | Not an existing walked route | No | Yes - bank | Fence line | Clarity and cohesion | To enable walkers to drop behind seawall in order to avoid possible disturbance to sensitive birds |
| SCJ 2b to SCJ 2c | SCJ-2-S010* to SCJ-2-S015* | Not an existing walked route | No | No | | | |
| SCJ 2c to SCJ 2d | SCJ-2-S016* and SCJ-2-S017* | Public footpath | No | No | | | |
| SCJ 2d | SCJ-2-S018* | Public highway | No | No | | | |
| SCJ 2d | SCJ-2-S019* and SCJ-2-S020* | Public footpath | No | No | | | |
| SCJ 2d | SCJ-2-S021* and SCJ-2-S022* | Not an existing walked route | No | No | | | |
| SCJ 2d | SCJ-2-S023* | Public footpath | No | No | | | |
| SCJ 2d | SCJ-2-S024* to SCJ-2-S026* | Not an existing walked route | No | No | | | |
| SCJ 2e | SCJ-2-S027* | Public highway | No | No | | | |
| SCJ 2f | SCJ-2-S028* | Public bridleway | No | No | | | |
| SCJ 2f | SCJ-2-S029* | Not an existing walked route | No | No | | | |
| SCJ 2f | SCJ-2-S030* | Other 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 | | | | | |
| SCJ 2f | SCJ-2-S031* and SCJ-2-S032* | Not an existing walked route | No | No | | | |
| SCJ 2f | SCJ-2-S033* | Public bridleway | No | No | | | |
| SCJ 2f | SCJ-2-S034* | Public highway | No | No | | | |
| SCJ 2f | SCJ-2-S035* to SCJ-2-S037* | Not an existing walked route | No | No | | | |
| SCJ 2f | SCJ-2-S038* | Other existing walked route | No | No | | | Fingringhoe Common – registered common land with open access rights |
| SCJ 2f | SCJ-2-S039* | Public highway | No | No | | | |
| SCJ 2f | SCJ-2-S040* | Other existing walked route | No | No | | | |
| SCJ 2f to SCJ 2g | SCJ-2-S041 and SCJ-2-S042 | Public footpath | No | No | Fence line | Clarity and cohesion | |
| SCJ 2g | SCJ-2-S043 | Public footpath | No | No | | | |
| SCJ 2g | SCJ-2-S044 | Public footpath | No | No | Hedgerow | Clarity and cohesion | |
| SCJ 2g | SCJ-2-S045 | Public highway | No | No | | | |

2.3.2 Other options considered: Maps SCJ 2a to SCJ 2g – The Strood to Church Road, Fingringhoe

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|----------------------|--------------------------|---|--|
| SCJ 2b, | SCJ-2-S010 to SCJ-2-S016 | We considered a route directly north across Langenhoe Hall Marshes SSSI to join with the public footpath at Langenhoe Hall. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the estuary and maintains good views of it ■ A route across Langenhoe Hall Marsh would be rough, uneven and frequently wet and could compromise the sensitive features of the protected site ■ 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 |
| SCJ 2c | SCJ-2-S012 to SCJ-2-S016 | We considered a route along the access track between farm buildings at Wick and Langenhoe Hall | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is safer and more pleasant to walk along as it avoids farm and heavy goods vehicles which frequently use the track ■ 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 |
| SCJ2d, SCJ2e & SCJ2f | SCJ-2-S021 to SCJ-2-S032 | We considered an alignment through Fingringhoe Wick nature reserve. | <p>We opted for the proposed route because:</p> <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 ■ the proposed route achieves a better balance between the cost of infrastructure that would need to be installed and maintained, lower ecological impact and better coastal views from the slightly higher ground it follows |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|--|---|
| SCJ2f | SCJ-2-S032 to SCJ-2-S040 | We considered a route closer to the estuary at Ballast Quay sand and gravel works. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it keeps people away from the working areas of the site and is therefore safer. It achieves a better balance between public safety needs, uncertainty around future use of the site and the cost of infrastructure that would need to be installed and maintained. ■ 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 2.4: Proposals Maps

2.4.1 Map Index

| Map reference | Map title |
|-------------------|--|
| SCJ 2a | The Strood to Langenhoe Marsh |
| SCJ 2b | Langenhoe Marsh to Wick |
| SCJ 2c | Wick to Lodge Lane |
| SCJ 2d | Lodge Lane to South Green Road |
| SCJ 2e | South Green Road to Fingringhoe Wick Nature Reserve |
| SCJ 2f | Fingringhoe Wick Nature Reserve to Ballast Quay Farm |
| SCJ 2g | Ballast Quay Farm to Church Road, Fingringhoe |
| Directions map 2A | Fingringhoe Wick: Proposed direction under S24 CROW |
| Directions map 2B | Ballast Quay: Proposed direction under S25(1)(b) CROW |
| Directions map 2C | Langenhoe to Fingringhoe: Proposed direction under S25A CROW |

| Map reference | Map title |
|----------------------|--|
| Directions map 2D | Langenhoe grazing marsh and Langenhoe Point: Proposed direction under S26(3)(a) 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
- MoD byelaw (excepted 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:

