

England Coast Path Stretch: Isle of Wight

Report IOW 2: Wootton Bridge to Culver Down

Part 2.1: Introduction

Start Point:	Wootton Bridge (grid reference: 454653.417, 91973.58)
End Point:	Culver Down (grid reference: 463579.291, 85693.788)
Relevant Maps:	IOW 2a to IOW 2k

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

2.1.2 This report covers length IOW 2 of the stretch, which is the coast between Wootton Bridge and Culver Down. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

Part 2.2: Proposals Narrative

The trail:

2.2.1 Follows existing walked routes, including public rights of way, along all of this length.

2.2.2 Follows the coastline quite closely and maintains good views of the sea, with the exception of the inland diversions mentioned below in 2.2.4.

2.2.3 Is aligned on the beach or foreshore at Nettlestone Point, Seagrove Bay, Priory Bay and Bembridge Point to Bembridge Foreland. See parts 2.2.22 & 2.2.23 for details.

2.2.4 Between IOW-2-S017 and IOW-2-S027 an inland diversion is necessary to take the trail past Quarr Abbey, Ryde Golf Club, Ryde House and Pelhamfield residential area.

2.2.5 Follows a route similar to the existing Isle of Wight Coast Path but departs from this in places in order to take walkers closer to the coast.

Protection of the environment:

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

2.2.6 The following designated sites affect this length of coast:

- Solent & Southampton Water SPA
- Solent and Dorset Coast SPA
- Solent and Southampton Water Ramsar
- South Wight Maritime SAC
- Solent & Isle of Wight Lagoons SAC
- Ryde Sands & Wootton Creek SSSI
- Brading Marshes to St Helen's Ledges SSSI
- Priory Woods SSSI
- Whitecliff Bay & Bembridge Ledges SSSI
- Bembridge School & Cliffs SSSI
- Bembridge MCZ
- Quarr Abbey Scheduled Monument
- Puckpool Mortar Battery Scheduled Monument

Map C in the Overview shows the extent of designated areas listed.

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

2.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IOW 2h	IOW-2-S113 & IOW-2-S132 to IOW-2-S137	The following design features are described elsewhere in this report: ■ The trail at St Helen's Duver is aligned along the sea wall and existing PRow rather than through the Duver (which is a dune habitat). In addition we will install: ■ An interpretation panel at Ferry Point explaining the environmental sensitivities and asking people to keep to the path.	To reduce the risk to the plant assemblage growing in the sand dunes being trampled
IOW 2h	IOW-2-S119 to IOW-2-S121	The following design features are described elsewhere in this report: ■ The trail is aligned on a causeway (St Helens Causeway), which is raised approximately 2 metres above the water. Because of this, it will be unlikely that dogs will be able to access the lagoon from the causeway. In addition, we will install: ■ An interpretation panel at Ferry Point explaining the environmental sensitivities and asking people to keep to the path.	To reduce the risk of disturbance to foraging terns in the lagoon by walkers, dogs and establishment works.
IOW 2h	IOW-2-S113	The following design features are described elsewhere in this report: ■ The trail is aligned inland from the eastern end of St Helens Duver along an existing public right of way.	To reduce the risk of trampling of sand dune habitat by walkers.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IOW 2h	IOW-2-S120	The following design features are described elsewhere in this report Existing steps are being upgraded to a bridge	To reduce the risk of bird disturbance by dogs accessing onto the intertidal mudflat
IOW 2h	IOW-2-S131 to IOW-2-S138	The following design features are described elsewhere in this report: The trail alignment has been aligned away from the mouth of the harbour.	To reduce the risk of trampling of a sand dune habitat and related flora by walkers and dogs.

2.2.8 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

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

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

Accessibility:

2.2.9 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 would follow an uneven grass or bare soil path along the cliff top;
- The main route of the trail follows shingle or sand beach at Nettlestone Point, Seagrove Bay, Priory Bay and Bembridge Point to Bembridge Foreland;
- There are steps where the route crosses the railway line in Ryde, ascends/descends the sea wall at Nettlestone beach, ascends/descends through Priory woods, ascends/descends the cliff at Foreland Fields and to the west of Bembridge Boarding Campus. Due to the inherent physical constraints at these locations, creating more accessible gradients instead of steps have been considered but are not feasible due to location and significant construction and stabilisation works and associated costs.

2.2.10 At Priory Woods, some of the existing steps will be improved, so as to make them easier to use. We envisage this happening as part of the physical establishment work described below. There is no scope here to replace the steps with ramps.

2.2.11 The steps on Bembridge causeway will be upgraded to a new bridge, removing the current steep step, and the handrails will be replaced so as to make it easier and safer to use. We envisage this happening as part of the physical establishment works described below.

See part 6a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising statutory discretions:

2.2.12 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of Wootton Creek at Fishbourne, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of Wootton Creek as far as the Wootton Bridge road and pedestrian crossing, as indicated by the extent of the trail shown on map 2a.

2.2.13 This report also proposes that the trail should contain sections aligned on the estuary of the Eastern Yar at Bembridge Harbour, 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 pedestrian bridge at Yar Quay, as indicated by the extent of the trail shown on map IOW 2h.

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

2.2.14 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 2.3.1 below.

2.2.15 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 2.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 2.3.1] explaining what this means in practice.

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

2.2.16 **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.

Direction to exclude access to the saltmarsh and mudflat at Wootton Creek and Bembridge Harbour

2.2.17 Access to the land in the coastal margin adjacent to route sections IOW-2-S001 to IOW-2-S052 and IOW-2-S114 to IOW-2-S131 is to be excluded all year-round by direction under Section 25A the Countryside and Rights of Way Act (2000) as it is mudflat and saltmarsh that 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.

2.2.18 The mudflat in around the island is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from the mud. Areas of saltmarsh are often extensive and have deep channels and creeks,

some of which would not be readily apparent to walkers and can pose a significant risk. See Direction Maps 2A, 2B and 2C for further details.

Direction to exclude access to land at Quarr Abbey, Wootton

2.2.19 Access to the coastal margin is to be excluded by direction seaward of route section IOW-2-S017 all year-round under Section 24 of the Countryside and Rights of Way Act (2000) for land management purposes, to enable existing commercial activities to continue. The exclusion will have no legal effect on land where coastal access rights do not apply.

2.2.20 Quarr Abbey is a monastery that is home to a small group of Benedictine monks as well providing spiritual retreats for paying guests. Public access to the areas of the monastery used for private contemplation is not compatible with the peaceful and secluded environment required by its residents and paying guests. These paying guests are a vital component of the monasteries commercial income. See Direction Maps 2A and 2B for further details.

Direction to exclude access to boatyards at Bembridge Harbour

2.2.21 Access to the coastal margin is to be excluded all year-round, seaward of route sections IOW-2-S113 to IOW-2-S116. This exclusion is proposed under Section 24 (land management) and Section 25(1)(b) (public safety) of the CROW Act to prevent of disruption to ongoing commercial activity and to protect public safety. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

2.2.22 The boatyards on the north side of Bembridge Harbour have ongoing dockyard and marina operations taking place throughout the year. The sites are unfenced and adjacent to the existing footpath that will form part of the route. On the site there are boat hoists and associated machinery for loading / unloading boats. These are used daily. Slipways are also in frequent use. Operations at both sites have significant public safety risks and access would disrupt commercial activity. See Direction Map 2C in the Overview for further details.

Direction to exclude access to watersports and activities centre, Bembridge Harbour

2.2.23 Access to the coastal margin is to be excluded by direction between route section IOW-2-S116 and IOW-2-S118 all year-round under Section 24 of the Countryside and Rights of Way Act (2000) for land management purposes, to enable existing commercial activities to continue. The exclusion will have no legal effect on land where coastal access rights do not apply.

2.2.24 Tackt-isle offers watersports and land activities to individuals, groups and schools. It is a business that relies on providing a secure environment for its users, and its facilities are for the sole use of paying clients. An exclusion is necessary for safe-guarding reasons and so that public access does not affect its commercial operation. See Direction Map 2C in the Overview for further details.

2.2.25 These directions will not prevent or affect:

- any existing local use of the land by right;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

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

2.2.26 The directions we give are intended to avoid any new public rights being created over the areas in question in view of the hidden dangers to which new users of the land would be subject because of the nature of the mud and clay and safety hazards around the boatyards.

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

2.2.27 Optional alternative routes: An optional alternative route is to operate as an optional diversion from the ordinary route between IOW-2-S060 and IOW-2-S066, when it is subject to high tides. The optional alternative route is to be at the centre of the line shown as IOW-2-OA001 to IOW-2-OA011 on maps IOW 2f. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.28 An optional alternative route is to operate as an optional diversion from the ordinary route between IOW-2-S066 and IOW-2-S107, when it is subject to high tides. The optional alternative route is to be at the centre of the line shown as IOW-2-OA012 to IOW-2-OA032 on maps IOW 2g. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.29 An optional alternative route is to operate as an optional diversion from the ordinary route between IOW-2-S132 and IOW-2-S141, when it is subject to high tides. The optional alternative route is to be at the centre of the line shown as IOW-2-AO033 to IOW-2-AO051 on maps IOW 2h and IOW 2j. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.30 By default, an optional 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 optional 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. See columns 5a and 5b of table

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

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

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

2.2.32 Column 4 of tables 2.3.1 and 2.3.2 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 maps IOW 2f to IOW 2k as the proposed route of the trail.

2.2.33 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.

2.2.34 On sections for which roll-back is not proposed in tables 2.3.1 or 2.3.2, the route is to be at the centre of the line shown on maps IOW 2a to IOW 2k as the proposed route of the trail.

Other future change:

2.2.35 There are also places described in this report where we foresee the need for future changes to the proposed access provisions because of proposed developments at the following sites: Ryde Esplanade Regeneration Plan (IOW-2-S033 to IOW-2-S046). These are summarised in part 7 of the Overview.

