



England Coast Path Stretch: Salcott to Jaywick

Report SCJ 5: Brightlingsea Hard to Stone Point, Point Clear

Part 5.1: Introduction

Start Point:	Brightlingsea Hard (Grid reference TM0857 1619)
End Point:	Stone Point, Point Clear (Grid reference TM0829 1576)
Relevant Maps:	SCJ 5a to SCJ 5g

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

5.1.2 This report covers length SCJ5 of the stretch, which is the coast between Brightlingsea Hard and Stone Point, Point Clear. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

Part 5.2: Proposals Narrative

The trail:

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

5.2.1 Mainly follows the coastline quite closely and maintains good views of the estuary (Colne Estuary).

5.2.2 Includes two significant sections of new path, one along the east side of Flag Creek and the other along the west side of Flag Creek. See maps SCJ5b to SCJ5e and associated tables below for details.

5.2.3 Significant inland diversions are necessary to take the trail past the port of Brightlingsea, to the east of Brightlingsea near Lower Farm where the seawall is in unsuitable condition for public access, and on the east side of Flag Creek where there are excepted land types beside the Creek.

5.2.4 Passes through land that is excepted land under Schedule 1 to the Countryside and Rights of Way Act 2000 by virtue of it being land used as a garden (route section SCJ-5-S037). The owner has indicated they are willing to dedicate as coastal margin, if this report is approved, an access strip along the proposed route through the garden on the edge adjacent to the highway. The dedication would remove the excepted land status of this strip and enable coastal access rights to come into effect along it.

Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

5.2.5 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)
- St Osyth Priory Scheduled Monument

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.

5.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SCJ 5b	SCJ-5-S022	The following design features are described elsewhere in this report: The trail is aligned along the folding rather than the crest of the seabank	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

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>for 450 m at the southern end of this section,</p> <p>The coastal margin is extended to the seaward bank of the borrow dyke for the whole of this section, so that walkers can use the folding to reduce disturbance if they see flocks of birds close to the seabank.</p> <p>In addition, we will install:</p> <p>Notices at both ends explaining that waterbirds using the area are sensitive to disturbance and that: dogs must be kept under effective control and must not be allowed to stray onto the saltmarsh or mudflats; the saltmarsh and flats are unsafe and access onto them is excluded by direction; flocks of waterbirds may occasionally be feeding or resting near enough to the path to be disturbed and that, in those circumstances, users are requested to walk in the folding to avoid disturbing them</p>	<p>the seabank at the lower end of Flag Creek. Disturbance will be reduced if walkers use the folding, following advice on advisory notices</p>
SCJ 5e	SCJ-5-S054 to SCJ-5-S058	<p>The following design features are described elsewhere in this report:</p> <p>The main trail route along the seabank will only be available during summer months. An alternative route along an existing footpath right of way will be available for the remainder of the year.</p> <p>When the main route is open over the summer months trail users accompanied by dogs will be required to keep them on a lead throughout these sections</p> <p>In addition, we will install:</p>	<p>This part of Flag Creek next to the Howlands Marsh nature reserve has mudflats immediately adjacent to the seabank which support significant numbers of wintering and passage birds. Provision of an alternative route at a distance from the creek edge will greatly reduce the potential for disturbance of wintering and passage birds.</p> <p>The dogs on lead restriction will reduce disturbance to birds foraging on the mudflats or breeding within the adjacent grazing marsh</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>Notices at both ends explaining the reason for seasonal closure and asking people to keep to the path and observe the requirement to keep dogs on leads, and the reason for seasonal closure</p> <p>Kissing gates that may be locked during the months when the route is closed</p> <p>No specific measures are needed to protect Scheduled Monuments, as they are landward of the coastal margin</p>	

5.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

5.2.8 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 the top of seawalls and along field margins;
- There are slopes where it will be necessary to gain access to and from the sea wall.
- There are kissing gates where it is necessary to provide a barrier to contain livestock.

5.2.9 At places indicated on maps 5a to 5g, the existing gate or stile will be replaced or improved, 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:

5.2.10 **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 SCJ 3c.

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

5.2.11 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 5.3.1 below.

5.2.12 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.

5.2.13 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 5.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 5.3.1] explaining what this means in practice.

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

5.2.14 **Restrictions and/or exclusions:** We have proposed to exclude and 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.

5.2.15 Access to the saltmarsh and flats in the coastal margin seaward of route sections SCJ-5-S001 to SCJ-5-S089, 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 5A in the Overview for further detail.

5.2.16 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.

5.2.17 Firmer areas along the shoreline at Point Clear that are traditionally used as beaches are not excluded under Section 25A. East Marsh Saltings (seaward of sections SCJ-5-S019 to SCJ-5-S021) is not excluded under S25A because the land is subject to Section 193 of the Law of Property Act 1925, and coastal access rights do not apply here because the existing rights continue to apply instead.

Restriction on access at Howlands Marsh nature reserve

5.2.18 Access to the trail and adjacent margin at Howlands Marsh Nature Reserve, on route sections SCJ-5-S054 to SCJ-5-S058, will be restricted by direction under the Countryside and Rights of Way Act 2000 (CROW) as follows:

- Public access will be excluded on the trail and adjacent margin from 1 September to 30 April each year, given under Section 26(3)(a) of CROW. During the exclusion period an alternative route will be provided.
- Public access will be excluded year round from the margin north of route section SCJ-5-S054, given under Section 24 of CROW.
- When the main route is open from 1 May to 31 August each year, accompanied dogs must be kept on a short lead and on the trail, given under Section 24 of CROW.

See Directions map 5B below, the Habitat Regulations Assessment and the Nature Conservation Assessment accompanying this report for further detail.

