

Coastal Access – Wallasea Island to Burnham-on-Crouch



Representations on WIB2 Ferry Road, Hullbridge to Hawk Hill, Battlesbridge and Natural England’s comments

date completed – April 2020

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1. Introduction

This document details representations we have received on the stated coastal access report. These fall into two categories:

- Representations received from persons or bodies that must be sent in full to the Secretary of State (‘full’ representations, reproduced below); and
- Those which have not come from those persons or bodies whose representations we are required to send in full to the Secretary of State (‘other’ representations, summarised below).

It also sets out any comments that Natural England choose to make in response to these representations.

2. Background

Natural England’s compendium of reports setting out its proposals for improved access to the coast from Wallasea Island to Burnham-on-Crouch was submitted to the Secretary of State on 29th January 2020. This began an eight week period during which representations and objections about each constituent report could be made.

In relation to the report for WIB2 Ferry Road, Hullbridge to Hawk Hill Battlesbridge, Natural England received 4 representations, of which 2 were made by organisations or individuals whose representations must be sent in full to the Secretary of State in accordance with paragraph 8(1)(a) of Schedule 1A to the National Parks and Access to the Countryside Act 1949. These 'full' representations are reproduced in Section 3 of this document together with Natural England's comments where relevant.

As required by the legislation this document also summarises and, where relevant, comments on the 2 representations submitted by other individuals or organisations, referred to here as 'other' representations. Of those 2 'other' representations, neither contain similar or identical points.

Before making a determination in respect of a coastal access report, the Secretary of State must consider all 'full' representations and our summary of 'other' representations, together with Natural England's comments on each.

No further representations were received after the period of eight weeks beginning with the date on which the report was first advertised on Natural England's website.

3. Record of 'full' representations and Natural England's comments on them

| | |
|---|--------------------------------|
| Representation number: | MCA / WIBstretch/ R /1/WIB0662 |
| Organisation/ person making representation: | [redacted] |
| Route section(s) specific to this representation: | Whole stretch |
| Other reports within stretch to which this representation also relates: | WIB 1, 3, 4, 5 |
| Representation in full | |
| We give our full support to Natural England's proposals for the England Coast Path between Wallasea Island and Burnham-on-Crouch. | |
| Natural England's comments | |
| Natural England thank [redacted] for their supportive comments. | |

| | |
|--|--------------------------|
| Representation number: | MCA / WIB2/ R /2/WIB0638 |
| Organisation/ person making representation: | [redacted] |

| | |
|--|---|
| Route section(s) specific to this representation: | Report WIB 2: Map WIB E2, Sections WIB-2-S017 to WIB-2-S021 Report WIB 2: Sections WIB-2-S029, WIB-2-S031 and WIB-2-S035 |
| Other reports within stretch to which this representation also relates: | WIB 1, 3, 4, 5 |

Representation in full

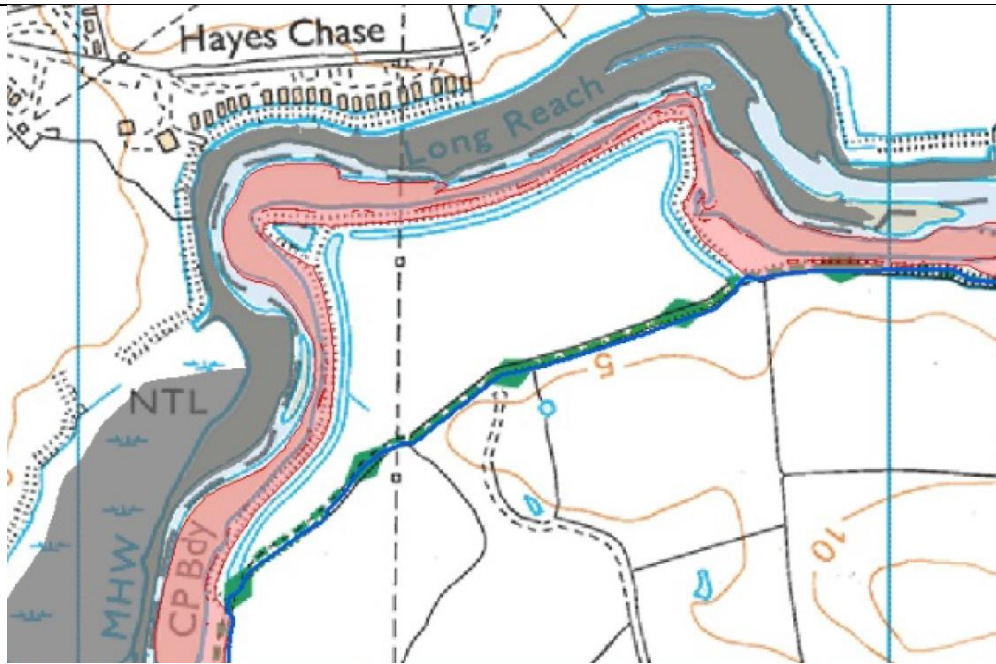
[redacted] are wholly supportive of Natural England and the England Coast Path scheme, working closely, with dedicated officers, to ensure that the right route is created and the correct balance is struck between the rights of landowners and the public and our internationally important wildlife sites. The Scheme will bring great benefits to the Essex Coast through economy and tourism and will support our coastal communities, businesses and transport infrastructure. We remain supportive and welcome the scheme however the accuracy within this report is a concern and we wish to see the errors addressed to ensure that the public and the County Council are served with correct information.

