



England Coast Path Stretch: Salcott to Jaywick

Report SCJ 3: Church Road, Fingringhoe to Wivenhoe Sailing Club (via Colne Causeway, Colchester)

Part 3.1: Introduction

Start Point:	Church Road, Fingringhoe (Grid reference TM0306 2039)
End Point:	Wivenhoe Sailing Club (Grid reference TM0429 2125)
Relevant Maps:	SCJ 3a to SCJ 3e

3.1.1 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.

3.1.2 This report covers length SCJ 3 of the stretch, which is the coast between The Mill Lane, Fingringhoe and Colne Causeway, Colchester. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

The trail:

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

3.2.1 Follows the coastline closely and maintains good views of tidal stretches of the River Colne and Roman River.

3.2.2 Consists mainly of existing public footpaths and permissive paths along with short sections of pavement, road and quayside.

3.2.3 Between sections (SCJ-3-S052 to SCJ-3-S056 the route in places follows permissive sections of National Cycleway NCN51 – part of the network of national cycleways promoted by Sustrans.

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.

3.2.4 The following designated sites affect this length of coast:

- Colne Estuary Site of Special Scientific Interest (SSSI) for its wildlife and habitat interests
- Upper Colne Marshes 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 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.

3.2.5 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SCJ 3a	SCJ-3-S009 to SCJ-3-S010	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none">■ Install information boards to request and explain sensitivity of adjacent saltmarsh habitat and explain reason for asking users to keep to trail.■ Resurface section SCJ-3-S010 to improve resilience under wet conditions.	<p>The proposed route on these sections will run along the existing footpath right of way. This is frequently wet and users walk on the adjacent saltmarsh in order to find a dryer alternative. The proposed measures will reduce the risk of disturbance to wildlife and saltmarsh vegetation being trampled by people walking off the line of the trail</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		No scheduled monuments are present on this length	

3.2.6 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:

3.2.7 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 or bare soil path along a section of sea wall and through woodland;
- There are steps in places where it would be necessary to access the sea wall.
- There are kissing gates in places where it is necessary to provide a barrier to contain livestock.

3.2.8 At places indicated on maps 3a to 3e the existing gate or stile will be replaced or improved, so as to make them easier to use. The current surface of the footpath on sections SCJ-3-S003, SCJ-3-S004 and SCJ-3-S010 is particularly difficult to traverse in wet conditions and would be improved as part of our proposals. 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:

3.2.9 **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 Colne Causeway, Colchester, as indicated by the extent of the trail shown on map 3c.

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

3.2.10 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 3.3.1 below.

3.2.11 At various locations 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.

3.2.12 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 3.3.1. 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 3.3.1] 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.

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

Exclusion of access to the saltmarsh/flat at River Colne Estuary

3.2.14 Access to the saltmarsh and flats in the coastal margin seaward of route sections SCJ-3-S001 to SCJ-3-S094, 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 3A below for further detail.

3.2.15 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.

3.2.16 These directions will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or

4 England Coast Path | Salcott to Jaywick | Church Road, Fingringhoe to Wivenhoe Sailing Club (via Colne Causeway, Colchester)

- 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.

3.2.17 The directions we give are intended to avoid any new public rights being created over the area in question in view of the difficult terrain of mudflats and saltmarsh.

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

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

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

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

3.2.19 Column 4 of tables 3.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps SCJ 3a to SCJ 3e as the proposed route of the trail.

3.2.20 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

On sections for which roll-back is not proposed in tables 3.3.1, the route is to be at the centre of the line shown on maps SCJ 3a to SCJ 3e as the proposed route of the trail.

Other future change:

3.2.21 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:

3.2.22 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.

3.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£41,500** 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.

3.2.24 There are three main elements to the overall cost:

- Fingerposts and waymarking to clearly indicate the route of the trail.
- Improvements needed to the surface of the path and replacement of steps in poor condition on a low lying section adjacent to the Roman River
- Interpretation panels to raise awareness of sensitive saltmarsh habitat beside the Roman River

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
Waymarking and advisory signs	£14,500
Improvements to path surface	£24,000
Interpretation panels	£3000

Total **£41,500 (Exclusive of any VAT payable)**

3.2.25 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:

3.2.26 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).

