



England Coast Path Stretch: Isle of Wight

Report IOW 3: Culver Down to Binnel Bay

Part 3.1: Introduction

Start Point:	Culver Down (grid reference 463579.291, 85693.788)
End Point:	Binnel Bay (grid reference 452790.321, 75883.004)
Relevant Maps:	IOW 3a to IOW 3j

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

3.1.2 This report covers length IOW 3 of the stretch, which is the coast between Culver Down and Binnel Bay. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

Part 3.2: Proposals Narrative

The trail:

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

3.2.2 Follows the coastline quite closely and maintains good views of the sea.

3.2.3 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.

3.2.4 The following designated sites affect this length of coast:

- South Wight Maritime SAC
- Solent and Dorset Coast SPA
- Bembridge Down SSSI
- Bonchurch Landslips SSSI
- Compton Chine to Steephill Cove SSSI
- Bembridge MCZ
- Bowl Barrow on Culver Down Scheduled Monument
- Yaverland Battery Scheduled Monument

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

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

3.2.6 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. 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 in respect of the natural environment; see the following assessments of the access proposals that we have published separately:

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

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

Accessibility:

3.2.7 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass or bare soil path along the cliff top;
- There are steps in places where it would be necessary to ascend/descend the cliff at Appley Steps, a particularly steep slope through Luccombe Landslip, the steps at Shore Road (Ventnor), steep slopes in Ventnor Park and at Ventnor Botanic Gardens. Due to the inherent physical constraints of this area, creating a more accessible gradient at these locations is not considered feasible due to significant construction and stabilisation works and associated costs.

3.2.8 At Luccombe Road, the existing stiles when entering/exiting the field will be replaced with a kissing gates. The location of these gates means a pedestrian gate is not feasible. We envisage this happening as part of the physical establishment work described below.

In drawing up our proposals we have taken all reasonable steps to make the trail as easy as possible for those with reduced mobility and been mindful of British Standard BS5709:2018 Gaps Gates and Stiles. In certain places we have been able to make targeted adjustments to make the trail more accessible for people with reduced mobility:

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

Where we have proposed exercising statutory discretions:

3.2.9 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 3.3.1 below.

3.2.10 At Culver Down, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. This section of additional landward margin matches the extent of the existing CROW Open Access Land. The owner of this land is content for us to propose this.

3.2.11 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 3.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 3.3.1] explaining what this means in practice.

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

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

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

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

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

3.2.14 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.

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

Other future change:

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

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

Establishment of the trail:

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

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

3.2.18 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £74,331 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.

3.2.19 There are 4 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.

- Stiles will be replaced with kissing gates or pedestrian gates as appropriate to make the route more accessible to walkers.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but replacement steps are required and significant surface upgrades would enhance the convenience of the trail.

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	£9,178
Steps	£7,500
Vegetation clearance	£2,000
Kissing/pedestrian gates	£1,000
Remove metal object	£500
Surfacing works	£37,000
Project management & variance	£17,153
Total	£74,331.00 (Exclusive of any VAT payable)

3.2.20 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:

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

3.2.22 We estimate that the annual cost to maintain the trail will be £6,540.44 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

Part 3.3: Proposals Tables

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

3.3.1 Section Details: Maps IOW 3a to IOW 3j – Culver Down to Binnel Bay

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 3.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 3a	IOW-3-S001*	Other existing walked route	Yes - see table 3.3.3	No			
IOW 3a	IOW-3-S002 & IOW S003*	Other existing walked route	Yes - see table 3.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access boundary.
IOW 3a	IOW-3-S004	Public footpath	Yes - see table 3.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW

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
							open access boundary.
IOW 3b	IOW-3-S005 & IOW-3-S006	Public footpath	Yes - Normal	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access boundary
IOW 3b	IOW-3-S007	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	
IOW 3b	IOW-3-S008 to IOW-3-S012	Public footpath	Yes - Normal	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access boundary
IOW 3b	IOW-3-S013 to IOW-3-S015	Public footpath	Yes - see table 3.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access boundary
IOW 3b	IOW-3-S016 & IOW-3-S017	Public footpath	Yes - see table 3.3.3	No	Edge of track	Clarity and cohesion	
IOW 3b	IOW-3-S018	Public footpath	Yes - see table 3.3.3	No			
IOW 3b	IOW-3-S019	Public footpath	Yes - see table 3.3.3	No	Fence line	Clarity and cohesion	
IOW 3b	IOW-3-S020	Public Carpark	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 3b & IOW 3c	IOW-3-S021 to IOW-3-S023	Public footway (pavement)	No	Yes - barrier			
IOW 3c	IOW-3-S024 & IOW-3-S025	Other existing walked route	No	No			
IOW 3c	IOW-3-S026	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 3c	IOW-3-S027	Public highway	No	No	Landward edge of road	Clarity and cohesion	
IOW 3c	IOW-3-S028	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 3c	IOW-3-S029	Public highway	No	No			
IOW 3d & IOW 3e	IOW-3-S030*	Other existing walked route	No	Yes - Barrier			
IOW 3e	IOW-3-S031*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 3e	IOW-3-S032*	Public highway	No	No	Landward edge of road	Clarity and cohesion	
IOW 3e	IOW-3-S033*	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 3e	IOW-3-S034 to IOW-3-S036*	Other existing walked route	Yes - See table 3.3.3	Yes - Barrier			
IOW 3e	IOW-3-S037*	Public footpath	Yes - See table 3.3.3	No	Landward edge of steps	Clarity and cohesion	
IOW 3e	IOW-3-S038*	Public footpath	Yes - See table 3.3.3	No	Edge of path	Clarity and cohesion	
IOW 3e	IOW-3-S039*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 3f	IOW-3-S040	Public highway	No	No			
IOW 3f	IOW-3-S041* & IOW-3-S042*	Public footpath	No	No			
IOW 3f	IOW-3-S043 to IOW-3-S044	Public footpath	Yes - See table 3.3.3	No			
IOW 3f	IOW-3-S045	Public footpath	Yes - See table 3.3.3	No	Edge of track	Clarity and cohesion	
IOW 3f	IOW-3-S046	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
IOW 3f	IOW-3-S047	Public footpath	Yes - See table 3.3.3	No			
IOW 3f	IOW-3-S048*	Public footpath	Yes – See table 3.3.3	No			
IOW 3f	IOW-3-S049	Public footpath	Yes - See table 3.3.3	No	Edge of track	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 3f	IOW-3-S050	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
IOW 3f	IOW-3-S051	Public footpath	Yes – See table 3.3.3	No	Landward edge of steps	Clarity and cohesion	
IOW 3f	IOW-3-S052 & IOW-3-S053	Public footpath	Yes - See table 3.3.3	No			
IOW 3f	IOW-3-S054	Public footpath	Yes - See table 3.3.3	No	Landward edge of steps	Clarity and cohesion	
IOW 3f & IOW 3g	IOW-3-S055 to IOW-3-S062	Public footpath	Yes - See table 3.3.3	No			
IOW 3g	IOW-3-S063 to IOW-3-S065	Public footpath	Yes - See table 3.3.3	No			
IOW 3g	IOW-3-S066	Public footpath	Yes - See table 3.3.3	No	Hedgerow	Clarity and cohesion	
IOW 3g	IOW-3-S067	Public footpath	Yes - See table 3.3.3	No	Edge of track	Clarity and cohesion	
IOW 3g	IOW-3-S068*	Public footpath	Yes - See table 3.3.3	No			
IOW 3g	IOW-3-S069*	Other existing walked route	Yes – See table 3.3.3	No			
IOW 3g	IOW-3-S070* to	Public footpath	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
	IOW-3-S074*						
IOW 3g	IOW-3-S075*	Other existing walked route	No	No			
IOW 3g	IOW-3-S076 to IOW-3-S079	Other existing walked route	No	No			
IOW 3g	IOW-3-S080 to IOW-3-S082	Other existing walked route	No	Yes - Barrier			
IOW 3h	IOW-3-S083	Public footpath	No	Yes - Barrier			
IOW 3h	IOW-3-S084 to IOW-3-S088	Other existing walked route	No	Yes - Barrier			
IOW 3h	IOW-3-S089	Other existing walked route	No	No			
IOW 3h	IOW-3-S090 & IOW-3-S091	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 3h	IOW-3-S092	Public highway	No	No			
IOW 3h	IOW-3-S093	Public footway (pavement)	No	No	Wall	Clarity and cohesion	
IOW 3h	IOW-3-S094	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 3h & IOW 3i	IOW-3-S095 to IOW-3-S102	Public footpath	Yes – See Table 3.3.3	No			
IOW 3i	IOW-3-S103	Other existing walked route	No	No	Edge of track	Clarity and cohesion	
IOW 3i	IOW-3-S104 to IOW-3-S106	Other existing walked route	Yes - See table 3.3.3	Yes - Barrier			
IOW 3i	IOW-3-S107 to IOW-3-S113	Public footpath	Yes - See table 3.3.3	Yes - Barrier			
IOW 3i	IOW-3-S114 to IOW-3-S115	Public footpath	Yes - See table 3.3.3	No	Wall	Clarity and cohesion	
IOW 3i	IOW-3-S116*	Other existing walked route	Yes - See table 3.3.3	No	Edge of path	Clarity and cohesion	
IOW 3i	IOW-3-S117*	Other existing walked route	Yes - See table 3.3.3	No	Landward edge of steps	Clarity and cohesion	
IOW 3i	IOW-3-S118*	Public footpath	Yes - See table 3.3.3	No	Hedgerow	Clarity and cohesion	
IOW 3i	IOW-3-S119*	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
IOW 3i	IOW-3-S120*	Public footpath	Yes - See table 3.3.3	No			
IOW 3i	IOW-3-S121	Public footpath	Yes - See table 3.3.3	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 3i	IOW-3-S122 & IOW-3-S123	Public footpath	Yes - See table 3.3.3	No			
IOW 3i & IOW 3j	IOW-3-S124 to IOW-3-S126	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
IOW 3j	IOW-3-S127 to IOW-3-S129	Public footpath	Yes - See table 3.3.3	No			
IOW 3j	IOW-3-S130	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
IOW 3j	IOW-3-S131	Public footpath	Yes - See table 3.3.3	No	Hedgerow	Clarity and cohesion	
IOW 3j	IOW-3-S132	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
IOW 3j	IOW-3-S133	Public footpath	Yes - See table 3.3.3	No	Hedgerow	Clarity and cohesion	
IOW 3j	IOW-3-S134*	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
IOW 3j	IOW-3-S135 & IOW-3-S136*	Public footpath	Yes - See table 3.3.3	No			
IOW 3j	IOW-3-S137 to IOW-3-S141*	Public footpath	Yes – See table 3.3.3	No	Fence line	Clarity and cohesion	