Significant numbers of internationally protected waterbirds, including brent goose, redshank, avocet, dunlin, and grey and golden plovers, regularly use the intertidal area and adjacent saltmarsh for feeding and roosting during the winter and passage periods. The Habitat Regulations Assessment concluded that allowing access to the trail on top of the seabank within Howlands Marsh Nature Reserve during this period would cause a significant effect by disturbing these birds.

Nationally and internationally protected wetland birds, including pochard, breed in the margin at the northern end of Howlands Marsh Nature Reserve during the spring and summer period. The Habitat Regulations Assessment and Nature Conservation Assessment concluded that allowing access during this period would cause a significant effect by disturbing these birds.

Howlands Marsh Nature Reserve is managed by Essex Wildlife Trust, providing access without charge to the general public on a permissive path, with dogs restricted to the public footpath on the eastern side of the reserve. With the introduction of coastal access rights, when the main route is open dogs will be permitted on top of the seabank. To support existing management restrictions on the reserve, accompanied dogs will be restricted to short leads on the line of the trail from 1 May to 31 August each year.

5.2.19 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.

5.2.20 The directions we give are intended to avoid any new public rights being created over the area in question in view of the difficult terrain of mudflats and saltmarsh, the risk of disturbance to internationally protected birds and existing visitor management at Howlands Marsh Nature Reserve.

Alternative Route

5.2.21 At Howlands Marsh Nature Reserve, the alternative route to be used from 1 September to 30 April each year follows the public right of way between route section SCJ-5-S053 and SCJ-5-S059.

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

5.2.22 **Alternative routes:** An alternative route is to operate as a diversion from the ordinary route between SCJ-5-S54 and SCJ-5-S059 between 1 September and 30 April annually. The alternative route is to be at the centre of the line shown as SCJ-5-A001 to SCJ-5-A004 on map SCJ 5e. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

5.2.23 By default, an alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of this table describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

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

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

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

5.2.25 Column 4 of tables 5.3.1 and 5.3.2 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on map SCJ 5f as the proposed route of the trail.

5.2.26 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 5.3.1 or 5.3.2, the route is to be at the centre of the line shown on maps SCJ 5a to SCJ 5g as the proposed route of the trail.

Other future change:

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

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

Establishment of the trail:

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

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

5.2.29 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£64,500** 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.

5.2.30 There are three main elements to the overall cost:

- Fingerposts and waymarking to clearly indicate the route of the trail, and signs to warn road users of pedestrians crossing the highway (B1027) at Flag Hill
- Gates, fences and information signs for the main and alternative route at Howlands Marsh
- Vegetation removal at several locations – east side of Brightlingsea, on the south bank of St Osyth Creek, and beside the road at Flag Hill to improve visibility for pedestrian crossings and to create new access to the St Martins Country Park.
- Resurfacing of the trail at St Osyth Quay to raise the finished height of the path and avoid tidal inundation, to create new access points at St Martins Country Park, and a replacement boardwalk east of Brightlingsea.

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	£40,500
Pedestrian warning signs for highways crossings	£3000
Scrub removal	£8,500
Gates and fencing	£3,000
Resurfacing and boardwalks	£9,500

Total **£64,500 (Exclusive of any VAT payable)**

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

Maintenance of the trail:

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

5.2.33 We estimate that the annual cost to maintain the trail will be **£9650** (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 5.3: Proposals Tables