3.2.27 We estimate that the annual cost to maintain the trail will be **£3,670** (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 3.3: Proposals Tables

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

3.3.1 Section Details: Maps SCJ 3a to SCJ 3e – Church Road, Fingringhoe to Wivenhoe Sailing Club

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.2: 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 3.3.3’ 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
SCJ 3a	SCJ-3-S001	Public footpath	No	No			
SCJ 3a	SCJ-3-S002	Public footpath	No	No	Wall	Clarity and cohesion	
SCJ 3a	SCJ-3-S003	Public footpath	No	No	Fence line	Clarity and cohesion	
SCJ 3a	SCJ-3-S004	Public footpath	No	Yes -bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 3a	SCJ-3-S005 to SCJ-3-S009	Public footpath	Yes - normal	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCJ 3a	SCJ-3-S010	Public footpath	Yes - normal	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 3a	SCJ-3-S011 to SCJ-3-S016*	Public footpath	No	No			
SCJ 3a	SCJ-3-S017*	Public footpath	No	No	Promenade edge	Clarity and cohesion	
SCJ 3a	SCJ-3-S018*	Public footpath	No	No	Wall	Clarity and cohesion	
SCJ 3a	SCJ-3-S019*	Public footpath	No	No	Fence line	Clarity and cohesion	
SCJ 3a	SCJ-3-S020	Public highway	No	No			
SCJ 3a	SCJ-3-S021	Public footway (Pavement)	No	No	Pavement edge	Clarity and cohesion	
SCJ 3a	SCJ-3-S022	Public highway	No	No			
SCJ 3a	SCJ-3-S023	Other existing walked route	No	No	Road	Additional landward area	Includes full width of the publically accessible grassed area extending to the edge of the road
SCJ 3a	SCJ-3-S024	Other existing walked route	No	No	Promenade edge	Clarity and cohesion	
SCJ 3b	SCJ-3-S025 to SCJ-3-S027	Public footpath	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 3c	SCJ-3-S028 and SCJ-3-S029	Public footpath	No	No			
SCJ 3c	SCJ-3-S030 and	Public footpath	No	No	Fence line	Clarity and cohesion	

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-3-S031						
SCJ 3c	SCJ-3-S032 & SCJ-3-S033	Public footpath	Yes - See table 3.3.3	No			
SCJ 3c	SCJ-3-S034 and SCJ-3-S035	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
SCJ 3c	SCJ-3-S036	Public footpath	Yes - See table 3.3.3	No			
SCJ 3c	SCJ-3-S037	Public highway	No	No			
SCJ 3c	SCJ-3-S038 to SCJ-3-S040	Public highway	No	No	Pavement edge	Clarity and cohesion	
SCJ 3c	SCJ-3-S041	Public highway	No	No			
SCJ 3c	SCJ-3-S042	Public footway (Pavement)	No	No	Pavement edge	Clarity and cohesion	
SCJ 3c	SCJ-3-S043	Public footpath	No	No	Pavement edge	Clarity and cohesion	
SCJ 3c	SCJ-3-S044 and SCJ-3-S048	Public footpath	No	No			
SCJ 3c	SCJ-3-S049 to SCJ-3-S051	Public footpath	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 3d	SCJ-3-S052 and SCJ-3-S053	Other existing walked route	No	No			
SCJ 3d	SCJ-3-S054	Public footpath	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	

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 3d	SCJ-3-S055	Other existing walked route	No	No			
SCJ 3d	SCJ-3-S056 and SCJ-3-S057	Public footpath	No	No			
SCJ 3e	SCJ-3-S058 and SCJ-3-S059	Public footpath	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 3e	SCJ-3-S060	Public footpath	No	No			
SCJ 3e	SCJ-3-S061	Public footpath	No	No	Road	Clarity and cohesion	
SCJ 3e	SCJ-3-S062 and SCJ-3-S063	Public footpath	No	No	Promenade edge	Clarity and cohesion	
SCJ 3e	SCJ-3-S064 to SCJ-3-S074	Public footpath	No	No			
SCJ 3e	SCJ-3-S075 to SCJ-3-S076	Other existing walked route	No	No			
SCJ 3e	SCJ-3-S077 to SCJ-3-S087	Byway open to all traffic	No	No			
SCJ 3e	SCJ-3-S088 to SCJ-3-S090	Other existing walked route	No	No			
SCJ 3e	SCJ-3-S091	Public footpath	No	No			
SCJ 3e	SCJ-3-S092	Public footpath	No	No	Path	Clarity and cohesion	To edge of block paving