3.3.2 Other options considered: Maps IOW 3a to IOW 3j – Culver Down to Binnel Bay

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 3a	IOW-3-S001 to IOW-3-S003	We considered aligning the trail to follow the existing Isle of Wight Coast Path, which runs close to the Earl of Yarborough Monument further inland.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ It is closer to the sea and provides better walking conditions.
IOW 3a	IOW-3-S003	We considered aligning the trail to follow the worn route immediately to the east of the Culver Down Battery and Gun Emplacements.	
IOW 3a	IOW-3-S002 to IOW-3-S003	We considered aligning the trail to follow a worn route around the outer most extent of Culver Down Point.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ It is higher and so offers better sea views across to Bembridge. ■ It is more level and better to walk underfoot ■ It is more convenient due to better links with the carpark.
IOW 3d & IOW 3e	IOW-3-S030 to IOW-3-S034	We considered aligning the trail to follow the existing Isle of Wight Coast Path which is aligned along the top of the cliff and along the high street.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ It is closer to the coast and more convenient; formalising an existing walked route. ■ It maintains sea views to a greater degree
IOW 3e	IOW-3-S035 to IOW-3-S036	We considered aligning the trail along the public right of way through the courtyard of Fisherman's Cottage Public House.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ 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 avoids routing walkers through a busy pub garden ■ It formalises an established walked route ■ It limits the amount of the boat storage area that is included in the coastal margin.
IOW 3e	IOW-3-S033 to IOW-3-S039	We considered aligning the trail landward of Shanklin Chine along Everton Lane, Chine Avenue and through Chine Hollow to Luccombe Road.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ It is closer to the coast and has significantly better coastal views