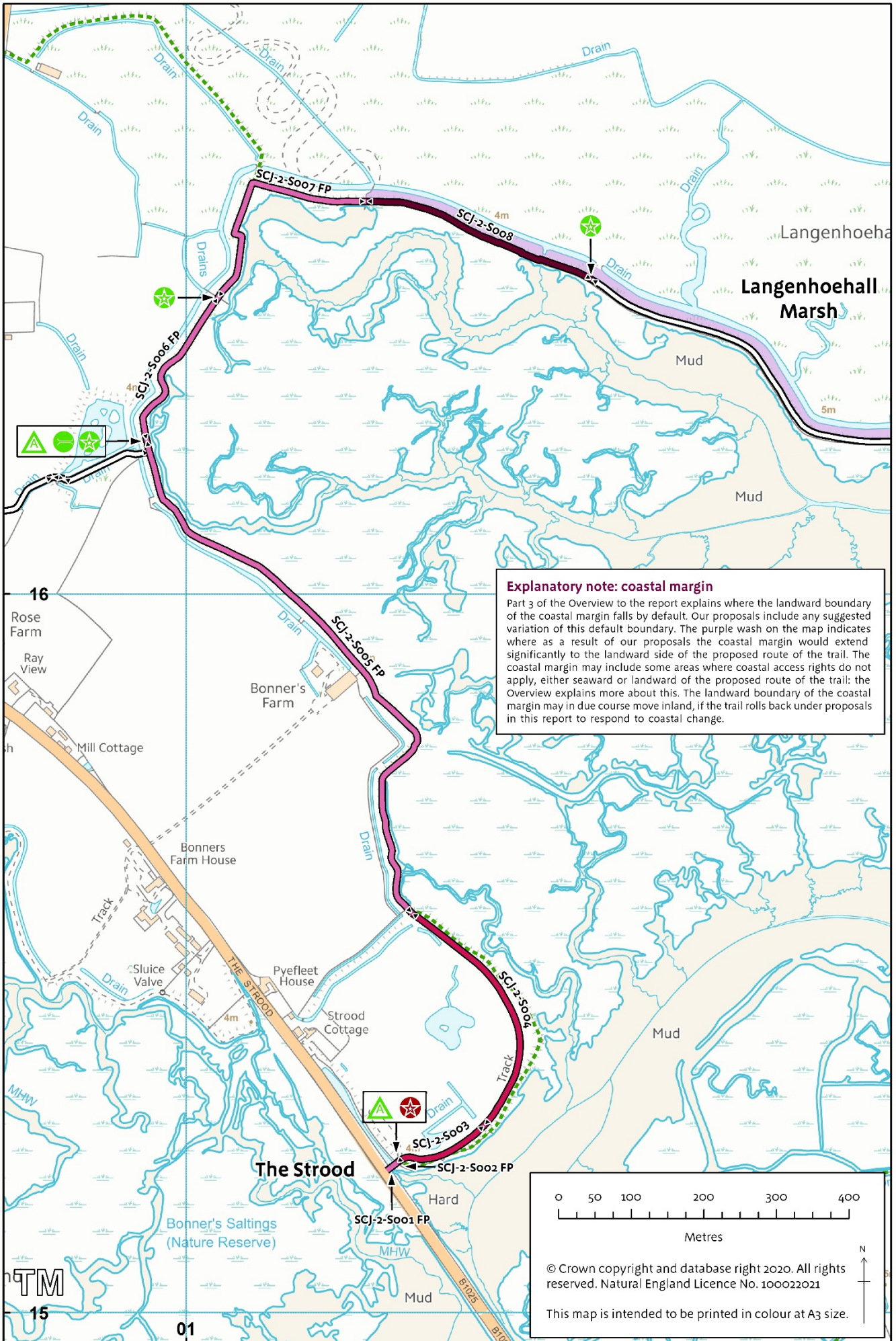
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Advisory sign
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

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

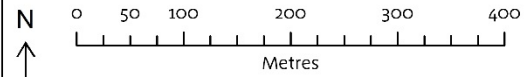
- Existing steps to be retained
- New steps required
- Existing steps to be removed