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 3e	SCJ-3-S093	Public footpath	No	No			
SCJ 3e	SCJ-3-S094	Public footpath	No	No	Bank	Clarity and cohesion	

3.3.2 Other options considered: Maps SCJ 3a to SCJ 3e – Church Road, Fingringhoe to Wivenhoe Sailing Club

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCJ3a	SCJ-3-S012 to SCJ-3-S019	We considered aligning the trail along the line of FP24, landward of the new development at Rowhedge Wharf	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea ■ 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.

3.3.3 Roll-back implementation – more complex situations: Maps SCJ 3a to SCJ 3e – Church Road, Fingringhoe to Wivenhoe Sailing Club

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SCJ 3c	SCJ-3-S032 to SCJ-3-S036	Footpath along riverbank at King Edward Quay, Colchester	If it is no longer possible to find a viable route seaward of the specified excepted land (industrial units), we will choose a route landward of it to connect with Haven Road, 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 3.4: Proposals Maps

3.4.1 Map Index

Map reference	Map title
SCJ 3a	Church Road, Fingringhoe to Thanet Walk, Rowhedge
SCJ 3b	Thanet Walk, Rowhedge to Hythe Marshes
SCJ 3c	Hythe Marshes to University Of Essex via Colne Causeway
SCJ 3d	University Of Essex to Wivenhoe Wood
SCJ 3e	Wivenhoe Wood to Wivenhoe Sailing Club
Directions map 3A	River Colne estuary: 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
- 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

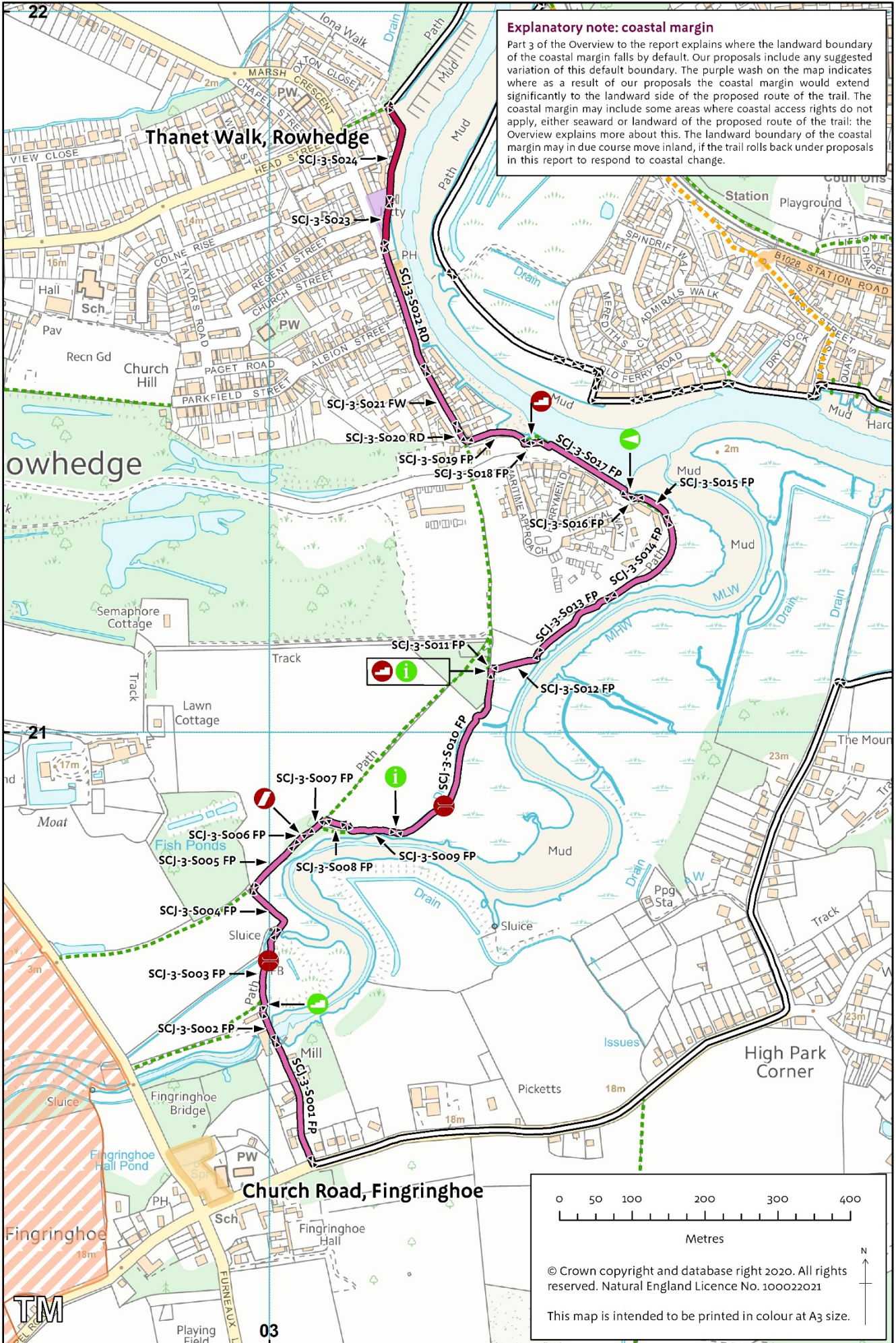
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- 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.