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> ■ It removes the Shanklin Chine tourist attraction and other private land from the coastal margin. ■ It is closer to public amenities and points of interest such as the beach in front of Shanklin chine ■ It is a more convenient route due to less uphill walking, steps and close to an existing well used walking route.
IOW 3f	IOW-3-S041	We considered aligning the trail to continue along Luccombe Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It provides a convenient off-road walking route along an existing public right of way that avoids the corner of Luccombe Road, which has only moderate visibility of oncoming traffic.
IOW 3f	IOW-3-S041 to IOW-3-S042	We considered aligning the trail into Haddon's Pits local nature reserve, adjacent to and seaward of Luccombe Road. This is land east of the road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It follows the route of the current public right of way & Isle of Wight Coast Path. ■ The land within Haddon's Pits is slipping due to coastal erosion. Resurfacing works would be needed to create a year round route and the landowner was concerned about the routes proximity to livestock feeding stations ■ Luccombe Road, where the route rejoins it, still maintains sea views and is more convenient for walkers. ■ Haddon's Pits will still be available to access as spreading room. ■ The proposed route avoids a switch back or the creation of a new access point
IOW 3f	IOW-3-S048	We considered re-opening public footpath SS3 down Luccombe Chine and re-installing the steps, then routing due south to Lower Landslip along	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The nature of the land and coastal erosion means that the infrastructure and trail would be difficult to maintain. ■ Creating a high tide/low tide route here was not deemed feasible due to high cost and environmental constraints?.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 3g	IOW-3-S068 to IOW-3-S075	We considered aligning the trail down the coastal slope, along the shingle beach and up the slipway in front of the row of terraced houses to join Shore Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The shingle beach is very dynamic and the height of the shingle banks varies greatly over short periods of time. As such this often creates a steep drop off to the water, making it unsafe for walkers. ■ The considered route could potentially impact on a fishing business. The particularly narrow nature of the slipway would mean little room between boats being towed to the shoreline and for walkers to pass. ■ 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. <p>The proposed route provides better walking surfaces.</p>
IOW 3i	IOW-3-S116 to IOW-3-S120	We considered aligning the trail landward of Ventnor Botanic Gardens via Love Lane, Steephill Road and public footpath V91.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the coast and maintains better views of the sea. ■ It is more convenient, by keeping to an existing well promoted route and being less circuitous. ■ It avoids including the Ventnor Botanic Gardens in the seaward coastal margin.
IOW 3i	IOW-3-S119 to IOW-3-S120	We considered aligning the trail to follow the edge of the fields on the southern boundary of Ventnor Botanic Gardens.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is more convenient and less susceptible to immediate erosion. ■ It still maintains views of the sea. ■ Walking conditions underfoot are considerably better on the chosen route.
IOW 3j	IOW-3-S134 to IOW-4-S022 * this option includes	We considered aligning the trail to follow the existing Isle of Wight Coast Path, along: Woolverton Road, Spindlers	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the coast and provides a better walking experience for walkers with more consistent views of the coast.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
	sections included in Report IOW 4, map IOW 4a	Road and Seven Sisters Road to.	<ul style="list-style-type: none"> ■ This route has much reduced access along or adjacent to busy roads ■ This proposal is made with the support of local user groups and the Isle of Wight Council as it would re-establish public footpath V124

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

3.3.3 Roll-back implementation – more complex situations: Maps IOW 3b - Red Cliff to Sandham Grounds, IOW 3e - IOW 3g – Little Stars Point to Cowlease and IOW 3i – Ventnor Park to Mount Point

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 3b	IOW-3-S013 to IOW-3-S015	Sandown Bay Holiday Centre.	<p>If it is no longer possible to find a viable route seaward of the specified Holiday Centre, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through them, or (b) if this is not practicable, to pass somewhere on the landward side of them.</p> <p>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.</p>
IOW3b	IOW-3-S015 to IOW-3-S019	Yaverland Sailing Club	<p>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.</p>
IOW 3e	IOW-3-S034 to IOW-3-S038	Shanklin Chine tourist attraction	
IOW 3f	IOW-3-S043 to IOW-3-S054	<p>Luccombe Village residential area</p> <p>Various cottages and houses</p>	

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 3g	IOW-3-S063 to IOW-3-S069	Buildings, curtilage and gardens	
IOW 3h & IOW 3i	IOW-3-S095 to IOW-3-S115	Buildings, curtilage and gardens	
IOW 3i	IOW-3-S116 to IOW-3-S120	Ventnor Botanic Gardens	
IOW 3j	IOW-3-S137 to IOW-3-S141	Old Park Hotel St Lawrence residential houses	
IOW 3a to 3b	IOW-3-S001 to IOW-3-S013	Bembridge Down SSSI and South Wight Maritime SAC. Features potentially affected include: vegetated sea cliffs and associated vascular plant assemblage	
IOW 3f to 3g	IOW-3-S050 to IOW-3-S066	Ventnor Downs & Luccombe SSSI and South Wight Maritime SAC. Features potentially affected include: vegetated sea cliffs and lowland calcereous grassland	
IOW 3i to 3j	IOW-3-S118 to IOW-3-S141	Compton Chine to Steephill Cove SSSI. Features potentially affected include: vegetated sea cliffs and associated invertebrate assemblages	