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

5.3.1 Section Details: Maps SCJ 5a to SCJ 5g – Brightlingsea Hard to Stone Point, Point Clear

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 5.3.3: 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 5a	SCJ-5-S001*	Public footway (Pavement)	No	No	Pavement edge	Clarity and cohesion	
SCJ 5a	SCJ-5-S002*	Public highway	No	No			
SCJ 5a	SCJ-5-S003*	Public footway (Pavement)	No	No	Pavement edge	Clarity and cohesion	
SCJ 5a	SCJ-5-S004*	Public highway	No	No			
SCJ 5a	SCJ-5-S005*	Public footway (Pavement)	No	No	Pavement edge	Clarity and cohesion	
SCJ 5a	SCJ-5-S006*	Public footpath	No	No			
SCJ 5a	SCJ-5-S007*	Public footpath	No	No	Fence line	Clarity and cohesion	
SCJ 5a	SCJ-5-S008*	Public footpath	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
SCJ 5a	SCJ-5-S009*	Public footpath	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 5a	SCJ-5-S010	Public footpath	No	No			
SCJ 5a	SCJ-5-S011 and SCJ-5-S012	Byway open to all traffic	No	No			
SCJ 5a	SCJ-5-S013 to SCJ-5-S016	Public footpath	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 5a	SCJ-5-S017*	Public footpath	No	No	Fence line	Clarity and cohesion	
SCJ 5a to	SCJ-5-S018*	Public highway	No	No			
SCJ 5b	SCJ-5-S019*	Public highway	No	No			
SCJ 5b	SCJ-5-S020 and SCJ-5-S021*	Not an existing walked route	No	Yes - s15 land			Aligns to landward boundary of Grassy Lane Common
SCJ 5b	SCJ-5-S022*	Not an existing walked route	No	Yes - bank	Edge of borrow dyke	Clarity and cohesion	
SCJ 5c	SCJ-5-S023 and SCJ-5-S024*	Public footpath	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 5c	SCJ-5-S025*	Other existing walked route	No	No			
SCJ 5c	SCJ-5-S026*	Public footpath	No	No			
SCJ 5d	SCJ-5-S027*	Public footpath	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
SCJ 5d	SCJ-5-S028*	Public footway (Pavement)	No	No	Pavement edge	Clarity and cohesion	
SCJ 5d	SCJ-5-S029*	Public highway	No	No			
SCJ 5d	SCJ-5-S030* and SCJ-5-S031*	Not an existing walked route	No	No			
SCJ 5d	SCJ-5-S032*	Public highway	No	No			
SCJ 5d	SCJ-5-S033* to SCJ-5-S035*	Not an existing walked route	No	No			
SCJ 5d	SCJ-5-S036*	Public highway	No	No			
SCJ 5d	SCJ-5-S037* to SCJ-5-S039*	Not an existing walked route	No	No	Road	Clarity and cohesion	Route follows grass verge with landward boundary aligning to edge of carriageway
SCJ 5d	SCJ-5-S040*	Not an existing walked route	No	No			
SCJ 5d	SCJ-5-S041 and SCJ-5-S042*	Not an existing walked route	No	No	Road	Clarity and cohesion	Route follows grass verge with landward boundary aligning to edge of carriageway
SCJ 5d	SCJ-5-S043*	Not an existing walked route	No	No			
SCJ 5d	SCJ-5-S044*	Other existing walked route	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
SCJ 5d	SCJ-5-S045 and SCJ-5-S046*	Not an existing walked route	No	No			
SCJ 5d	SCJ-5-S047*	Other existing walked route	No	No			
SCJ 5d	SCJ-5-S048*	Public footpath	No	No	Fence line	Clarity and cohesion	
SCJ 5d to SCJ 5e	SCJ-5-S049* to SCJ-5-S053*	Public footpath	No	No			
SCJ 5e	SCJ-5-S054*	Other existing walked route	No	No			
SCJ 5e	SCJ-5-S055*	Not an existing walked route	No	No			
SCJ 5e	SCJ-5-S056*	Not an existing walked route	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 5e	SCJ-5-S057* and SCJ-5-S058*	Not an existing walked route	No	No			
SCJ 5f	SCJ-5-S059	Public footpath	No	No			
SCJ 5f	SCJ-5-S060	Public footpath	Yes - Normal	No			
SCJ 5f	SCJ-5-S061	Public footpath	No	No			
SCJ 5f	SCJ-5-S062	Public footpath	No	No	Fence line	Clarity and cohesion	
SCJ 5f	SCJ-5-S063 to SCJ-5-S065	Public footpath	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
SCJ 5f	SCJ-5-S066	Public highway	No	No			
SCJ 5f	SCJ-5-S067 and SCJ-5-S068	Public footway (Pavement)	No	No	Pavement edge	Clarity and cohesion	
SCJ 5f	SCJ-5-S069	Public footpath	No	No	Fence line	Clarity and cohesion	
SCJ 5f	SCJ-5-S070	Public footpath	No	No			
SCJ 5f	SCJ-5-S071 to SCJ-5-S083	Public footpath	No	Yes - bank			
SCJ 5f	SCJ-5-S084 to SCJ-5-S089	Public footpath	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 5g	SCJ-5-S090 to SCJ-5-S093	Public footpath	No	No	Promenade edge	Clarity and cohesion	

5.3.2 Alternative routes and optional alternative route details: Map SCJ 5e – Brightlingsea Hard to Stone Point, Point Clear

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 5.3.3: 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. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SCJ 5d	SCJ-5-A001* to SCJ-5-A004*	Public footpath	No			

5.3.3 Other options considered: Maps SCJ 5a to SCJ 5g – Brightlingsea Hard to Stone Point, Point Clear

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCJ5a	SCJ-5-S001 to SCJ-5-S009	We considered aligning the trail along Copperas Road through the industrial site on the east side of Brightlingsea.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is safer, and more pleasant to walk along because it avoids potential conflicts between walkers and vehicles using the industrial estate ■ 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
SCJ5a & SCJ5b	SCJ-5-S017 to SCJ-5-S021	We considered aligning the trail along the seawall at East End Green	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the cost to establish and maintain the seawall route was significantly more expensive and in our view not cost effective ■ 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
SCJ5b	SCJ-5-S020 to SCJ-5-S022	We considered aligning the trail along existing footpaths and roads landward of Lower Farm	<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 the estuary and offers a better coastal feel than a more inland 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

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCJ5c, SCJ5d & SCJ5e	SCJ-5-S024 to SCJ-5-S054	We considered aligning the trail close to the water's edge past Bentley Country Park, Dines Farm and Wellwick Wharf	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> the alternative would need to cross excepted land types or require costly infrastructure to provide an acceptable path 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
SCJ5d	SCJ-5-S029 to SCJ-5-S036	We considered aligning the trail along road verges either side of the B1027 road	<ul style="list-style-type: none"> we opted for the proposed route on advice from Essex County Council which, following a road safety assessment, concluded that the road verges were unsuitable for alignment of the 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, particularly with regard to safety of trail users near roads
SCJ5e	SCJ-5-S054 to SCJ-5-S058	We considered aligning the trail along existing footpaths landward of Howlands Marsh Nature Reserve	<ul style="list-style-type: none"> it is closer to the estuary than the public footpath and would afford better views of the estuary 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 5.4: Proposals Maps

5.4.1 Map Index

Map reference	Map title
SCJ 5a	Brightlingsea Hard to East End Green
SCJ 5b	East End Green to Marsh Farm House
SCJ 5c	Marsh Farm House to Cottage Farm, Hollybush Hill
SCJ 5d	Cottage Farm, Hollybush Hill to Howlands Marsh Nature Reserve
SCJ 5e	Howlands Marsh Nature Reserve to St Osyth Creek (with seasonal alternative route)
SCJ 5f	St Osyth Creek to The Orchards holiday village
SCJ 5g	The Orchards holiday village to Stone Point, Point Clear
Directions map 5A	River Colne estuary (Flag Creek) : Proposed direction under S25A CROW
Directions map 5B	Howlands Marsh: 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

