



England Coast Path Stretch: Salcott to Jaywick

Report SCJ 4: Wivenhoe Sailing Club to Brightlingsea Hard

Part 4.1: Introduction

Start Point:	Wivenhoe Sailing Club (TM0429 2125)
End Point:	Brightlingsea Hard (TM0857 1619)
Relevant Maps:	SCJ 4a to SCJ 4g

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

4.1.2 This report covers length SCJ4 of the stretch, which is the coast between Salcott and Jaywick. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

Part 4.2: Proposals Narrative

The trail:

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

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

4.2.2 Includes one section of new path, along the south side of Alresford Creek. See maps 4c to 4e and associated tables below for details.

4.2.3 In two locations a short inland diversion is necessary to take the trail past excepted properties close to the coast at the head of Alresford Creek and at Brightlingsea.

Protection of the environment:

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

4.2.4 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
- Upper Colne Marshes Site of Special Scientific Interest for its wildlife and habitat interests
- Colne Marshes National Nature Reserve (NNR)
- Blackwater, Crouch, Roach and Colne Estuaries Marine Conservation Zone (MCZ)

See Overview maps C1, C2 and D

4.2.5 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

4.2.6 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 in respect of the natural environment; see the following assessments of the access proposals that we have published separately:

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

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

Accessibility:

4.2.7 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 the sea wall and through woodland;
- There are steps in place at SCJ-4-S055 (see map SCJ 4g) where it passes through a residential development
- There are kissing gates in places where it is necessary to provide a barrier to contain livestock.

4.2.8 At places indicated on maps 4a to 4g, 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:

4.2.9 **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.

4.2.10 **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 4.3.1 below.

4.2.11 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.

4.2.12 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 4.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 4.3.1] explaining what this means in practice.

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

4.2.13 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.

4.2.14 Access to the saltmarsh and flats in the coastal margin seaward of route sections SCJ-4-S001 to SCJ-4-S055, 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 4A below for further detail.

4.2.15 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.

Registered common land at Alresford Saltings with existing recreational access use and areas along the estuary at Brightlingsea that are traditionally used as beaches are not excluded under Section 25A.

4.2.16 Access to the coastal margin will be excluded all year round from the horse paddocks and gallops at Gatehouse Farm, seaward of route sections SCJ-4-S037 to SCJ-4-S038. This is proposed under Section 25(1)(b) of the Countryside and Rights of Way Act (2000) for the purpose of public safety. This exclusion will not affect the route itself. See Directions Map SCJ 4B below for further detail.

The individual enclosures where horses are kept are confined with limited points of access. The gallops around the edge of the paddocks are of limited width, often sectioned off into smaller enclosures, and regularly used to exercise horses, creating a potential pinch point for horses and access users on foot. To protect access users from possible conflict with horses we are proposing to exclude coastal access rights all year round.

4.2.17 These directions will not prevent or affect:

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

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

4.2.18 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.

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

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

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

4.2.20 Column 4 of table 4.3.1 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 4a to SCJ 4g as the proposed route of the trail.

3.2.21 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 4.3.1, the route is to be at the centre of the line shown on maps SCJ 4a to SCJ 4g as the proposed route of the trail.

Other future change:

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

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

Establishment of the trail:

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

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

4.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£34,500** 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.

4.2.25 There are four main elements to the overall cost:

- Scrub clearance to widen the path south of Wivenhoe
- Pedestrian or kissing gates, livestock fencing and associated scrub clearance along the new section of access on the south side of Alresford Creek
- Fingerposts and waymarking to clearly indicate the route of the trail, and signs to warn road users of pedestrians using the roadway on a section at Thorrington
- Surfacing to provide a resilient surface on a vulnerable section close to the Alresford ford

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
Scrub clearance to widen path	£1,500
Gates and fencing	£10,000
Waymarking and advisory signs	£14,000
Surfacing works	£9,000
Total	£34,500 (Exclusive of any VAT payable)

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

Maintenance of the trail:

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

4.2.28 We estimate that the annual cost to maintain the trail will be **£7155** (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