The report contains errors and inaccurate information relating to the s25a restrictions and to some sections of the route identified as existing highway.

Report WIB 2: Map WIB E2, Sections WIB-2-S017 to WIB-2-S021

There are numerous small and several large errors/ommissions within the S25a directions mapping. It is important that the public are provided with clear and accurate health and safety information regarding coastal access. The omission of areas of saltmarsh and flat implies that it is suitable for public access which we don't believe is the case. The inclusion of areas of land that are not saltmarsh or flat is equally problematic, implying that areas are unsafe for public access when in reality they are safe and should be part of the coastal margin.

The S25a direction here appears to include a long section of seawall. This may just be an issue with the map scaling but appears to the public as an anomaly inconsistent with the description of the restriction and should be corrected to show the proper extent of the S25a direction.



Report WIB 2: Sections WIB-2-S029, WIB-2-S031 and WIB-2-S035.

These three trail sections follow existing highway verges. The status of these sections are incorrectly shown and should be changed to "Existing Highway"



Natural England's comments

Natural England agree with the general content of this representation. We will make adjustments to the maps and reports by way of a modification. Firstly with regard to the s25A direction and also to the highlighted sections of Highway (029 to 031 and 035). The maps that are made publically available once the access rights are confirmed post establishment (under the commencement order) will reflect these changes.

Much of the saltmarsh and flat that is determined to be unsafe for the public to access through their coastal access rights is reviewed by site visits from the shore looking across the expanse of saltmarsh and flat. We also consider information made available to us from a range of sources regarding public strandings and rescues within the intertidal area. The final mapped boundaries for the saltmarsh and flat access exclusions are then determined from the habitat inventories held by Natural England. As saltmarsh and flats are transient habitats the point in time mapped boundaries may not precisely align with the feature as it exists in real time. As such the Section 25A restriction on public access to saltmarsh and flat is more about the habitat type than a precise line on a map. Natural England will be working with [redacted] to provide suitable signage and information at key locations to explain the restrictions to the public.

However Natural England agree that there are small areas identified in the map presented by [redacted] where the saltmarsh and flat habitat inventory layer doesn't coincide with the Ordnance Survey mapped features when the two different scale maps are overlain. We will review this prior to commencement.

In relation to the status of sections WIB-2-S029, S030, S031 and S035, Natural England classed these as new routes, as they are currently not walked by the public, as much is overgrown highway verge. On reflection we appreciate this could be classed as existing highway, even though it is not readily available for the public to walk on. We will amend our final confirmed report and maps accordingly.

4. Summary of 'other' representations making non-common points, and Natural England's comments on them

| | |
|---|----------------------------|
| Representation ID: | MCA/WIBstretch/R/2/WIB0008 |
| Organisation/ person making representation: | [redacted] |
| Name of site: | |
| Report map reference: | Whole stretch |
| Route sections on or adjacent to the land: | Whole stretch |
| Other reports within stretch to which this representation also relates | WIB 1, 3, 4, 5 |
| Summary of representation: | |

[redacted] noted that Natural England should ensure that, unless the natural terrain itself prevents access, any existing or new infrastructure along the Coast Path does not present a barrier to their ability to progress along the Coast Path.

Natural England's comment:

Natural England welcome [redacted] comments regarding infrastructure that may present as a barrier to many users of the England Coast Path and will work with Essex County Council as the access authority who have responsibility for establishing and maintaining the trail to ensure all users are considered and structures and surfacing meets all necessary legislation, including that designed to protect wildlife.

| | |
|--|----------------------|
| Representation ID: | MCA/WIB2/R/1/WIB0663 |
| Organisation/ person making representation: | [redacted] |
| Name of site: | |
| Report map reference: | |
| Route sections on or adjacent to the land: | Whole of stretch |
| Other reports within stretch to which this representation also relates | |
| Summary of representation: | |
| <p>[redacted] is in agreement with the part of the route from Ferry Road, Hullbridge along the coast as far as WIB-2-S028.</p> <p>We suggest that the coast path should continue along the sea wall to Battlesbridge as it did in the past at least until about 1950, then to run along Timber Wharf Lane.</p> | |
| Natural England's comment: | |
| <p>Natural England considered this as one of the many options for alignment as detailed on page 11 of our report, relating to WIB-2-S028 to WIB-2-S038. As we explain the presence of excepted land categories (residential properties and garden and the proximity of the trail to other residential properties having a privacy impact on back gardens and children's play equipment prevented NE from proposing this alignment.</p> | |

Coastal Access – Wallasea Island to Burnham-on-Crouch



Representations on WIB3 Hawk Hill Battlesbridge to Clementsgreen Creek and Natural England’s comments

date completed – April 2020

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5. Introduction

This document details representations we have received on the stated coastal access report. These fall into two categories:

- Representations received from persons or bodies that must be sent in full to the Secretary of State (‘full’ representations, reproduced below); and
- Those which have not come from those persons or bodies whose representations we are required to send in full to the Secretary of State (‘other’ representations, summarised below).

It also sets out any comments that Natural England choose to make in response to these representations.