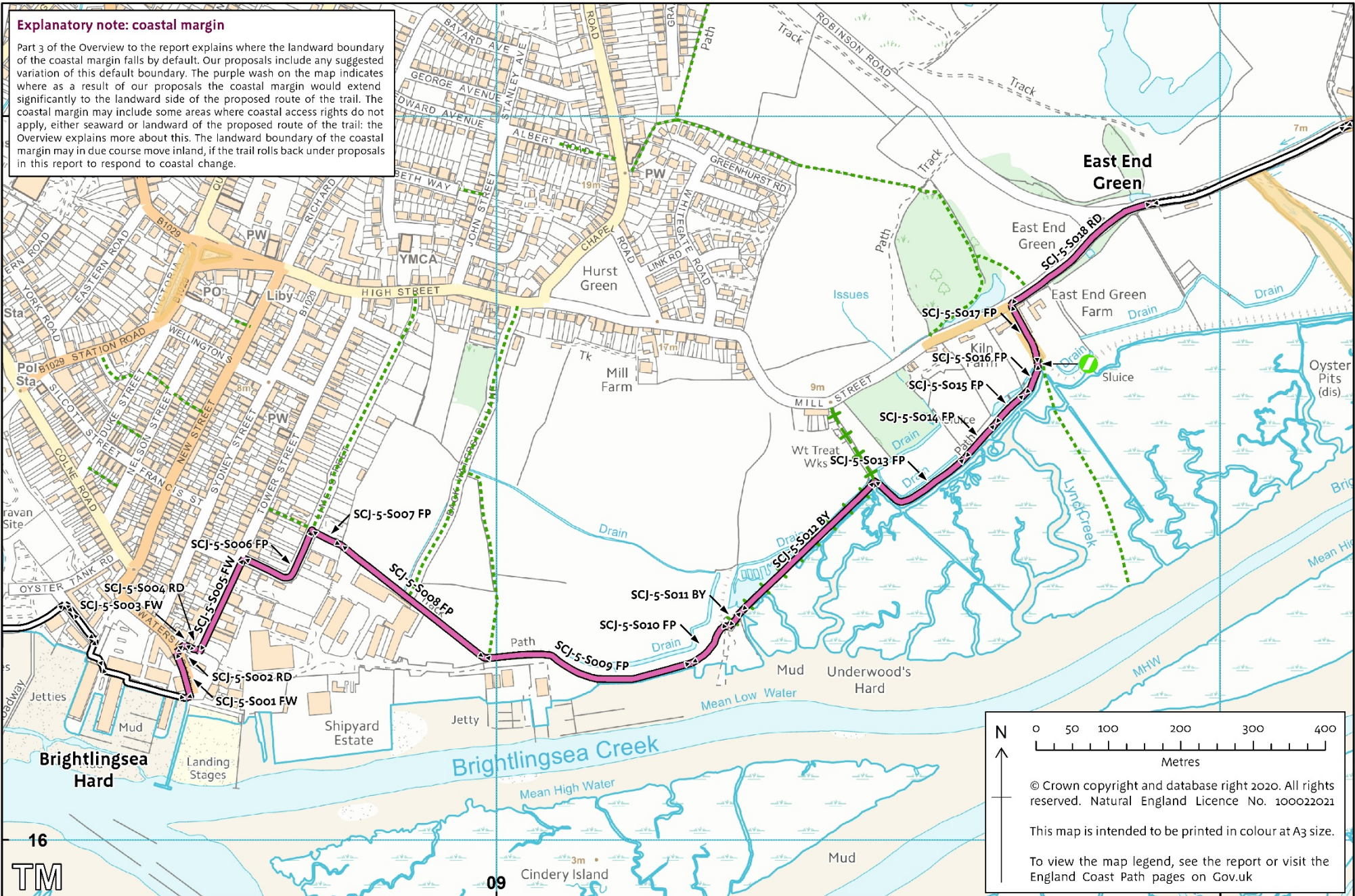
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- 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

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.