Part 4.3: Proposals Tables

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

4.3.1 Section Details: Maps SCJ 4a to SCJ 4g – Wivenhoe Sailing Club to Brightlingsea Hard

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 4.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 4.3.3’ 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 4a	SCJ-4-S001 to SCJ-4-S005	Public footpath	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 4a	SCJ-4-S006	Public footpath	Yes – see table 4.3.3	Yes - bank	Landward top edge of the seawall		
SCJ 4a	SCJ-4-S007	Public footpath	Yes – see table 4.3.3	No			
SCJ 4a to SCJ 4b	SCJ-4-S008 to SCJ-4-S010	Other existing walked route	Yes – see table 4.3.3	No			
SCJ 4b	SCJ-4-S011	Public footpath	Yes – see table 4.3.3	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 4b	SCJ-4-S012	Public footpath	Yes – see table 4.3.3	No	Fence line	Clarity and cohesion	
SCJ 4b	SCJ-4-S013	Public footpath	Yes – see table 4.3.3	No	Hedgerow	Clarity and cohesion	
SCJ 4b	SCJ-4-S014	Public footpath	Yes – see table 4.3.3	No	Fence line	Clarity and cohesion	
SCJ 4b	SCJ-4-S015*	Public footpath	Yes – see table 4.3.3	No			
SCJ 4b	SCJ-4-S016 and SCJ-4-S017*	Byway open to all traffic	Yes – see table 4.3.3	No			
SCJ 4b	SCJ-4-S018 to SCJ-4-S020*	Public footpath	No	No			
SCJ 4c	SCJ-4-S021 and SCJ-4-S022*	Public footpath	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 4c	SCJ-4-S023*	Other existing walked route	No	No			
SCJ 4c	SCJ-4-S024*	Public footpath	No	No	Fence line	Both	
SCJ 4c	SCJ-4-S025*	Public footpath	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 4c	SCJ-4-S026*	Public footpath	No	No	Landward edge of bridge	Clarity and cohesion	
SCJ 4c	SCJ-4-S027 and SCJ-4-S028*	Public footpath	No	No	Fence line	Clarity and cohesion	
SCJ 4c	SCJ-4-S029 to SCJ-4-S032*	Public footpath	No	No			
SCJ 4c	SCJ-4-S033*	Other existing	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
		walked route					
SCJ 4c	SCJ-4-S034*	Public highway	No	No			
SCJ 4c	SCJ-4-S035*	Public footway (Pavement)	No	No	Pavement edge	Clarity and cohesion	
SCJ 4c	SCJ-4-S036*	Public highway	No	No			
SCJ 4c	SCJ-4-S037*	Public footway (Pavement)	No	No	Pavement edge	Clarity and cohesion	
SCJ 4c	SCJ-4-S038*	Public footway (Pavement)	No	No	Pavement edge	Clarity and cohesion	
SCJ 4c	SCJ-4-S039*	Not an existing walked route	No	No	Fence line		
SCJ 4d to SCJ 4e	SCJ-4-S040 and SCJ-4-S041*	Not an existing walked route	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 4e	SCJ-4-S042*	Byway open to all traffic	No	No			
SCJ 4e to SCJ 4g	SCJ-4-S043 and SCJ-4-S044	Public footpath	No	Yes - bank	Landward top edge of the seawall	Clarity and cohesion	
SCJ 4g	SCJ-4-S045	Public footpath	No	No			
SCJ 4g	SCJ-4-S046	Other existing walked route	No	No			
SCJ 4g	SCJ-4-S047	Other existing walked route	No	No	Wall	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 4g	SCJ-4-S048	Other existing walked route	No	No			
SCJ 4g	SCJ-4-S049 and SCJ-4-S050	Other existing walked route	No	No	Wall	Clarity and cohesion	
SCJ 4g	SCJ-4-S051	Other existing walked route	No	No	Path	Clarity and cohesion	To edge of promenade path
SCJ 4g	SCJ-4-S052	Public highway	No	No			
SCJ 4g	SCJ-4-S053 to SCJ-4-S055	Other existing walked route	No	No			

4.3.2 Other options considered: Maps SCJ 4a to SCJ 4g – Wivenhoe Sailing Club to Brightlingsea Hard

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCJ4b to SCJ4e	SCJ-4-S015 to SCJ-4-S042	We considered aligning the trail along the byway which crosses Alresford Creek via a ford.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The byway is not available to use at any state of the tide due to siltation of the creek and ford ■ 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
SCJ4c	SCJ-4-S030 to SCJ-4-S038	We considered aligning the trail across land at the head of Alresford Creek to join up with the seawall on the southern bank of the Creek	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ we concluded that the land formed part of the gardens of the adjoining properties and was therefore excepted ■ 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
SCJ4c	SCJ-4-S030 to SCJ-4-S039	We considered aligning the trail along the eastern boundary of the horse paddock/gallop to join up with the seawall on the southern bank of the Creek	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ we concluded that the option considered would impact on the safe use of the gallops because of the potential for walkers to spook horses using it. ■ 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
SCJ4c to SCJ4e	SCJ-4-S039 to SCJ-4-S042	We considered aligning the trail along the B1029, Moverons Lane and Ford Lane.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to and maintains views of the estuary ■ it is more pleasant, offers a better coastal feel and avoids heavy goods vehicles accessing the sand and gravel quarry along Moverons Lane where there is no footway ■ it avoids the extensive areas of seaward coastal margin over cattle grazed farmland that would be created by a landward route <p>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 road safety for trail users.</p>

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.

4.3.3 Roll-back implementation – more complex situations: Maps SCJ 4a to SCJ 4b – Wivenhoe Sailing Club to The Ford

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SCJ 4a to SCJ 4b	SCJ-4-S006 to SCJ-4-S017	Land and properties adjacent to the trail between Marsh Farm and Alresford Lodge	The Shoreline Management Plan for this length of coast indicates 'No active intervention'. If it is no longer possible to find a viable route seaward of the excepted land (e.g. buildings, curtilage, gardens etc.), we will choose a route landward of it, following detailed discussions with owners and occupiers. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.