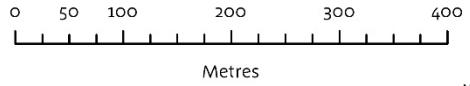
Map SCJ 3a: Church Road, Fingringhoe to Thanet Walk, Rowhedge

Map SCJ 3a: Church Road, Fingringhoe to Thanet Walk, Rowhedge



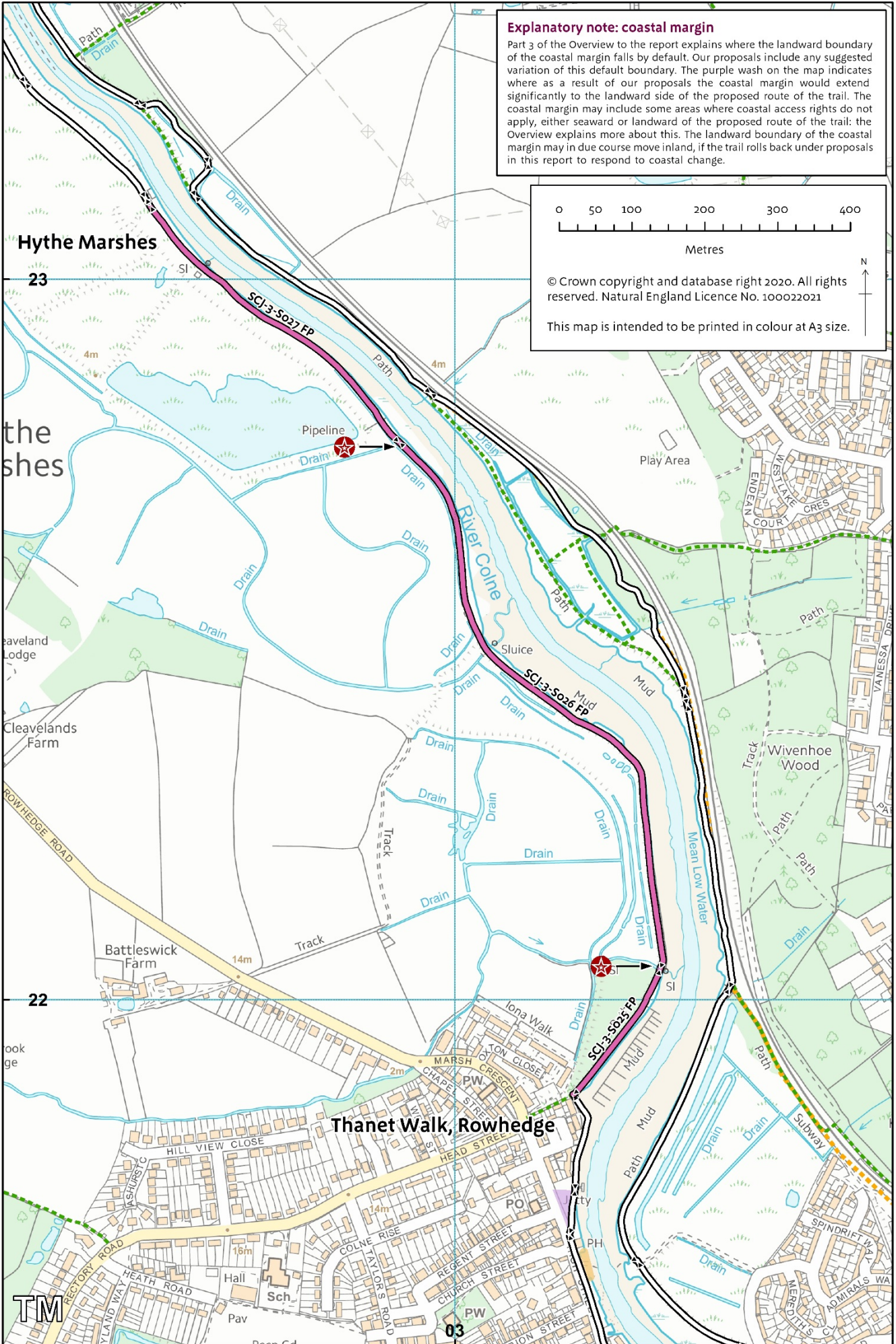