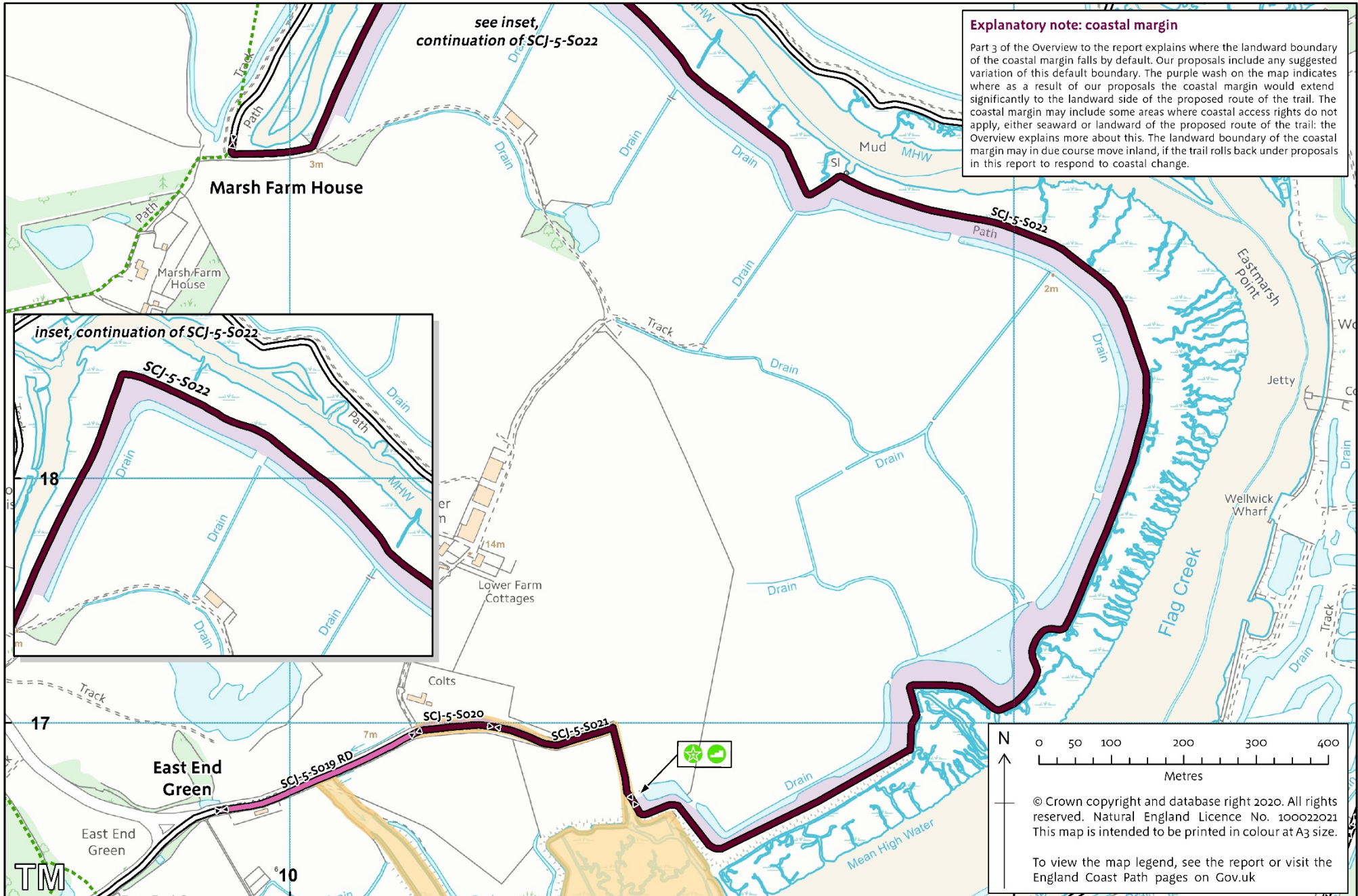
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Metres

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

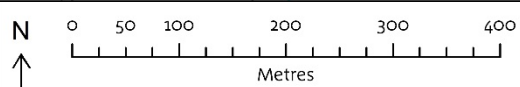
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