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 4.4: Proposals Maps

4.4.1 Map Index

Map reference	Map title
SCJ 4a	Wivenhoe Sailing Club to Alresford Grange
SCJ 4b	Alresford Grange to The Ford
SCJ 4c	The Ford to Brightlingsea Road, Thorrington
SCJ 4d	Brightlingsea Road, Thorrington to Ford Lane
SCJ 4e	Ford Lane to Wapping Lane
SCJ 4f	Wapping Lane to Colne Estuary (Brightlingsea Marshes) NNR
SCJ 4g	Colne Estuary (Brightlingsea Marshes) NNR to Brightlingsea Hard
Directions map 4A	River Colne estuary: Proposed direction under S25A CROW
Directions map 4B	Gatehouse Farm, Thorrington: Proposed direction under S25(1)(b) 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:

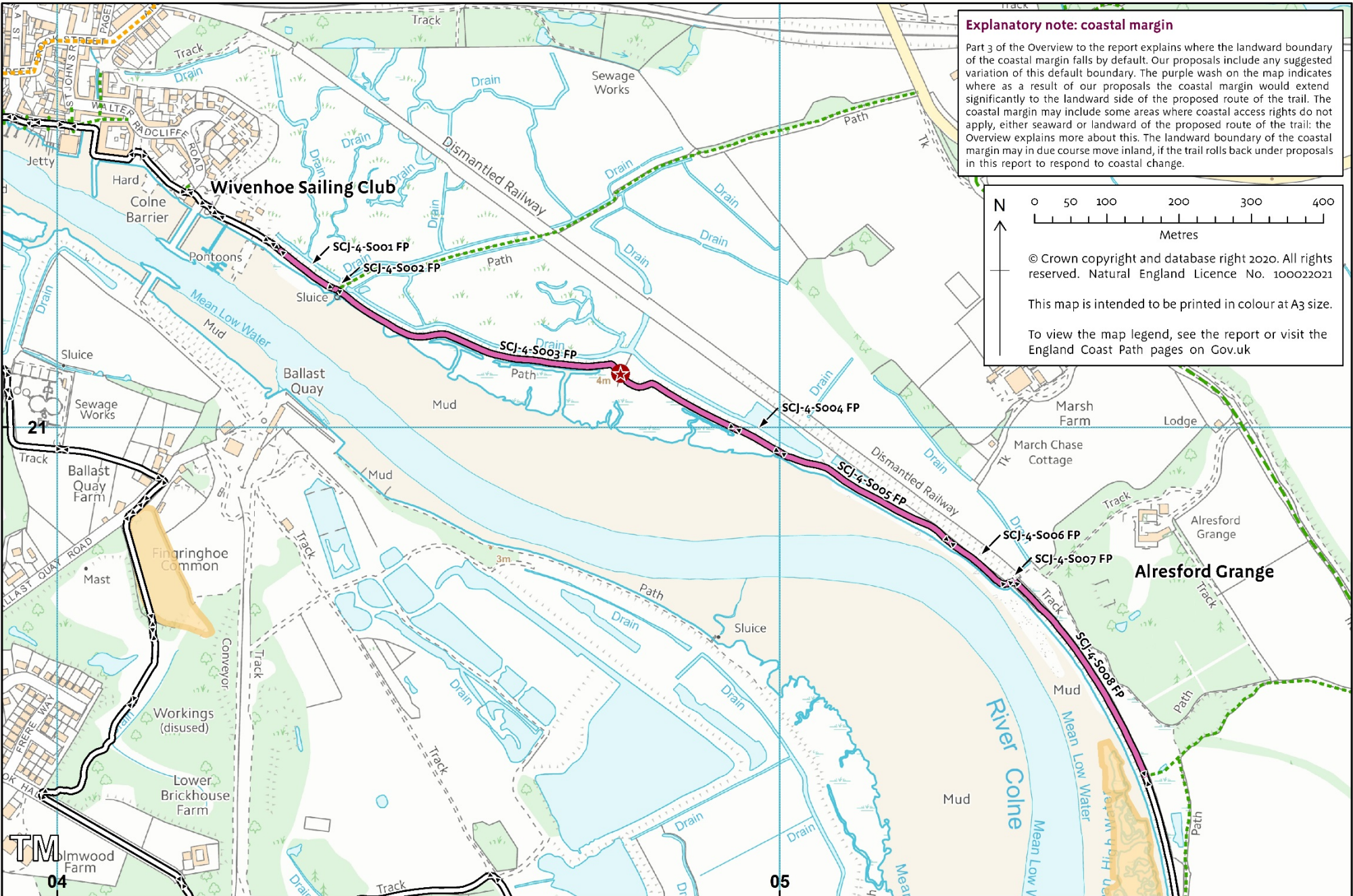
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Advisory sign
- Ramp
- Revetment
- Stepping stones
- Steps