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



Explanatory note: coastal margin

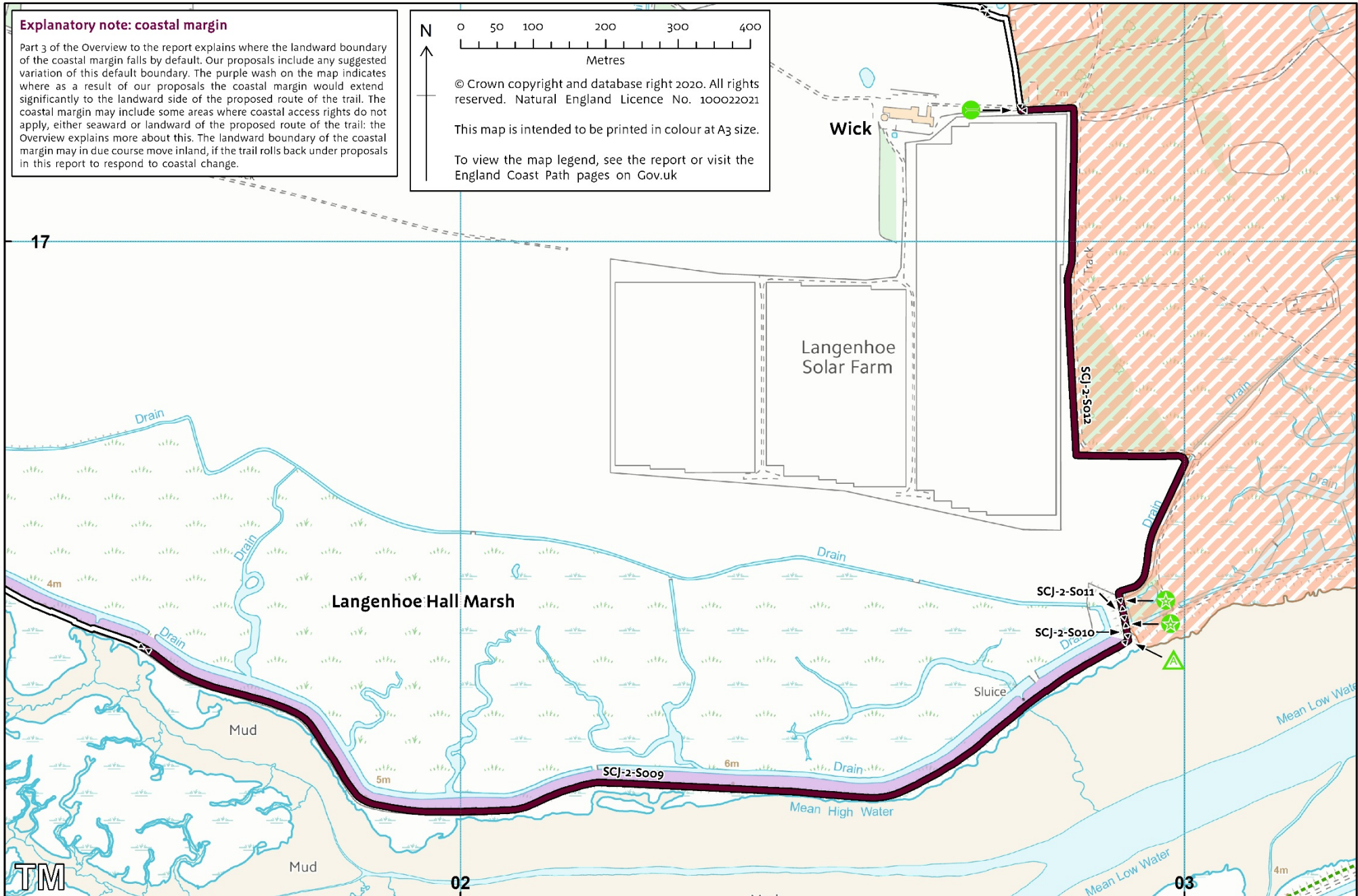
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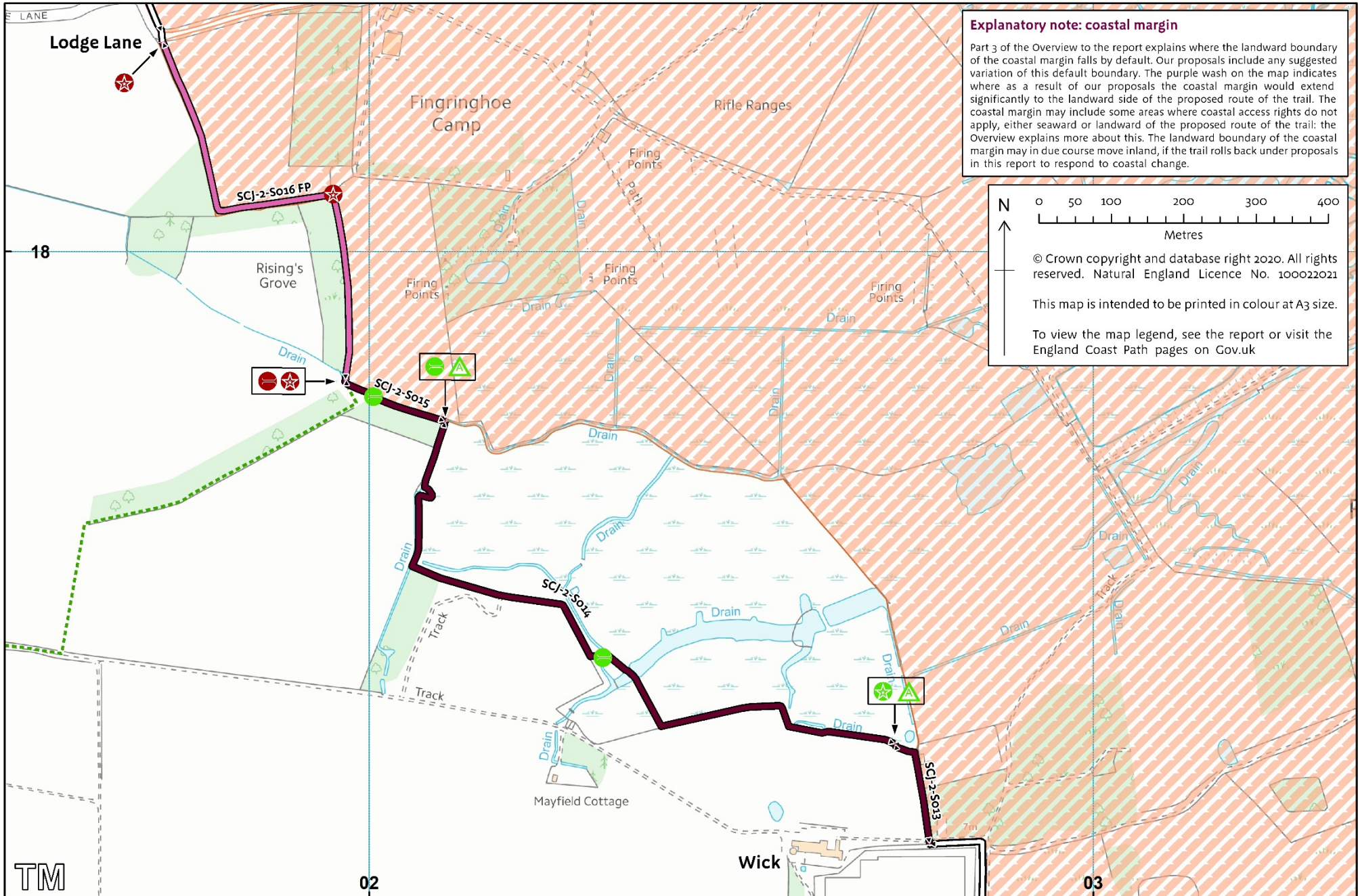