Map SCJ 5c: Marsh Farm House to Cottage Farm, Hollybush Hill

Explanatory note: coastal margin

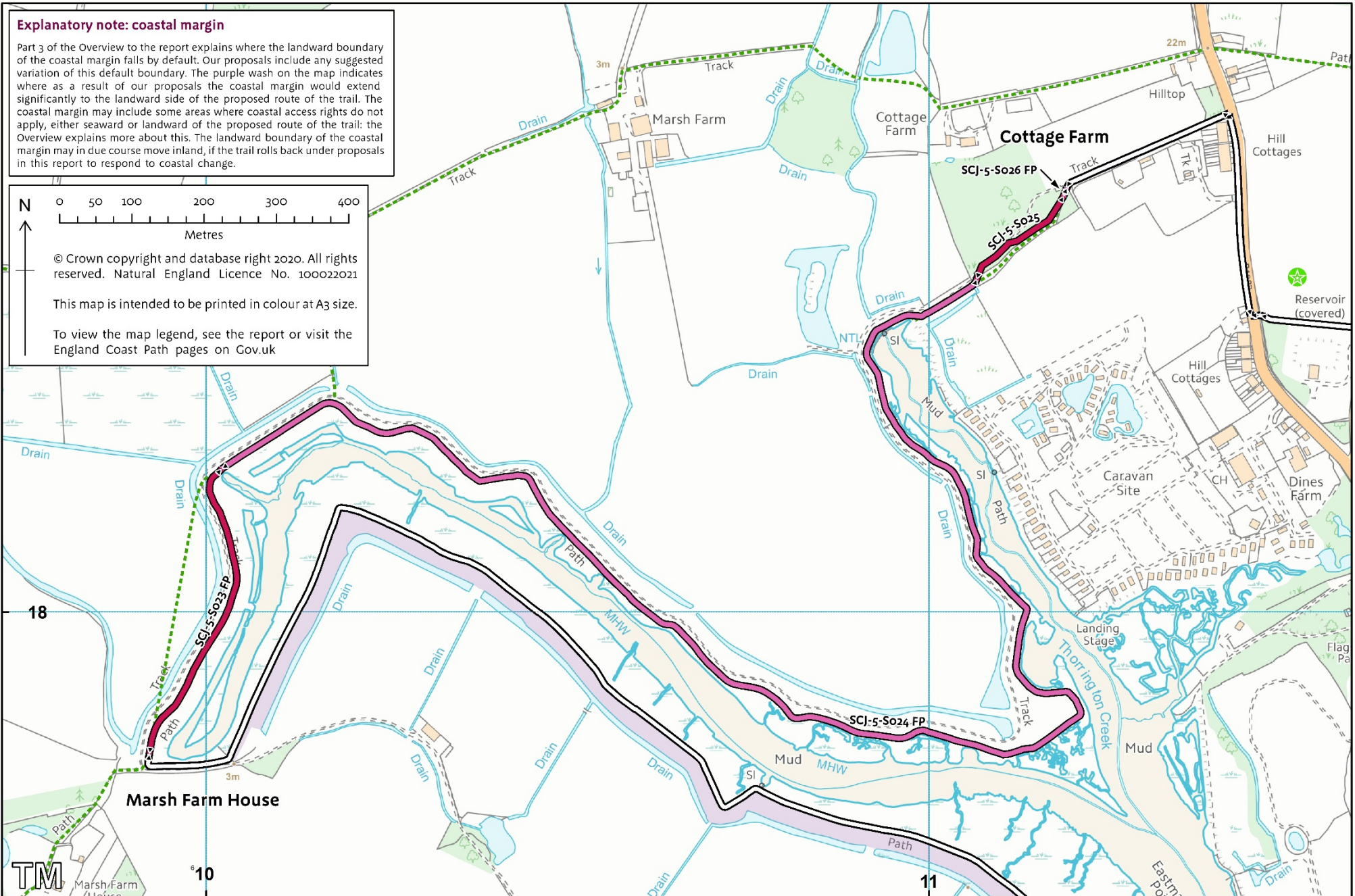
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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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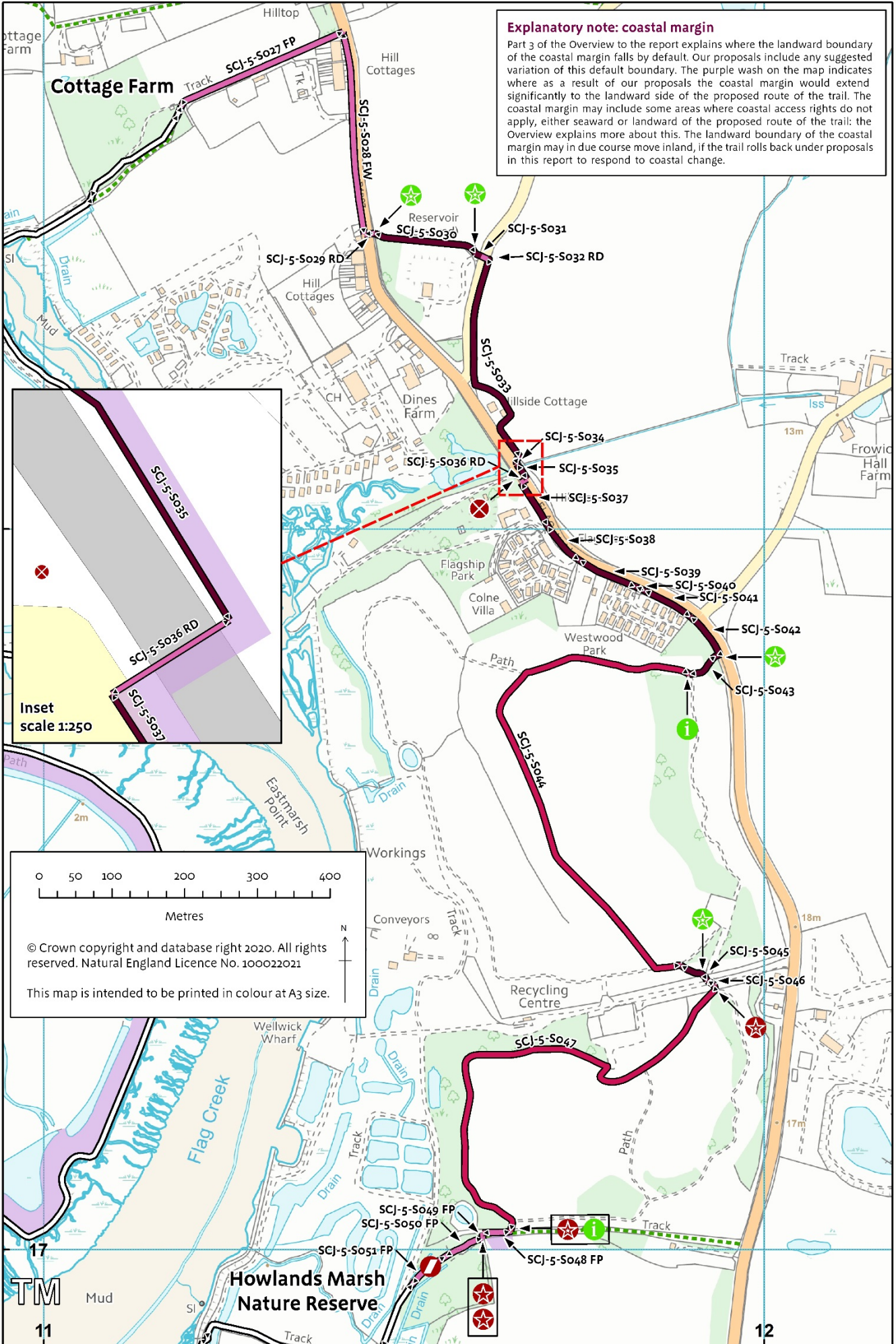
This map is intended to be printed in colour at A3 size.

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



Explanatory note: coastal margin

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.