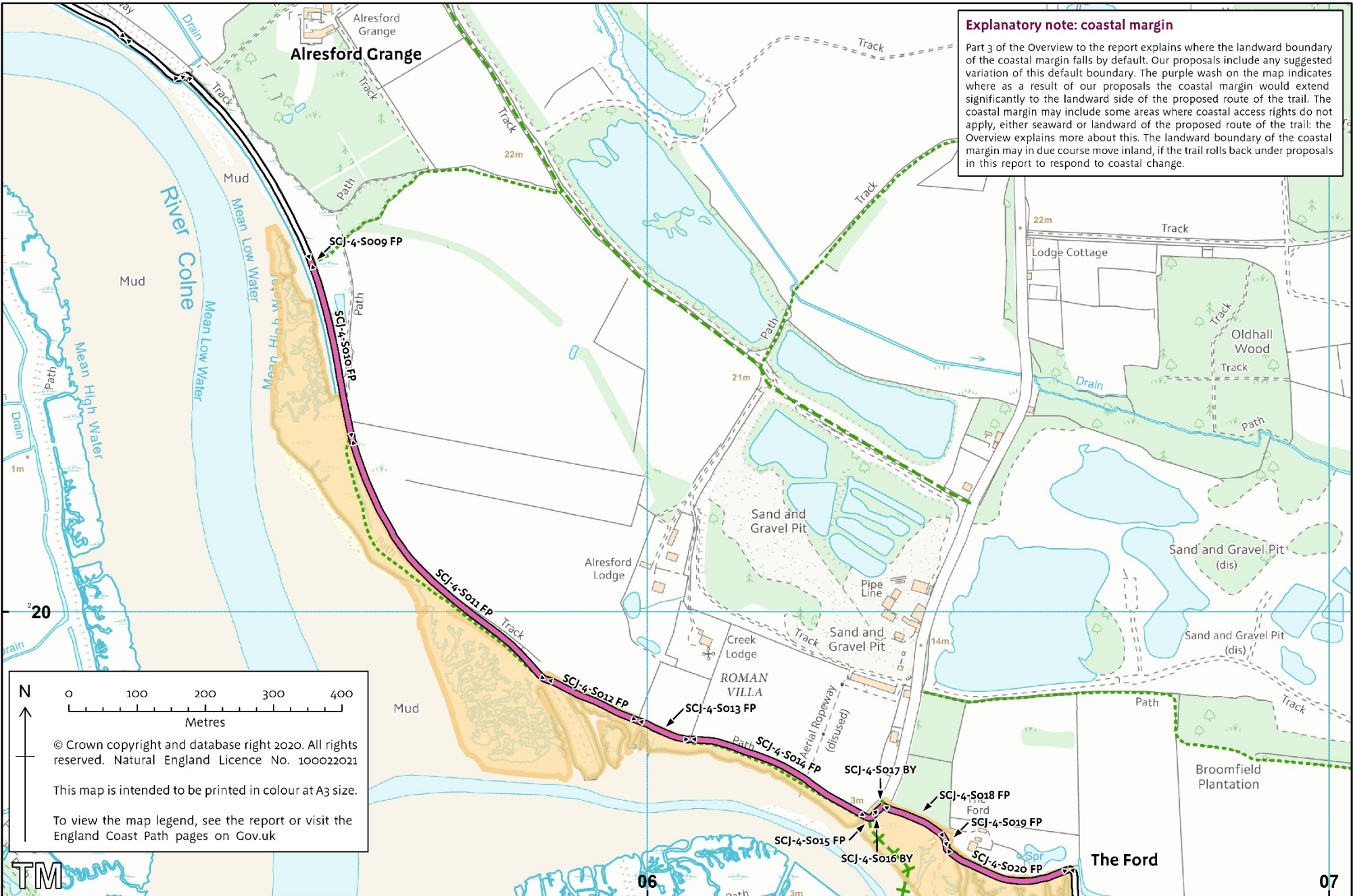
Infrastructure status

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

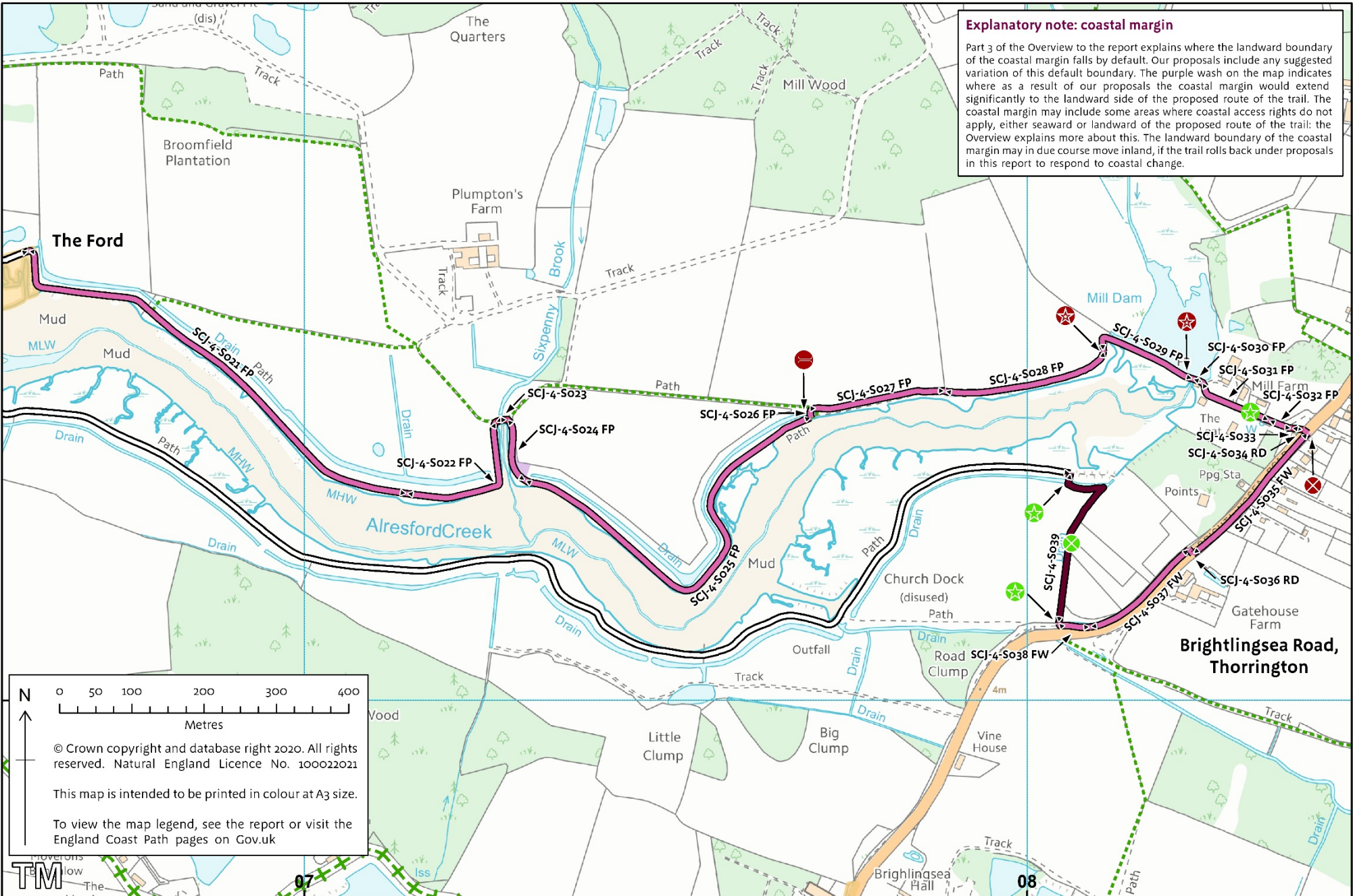
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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.