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

Establishment of the trail:

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

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

2.2.37 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £118,636 and is informed by:

- information already held by the access authority, The Isle of Wight Council, in relation to the management of the existing Isle of Wight Coast Path;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

2.2.38 There are eight main elements to the overall cost:

- A significant number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing Isle of Wight Coast Path.
- Any signs and information boards with outdated information about the existing route of the Isle of Wight Coast Path would require replacement.
- Upgrade of St Helens Causeway with a new bridge to replace existing steep steps halfway along the causeway to improve accessibility and to complement the two existing bridges that have been installed in recent years.
- New steps at Priory Woods and along the coastline between Bembridge and Culver Down. These will replace undercut or worn away steps.
- Replacement boardwalks at Priory Woods, where most of the existing infrastructure is undercut or has been affected by slumping due to the high amount of clay here.
- Significant surface upgrades and addition of handrails to enhance the convenience of the trail at Priory Wood as there has been significant erosion and slumping to the current route of the IOW coast path.
- More significant items of establishment works are shown on the relevant maps accompanying this report.
- The project management and variance costs are precautionary to allow for external factors that may increase costs such as weather, future erosion events and accessibility to some of the sites for materials and labour.

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
Signs & interpretation	£16,259
Steps	£12,500
Boardwalks	£20,500
Causeway bridge upgrade	£5,500
Handrails	£1,500

Vegetation clearance	£500
Surfacing works	£34,500
Project management & variance	£27,377
Total	£118,636 (Exclusive of any VAT payable)

2.2.39 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, The Isle of Wight Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

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

2.2.41 We estimate that the annual cost to maintain the trail will be £7,136.05 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 2.3: Proposals Tables

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

2.3.1 Section Details: Maps IOW 2a to IOW 2k – Wootton Bridge to Culver Down

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: 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 4 – ‘Yes – see table 2.3.4’ 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
IOW 2a	IOW-2-S001 & IOW-2-S002	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 2a	IOW-2-S003	Cycle track (pedestrian)	No	No	Fence line	Clarity and cohesion	
IOW 2a	IOW-2-S004	Public footway (pavement)	No	No	Various	Clarity and cohesion	Landward boundary comprises of wall and fence
IOW 2a	IOW-2-S005	Public highway	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
IOW 2a	IOW-2-S006	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 2a	IOW-2-S007 & IOW-2-S008	Public footpath	No	No	Fence line	Clarity and cohesion	
IOW 2a	IOW-2-S009	Public footpath	No	No	Landward edge of road	Clarity and cohesion	
IOW 2a	IOW-2-S010*	Public footpath	No	No	Tree line	Clarity and cohesion	
IOW 2a	IOW-2-S011*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 2a	IOW-2-S012*	Public Highway	No	No			
IOW 2a	IOW-2-S013*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 2a	IOW-2-S014	Public highway	No	No			
IOW 2a	IOW-2-S015	Public footway (pavement)	No	No	Various	Clarity and cohesion	Landward boundary comprises of hedgerow and fence
IOW 2a	IOW-2-S016	Public highway	No	No	Landward edge of road	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
IOW 2b	IOW-2-S017* & IOW-2-S018*	Public bridleway	No	No	Various	Clarity and cohesion	Landward boundary comprises of edge of track, wall and fence
IOW 2b	IOW-2-S019* & IOW-2-S020*	Public bridleway	No	No	Edge of track	Clarity and cohesion	
IOW 2c	IOW-2-S021*	Public highway	No	No	Landward edge of road	Clarity and cohesion	
IOW 2c	IOW-2-S022* & IOW-2-S023*	Public footpath	No	No	Edge of track	Clarity and cohesion	
IOW 2c	IOW-2-S024*	Public footpath	No	No			
IOW 2c	IOW-2-S025* & IOW-2-S026*	Public footpath	No	No	Landward edge of road	Clarity and cohesion	
IOW 2c	IOW-2-S027*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 2c	IOW-2-S028*	Other existing walked route	No	No			
IOW 2c & IOW 2d	IOW-2-S029* to IOW-2-S033*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 2d	IOW-2-S034	Public highway	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
IOW 2d	IOW-2-S035	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 2d	IOW-2-S036	Public highway	No	No			
IOW 2d	IOW-2-S037	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 2d	IOW-2-S038*	Public highway	No	No			
IOW 2d	IOW-2-S039*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 2d	IOW-2-S040*	Other existing walked route	No	No	Landward edge of steps	Clarity and cohesion	
IOW 2d	IOW-2-S041*	Other existing walked route	No	No	Landward edge of bridge	Clarity and cohesion	
IOW 2d	IOW-2-S042*	Other existing walked route	No	No	Landward edge of steps	Clarity and cohesion	
IOW 2d	IOW-2-S043*	Other existing walked route	No	No	Wall	Clarity and cohesion	
IOW 2d	IOW-2-S044*	Public footway (pavement)	No	No	Pavement edge	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
IOW 2d	IOW-2-S045*	Public footway (pavement)	No	No			
IOW 2d	IOW-2-S046 to IOW-2-S048	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 2e	IOW-2-S049	Public footpath	No	No	Wall	Clarity and cohesion	
IOW 2e	IOW-2-S050	Public footway (pavement)	No	No			
IOW 2e	IOW-2-S051	Public highway	No	No			
IOW 2e	IOW-2-S052	Public footway (pavement)	No	No	Various	Clarity and cohesion	Landward boundary comprises of garden walls, fences and gates
IOW 2e	IOW-2-S053	Public highway	No	No			
IOW 2e & IOW 2f	IOW-2-S054 to IOW-2-S057	Public footpath	No	No	Pavement edge	Clarity and cohesion	
IOW 2f	IOW-2-S058	Public footpath	No	No	Wall	Clarity and cohesion	
IOW 2f	IOW-2-S059	Public highway	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
IOW 2f	IOW-2-S060	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 2f	IOW-2-S061	Public footpath	Yes - See table 2.3.4	Yes - Barrier			
IOW 2f	IOW-2-S062 & IOW-2-S063	Other existing walked route	Yes - See table 2.3.4	Yes - Beach			
IOW 2f	IOW-2-S064 & IOW-2-S065	Other existing walked route	Yes - See table 2.3.4	No			Trail is aligned on concrete ramp to the beach
IOW 2f	IOW-2-S066	Public bridleway	No	No			
IOW 2g	IOW-2-S067 & IOW-2-S068	Public bridleway	Yes - See table 2.3.4	No			
IOW 2g	IOW-2-S069 to IOW-2-S075	Other existing walked route	Yes - See table 2.3.4	Yes - Beach			
IOW 2g	IOW-2-S076	Other existing walked route	Yes - See table 2.3.4	No	Landward edge of steps	Clarity and cohesion	
IOW 2g	IOW-2-S077 to IOW-2-S080	Other existing walked route	Yes - See table 2.3.4	Yes - Barrier			

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
IOW 2g	IOW-2-S081 & IOW-2-S082	Other existing walked route	Yes - See table 2.3.4	Yes - Beach			
IOW 2g	IOW-2-S083 to IOW-2-S085	Public footpath	Yes - See table 2.3.4	No			
IOW 2g	IOW-2-S086 to IOW-2-S088	Public footpath	Yes - See table 2.3.4	Yes - Beach			
IOW 2g	IOW-2-S089* to IOW-2-S101*	Public footpath	Yes - See table 2.3.4	No			
IOW 2g	IOW-2-S102	Other existing walked route	Yes - See table 2.3.4	Yes - Beach			
IOW 2g	IOW-2-S103 & IOW-2-S104	Other existing walked route	Yes - See table 2.3.4	No	Tree line	Clarity and cohesion	
IOW 2g	IOW-2-S105 & IOW-2-S106	Other existing walked route	Yes - See table 2.3.4	No			
IOW 2g	IOW-2-S107	Other existing walked route	Yes - See table 2.3.4	Yes - Barrier			
IOW 2h	IOW-2-S108 to IOW-2-S112	Other existing walked route	No	Yes - Barrier			

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
IOW 2h	IOW-2-S113*	Other existing walked route	Yes - See table 2.3.4	No	Hedgerow	Clarity and cohesion	
IOW 2h	IOW-2-S114 to IOW-2-S116	Other existing walked route	Yes - See table 2.3.4	No			
IOW 2h	IOW-2-S117 & IOW-2-S118	Other existing walked route	Yes - See table 2.3.4	No			
IOW 2h	IOW-2-S119	Public footpath	Yes - See table 2.3.4	No			
IOW 2h	IOW-2-S120*	Public footpath	Yes - See table 2.3.4	No	Path	Clarity and cohesion	Landward boundary is the edge of the causeway
IOW 2h	IOW-2-S121	Public footpath	Yes - See table 2.3.4	No			
IOW 2h	IOW-2-S122	Public footpath	No	No	Wall	Clarity and cohesion	
IOW 2h	IOW-2-S123* to IOW-2-S126*	Other existing walked route	No	No			
IOW 2h	IOW-2-S127* to IOW-2-S133*	Public footway (pavement)	No	No	Pavement edge	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
IOW 2h & IOW 2i	IOW-2-S134* to IOW-2-S136*	Other existing walked route	Yes	No			
IOW 2i	IOW-2-S137* to IOW-2-140*	Other existing walked route	Yes - See table 2.3.4	Yes - Beach			
IOW 2i	IOW-2-S139 & IOW-2-S140	Other existing walked route	Yes - See table 2.3.4	Yes - Beach			
IOW 2j	IOW-2-S141	Public footpath	Yes – See table 2.3.4	Yes - Barrier			
IOW 2j	IOW-2-S142 & IOW-2-S143	Public footpath	Yes – See table 2.3.4	Yes - Barrier			
IOW 2j	IOW-2-S144* to IOW-2-S145*	Other existing walked route	Yes – See table 2.3.4	Yes - Barrier			
IOW 2j	IOW-2-S146*	Public footpath	Yes – See table 2.3.4	No	Fence line	Clarity and cohesion	
IOW 2j	IOW-2-S147*	Public footpath	Yes – See table 2.3.4	No			
IOW 2j	IOW-2-S148 & IOW-2-S149	Public footpath	Yes - Normal	No			
IOW 2j	IOW-2-S150 to IOW-2-S156	Public footpath	Yes - Normal	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
IOW 2j	IOW-2-S157	Public footpath	Yes - See table 2.3.4	No			
IOW 2k	IOW-2-S158	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
IOW 2k	IOW-2-S159 & IOW-2-S160	Public footpath	Yes - See table 2.3.4	No			
IOW 2k	IOW-2-S161	Public footpath	Yes - See table 2.3.4	No	Hedgerow	Clarity and cohesion	
IOW 2k	IOW-2-S162	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
IOW 2k	IOW-2-S163	Public footpath	Yes - See table 2.3.4	No	Fence line		
IOW 2k	IOW-2-S164*	Other existing walked route	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
IOW 2k	IOW-2-S165	Public footpath	Yes - See table 2.3.4	No			
IOW 2k	IOW-2-S166	Public footpath	Yes - See table 2.3.4	No			