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This map is intended to be printed in colour at A3 size.

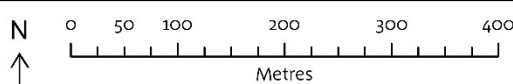
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk





Explanatory note: coastal margin

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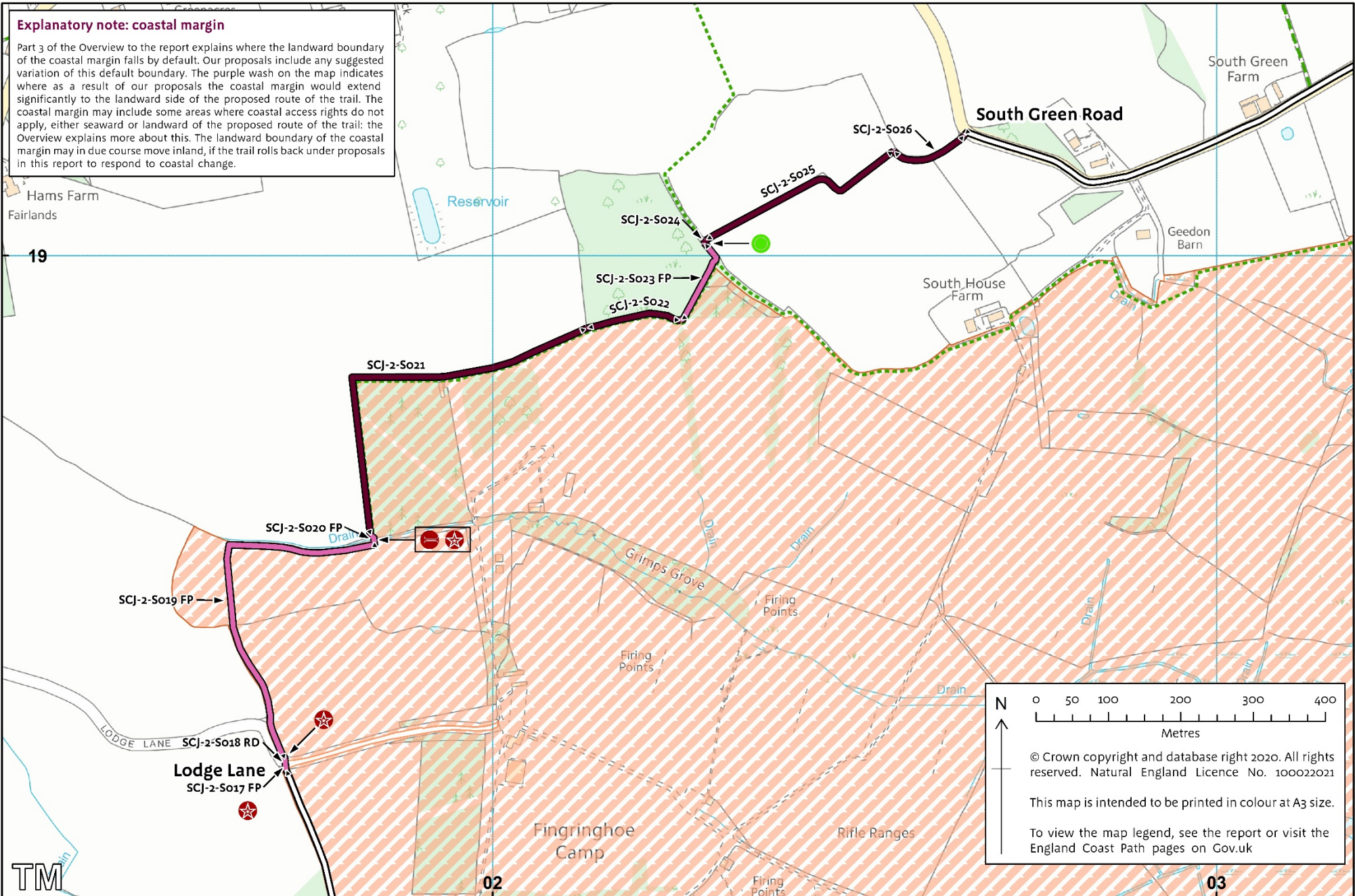
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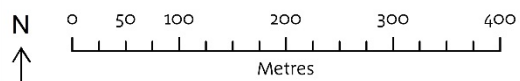