N
 0 100 200 300 400
 Metres

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

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



Explanatory note: coastal margin

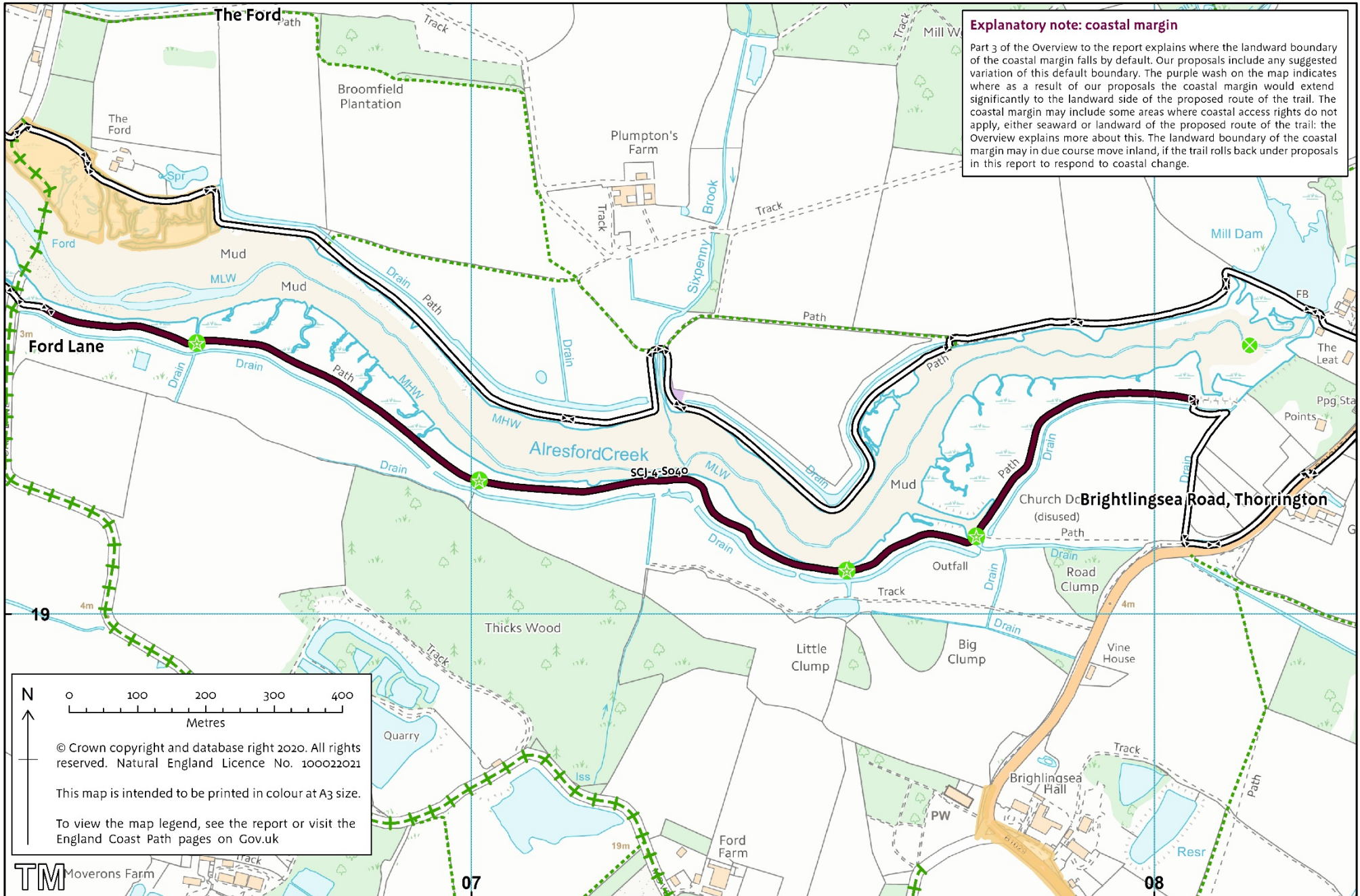
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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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 0 50 100 200 300 400
 Metres

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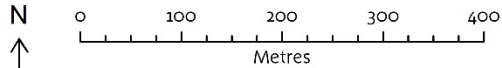
This map is intended to be printed in colour at A3 size.