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

Part 3.4: Proposals Maps

3.4.1 Map Index

Map reference	Map title
IOW 3a	Culver Down to Red Cliff
IOW 3b	Red Cliff to Sandham Grounds
IOW 3c	Sandham Grounds to Sandown
IOW 3d	Sandown to Little Stars Point
IOW 3e	Little Stars Point to The Priory
IOW 3f	The Priory to Nansen Hill
IOW 3g	Nansen Hill to Cowlease
IOW 3h	Cowlease to Ventnor Park
IOW 3i	Ventnor Park to Mount Bay
IOW 3j	Mount Bay to Binnel Point

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

Infrastructure types

For status of each, where shown on map, see colour codes below

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

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

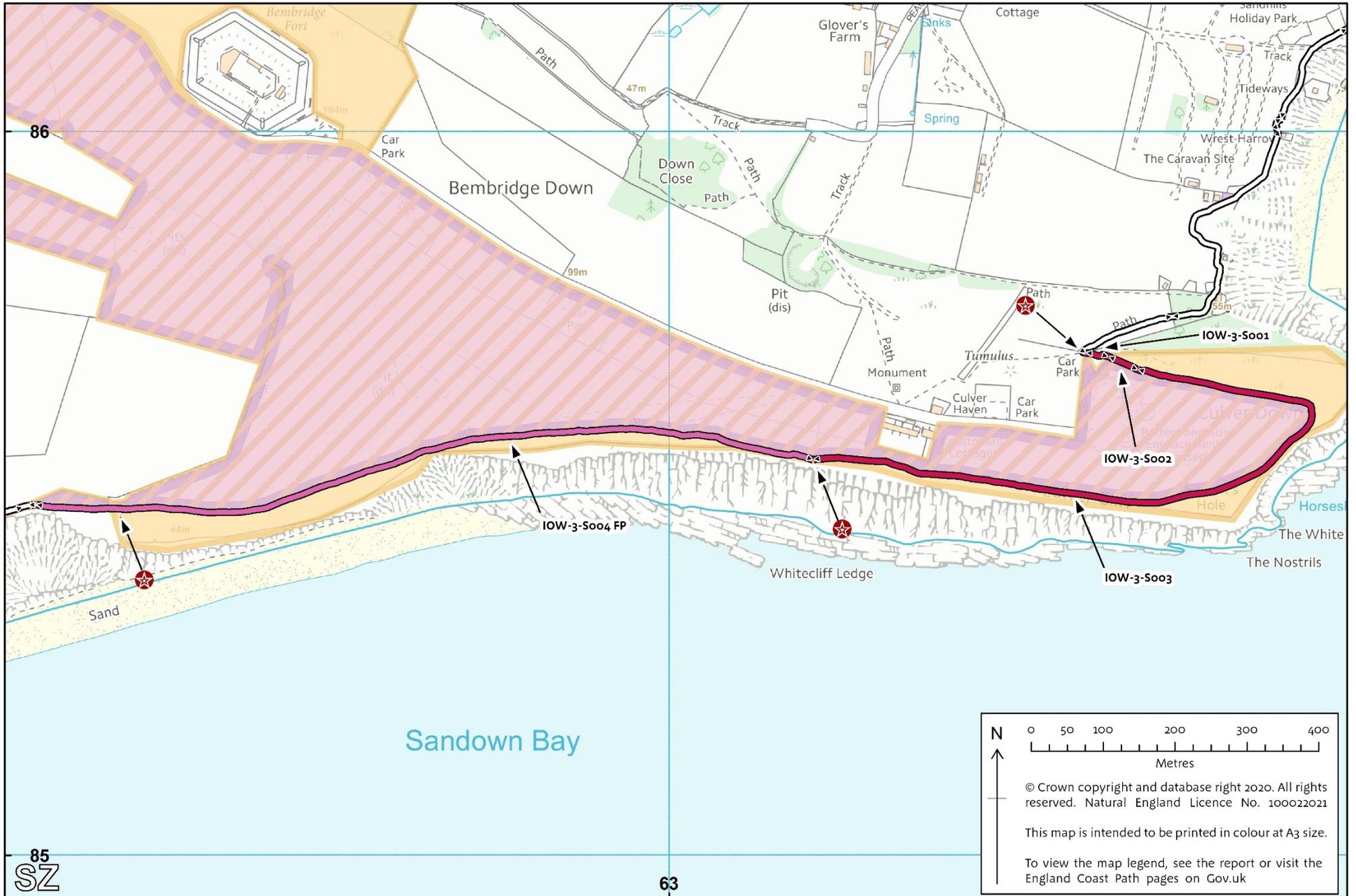
Infrastructure status

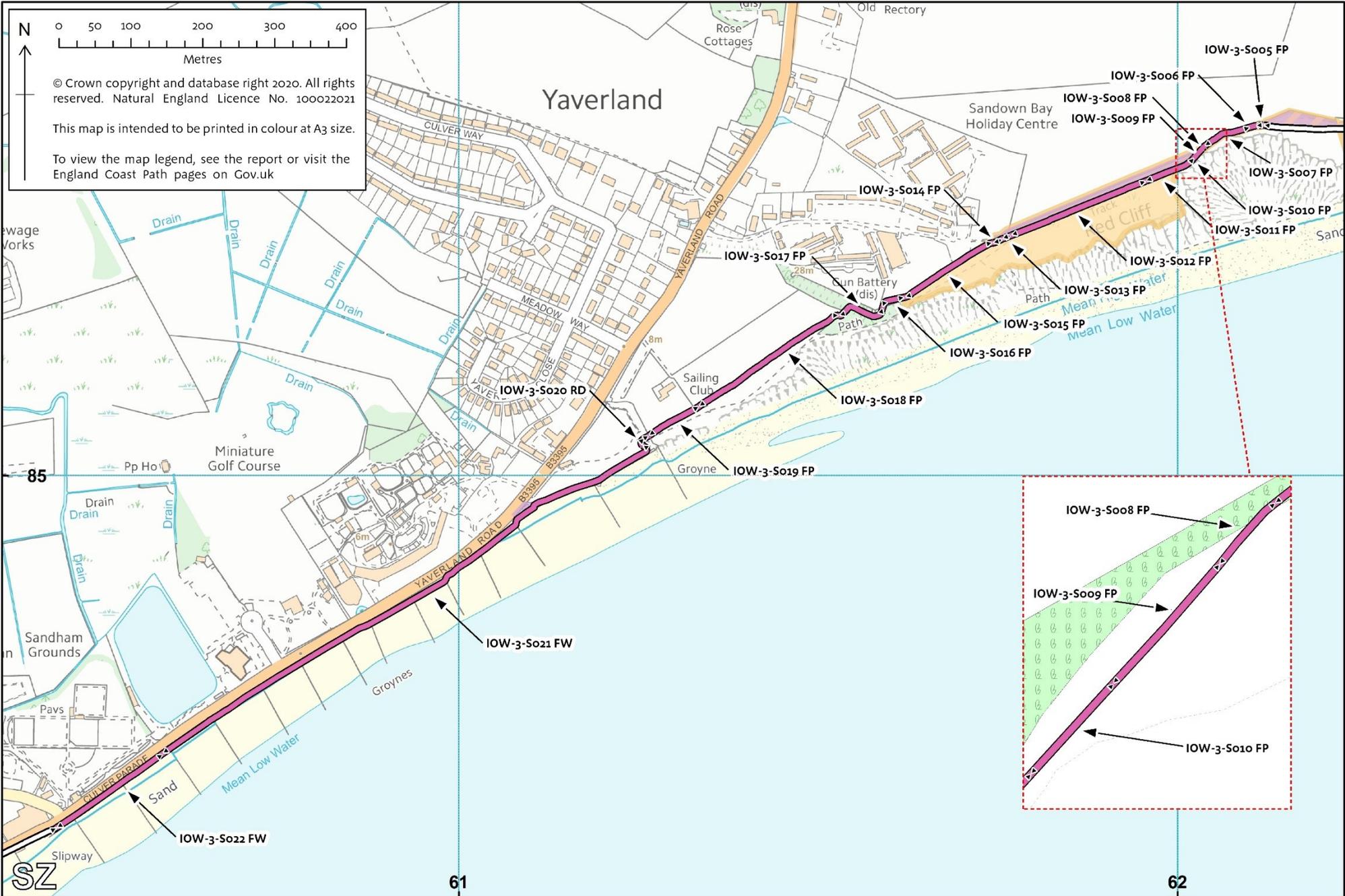
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- Existing steps to be retained
- New steps required
- Existing steps to be removed

* Please note that the items in this legend may not all be present on an individual map or report.