2.3.2 Optional alternative route details: Maps IOW 2f to IOW 2l – Tollgate Holiday Bungalows to Bembridge Holiday Village

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: 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 4 – ‘Yes – see table 2.3.4’ 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 and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. 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
IOW 2f	IOW-2-AOA001	Public footway (pavement)	No	Various	Pavement edge	Seaward boundary comprises of fence, wall and shop front
IOW 2f	IOW-2-OA002	Public highway	No			
IOW 2f	IOW-2-OA003	Public footway (pavement)	No	Shop front	Pavement Edge	
IOW 2f	IOW-2-OA004 & IOW-2-OA005	Public highway	No			
IOW 2f	IOW-2-OA006	Public footway (pavement)	No	Pavement edge	Various	Landward boundaries comprises of shop front and wall
IOW 2f	IOW-2-OA007	Public highway	No			
IOW 2f	IOW-2-OA008	Public footway (pavement)	No		Pavement edge	

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
IOW 2f	IOW-2-OA009	Public footway (pavement)	No	Shop front	Pavement edge	
IOW 2f	IOW-2-OA010	Public bridleway	No	Fence line	Pavement edge	
IOW 2f	IOW-2-OA011	Public bridleway	No	Fence line		
IOW 2g	IOW-2-OA012	Public footpath	No			
IOW 2g	IOW-2-OA013 & IOW-2-OA014	Public footpath	No	Hedgerow	Hedgerow	
IOW 2g	IOW-2-OA015 to IOW-2-OA017	Public footpath	No	Edge of track	Edge of track	
IOW 2g	IOW-2-OA018 to IOW-2-OA023*	Public footpath	No			
IOW 2g	IOW-2-OA024 to IOW-2-OA026*	Public bridleway	No			
IOW 2g	IOW-2-OA027 to IOW-2-OA029*	Public footpath	No			
IOW 2g	IOW-2-OA030 to	Public highway	No			

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
	IOW-2-OA032*					
IOW 2h	IOW-2-OA033	Public footway (pavement)	No	Hedgerow	Pavement edge	
IOW 2h	IOW-2-OA034	Public highway	No			
IOW 2h	IOW-2-OA035	Public footpath	No	Edge of track		
IOW 2h	IOW-2-OA036	Public footpath	No	Fence line	Fence line	
IOW 2h & IOW 2i	IOW-2-OA037 & IOW-2-OA038	Other existing walked route	No	Edge of track	Edge of track	
IOW 2i	IOW-2-OA039 & IOW-2-OA040	Public bridleway	No	Edge of track	Edge of track	
IOW 2i	IOW-2-OA041	Public highway	No			
IOW 2i	IOW-2-OA042	Public footway (pavement)	No	Pavement edge	Fence line	
IOW 2i	IOW-2-OA043* & IOW-2-OA044*	Public bridleway	No			
IOW 2i	IOW-2-OA045*	Public footway (pavement)	No	Edge of gardens	Pavement edge	

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
IOW 2i	IOW-2-OA046* to IOW-2-OA050*	Other existing walked route	No	Fence line	Fence line	
IOW 2i	IOW-2-OA051	Public footway (pavement)	No	Edge of gardens	Pavement edge	
IOW 2i	IOW-2-OA052	Other existing walked route	No	Various		Seaward boundary comprises of fence and hedgerow

2.3.3 Other options considered: Maps IOW 2a to IOW 2k – Wootton Bridge to Culver Down

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 2a	IOW-2-S010 to IOW-2-S012	We considered aligning the trail to continue along Ashlake Copse Road and then along Ranalagh Drive.	We opted for the proposed route because: ■ 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. ■ It is more direct. ■ It reduces on-road walking. ■ Despite being closer to the water, the alternative route doesn't offer any improvement in terms of coastal views.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 2a	IOW-2-S010 to IOW-2-S013	We considered aligning the trail to continue along Ashlake Copse Road to Ranalagh Drive, through the wooded area to Royal Victoria Yacht Club and then along the Royal Victoria Yacht Club drive adjacent the ferry terminal.	We opted for the proposed route because: ■ We concluded that the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme. ■ It avoids taking walkers through the middle of a busy boat yard. ■ It is more convenient.
IOW 2b & IOW 2c	IOW-2-S017 to IOW-2-S032	We considered aligning the trail down Fishbourne Lane and along the shore to Ryde Sands as a low tide route. The proposed route would have been the optional alternative route.	We opted for the proposed route because: ■ The low tide route would have been approximately 3km with few places for walkers to escape a rising tide. ■ The shore here is a mixture of mud, sand and clay, interspersed with large slippery boulders and was deemed to be unsafe for access.
IOW 2b	IOW-2-S017	We considered aligning the trail to the coast down Fishbourne Lane, through Fishbourne Copse and through the fields back to Quarr Road.	We opted for the proposed route because: ■ 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.
IOW 2b	IOW-2-S017	We considered aligning the trail down Fishbourne Lane to the coast, into Fishbourne Copse and along the coast within the woodland, then returning to Quarr Road by the Quarr Abbey remains.	■ It is more convenient and less circuitous. ■ It is less disturbing to feeding and roosting water birds on the shoreline and the heronry at Quarr Abbey Farm. ■ Access to the beach via Fishbourne Lane will be available as spreading room. ■ We have proposed a direction excluding access to this land under s24 of the CROW Act. A route through this section is therefore not possible. See section 2.2.18.
IOW 2b & IOW 2c	IOW-2-S017 to IOW-2-S022	We considered aligning the trail along the shore from Fishbourne Lane to public footpath R47 and then along R47 to Ladies' Walk. This would have been a low tide route and the proposed trail	We opted for the proposed route because: ■ The route along the foreshore consists of some sand with mudflat and blue slipper

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
		alignment would have been the optional alternative route.	clay in places which would be unsuitable for public access.
IOW 2b & IOW 2c	IOW-2-S023 to IOW-2-S032	We considered aligning the trail down public footpath R47 and along the shore to Ryde Sands.	The route along the foreshore would not be available at high tide and a rising tide may cause walkers unfamiliar with the area to become cut off from the mainland.
IOW 2b & IOW 2c	IOW-2-S017 to IOW-2-S022	We considered aligning the trail to the shore down Fishbourne Lane, through Fishbourne Copse, along the beach to The Keys woodland, through the woodland to public footpath R47 and then back to Ladies' Walk.	We opted for the proposed route because: - The section of route along the foreshore consists of some sand with mudflat and blue slipper clay in places which would be unsafe for public access. - We have proposed a direction excluding access to this land under s24 of the CROW Act. A route through this section is therefore not possible. See section 2.2.18 - The terrain through Fishbourne Copse and The Keys woodland can be challenging and not suitable for those who are less able. - The infrastructure required to facilitate a path within both woodlands was not feasible due to the nature of the terrain.
IOW 2c	IOW-2-S023	We considered aligning the trail down public footpath R47, which is aligned north to south along a stream, east of Seagulls house and through the wooded area to the north and east of Ryde House, joining Ladies Walk from Ryde House Drive.	We opted for the proposed route because: - 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. - Due to being aligned inland this route has less impact on the privacy of residents at Ryde House rehabilitation centre who use the woodland and gardens close to the coast here. - It is more convenient and less circuitous.
IOW 2c & IOW 2d	IOW-2-S027 to IOW-2-S033	We considered aligning the trail along Augusta Road to the beach and then east along the beach to Ryde Pier.	We opted for the proposed route because: The route considered is hazardous with a steep seawall and pipes which would pose a tripping hazard.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 2c & IOW 2d	IOW-2-S028 to IOW-2-S033	We considered aligning the trail to continue along St Thomas Street, following the pavement to Ryde Pier.	We opted for the proposed route because: ■ It is closer to the coast and offers better sea views.
IOW 2d	IOW-2-S038 to IOW-2-S045	We considered aligning the trail to continue along the Esplanade and then to the sea wall adjacent the bowling green.	We opted for the proposed route because: ■ It is closer to the coast and offers better sea views. ■ It takes walkers closer to the hovercraft terminal, allowing a more convenient link up with local transport to the main land.
IOW 2g	IOW-2-S089 to IOW-2-S101	We considered aligning the trail to continue along the beach and adding in major infrastructure works around Nodes Point to create a raised walking platform.	We opted for the proposed route because: ■ It is still close to the coast and offers good views out across the sea through the woodland. ■ The infrastructure works around Nodes Point were not feasible due to the nature of the terrain.
IOW 2g	IOW-2-S090	We considered creating a bridge to better span two points along this route between national grid references 463443,90271 and 463458,90210. This would span a gully rather than existing walked route around it.	We opted for the proposed route because: ■ The bridge required would be approximately 60 meters and the existing route is well used and requiring only small modifications ■ Establishment of the bridge was not feasible due to the nature of the terrain, which is slowly but actively slumping.
IOW 2h	IOW-2-S113	We considered aligning the trail around the seaward edge of the sand dunes at the end of St Helen's Duver.	We opted for the proposed route because: ■ It is more convenient and less circuitous. ■ It avoids directing walkers onto sand dune habitat and potentially increasing trampling impact on the habitat.
IOW 2h	IOW-2-S123 to IOW-2-S126	We considered aligning the trail to follow the existing Isle of Wight Coast Path; west along Latimer Road and then east along Station Road.	We opted for the proposed route because: ■ It is closer to the coast and maintains views of the sea. ■ It reduces the amount of coastal margin that would otherwise be excepted land. ■ It is already a well-used route.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 2h	IOW-2-S127 to IOW-2-S129	We considered aligning the trail across Embankment Road at national grid reference 463058, 88539 and into the RSPB reserve landward of the road, following the permissive track and returning to Embankment Road at national grid reference 463951, 88333	We opted for the proposed route because: ■ The route considered would require two crossings over a busy road. ■ The route considered would require significant infrastructure works to mitigate against disturbance to wildlife in the nature reserve. ■ The proposed route offers good views over Bembridge Harbour and is the most coastal and convenient route.
IOW 2h	IOW-2-S127 to IOW-2-S129	We considered aligning the trail across Embankment Road at national grid reference 463058, 88539 and into the RSPB reserve landward, following the permissive track and returning to Embankment Road at national grid reference 463951, 88333 at the entrance to the access track to Harbour Farm 463766, 88230	We opted for the proposed route because: ■ The route considered would require two crossings over a busy road. ■ The route considered would require significant infrastructure works to mitigate against disturbance to wildlife in the nature reserve. ■ The proposed route offers good views over Bembridge Harbour and is the most coastal and convenient route.
IOW 2h	IOW-2-S127 to IOW-2-S131	We considered aligning the trail across Embankment road at national grid reference 463058, 88539 and into the RSPB reserve landward of the road, following the permissive track and then continuing along an old railway track to Station Road and close to Pilot Boat.	We opted for the proposed route because: ■ The route considered would require two crossings over a busy road. ■ The route considered would require significant infrastructure works to mitigate against disturbance to wildlife in the nature reserve. ■ The proposed route offers good views over Bembridge Harbour and is the most coastal and convenient route. ■ The route considered would cross over areas of excepted land currently used for light industry and construction of boats.
IOW 2h	IOW-2-131 to IOW-2-132	We considered aligning the trail to follow the coastline along the beach and dunes.	We opted for the proposed route because: ■ It avoids increasing trampling along the sand dune habitat which is already under pressure by recreation and sea level rise.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			■ It is safer due to an increased distance from the mineral distribution facility and busy access road.
IOW 2h	IOW-2-S131 to IOW-2-S138	We considered aligning the trail along the track to the mineral distribution facility and on to the beach following the fence line adjacent Beach Cottage.	We opted for the proposed route because: ■ It is closer to the coast and already a well-used route by walkers. ■ It avoids directing walkers along a narrow track used by the mineral distribution facility vehicles.
IOW 2i	IOW-2-OA043 to IOW-2-OA050	We considered aligning the route from Foreland Farm Lane onto Howgate Road and then Paddock Drive.	We opted for the proposed route because: ■ It is more convenient and makes use of an off road walked route.
IOW 2j	IOW-2-S144 to IOW-2-S147	We considered aligning the trail up the steps to The Lobster and Crab (footpath BB43) and then behind the beach houses on a raised walkway (footpath BB10).	We opted for the proposed route because: ■ It is closer to the coast and maintains better and more consistent view of the sea. ■ It is more accessible and convenient for walkers.
IOW 2k	IOW-2-S164	Sandhills Holiday Park We considered aligning the trail: - ■ Via a bridge to span the length of the slip to meet both sides of the existing public right of way, this would need to span in excess of 35m ■ Via a shorter bridge encroaching onto the grassed area on the owners land, this would need a span in excess of 15m	We opted for the proposed route because: ■ The cliff at this location is very unstable due to heavy rain and water soaking seaward from higher ground inland making it waterlogged making the cliff edge vulnerable to more slippage ■ There is no short to long term certainty regarding the stability of the cliff here should either bridge be constructed ■ The cost of bridging here would be prohibitive considering the unstable nature of the cliff ■ At IOW-2-S164 follows a permissive alignment agreed with the owners and the Isle of Wight Council to ensure the current Isle of Wight Coast Path remains open