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



Explanatory note: coastal margin

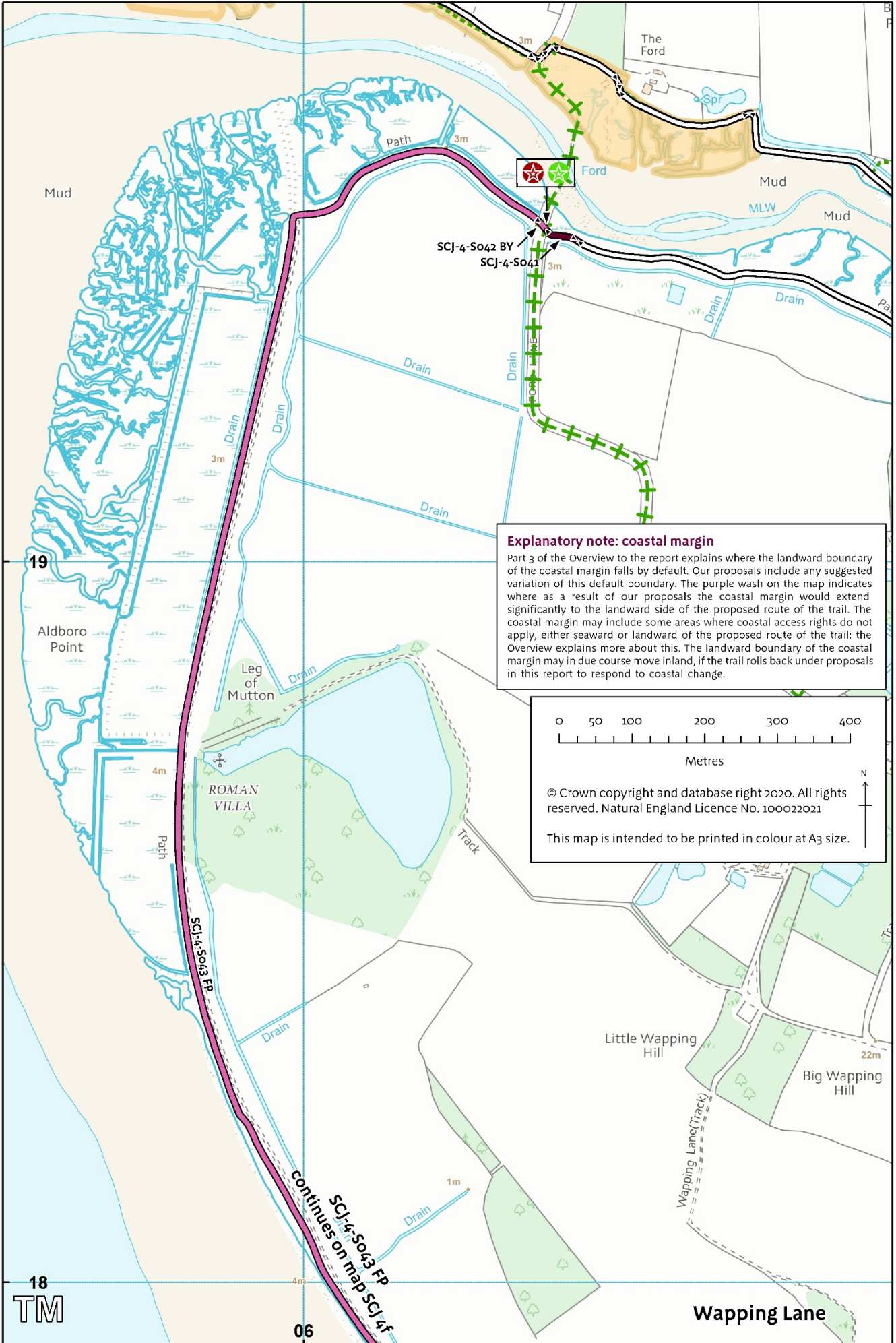
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