Map IOW 3a: Culver Down to Red Cliff





Map IOW 3b: Red Cliff to Sandham Grounds





SZ

continued on
Map IOW 3e

N
 0 50 100 200 300 400
 Metres
 © Crown copyright and database right 2020. All rights reserved. Natural England Licence No. 100022021
 This map is intended to be printed in colour at A3 size.
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



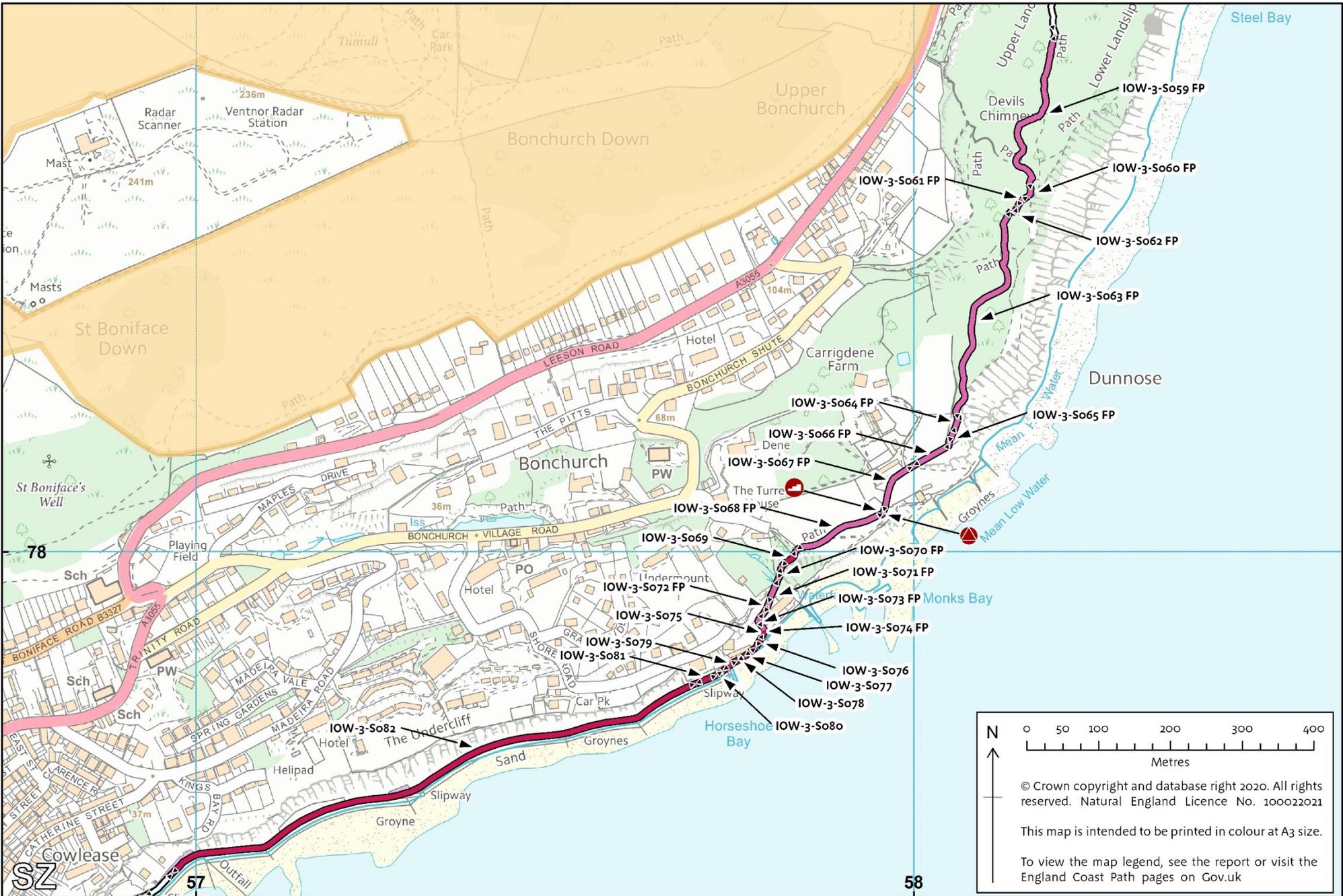
N
 0 50 100 200 300 400
 Metres
 © Crown copyright and database right 2020. All rights reserved. Natural England Licence No. 100022021
 This map is intended to be printed in colour at A3 size.
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map IOW 3f: The Prioory to Nansen Hill



0 50 100 200 300 400
 Metres
 © Crown copyright and database right 2020. All rights reserved. Natural England Licence No. 100022021
 This map is intended to be printed in colour at A3 size.
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map IOW 3g: Nansen Hill to Cowlease



N

0 50 100 200 300 400

Metres

© Crown copyright and database right 2020. All rights reserved. Natural England Licence No. 100022021