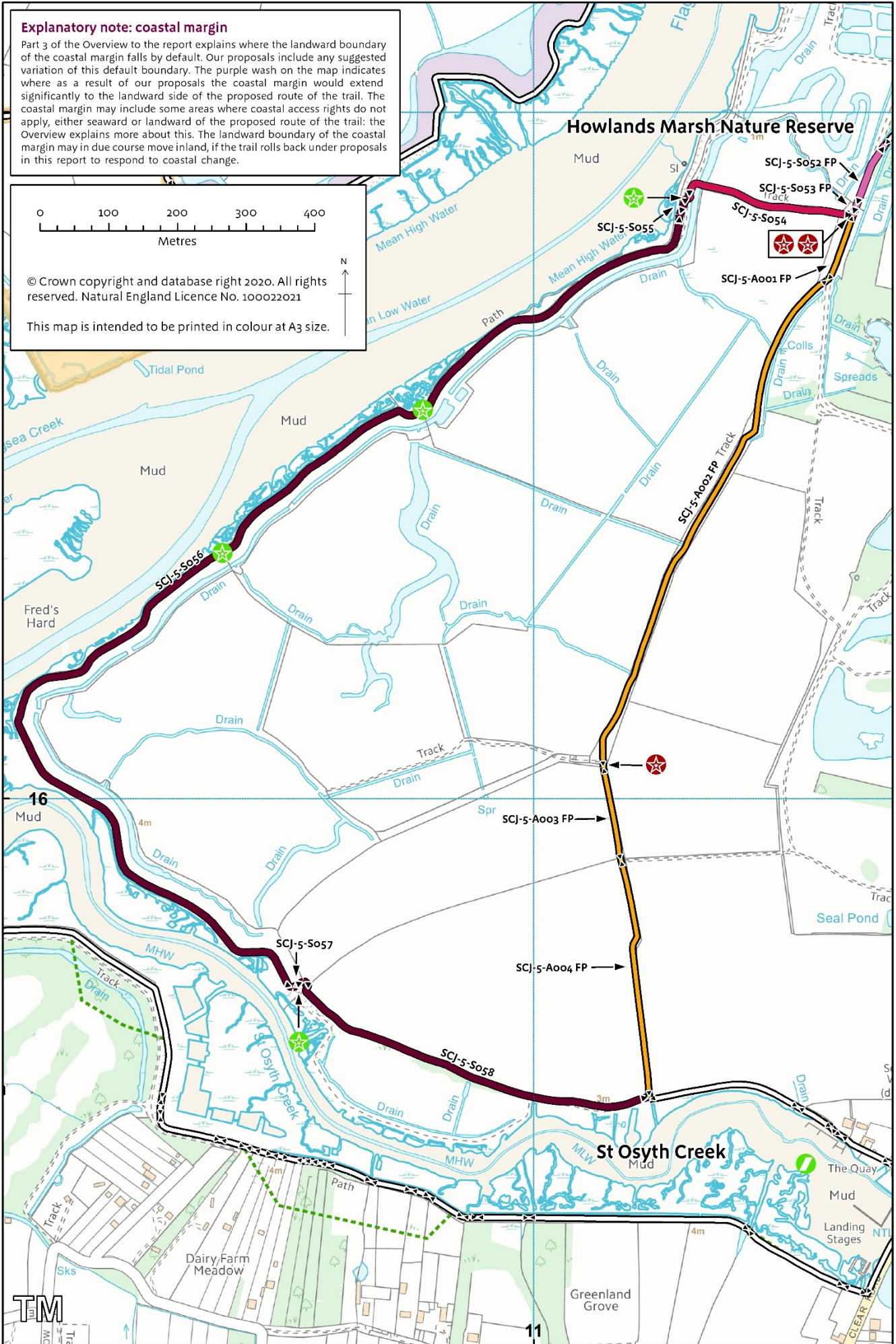


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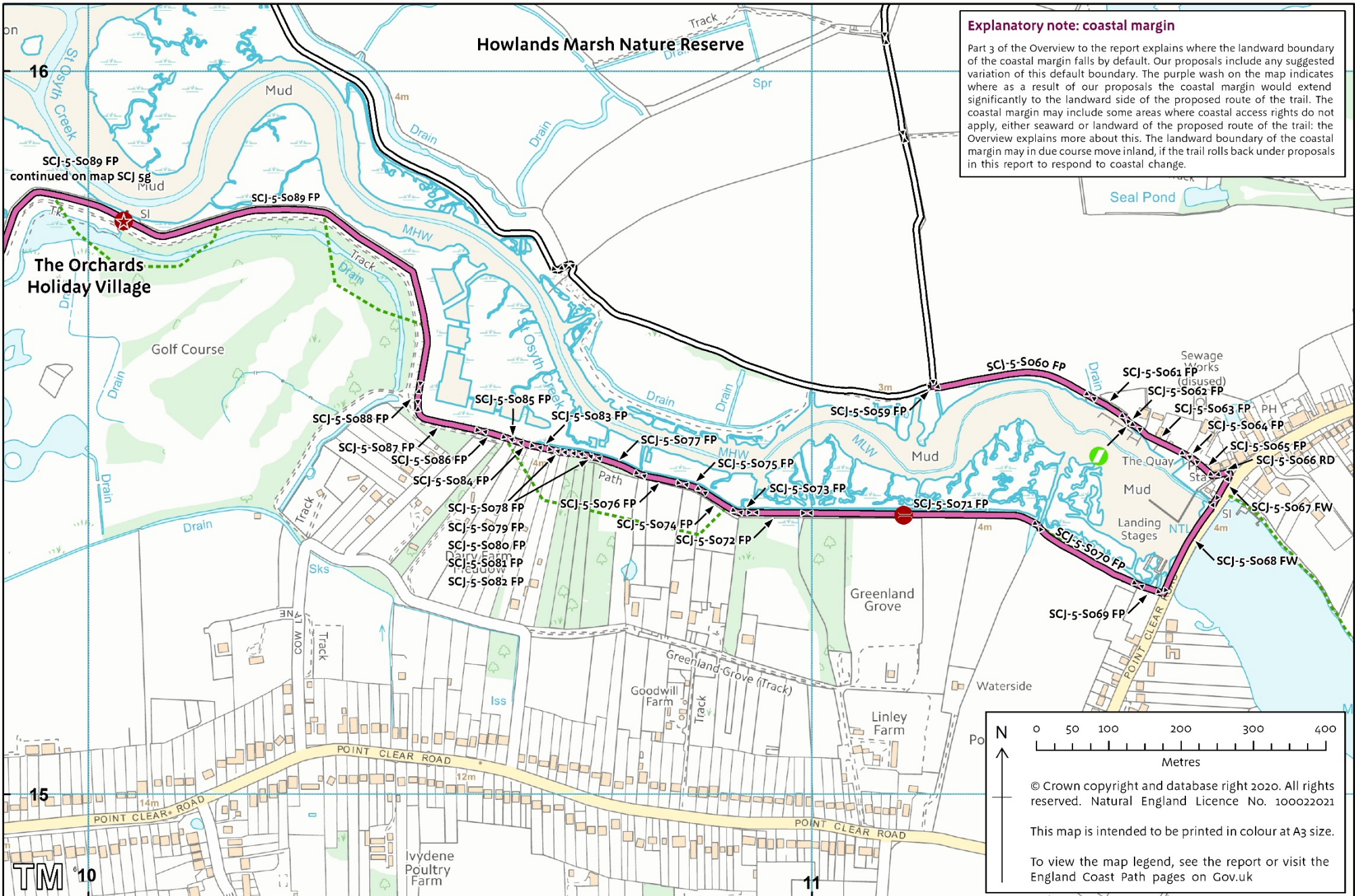
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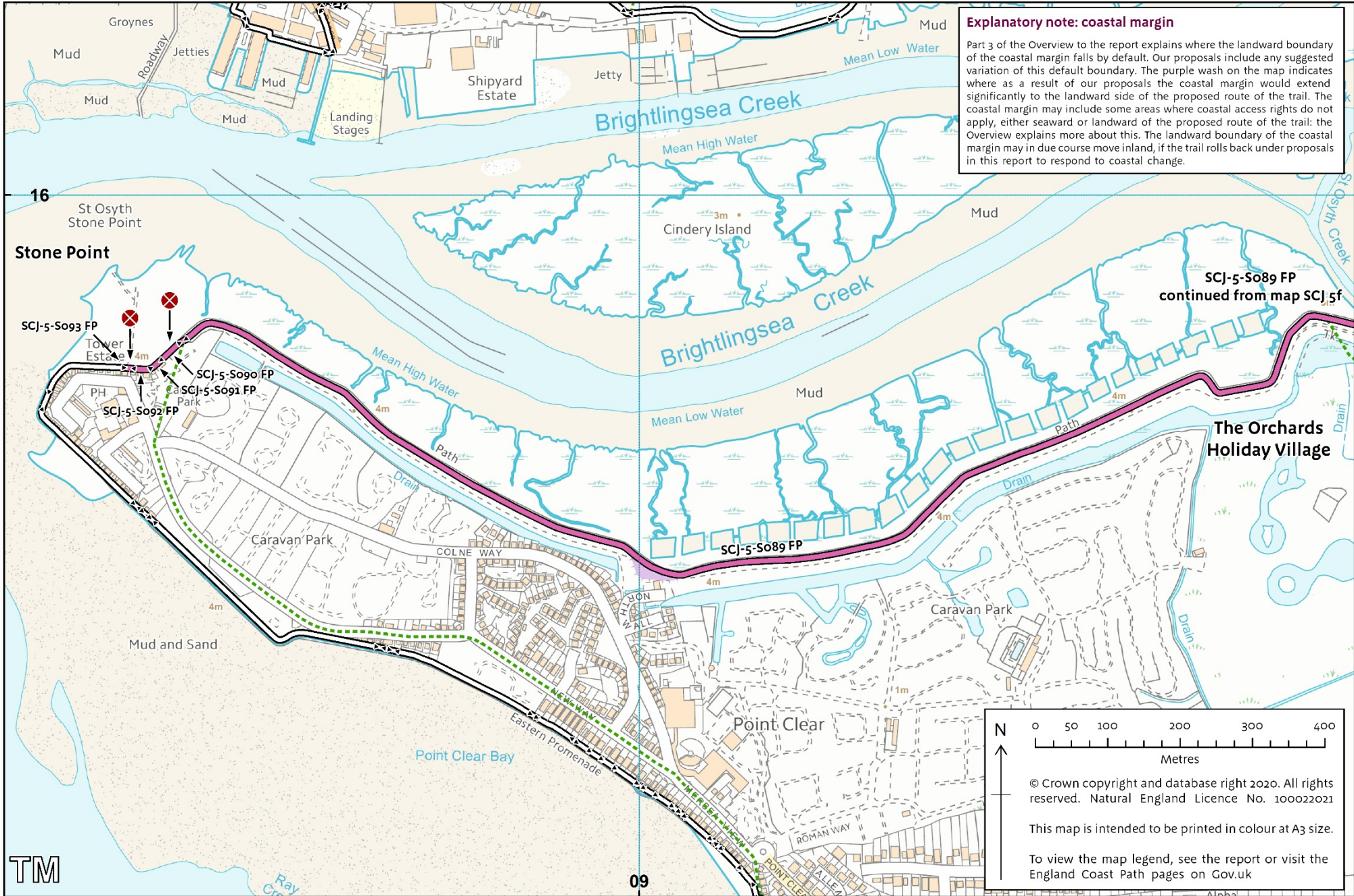
12



Map SCJ 5f: Howlands Marsh Nature Reserve to The Orchards Holiday Village



Map SCJ 5f: Howlands Marsh Nature Reserve to The Orchards Holiday Village



Map SCJ 5g: The Orchards Holiday Village to Stone Point, Point Clear

Directions map SCJ 5A: Saltmarsh and flat