6. Background

Natural England’s compendium of reports setting out its proposals for improved access to the coast from Wallasea Island to Burnham-on-Crouch was submitted to the Secretary of State on 29th January 2020. This began an eight week period during which representations and objections about each constituent report could be made.

In relation to the report for WIB3 Hawk Hill, Battlesbridge to Clementsgreen Creek,, Natural England received 4 representations, of which 2 were made by organisations or individuals whose representations must be sent in full to the Secretary of State in accordance with paragraph 8(1)(a) of Schedule 1A to the National Parks and Access to the Countryside Act 1949. These ‘full’ representations are reproduced in Section 3 of this document together with Natural England’s comments where relevant.

As required by the legislation this document also summarises and, where relevant, comments on the 2 representations submitted by other individuals or organisations, referred to here as ‘other’ representations. Of those 2 ‘other’ representations, neither contain similar or identical points.

Before making a determination in respect of a coastal access report, the Secretary of State must consider all ‘full’ representations and our summary of ‘other’ representations, together with Natural England’s comments on each.

No further representations were received after the period of eight weeks beginning with the date on which the report was first advertised on Natural England’s website.

7. Record of ‘full’ representations and Natural England’s comments on them

| | |
|---|--------------------------------|
| Representation number: | MCA / WIBstretch/ R /1/WIB0662 |
| Organisation/ person making representation: | [redacted] |
| Route section(s) specific to this representation: | Whole stretch |
| Other reports within stretch to which this representation also relates: | WIB 1, 2, 4, 5 |
| Representation in full | |
| We give our full support to Natural England’s proposals for the England Coast Path between Wallasea Island and Burnham-on-Crouch. | |
| Natural England’s comments | |
| Natural England thank [redacted] for their supportive comments. | |

| | |
|--|--|
| Representation number: | MCA / WIB3/ R /2/WIB0638 |
| Organisation/ person making representation: | [redacted] |
| Route section(s) specific to this representation: | Report WIB 3: Section WIB-3-S013 to WIB-3-S015 |
| Other reports within stretch to which this representation also relates: | WIB 1, 2, 4, 5 |

Representation in full

[redacted] are wholly supportive of Natural England and the England Coast Path scheme, working closely, with dedicated officers, to ensure that the right route is created and the correct balance is struck between the rights of landowners and the public and our internationally important wildlife sites. The Scheme will bring great benefits to the Essex Coast through economy and tourism and will support our coastal communities, businesses and transport infrastructure. We remain supportive and welcome the scheme however the accuracy within this report is a concern and we wish to see the errors addressed to ensure that the public and the County Council are served with correct information.

The report contains errors and inaccurate information relating to the s25a restrictions and to some sections of the route identified as existing highway.

There are sections of the proposed trail route within this report which show as having an incorrect legal status over either part of, or, the whole section. Our concern is that if this is not corrected then the proposed new Coastal Access Rights will not come into force as intended upon approval by the Secretary of State. Those sections with no existing highway rights need to be correctly mapped for new public access rights to come into being through an order made under the Marine and Coastal Access Act 2009. It is equally important not to publish formal documents recording highway rights where none exist as this can be problematic for the definitive Highway records.

Report WIB 3: Section WIB-3-S013 to WIB-3-S015

There is a minor routing error previously discussed with Natural England past the entrance of Little Hayes Caravan Park. The trail should be along the edge of the access road which has highway status. The trail should re-enter the scrubby area further to the north than shown in the current proposals, thus avoiding a change in ground level. Therefore the route should be amended (as per red line) and the status of the section along the access road should be changed to existing highway.

Sections **WIB-3-S013 and WIB-3-S015** either side of the entrance to the caravan park, are both along the road verge of the A132 which has highway rights. Therefore the report is incorrect and the status of these sections should be recorded as “existing highway”.



Natural England's comments

In relation to WIB-3-S014 and the sections of S013 and S015 immediately adjacent the alignment is shown based on best available information at the time of survey. The trail either side of the road under the railway is on the mown grass edge of the metalled access loop, allowing users to avoid interactions with vehicles. The trail is to be cut through an area of currently inaccessible scrub and the precise location may need to be adapted to account for ground conditions.

In relation to WIB-3-S013 and WIB-2-S015, these long route sections are to be cut through a layer of scrub, creating a clear passage away from the edge of the road. Several redundant and broken down fencelines are apparent within this area of scrub. It is presumed that the fenceline closest to the railway line is the railway line boundary and this will not be crossed. As the ground conditions prior to establishment have not allowed a precise survey to be undertaken and as the final trail may need to adapt within the nominal 4 metre width of the drawn line it is not possible to confirm whether this is existing highway or not. Therefore Natural England believes this is correctly mapped at proposals stage as "trail not using an existing walked route".