Map SCJ 2d: Lodge Lane to South Green Road

Map SCJ 2e: South Green Road to Fingringhoe Wick Nature Reserve

Explanatory note: coastal margin

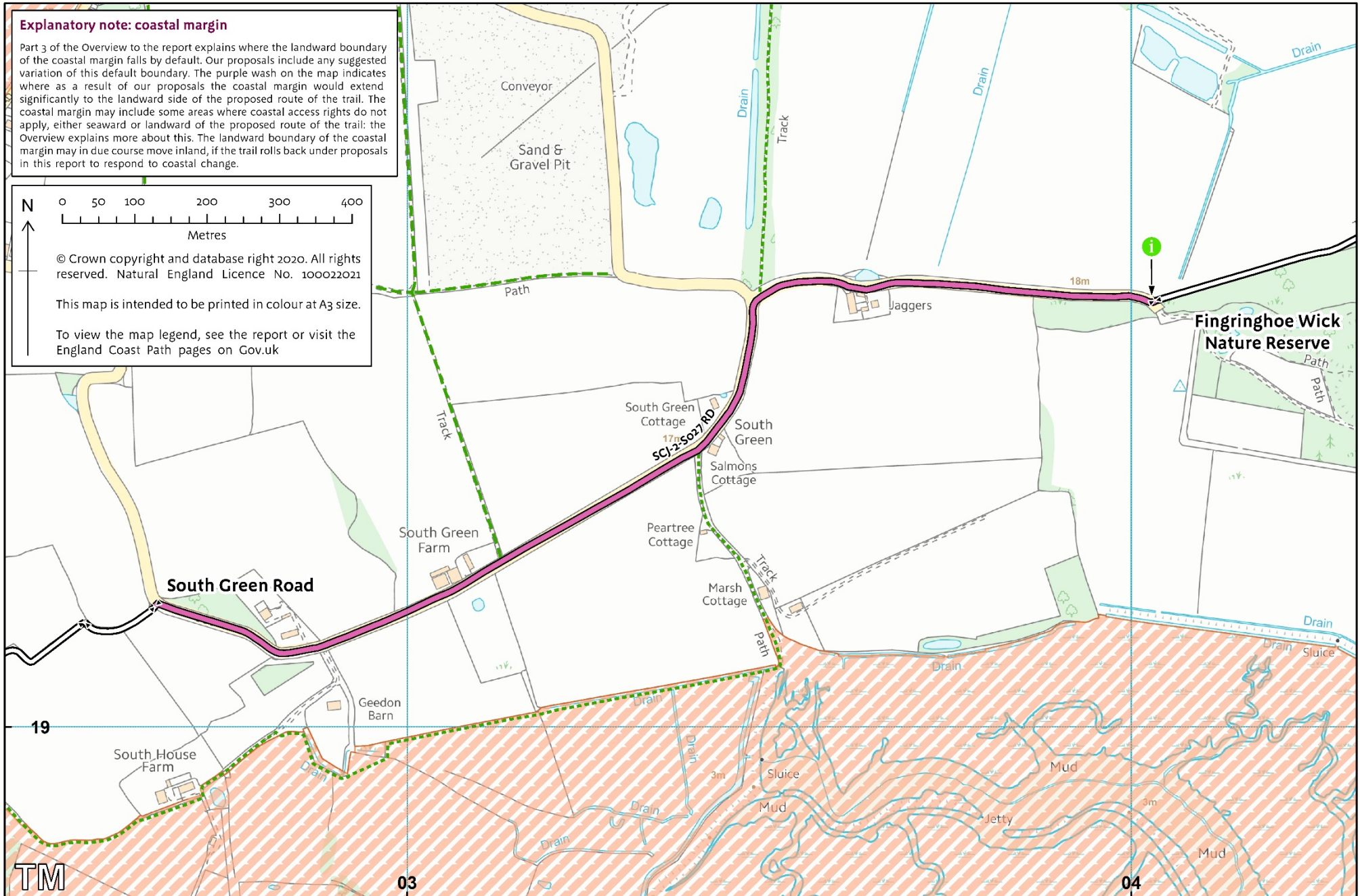