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			■ It ensures that walkers remain close to the coast and enjoy increased recreational benefit ■ 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.

2.3.4 Roll-back implementation – more complex situations: Maps IOW 2f to IOW 2k – Tollgate Holiday Bungalows to Culver Down

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 2f	IOW-2-S061 to IOW-2-S065	Buildings, curtilage and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
IOW 2g	IOW-2-S067 to IOW-2-S077	Buildings, curtilage and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
IOW 2g	IOW-2-S078 to IOW-2-S107	Priory Bay Hotel & Golf Course Nodes Point Holiday Centre & Camping/Caravan Site	If it is no longer possible to find a viable route seaward of the specified hotel, golf course and holiday centre, we will choose a new route after detailed discussions with all relevant interests either (a) to pass through the site/course, or (b) if this is not practicable, to pass somewhere on the landward side of it. 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.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 2g	IOW-2-S085 to S098	Prior Woods SSSI, Brading Marshes and St Helens	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it.
IOW 2g	IOW-2-S102	Ledges SSSI and Solent and Southampton Water SPA and Ramsar	
IOW 2h	IOW-2-S113	Buildings, curtilage and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
IOW 2h	IOW-2-S113 to IOW-2-S120	Brading Marshes and St Helens Ledges SSSI and Solent and Southampton Water SPA and Ramsar	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it.
IOW 2h	IOW-2-S120 to IOW-2-S121	Old Mill Ponds	Should the causeway breach or no longer be accessible, we will choose a new route after detailed discussions with all relevant interests to pass somewhere on the landward or seaward side of it
IOW 2h, IOW 2i & IOW 2j	IOW-2-S137 to IOW-2-S147	Buildings, curtilage and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 2h, IOW 2i & IOW 2j	IOW-2-S138 to IOW-2-S166	Brading Marshes to St Helen's Ledges, Bembridge School and Cliffs SSSI, Whitecliff Bay and Bembridge Ledges SSSI, Solent and Southampton Water SPA & Ramsar. Specific features that could be impacted include Invertebrate and waterbird assemblages	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it.
IOW 2j and IOW 2k	IOW-2-S158 to IOW-2-S159	Bembridge Boarding School Playing fields	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. school, buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
IOW 2j & IOW 2k	IOW-2-S160 to IOW-2-S165	Whitecliff Bay Holiday Park	If it is no longer possible to find a viable route seaward of the specified hotel, golf course and holiday centre, we will choose a new route after detailed discussions with all relevant interests either (a) to pass through the site/course, or (b) if this is not practicable, to pass somewhere on the landward side of it. 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.
IOW 2k	IOW-2-S163 to IOW-2-S165	Sandhills Holiday Park	If it is no longer possible to find a viable route seaward of Sandhills Holliday Park, we will choose a new route after detailed discussions with all relevant interests, to pass somewhere on the landward side of it. 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.

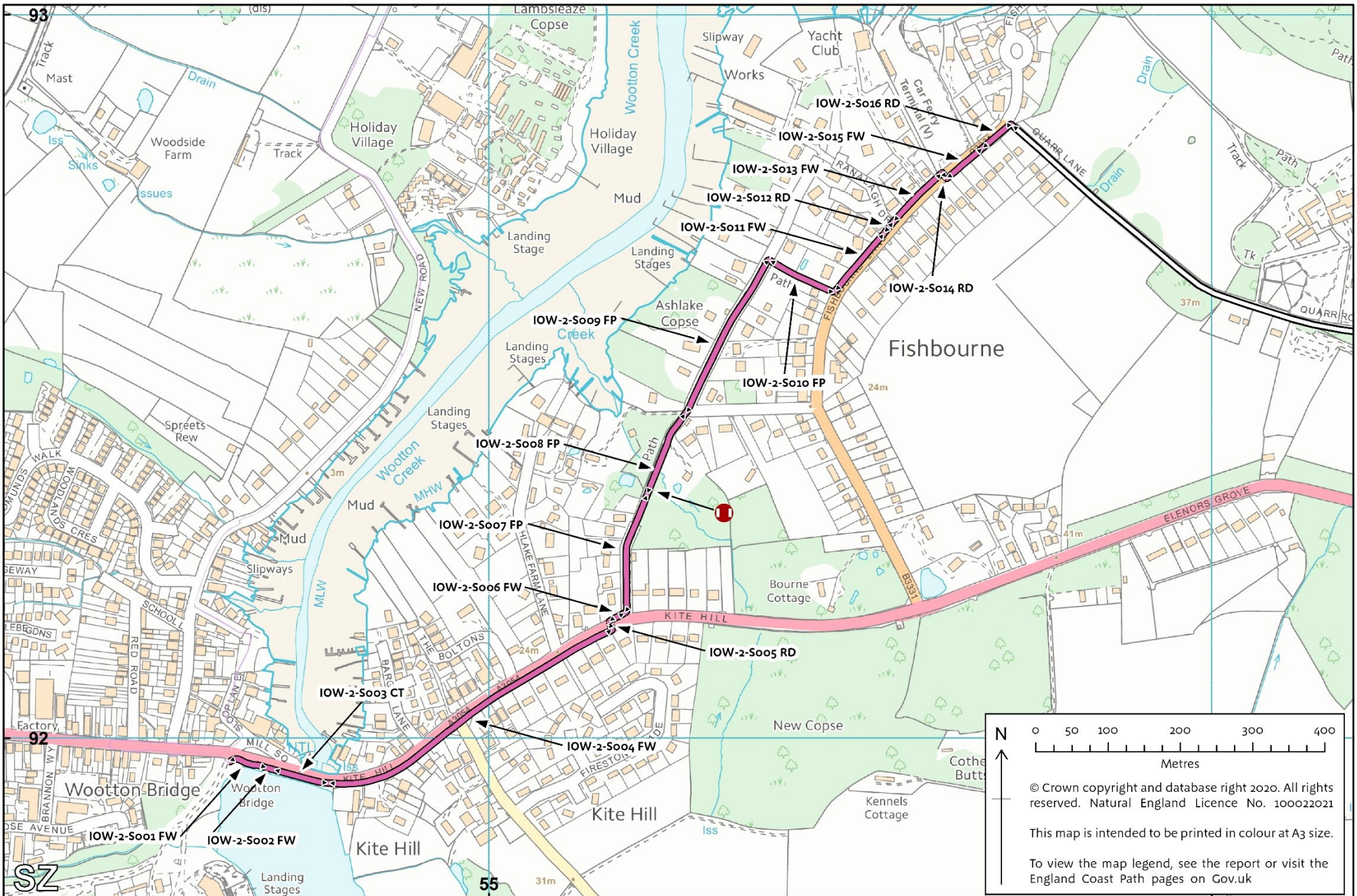
Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 2k	IOW-2-165	Buildings, curtilage and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