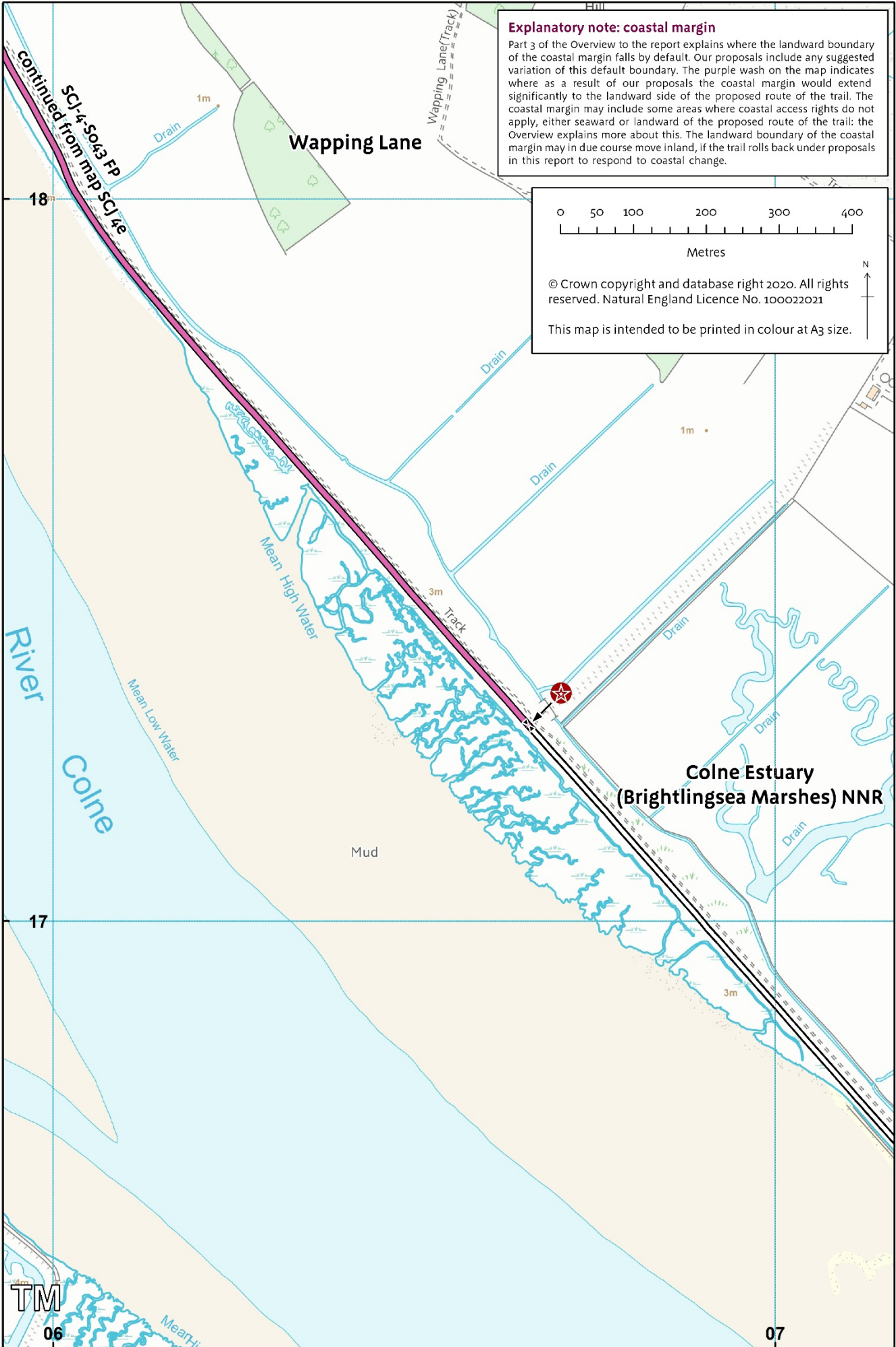
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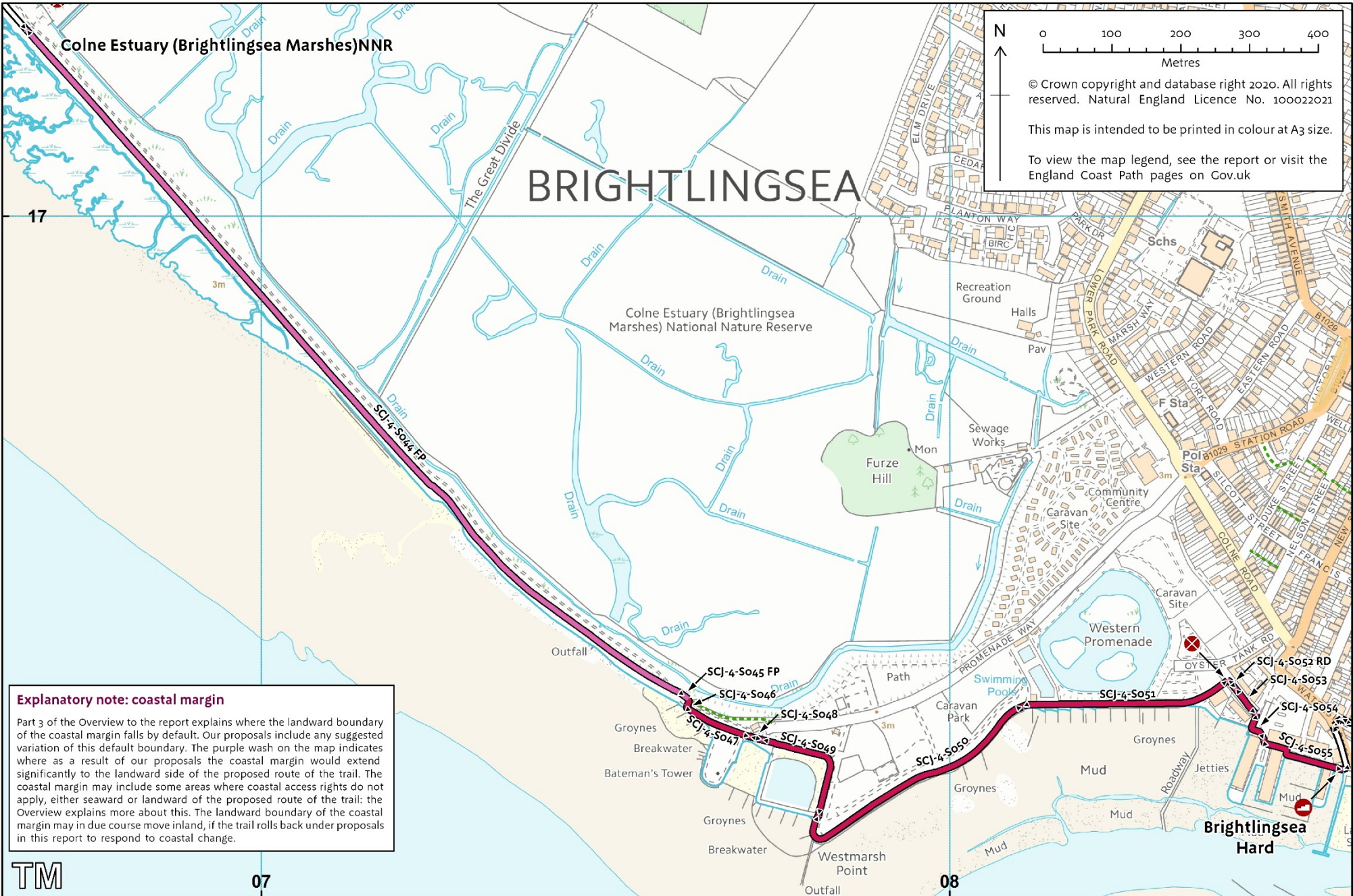
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