8. Summary of ‘other’ representations making non-common points, and Natural England’s comments on them

| | |
|---|---------------------------|
| Representation ID: | MCA/WIBstretch/R/2/WIB008 |
| Organisation/ person making representation: | [redacted] |
| Name of site: | |
| Report map reference: | Whole stretch |
| Route sections on or adjacent to the land: | Whole stretch |
| Other reports within stretch to which this representation also relates | WIB 1, 2, 4, 5 |
| Summary of representation: | |
| [redacted] noted that Natural England should ensure that, unless the natural terrain itself prevents access, any existing or new infrastructure along the Coast Path does not present a barrier to their ability to progress along the Coast Path. | |
| Natural England’s comment: | |
| Natural England welcome [redacted] comments regarding infrastructure that may present as a barrier to many users of the England Coast Path and will work with Essex County Council as the access authority who have responsibility for establishing and maintaining the trail to ensure all users are considered and structures and surfacing meets all necessary legislation, including that designed to protect wildlife. | |

| | |
|--|----------------------|
| Representation ID: | MCA/WIB3/R/1/WIB0663 |
| Organisation/ person making representation: | [redacted] |
| Name of site: | |
| Report map reference: | Whole stretch |
| Route sections on or adjacent to the land: | Whole stretch |

Other reports within stretch to which this representation also relates

Summary of representation:

[redacted] is in agreement with part of the route in WIB-3.

We agree with all parts except where the suggested route takes the path north to the busy A132 highway. (WIB-3-S008 to WIB-3-S020). We propose that the path should continue along the coastline through Hayes Chase and Tabrums Farm.

Natural England's comment:

Natural England thank [redacted] for their comments. We appreciate that the route as described would have provided a more scenic alignment, closer to the coastline and have detailed our investigations and reason for not proposing this alignment in our report at page 10, under WIB-3-S009 to WIB-3-S016.

The railway line presented a constraint as to the crossing locations we could use, which was further constrained by the excepted land that stretches from the railway line down to and including the seawall (residential properties, buildings, gardens and curtilage). This land use presented as an effective block on onward progress of the trail south of the railway line and prevented Natural England from proposing this alignment.

The alignment proposed will be set back from the road edge, shielded from the traffic by scrub. It will be a new pedestrian route, established to a good standard linking the two populations of South Woodham Ferrers and Battlesbridge with a quality path for the first time in over 70 years. This alignment also creates an area of spreading room so users could access the areas between the alignment and mean low water that are not excepted or restricted land.

Coastal Access – Wallasea Island to Burnham-on-Crouch



Representations on WIB4 Clementsgreen Creek to The Quay, North Fambridge and Natural England’s comments

date completed – April 2020

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| 4. Summary of ‘other’ representations making non-common points, and Natural England’s comments on them | 18 |

9. Introduction

This document details representations we have received on the stated coastal access report. These fall into two categories:

- Representations received from persons or bodies that must be sent in full to the Secretary of State (‘full’ representations, reproduced below); and
- Those which have not come from those persons or bodies whose representations we are required to send in full to the Secretary of State (‘other’ representations, summarised below).

It also sets out any comments that Natural England choose to make in response to these representations.

10. Background

Natural England’s compendium of reports setting out its proposals for improved access to the coast from Wallasea Island to Burnham-on-Crouch was submitted to the Secretary of State on 29th January 2020. This began an eight week period during which representations and objections about each constituent report could be made.

In relation to the report for WIB4 Clementsgreen Creek to The Quay, North Farnbridge, Natural England received 4 representations, of which 2 were made by organisations or individuals whose representations must be sent in full to the Secretary of State in accordance with paragraph 8(1)(a) of Schedule 1A to the National Parks and Access to the Countryside Act 1949. These 'full' representations are reproduced in Section 3 of this document together with Natural England's comments where relevant.

As required by the legislation this document also summarises and, where relevant, comments on the 2 representations submitted by other individuals or organisations, referred to here as 'other' representations. Of those 2 'other' representations, neither contain similar or identical points.

Before making a determination in respect of a coastal access report, the Secretary of State must consider all 'full' representations and our summary of 'other' representations, together with Natural England's comments on each.

No further representations were received after the period of eight weeks beginning with the date on which the report was first advertised on Natural England's website.

11. Record of 'full' representations and Natural England's comments on them

| | |
|---|--------------------------------|
| Representation number: | MCA / WIBstretch/ R /1/WIB0662 |
| Organisation/ person making representation: | [redacted] |
| Route section(s) specific to this representation: | Whole stretch |
| Other reports within stretch to which this representation also relates: | WIB 1, 2, 3, 5 |
| Representation in full | |
| We give our full support to Natural England's proposals for the England Coast Path between Wallasea Island and Burnham-on-Crouch. | |
| Natural England's comments | |
| Natural England thank [redacted] for their supportive comments. | |

| | |
|--|--|
| Representation number: | MCA / WIB4/ R /2/WIB0638 |
| Organisation/ person making representation: | [redacted] |
| Route section(s) specific to this representation: | Report WIB 4: Map WIB E4, Sections WIB-4- S026 to WIB-4-S004 Report WIB 4: Section WIB-4-S009 |
| Other reports within stretch to which this representation also relates: | WIB 1, 2, 3, 5 |

Representation in full

[redacted] are wholly supportive of Natural England and the England Coast Path scheme, working closely, with dedicated officers, to ensure that the right route is created and the correct balance is struck between the rights of landowners and the public and our internationally important wildlife sites. The Scheme will bring great benefits to the Essex Coast through economy and tourism and will support our coastal communities, businesses and transport infrastructure. We remain supportive and welcome the scheme however the accuracy within this report is a concern and we wish to see the errors addressed to ensure that the public and the County Council are served with correct information.