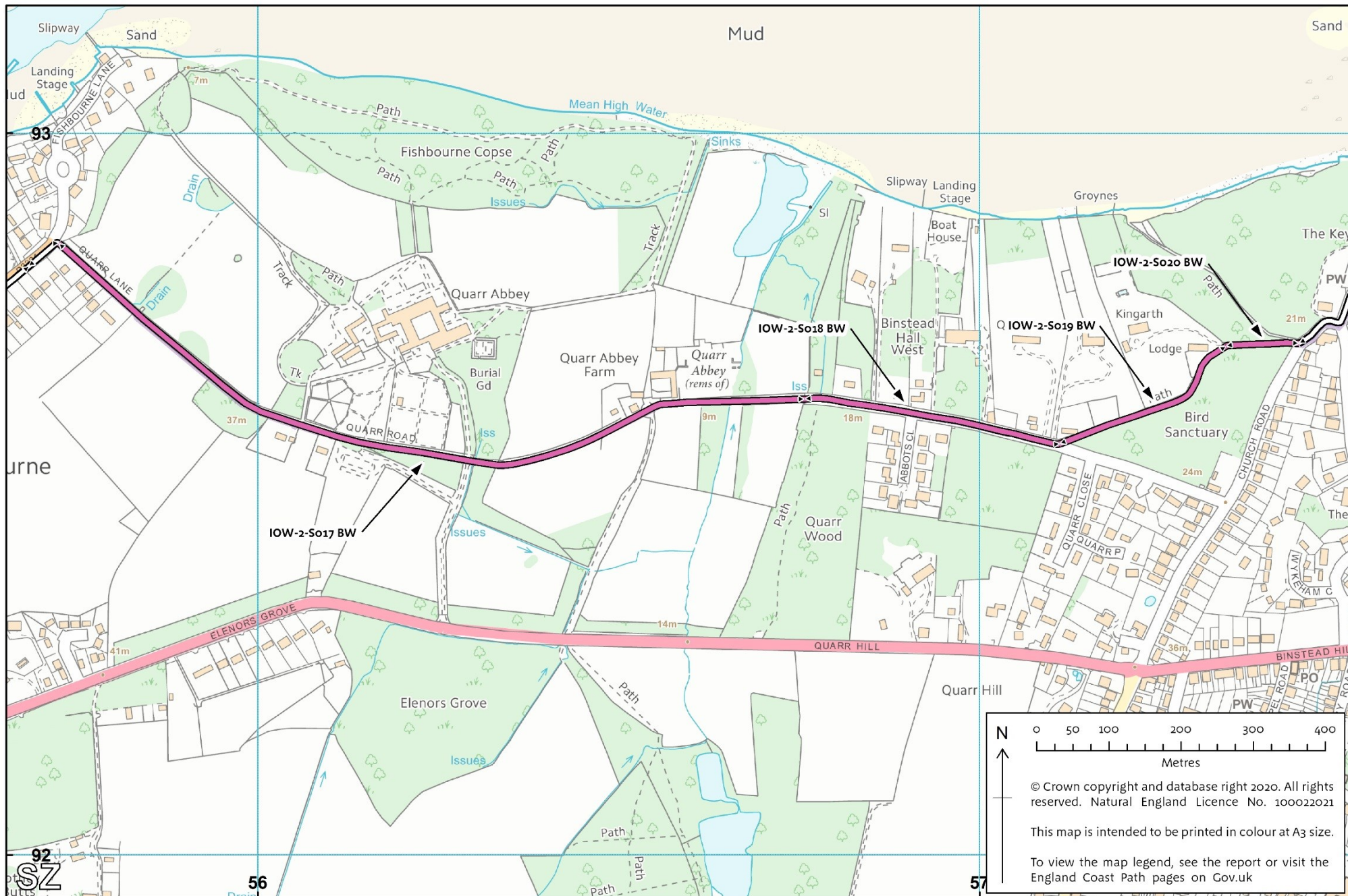
Part 2.4: Proposals Maps

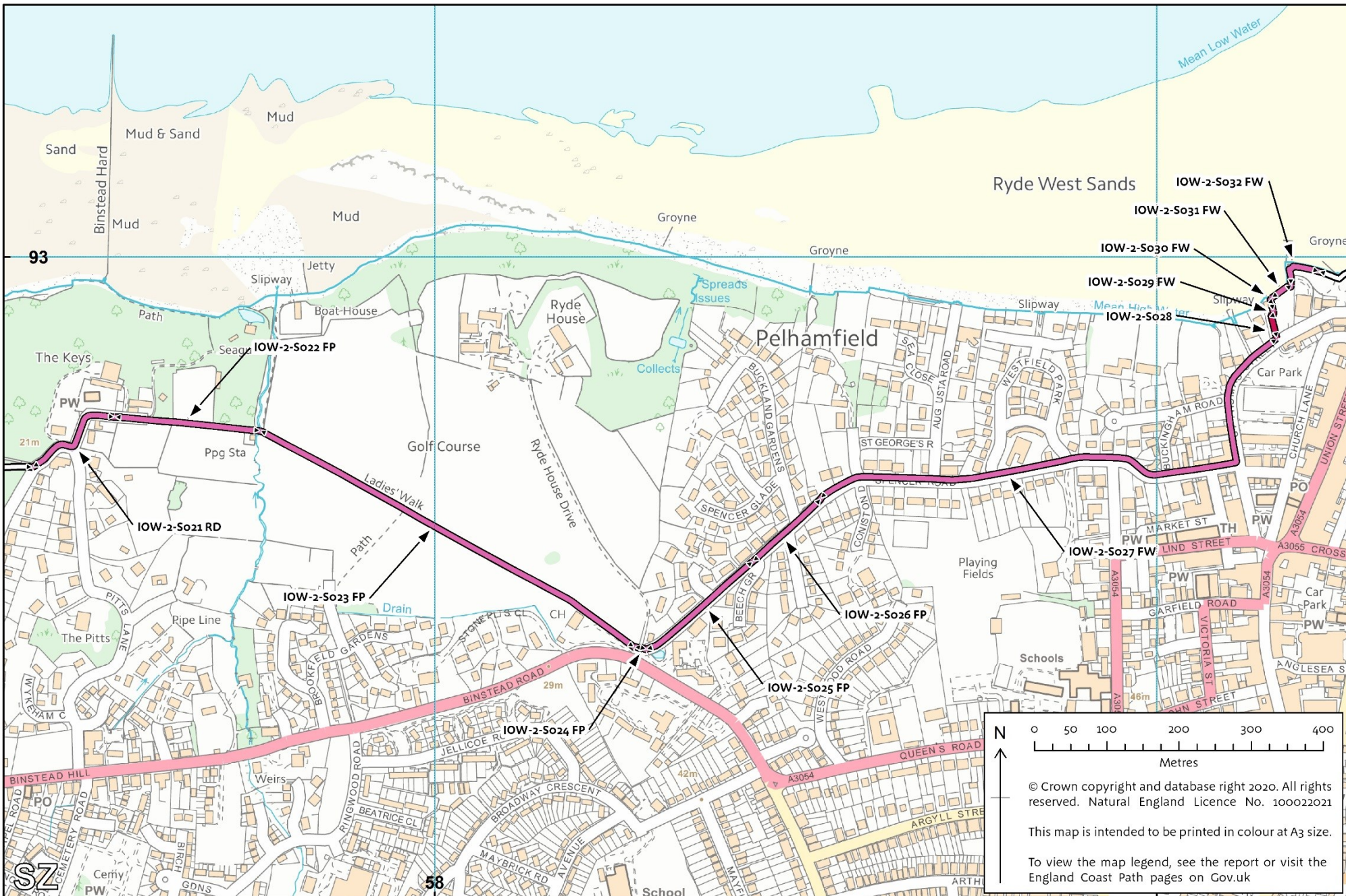
2.4.1 Map Index

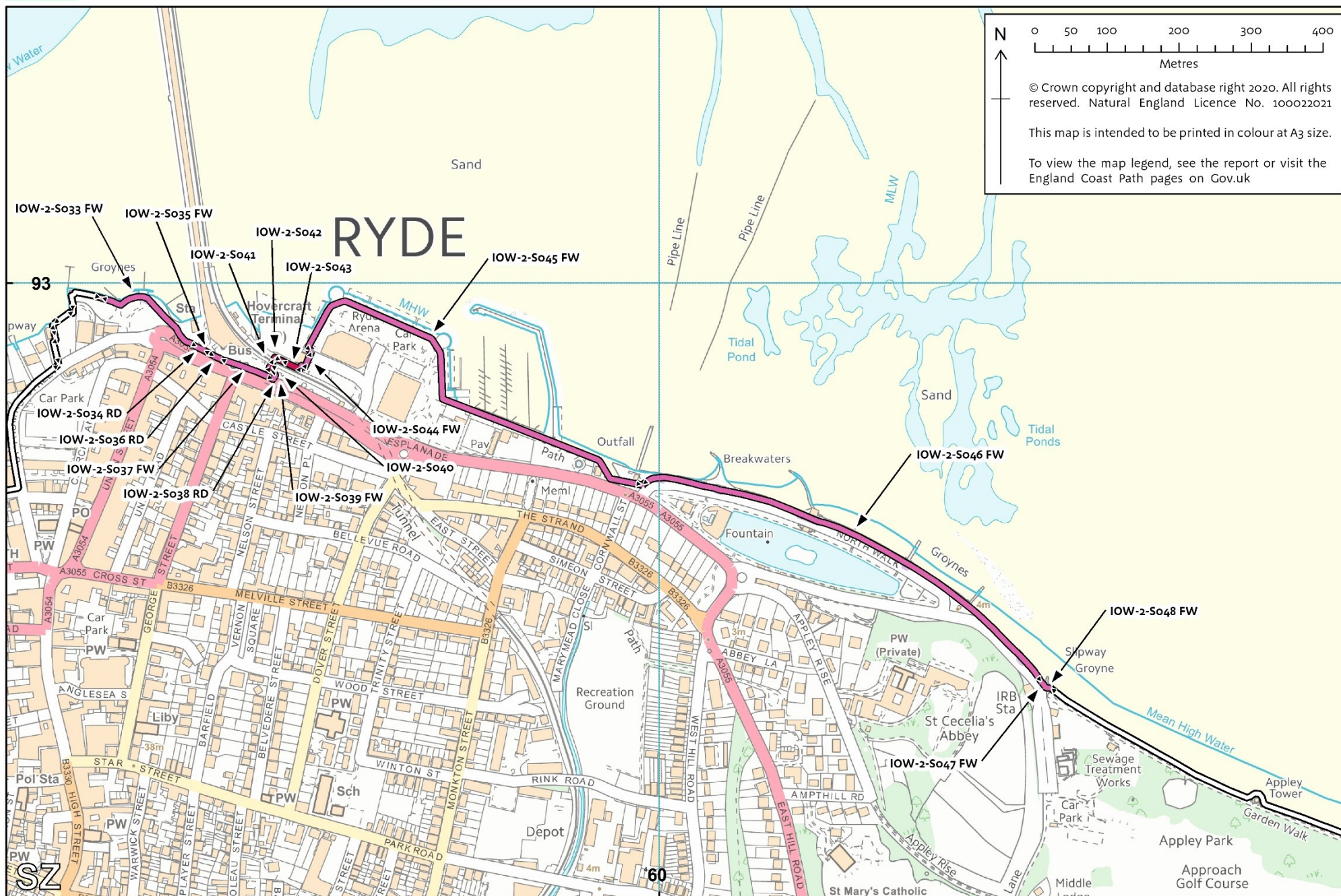
Map reference	Map title
IOW 2a	Western Hard to Fishbourne Ferry Terminal
IOW 2b	Fishbourne Ferry Terminal to Bird Sanctuary
IOW 2c	Bird Sanctuary to Ryde Esplanade
IOW 2d	Ryde Esplanade to St Cecelia's Abbey
IOW 2e	St Cecelia's Abbey to Tollgate Holiday Bungalows
IOW 2f	Tollgate Holiday Bungalows to Horestone Point
IOW 2g	Horestone Point to The Duver (NT)
IOW 2h	The Duver (NT) to Bembridge Point
IOW 2i	Bembridge Point to Bembridge Holiday Village
IOW 2j	Bembridge Holiday Village to Black Rock
IOW 2k	Black Rock to Culver Down
Directions Map IOW 2A	Wootton Creek & Quarr Abbey
Directions Map IOW 2B	Fishbourne Copse to Ryde Golf Course
Directions Map IOW 2C	Bembridge Harbour