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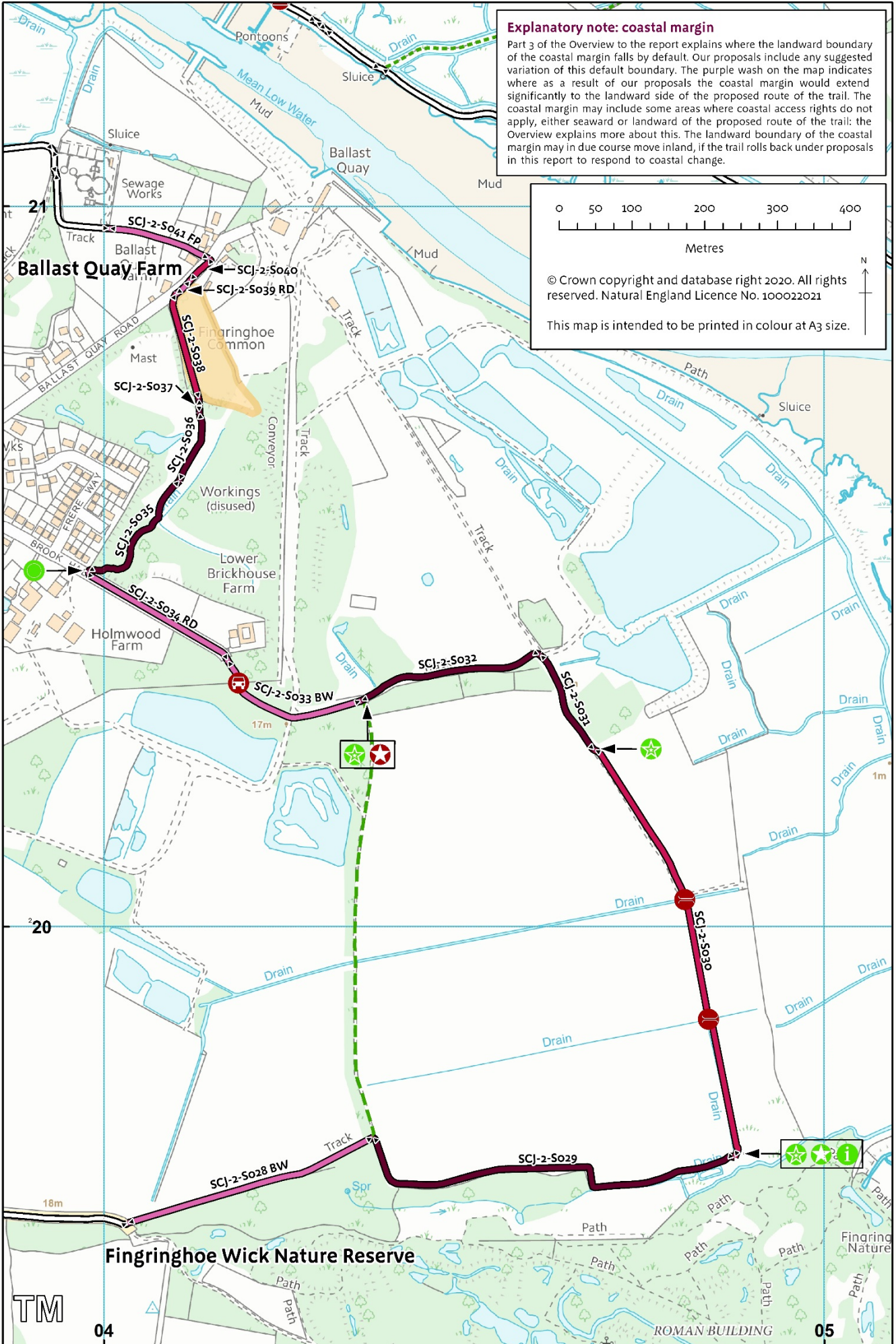
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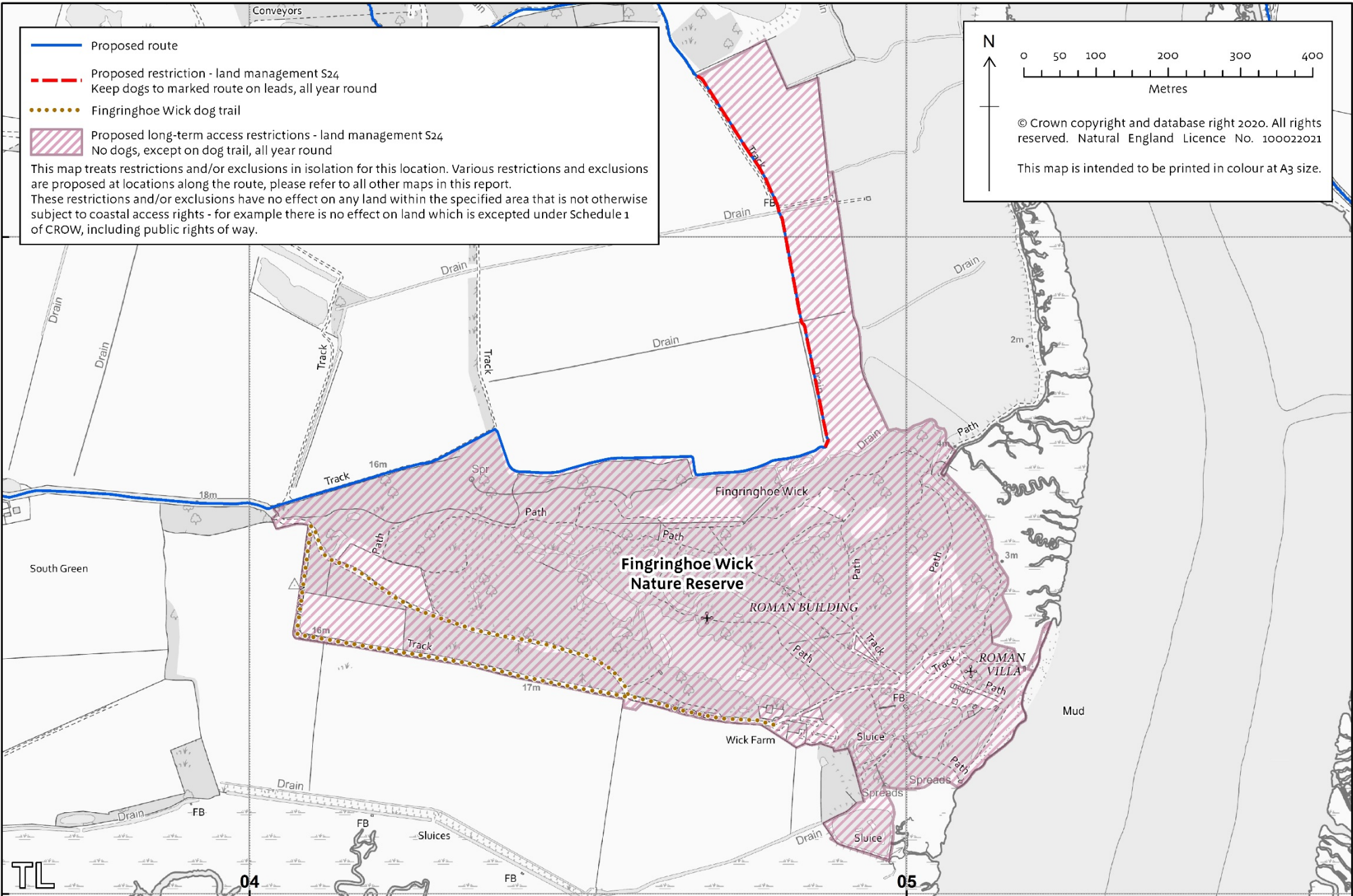