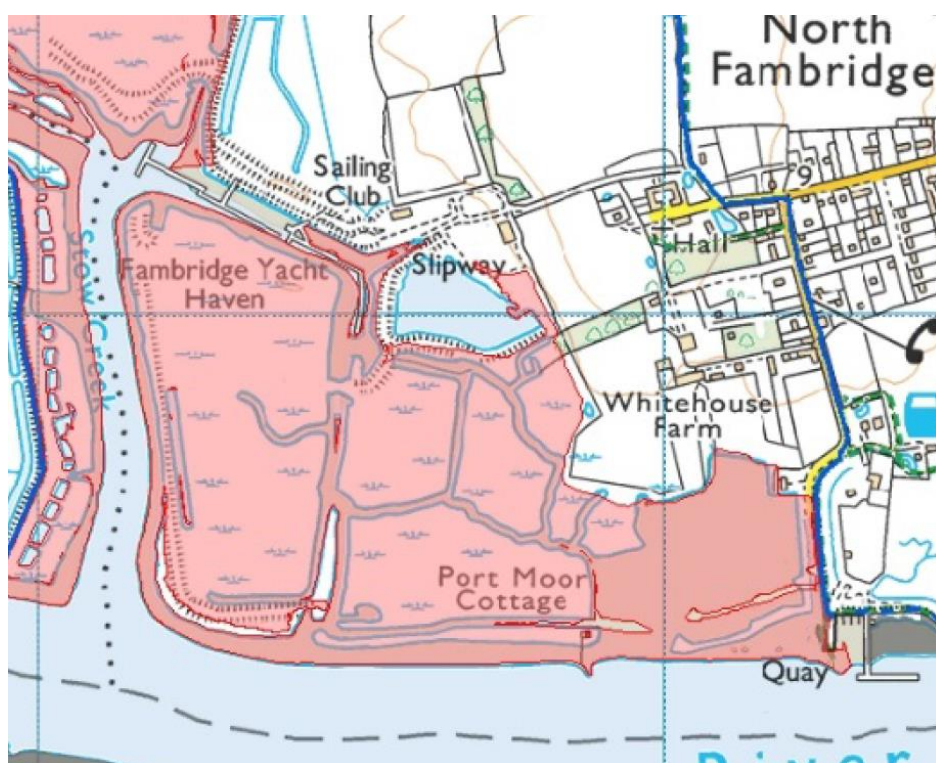
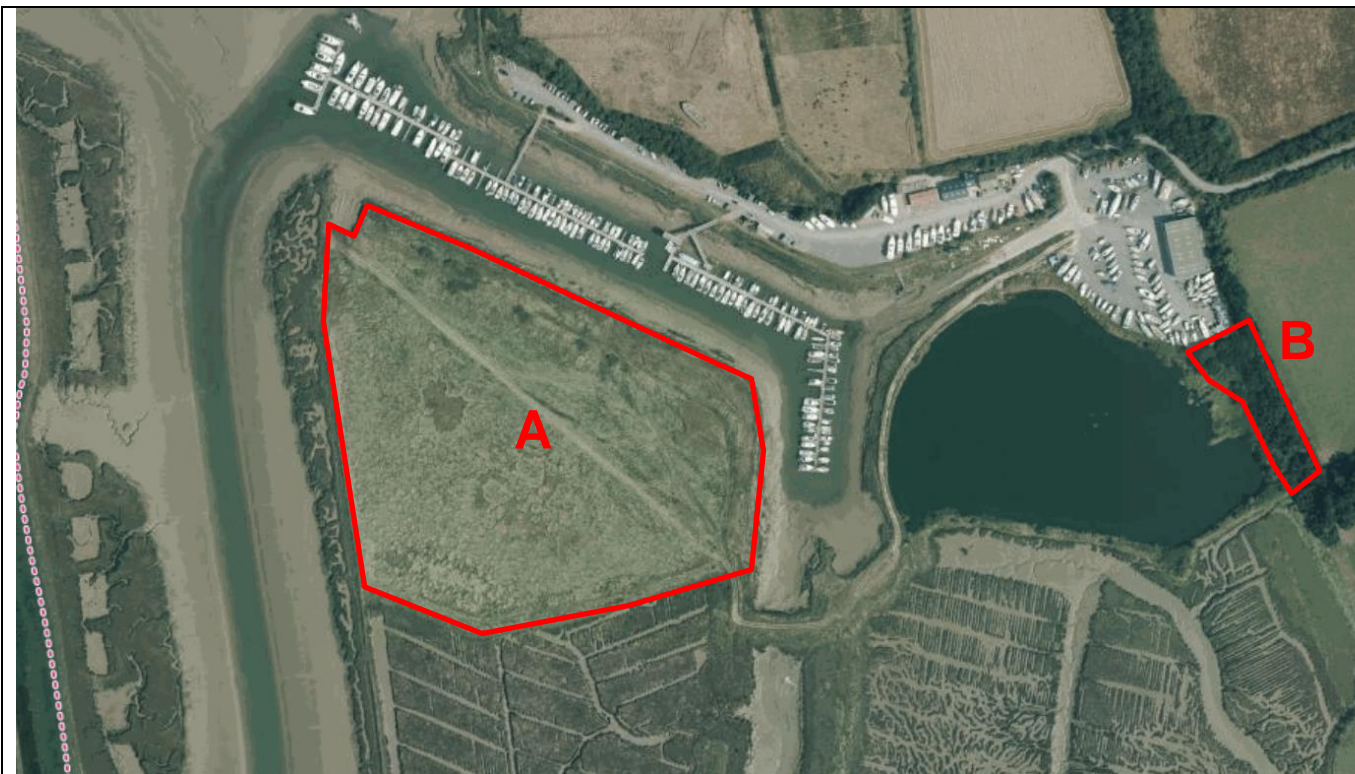
The report contains errors and inaccurate information relating to the s25a restrictions and to some sections of the route identified as existing highway.