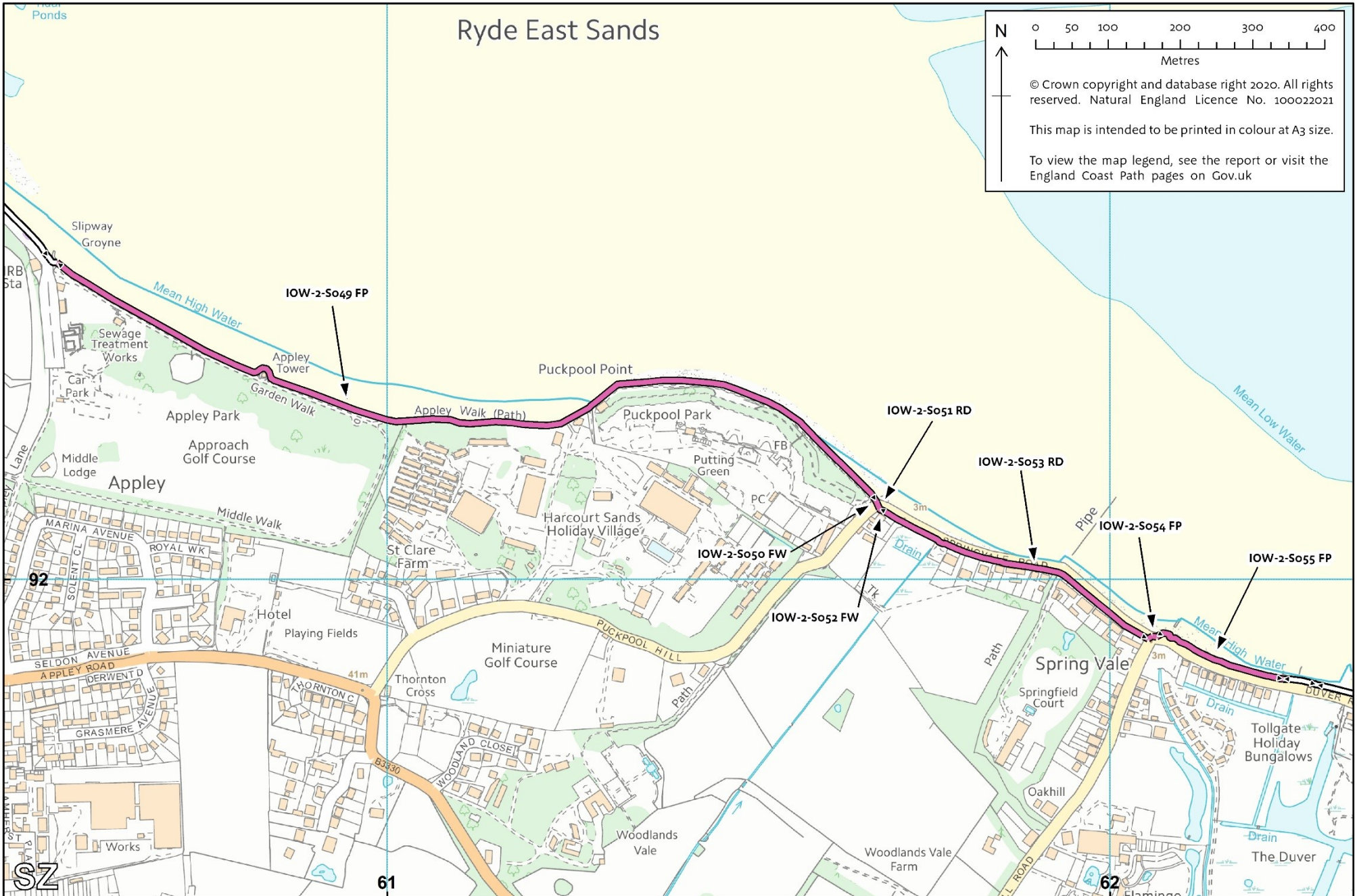


Map IOW 2b: Fisbourne Ferry Terminal to Bird Sanctuary



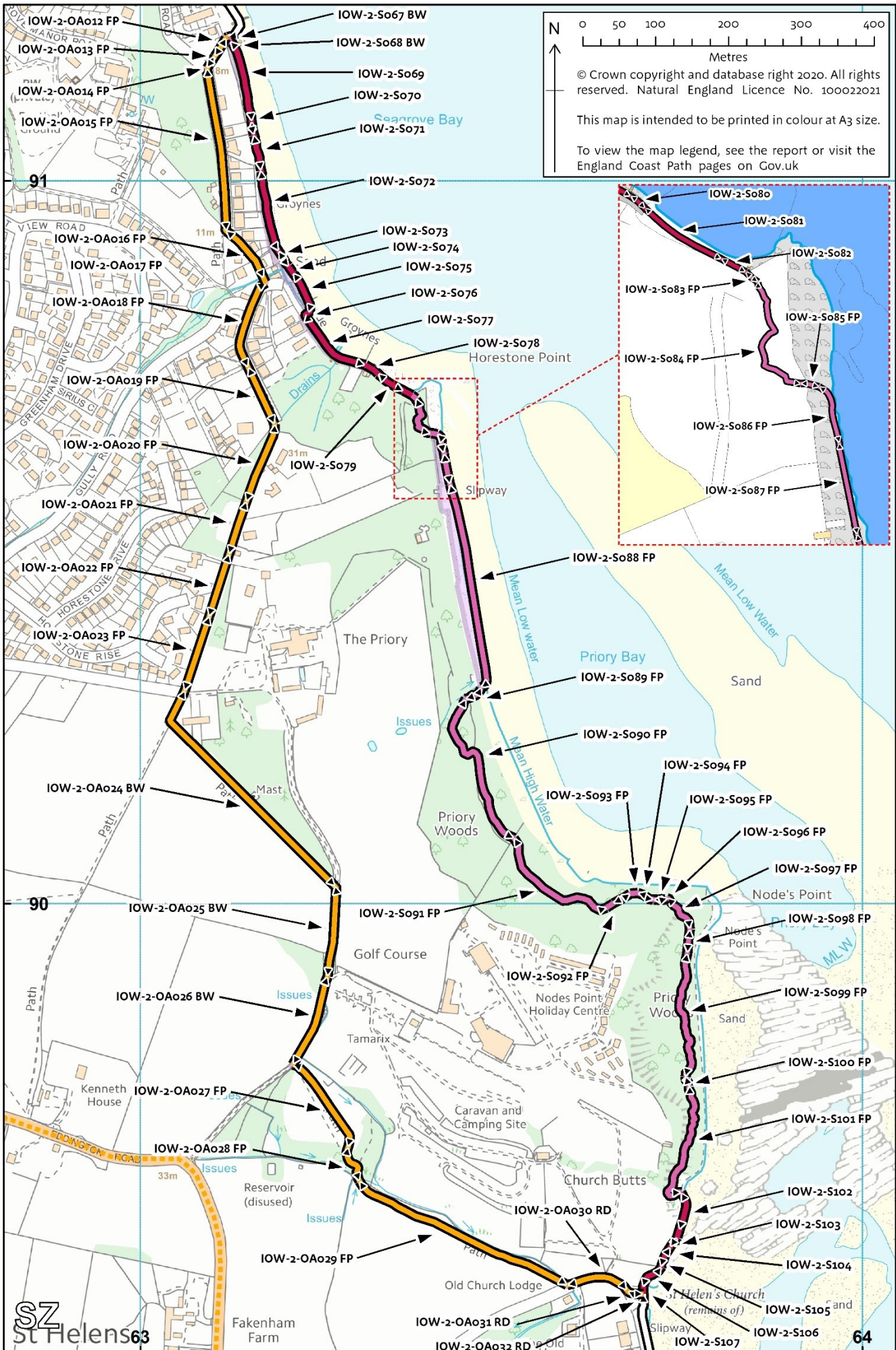


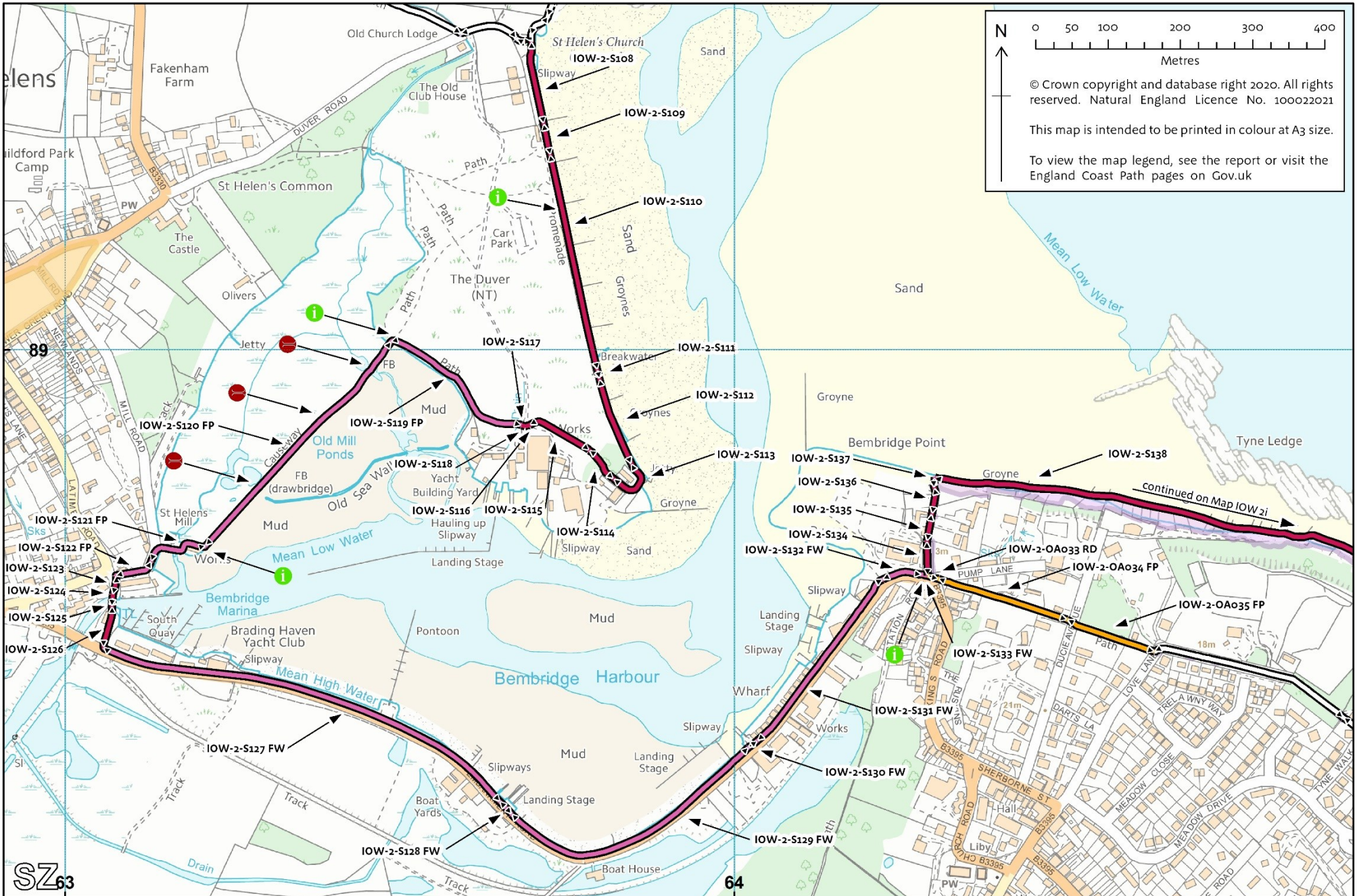


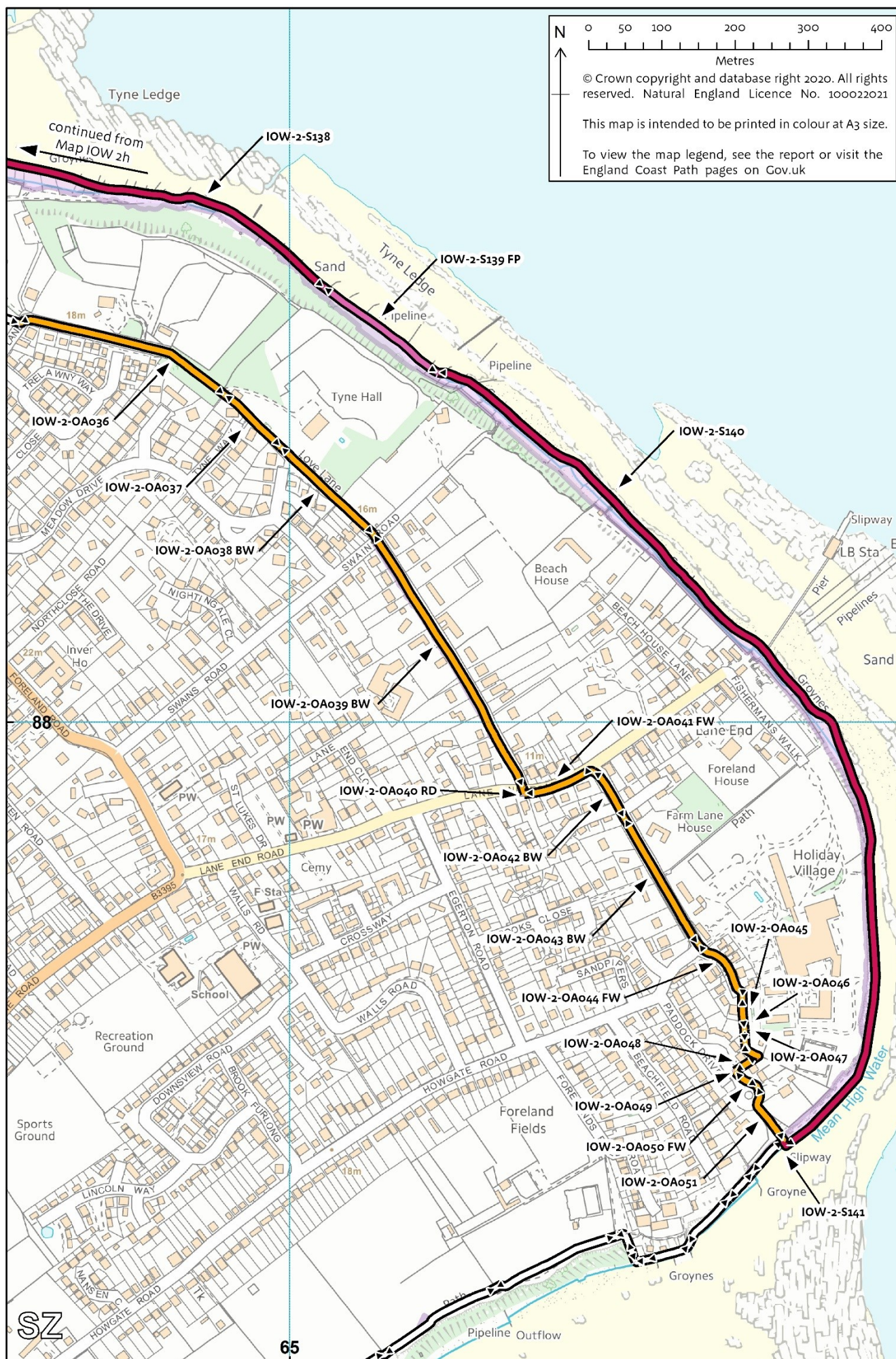


Map IOW 2f: Tollgate Holiday Bungalows to Horestone Point







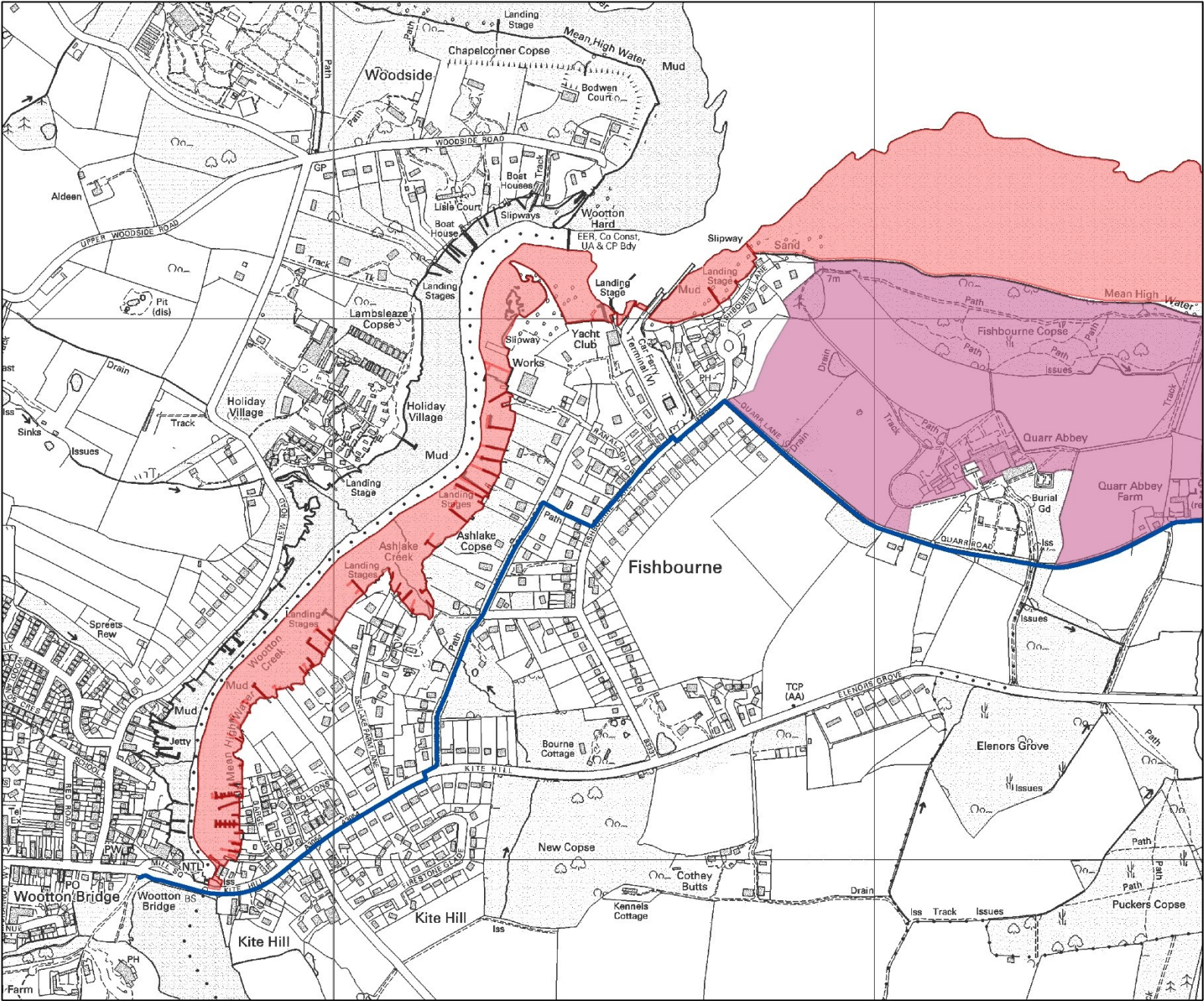




Coastal Access - Isle of Wight - Natural England's Proposals

Report IOW 2: Wootton Bridge to Culver Down

Directions Map IOW 2A



Trail Sections

— Proposed route

Restrictions

- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- Proposed long-term exclusion to margin S24 (total exclusion, all year round)

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

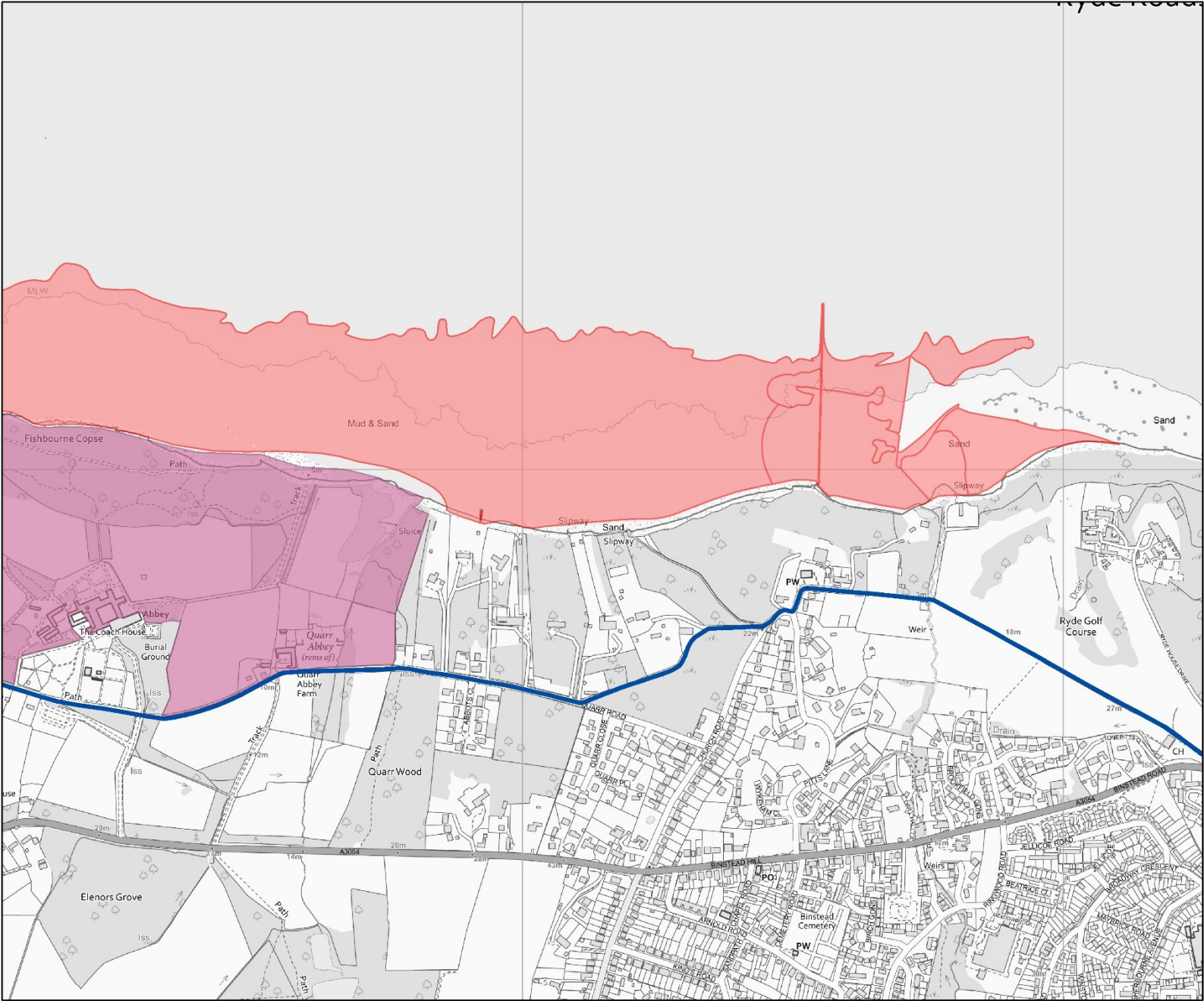
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Coastal Access - Isle of Wight - Natural England's Proposals

Report IOW 2: Wootton Bridge to Culver Down

Directions Map IOW 2B



Trail Sections

— Proposed route

Restrictions

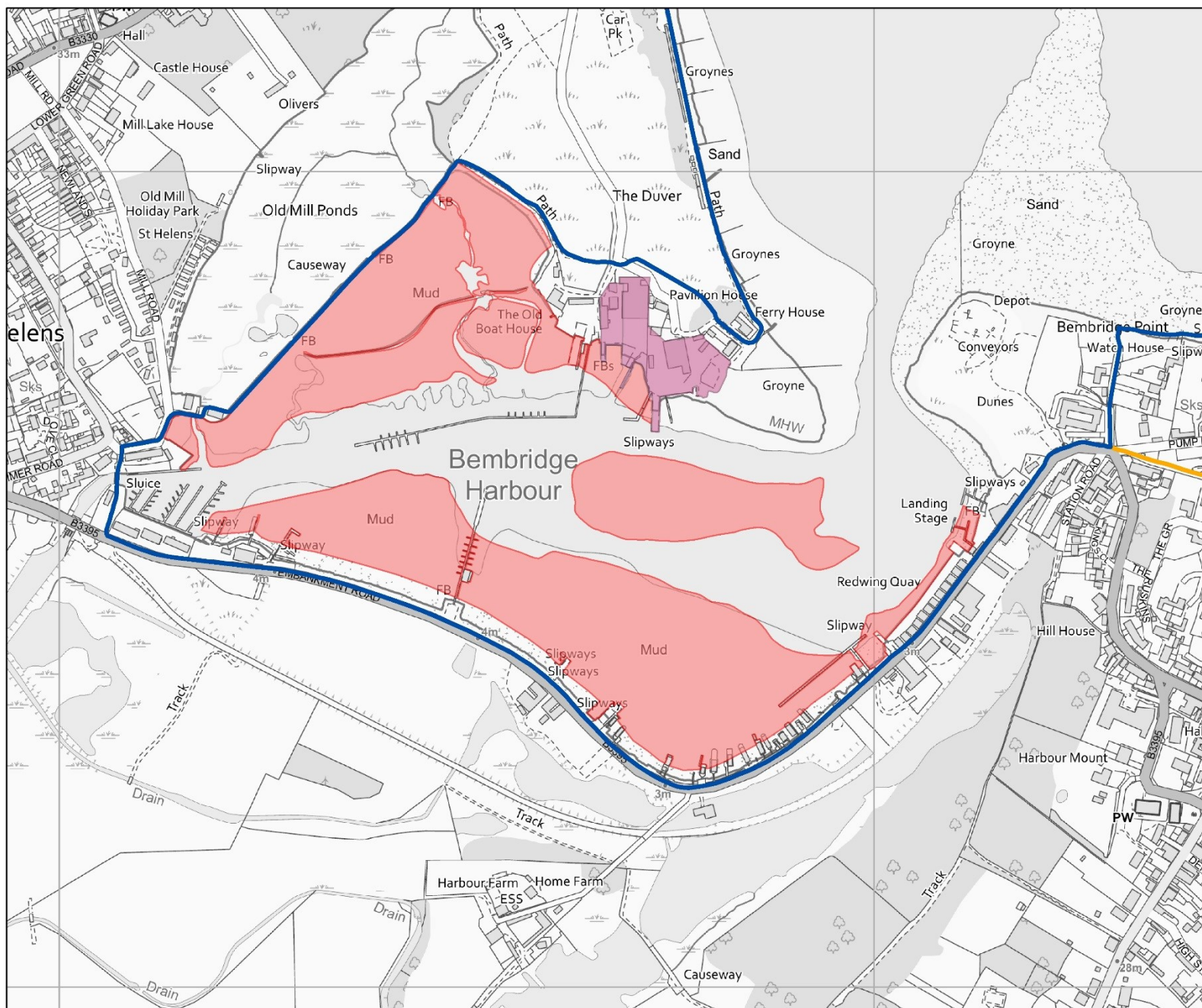
Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round

Proposed long-term exclusion to margin S24 (total exclusion, all year round)

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

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Trail Sections

- Proposed route
- Optional alternative route

Restrictions

- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- Proposed long-term exclusion to margin S24 (total exclusion, all year round)

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

0 130 260 Meters

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