Explanatory note: coastal margin

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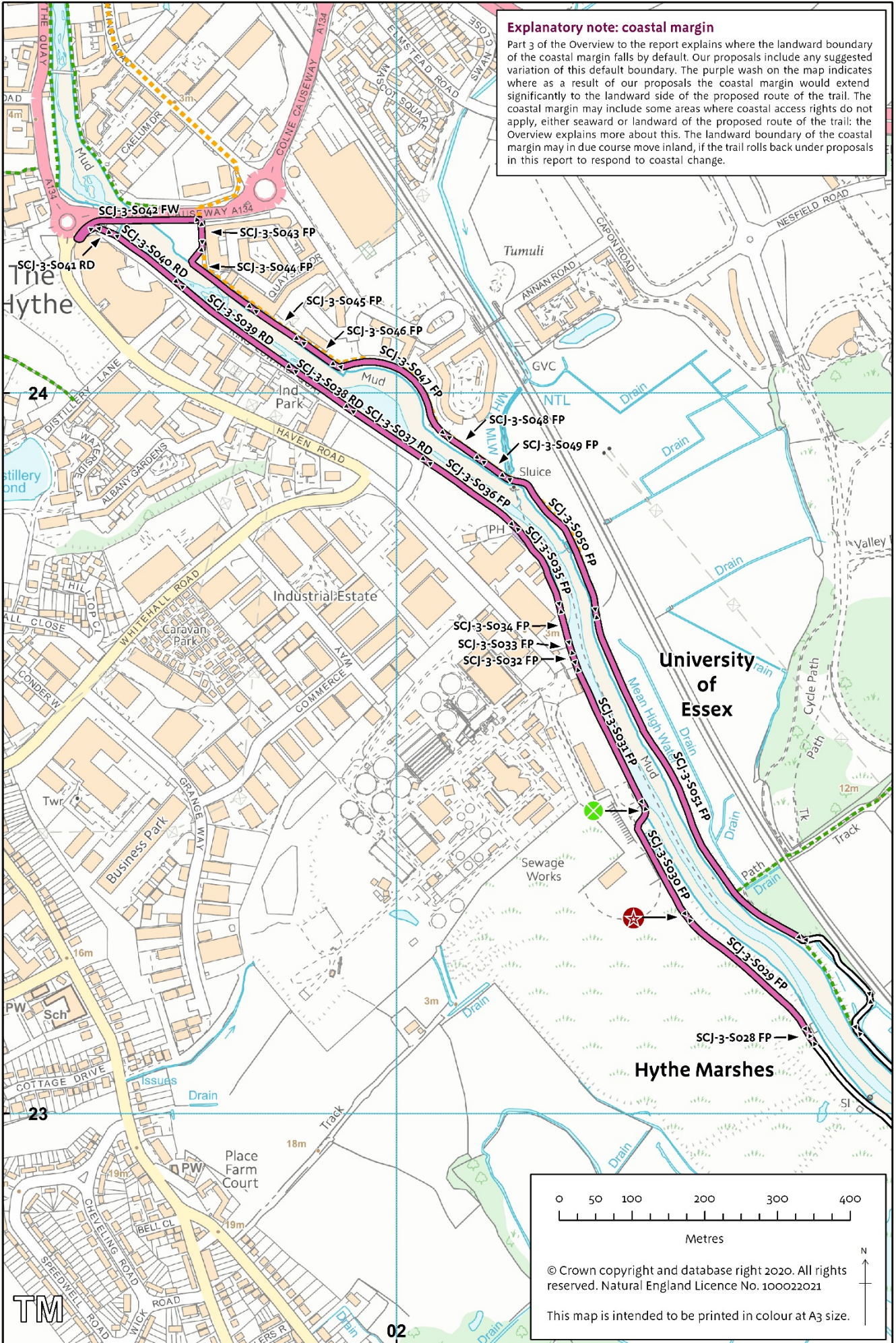
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This map is intended to be printed in colour at A3 size.