Report WIB 4: Map WIB E4, Sections WIB-4- S026 to WIB-4-S004

There are numerous small and several large errors/ommissions within the S25a directions mapping. It is important that the public are provided with clear and accurate health and safety information regarding coastal access. The omission of areas of saltmarsh and flat implies that it is suitable for public access which we don't believe is the case. The inclusion of areas of land that are not saltmarsh or flat is equally problematic, implying that areas are unsafe for public access when in reality they are safe and should be part of the coastal margin.

At North Fambridge there is a large area of land (A below) that we believe should not be included within the S25a direction as it appears to be neither saltmarsh or flat. The aerial photos seems to show that vehicles regularly drive across it so it cannot really be considered as unsuitable for public access either. In addition, the direction includes an area (B below) that is scrub and trees and so should also not be subject to the S25a direction.

There are numerous small areas not included within the S25a direction. We believe that most, if not all of these, are indistinguishable from the surrounding saltmarsh or flat habitat so should be included within the direction.



Report WIB 4: Section WIB-4-S009

There are sections of the proposed trail route within this report which show as having an incorrect legal status over either part of, or, the whole section. Our concern is that if this is not corrected then the proposed new Coastal Access Rights will not come into force as intended upon approval by the Secretary of State. Those sections with no existing highway rights need to be correctly mapped for new public access rights to come into being through an order made under the Marine and Coastal Access Act 2009. It is equally important not to publish

formal documents recording highway rights where none exist as this can be problematic for the definitive Highway records.

Little Hayes Chase, west of North Fambridge. The recorded status of part of the trail section WIB-4-S009 is incorrect. Only the section past the pond where the walked line is not PROW should be recorded as "Other existing walked route". Where the route coincides with public right of way it should be recorded as "existing highway". This error should be corrected.



Natural England agree with the general content of this representation and will review and where necessary amend the maps that are made publically available once the access rights are confirmed post establishment (under the commencement order)

Much of the saltmarsh and flat that is determined to be unsafe for the public to access through their coastal access rights is reviewed by site visits from the shore looking across the expanse of saltmarsh and flat. We also consider information made available to us from a range of sources regarding public strandings and rescues within the intertidal area. The final mapped boundaries for the saltmarsh and flat access exclusions are then determined from the habitat inventories held by Natural England. As saltmarsh and flats are transient habitats the point in time mapped boundaries may not precisely align with the feature as it exists in real time. As such the Section 25A restriction on public access to saltmarsh and flat is more about the habitat type than a precise line on a map. Natural England will be working with [redacted] to provide suitable signage and information at key locations to explain the restrictions to the public.

However Natural England agree that there are small areas identified in the map presented by Essex County Council where the saltmarsh and flat habitat inventory layer doesn't coincide with mapped boundaries and there are small pockets of qualifying land that didn't show up due to a difference in mapping scales.

Natural England also agree that the large areas identified by Essex County Council as area A and B should not be included in the Section 25A access restriction to saltmarsh and flat and will ensure this is removed. This area is identified as saltmarsh in the habitat inventory and NE were unable to make an on-site assessment to confirm its status. We thank Essex County Council for bringing this information to our attention.

In relation to WIB-4-S009 Natural England will review the classification and alignment of this section and amend the status accordingly. Aside from the obvious obstruction of the pond on the right of way, at the time of our visit many other long term obstructions existed across the right of way, including disused hay stacks, farm machinery and building materials and the public were determining their own route around these obstacles.

12. Summary of 'other' representations making non-common points, and Natural England's comments on them

| | |
|--|----------------------------|
| Representation ID: | MCA/WIBstretch/R/2/WIB0008 |
| Organisation/ person making representation: | [redacted] |
| Name of site: | |
| Report map reference: | Whole stretch |
| Route sections on or adjacent to the land: | Whole stretch |
| Other reports within stretch to which this representation also relates | WIB 1, 2, 3, 5 |
| Summary of representation: | |
| [redacted] noted that Natural England should ensure that, unless the natural terrain itself prevents access, any existing or new infrastructure along the Coast Path does not present a barrier to their ability to progress along the Coast Path. | |
| Natural England's comment: | |
| Natural England welcome the Disabled Ramblers comments regarding infrastructure that may present as a barrier to many users of the England Coast Path and will work with Essex County Council as the access authority who have responsibility for establishing and | |

maintaining the trail to ensure all users are considered and structures and surfacing meets all necessary legislation, including that designed to protect wildlife.