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

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

SZ

57

58



Map IOW 3h: Cowlease to Ventnor Park

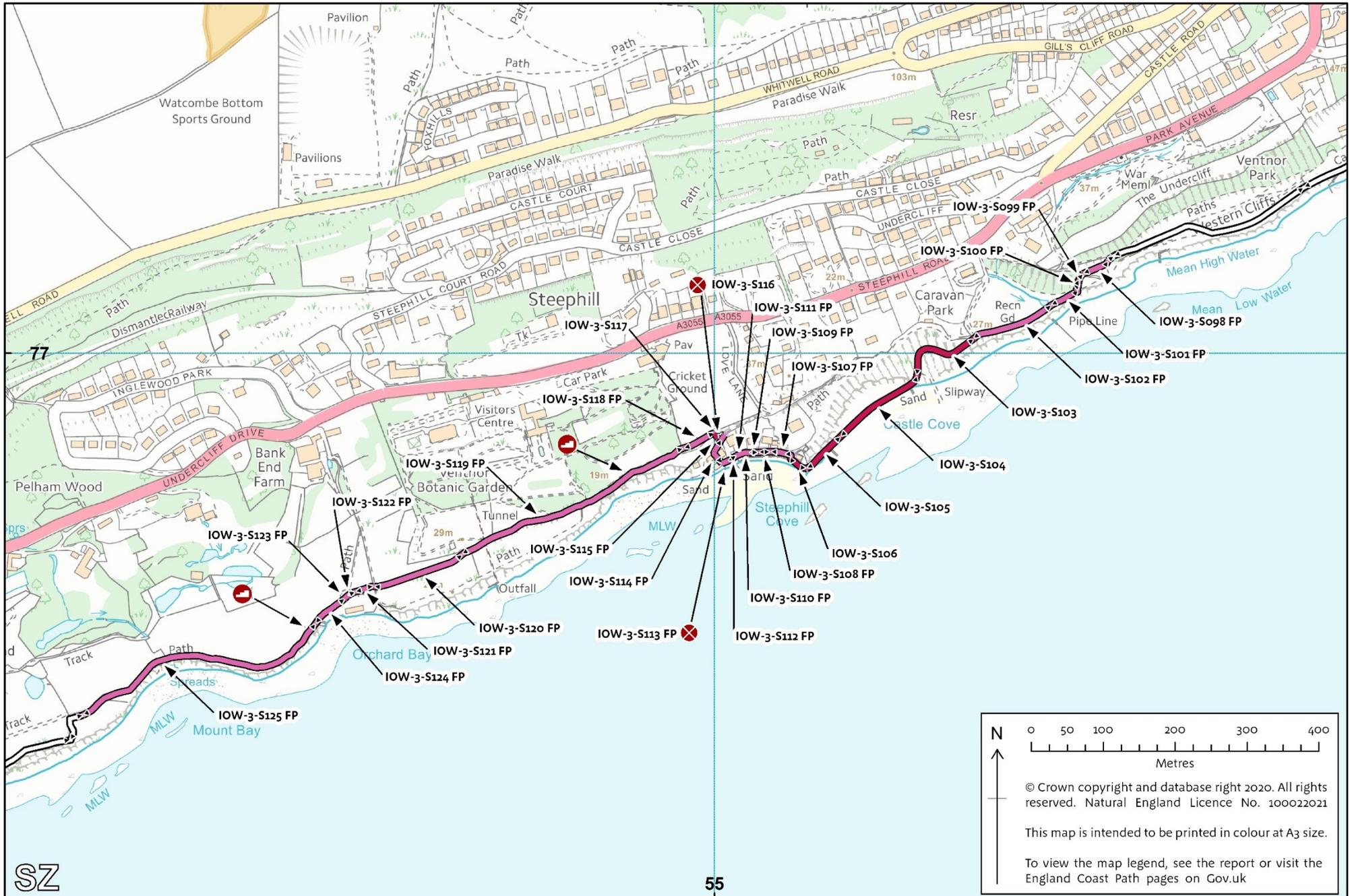
N
0 50 100 200 300 400
Metres

© Crown copyright and database right 2020. All rights reserved. Natural England Licence No. 100022021

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

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

Map IOW 3i: Ventnor Park to Mount Bay



Map IOW 3i: Ventnor Park to Mount Bay

N

0 50 100 200 300 400
Metres

© Crown copyright and database right 2020. All rights reserved. Natural England Licence No. 100022021

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

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

Map IOW 3j: Mount Bay to Binnel Bay