Explanatory note: coastal margin

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.

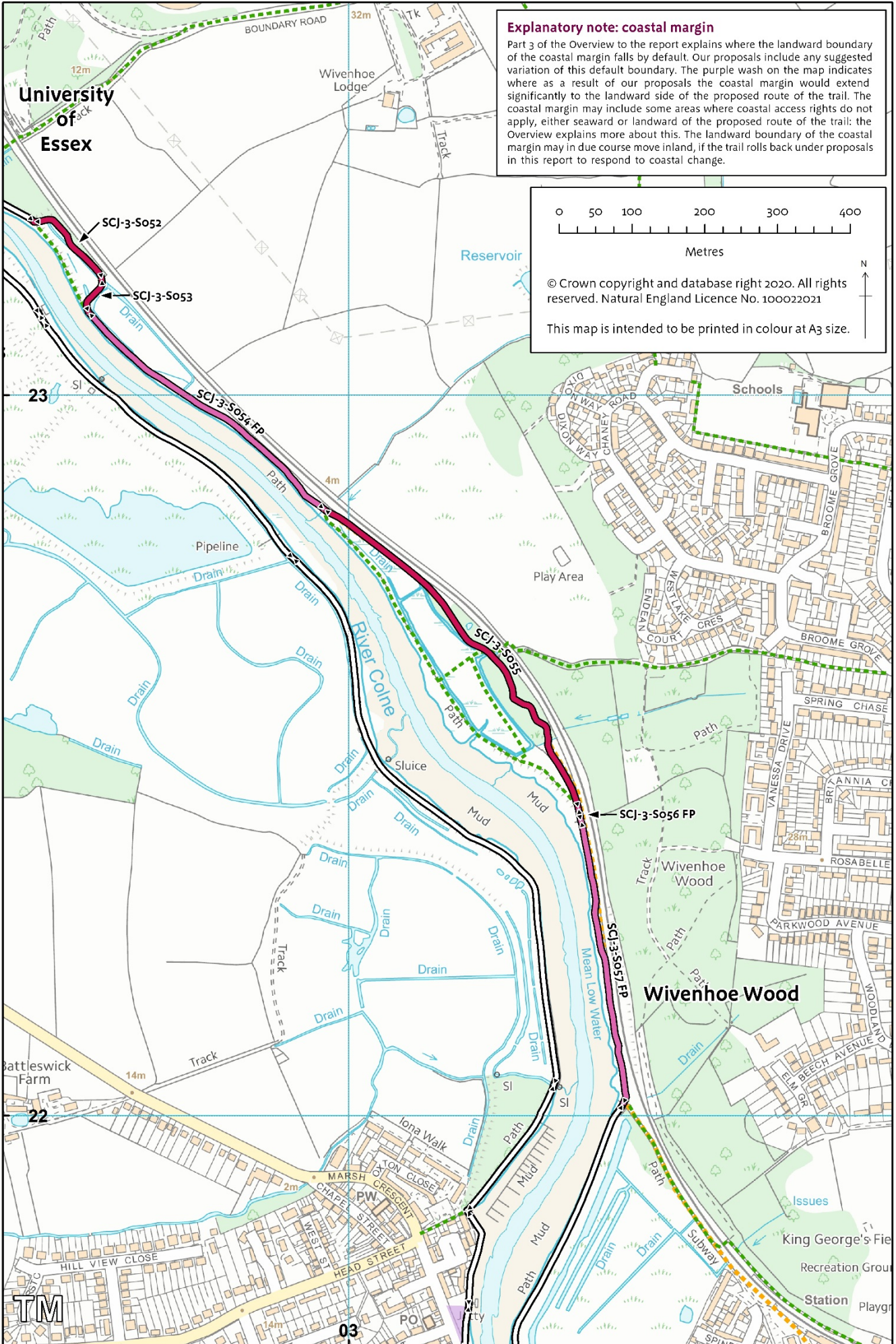


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