| | |
|--|----------------------|
| Representation ID: | MCA/WIB4/R/1/WIB0663 |
| Organisation/ person making representation: | [redacted] |
| Name of site: | |
| Report map reference: | Whole of stretch |
| Route sections on or adjacent to the land: | Whole of stretch |
| Other reports within stretch to which this representation also relates | |
| Summary of representation: | |
| [redacted] is in full agreement with the route in WIB-4, it is a good compromise not too far from the coast. We hope that Natural England will consider future changes taking the path alongside the south or north side of the railway. | |
| Natural England's comment: | |
| Natural England thank [redacted] for their comments and note that our report recognises that future changes may allow a different alignment to be considered in this area. | |

Coastal Access – Wallasea Island to Burnham-on-Crouch



Representations on WIB5 The Quay, North Fambridge to Burnham-on-Crouch and Natural England’s comments

date completed – April 2020

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13. Introduction

This document details representations we have received on the stated coastal access report. These fall into two categories:

- Representations received from persons or bodies that must be sent in full to the Secretary of State (‘full’ representations, reproduced below); and
- Those which have not come from those persons or bodies whose representations we are required to send in full to the Secretary of State (‘other’ representations, summarised below).

It also sets out any comments that Natural England choose to make in response to these representations.

14. Background

Natural England’s compendium of reports setting out its proposals for improved access to the coast from Wallasea Island to Burnham-on-Crouch was submitted to the Secretary of State on 29th January 2020. This began an eight week period during which representations and objections about each constituent report could be made.

In relation to the report for WIB5 The Quay, North Fambridge to Burnham-on-Crouch, Natural England received 4 representations, of which 2 were made by organisations or individuals whose representations must be sent in full to the Secretary of State in accordance with

paragraph 8(1)(a) of Schedule 1A to the National Parks and Access to the Countryside Act 1949. These 'full' representations are reproduced in Section 3 of this document together with Natural England's comments where relevant.

As required by the legislation this document also summarises and, where relevant, comments on the 2 representations submitted by other individuals or organisations, referred to here as 'other' representations. Of those 2 'other' representations, neither contain similar or identical points.

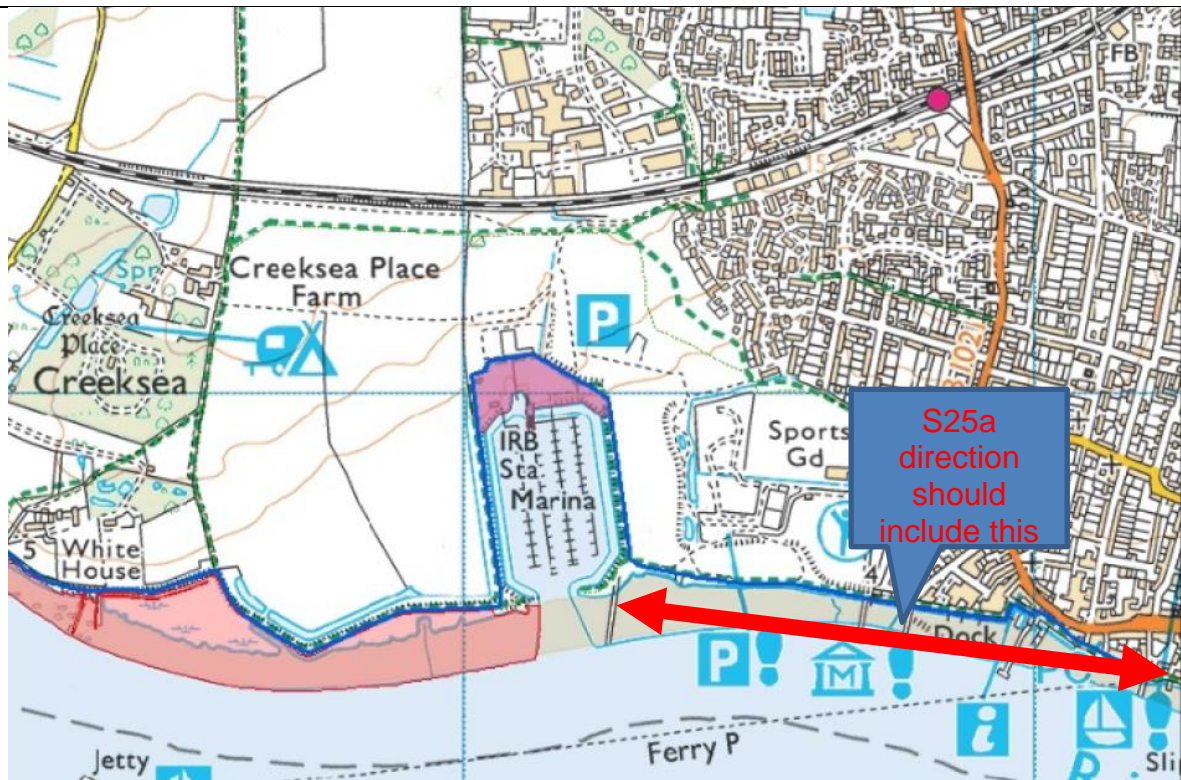
Before making a determination in respect of a coastal access report, the Secretary of State must consider all 'full' representations and our summary of 'other' representations, together with Natural England's comments on each.

No further representations were received after the period of eight weeks beginning with the date on which the report was first advertised on Natural England's website.