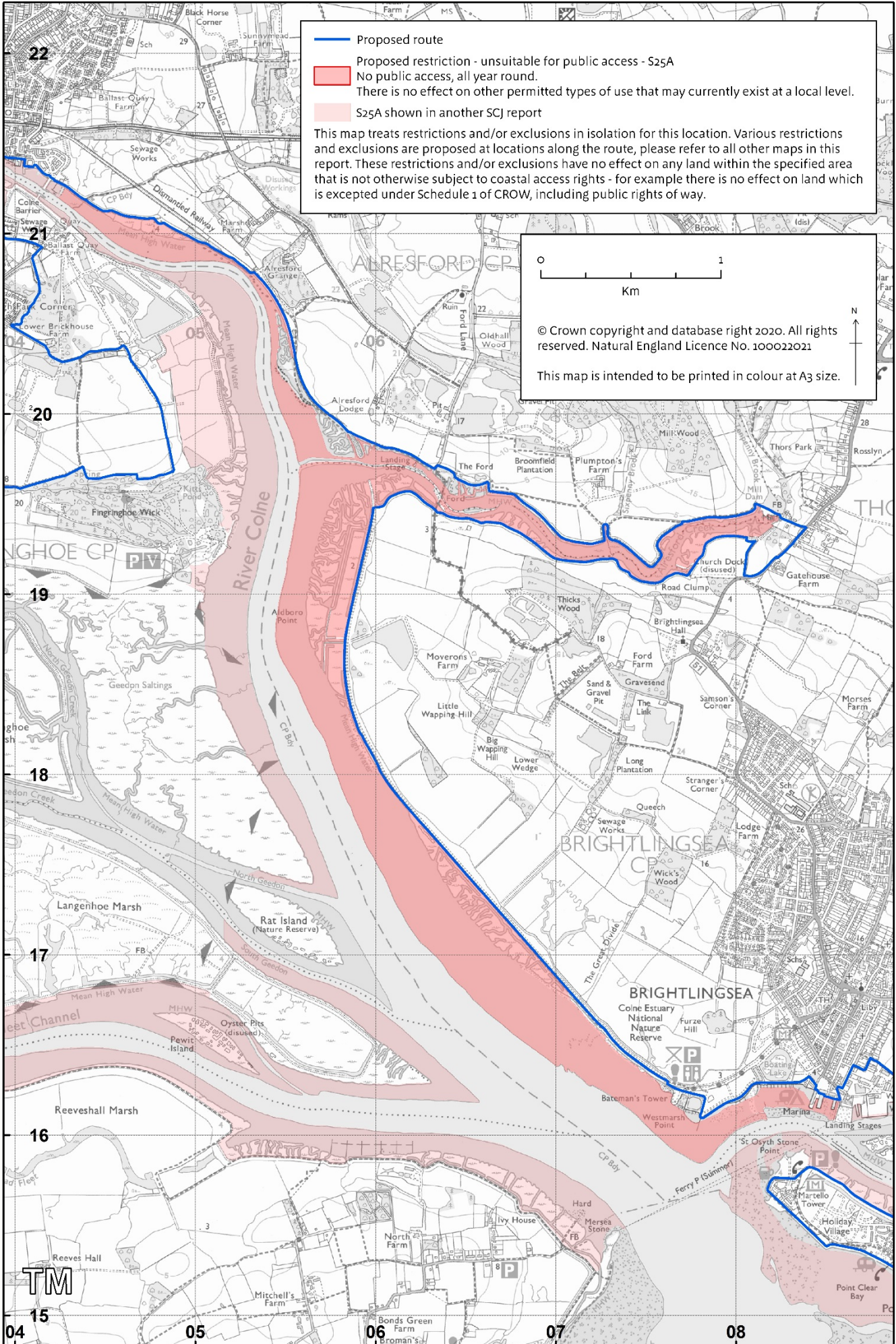
06

Wapping Lane





Map SCJ 4g: Colne Estuary (Brightlingsea Marshes) NNR to Brightlingsea Hard



Directions map SCJ 4B: Gatehouse Farm, Thorrington