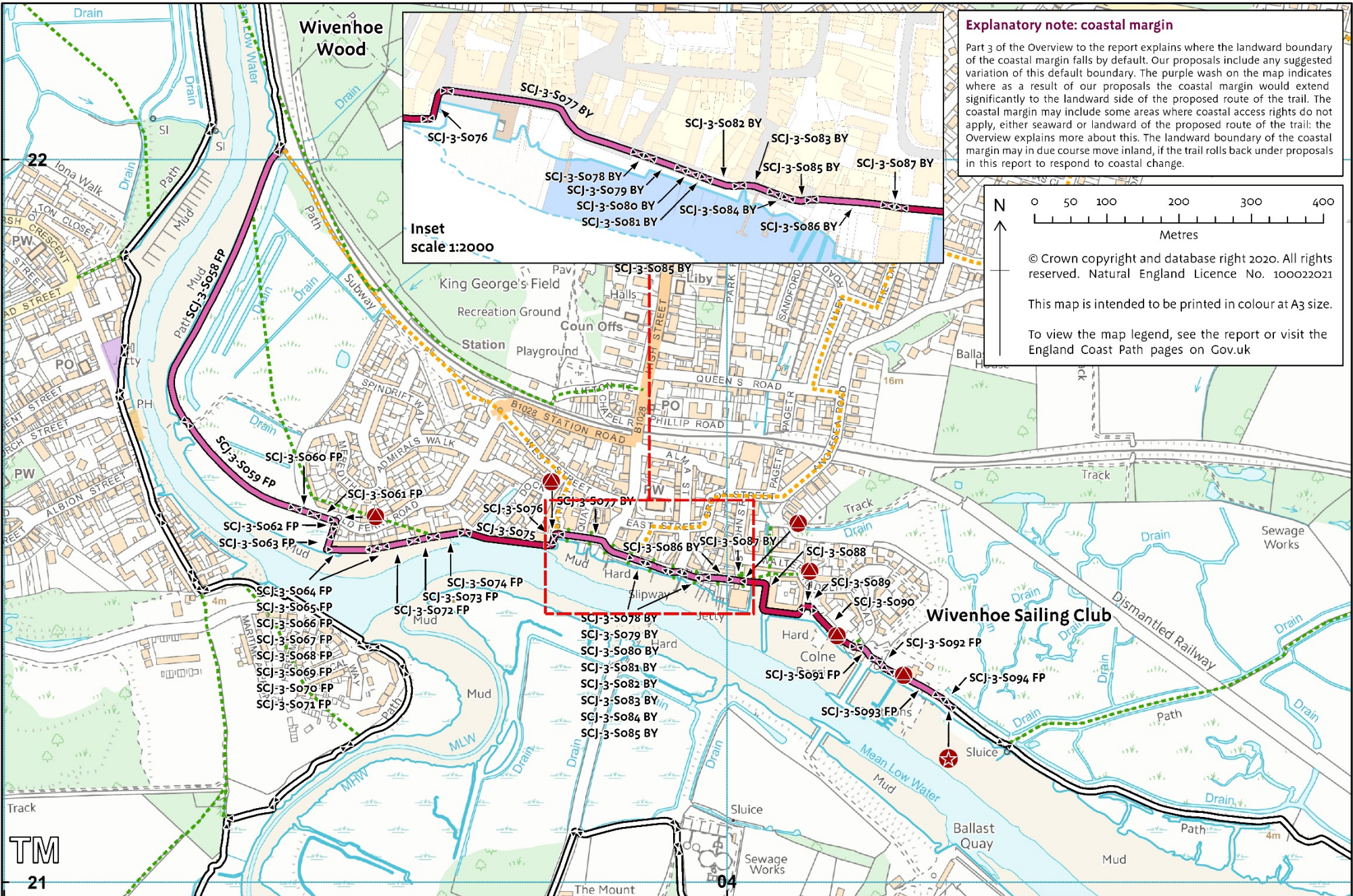
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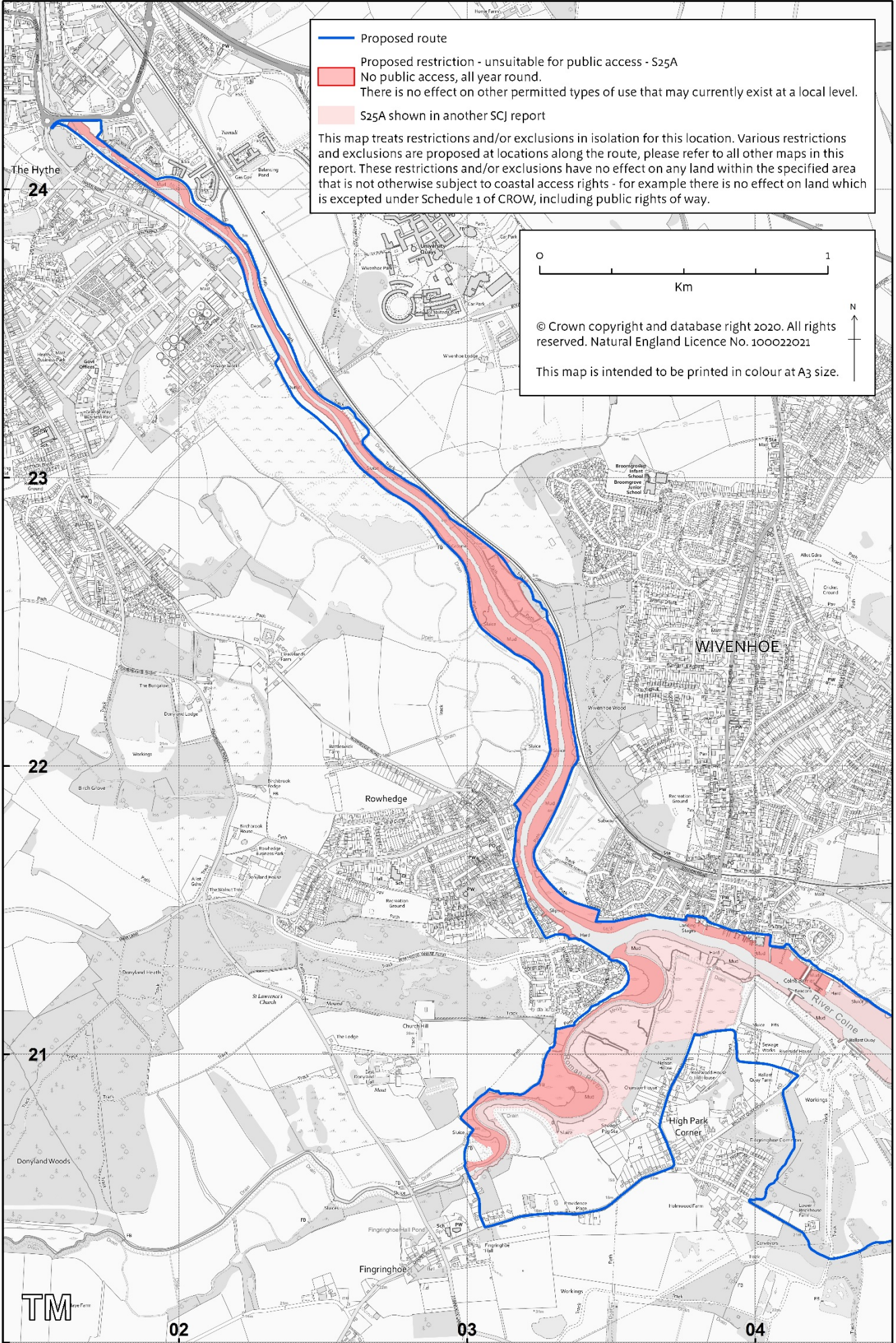
This map is intended to be printed in colour at A3 size.

Map SCJ 3d: University of Essex to Wivenhoe Wood



Map SCJ 3e: Wivenhoe Wood to Wivenhoe Sailing Club





TM

02

03

04