15. Record of 'full' representations and Natural England's comments on them

| | |
|---|--------------------------|
| Representation number: | MCA / WIB5/ R /1/WIB0662 |
| Organisation/ person making representation: | [redacted] |
| Route section(s) specific to this representation: | Whole stretch |
| Other reports within stretch to which this representation also relates: | WIB 1, 2, 3, 4 |
| Representation in full | |
| We give our full support to Natural England's proposals for the England Coast Path between Wallasea Island and Burnham-on-Crouch. | |
| Natural England's comments | |
| Natural England thank [redacted] for their supportive comments. | |

| | |
|--|--|
| Representation number: | MCA / WIB5/ R /2/WIB0638 |
| Organisation/ person making representation: | [redacted] |
| Route section(s) specific to this representation: | Report WIB5: Map WIB E5a, Sections WIB-5-S003 to WIB-5-S018 Report WIB5: Map WIB E5b, Sections WIB-5-S053 to WIB-5-S042 |
| Other reports within stretch to which this representation also relates: | WIB 1, 2, 3, 4, |
| Representation in full | |
| <p>[redacted] are wholly supportive of Natural England and the England Coast Path scheme, working closely, with dedicated officers, to ensure that the right route is created and the correct balance is struck between the rights of landowners and the public and our internationally important wildlife sites. The Scheme will bring great benefits to the Essex Coast through economy and tourism and will support our coastal communities, businesses and transport infrastructure. We remain supportive and welcome the scheme however the accuracy within this report is a concern and we wish to see the errors addressed to ensure that the public and the County Council are served with correct information.</p> <p>The report contains errors and inaccurate information relating to the s25a restrictions and to some sections of the route identified as existing highway.</p> <p>There are numerous small and several large errors/ommissions within the S25a directions mapping. It is important that the public are provided with clear and accurate health and safety information regarding coastal access. The omission of areas of saltmarsh and flat implies that it is suitable for public access which we don't believe is the case. The inclusion of areas of land that are not saltmarsh or flat is equally problematic, implying that areas are unsafe for public access when in reality they are safe and should be part of the coastal margin.</p> <p>Report WIB5: Map WIB E5a Sections WIB-5-S003 to WIB-5-S018 The report map shows numerous small areas not included within the S25a direction. We believe that most, if not all of these, are indistinguishable from the surrounding saltmarsh or flat habitat so should be included within the direction.</p> <p>Report WIB5: Map WIB E5b Sections WIB-5-S053 to WIB-5-S042 There appears to be a section of about 1000 metres of mudflat that has been omitted from the S25a direction that we believe should be included.</p> | |



Natural England agree with the general content of this representation and will review and where necessary amend the maps that are made publically available once the access rights are confirmed post establishment (under the commencement order)

Much of the saltmarsh and flat that is determined to be unsafe for the public to access through their coastal access rights is reviewed by site visits from the shore looking across the expanse of saltmarsh and flat. We also consider information made available to us from a range of sources regarding public strandings and rescues within the intertidal area. The final mapped boundaries for the saltmarsh and flat access exclusions are then determined from the habitat inventories held by Natural England. As saltmarsh and flats are transient habitats the point in time mapped boundaries may not precisely align with the feature as it exists in real time. As such the Section 25A restriction on public access to saltmarsh and flat is more about the habitat type than a precise line on a map. Natural England will be working with Essex County Council to provide suitable signage and information at key locations to explain the restrictions to the public.

Natural England agree that there are areas identified in the narrative presented by [redacted] where the saltmarsh and flat habitat inventory layer doesn't coincide with mapped boundaries and there are small pockets of qualifying land that didn't show up due to a difference in mapping scales. In relation to WIB-5-S042 to S053 Natural England apologises for the oversight. We amended the intersection between two adjacent stretch reports in this location. The S25A exclusion in the mudflat and saltmarsh at this location was originally to be proposed as a result of the survey work undertake for the published Burnham-on-Crouch to Maldon report. NE subsequently amended the point between both reports and omitted to carry the work on the exclusion over to the relevant report.

16. Summary of ‘other’ representations making non-common points, and Natural England’s comments on them

| | |
|---|----------------------------|
| Representation ID: | MCA/WIBstretch/R/2/WIB0008 |
| Organisation/ person making representation: | [redacted] |
| Name of site: | |
| Report map reference: | Whole stretch |
| Route sections on or adjacent to the land: | Whole stretch |
| Other reports within stretch to which this representation also relates | WIB 1, 2, 3, 4, |
| Summary of representation: | |
| [redacted] noted that Natural England should ensure that, unless the natural terrain itself prevents access, any existing or new infrastructure along the Coast Path does not present a barrier to their ability to progress along the Coast Path. | |
| Natural England’s comment: | |
| Natural England welcome [redacted]’s comments regarding infrastructure that may present as a barrier to many users of the England Coast Path and will work with Essex County Council as the access authority who have responsibility for establishing and maintaining the trail to ensure all users are considered and structures and surfacing meets all necessary legislation, including that designed to protect wildlife. | |

| | |
|---|----------------------|
| Representation ID: | MCA/WIB5/R/1/WIB0663 |
| Organisation/ person making representation: | [redacted] |
| Name of site: | |
| Report map reference: | |
| Route sections on or adjacent to the land: | |
| Other reports within stretch to which this representation also relates | |

| |
|---|
| Summary of representation: |
| [redacted] is in full agreement with the route in WIB-5. |
| Natural England's comment: |
| Natural England thank [redacted] for their supportive comments. |