Map SCJ 2f: Fingringhoe Wick Nature Reserve to Ballast Quay Farm

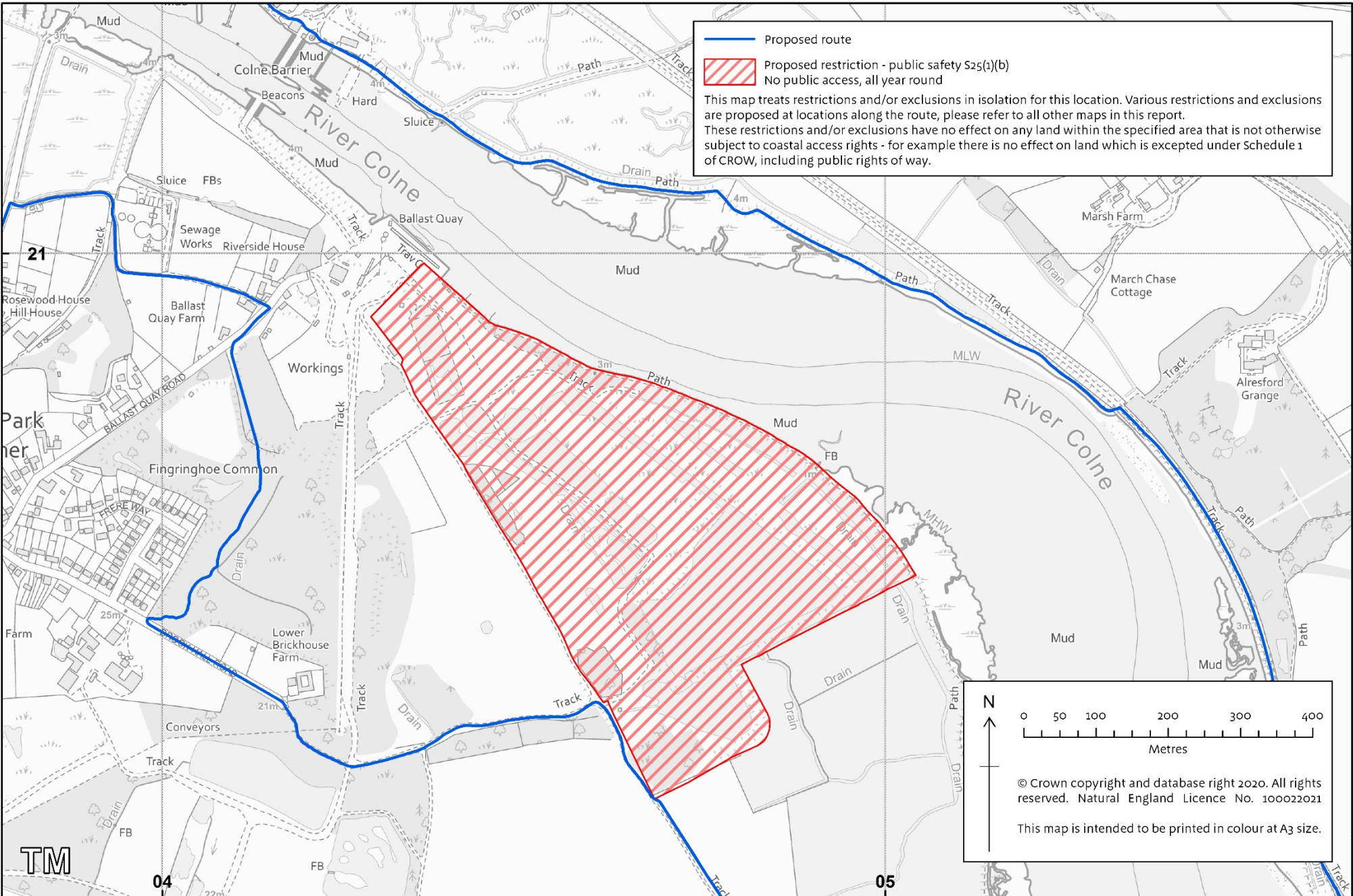


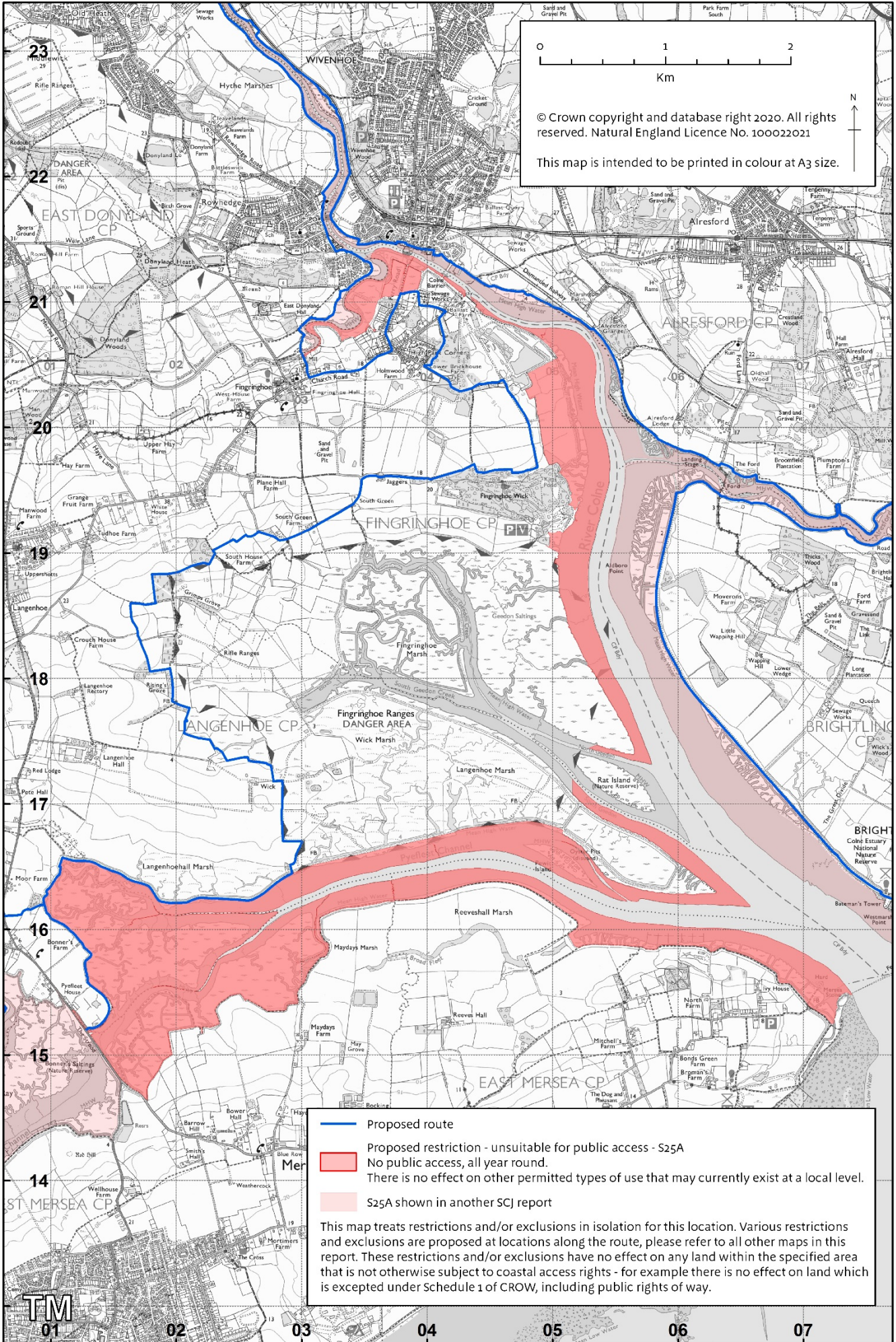
Map SCJ 2f: Fingringhoe Wick Nature Reserve to Ballast Quay Farm

Directions map SCJ 2A: Fingringhoe Wick Nature Reserve



Directions map SCJ 2B: Ballast Quay





Directions map SCJ 2D: Langenhoe Hall grazing marsh, and Langenhoe Point

