



# England Coast Path Stretch: Isle of Wight

## Report IOW 4: Binnel Bay to Chilton Chine

### Part 4.1: Introduction

Start Point:	Binnel Bay (grid reference 452790.321, 75883.004)
End Point:	Chilton Chine (grid reference 440896.257, 82191.428)
Relevant Maps:	IOW 4a to IOW 4j

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

4.1.2 This report covers length IOW 4 of the stretch, which is the coast between Binnel Bay and Chilton Chine. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

## Part 4.2: Proposals Narrative

### The trail:

4.2.1 Follows existing walked routes, including public rights of way, along most of this length.

4.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.

4.2.3 Includes 3 sections of new path, at the field adjacent to Blackgang Road, Whale Chine and, Shepherd's Chine. See maps IOW 4d, IOW 4f and IOW 4h and associated tables below for details.

4.2.4 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.

4.2.5 The following designated sites affect this length of coast:

- Solent and Dorset Coast SPA
- South Wight Maritime SAC
- Compton Chine to Steephill Cove SSSI

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.

#### 4.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IOW 4g and 4h	IOW-4-S083 to IOW-4-S089	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"><li>■ The trail on the north side of Shepherd's Chine is aligned up to Military Road and in the grounds of the Atherfield Bay Holiday Camp, away from the cliff and slope habitat preferred by Glanville Fritillary.</li><li>■ Fencing to the west of Shepherd's Chine will be moved landward to increase the space between the cliff edge and footpath</li></ul> <p>In addition we will install:</p>	To reduce the risk of damage to the habitat and food source of Glanville Fritillary caused by trampling by walkers and help increase associated habitat for the moth

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<ul style="list-style-type: none"> <li>An interpretation Panel in Shepherd's Chine explaining the environmental sensitivities and asking people to keep to the path.</li> </ul>	

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

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

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

### Accessibility:

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

- The trail would follow an uneven grass or bare soil path along the cliff top;
- The trail would follow an uneven bare soil path that is steep;
- There are steps at St Catherine's Lighthouse, West Cliff, Blackgang round-about, Shepherd's Chine and Grange Chine. It is not possible to replace these steps with ramps.

4.2.9 At The Undercliff and Cripple's Path, new steps will be put in place, so as to make it easier to ascend/descend a steep slope. It is not possible to replace these steps with ramps. We envisage this happening as part of the physical establishment works described below.

4.2.10 At West Cliff, Shepherd's Chine and Grange Chine 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.

4.2.11 At Blackgang Road (IOW-4-S060) the existing kerb will be replaced with a dropped kerb so as to make the road easier to cross. We envisage this happening as part of the physical establishment work described below.

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

## Where we have proposed exercising statutory discretions:

4.2.12 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 4.3.1 below.

4.2.13 At St Catherine's Point, 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 landward margin matches the extent of the area of the existing CROW Access Land. The owner of this land is content for us to propose this.

4.2.14 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 4.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 4.3.1] explaining what this means in practice.

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

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

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

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

4.2.16 Column 4 of table 4.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps IOW 4a to IOW 4j as the proposed route of the trail.

4.2.17 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.

4.2.18 On sections for which roll-back is not proposed in table 4.3.1, the route is to be at the centre of the line shown on maps IOW 4a to IOW 4j as the proposed route of the trail.

## Other future change:

4.2.19 There are also places described in this report where we foresee a possible need for future changes to the proposed access provisions for reasons relating to highways safety. At undercliff Drive (see map IOW 4a) the highways authority are trialling a reduced speed limit of 30 mph. If the reduced

speed limit is not made permanent after the initial 18 month trial period, the trail alignment may need to be reassessed.

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

## Establishment of the trail:

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

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

4.2.21 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £118,639 and is informed by:

- information already held by the access authority, 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.

4.2.22 There are 6 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 a similarly appropriate structure to allow access by those with reduced mobility, where feasible. These will comply with British Standard BS5709: 2018 Gaps Gates and Stiles to make the route more accessible to walkers.
- New fencing will be installed alongside the trail at Grange Chine to ensure walkers are appropriately guided
- 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 there are some places where surface upgrades, new steps, boardwalks, footbridges, culverts and dropped kerbs would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.
- At Whale Chine the existing verge is to be upgraded along with a handrail barrier to improve the safety of the route.

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**

<b>Item</b>	<b>Cost</b>
Signs & interpretation	£11,351
Steps	£18,500
Boardwalks	£2,600
Kissing gates	£1,500
Footbridges	£7,000
Culverts	£2,000

Fencing	£6,000
Scrub clearance	£9,000
Whale Chine verge upgrade and barrier	£18,750
Dropped kerbs	£760
Surfacing works	£13,800
Project management & variance	£27,378

**Total** **£118,639 (Exclusive of any VAT payable)**

4.2.23 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, 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:**

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

4.2.25 We estimate that the annual cost to maintain the trail will be £17,158.57 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

## Part 4.3: Proposals Tables

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

### 4.3.1 Section Details: Maps IOW 4a to IOW 4j – Binnel Bay to Chilton Chine

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 4.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 4.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 4a	IOW-4-S001 to IOW-4-S004	Public footpath	Yes - See table 4.3.3	No			
IOW 4a	IOW-4-S005 to IOW-4-S011*	Public footpath	Yes - See table 4.3.3	No			
IOW 4a	IOW-4-S012 to IOW-4-S018*	Other existing walked route	Yes - See table 4.3.3	No			



1	2	3	4	5a	5b	5c	6
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Current status of route section(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
IOW 4a	IOW-4-S019*	Public highway	Yes - See table 4.3.3	No	Landward edge of road	Clarity and cohesion	
IOW 4a	IOW-4-S020 & IOW-4-S021*	Public footpath	Yes - See table 4.3.3	No			
IOW 4a	IOW-4-S022*	Public footpath	Yes - Normal	No	Tree line	Clarity and cohesion	
IOW 4a & IOW 4b	IOW-4-S023 & IOW-4-S024*	Public footpath	Yes - Normal	No			
IOW 4b	IOW-4-S025 & IOW-4-S026*	Public footpath	Yes - Normal	No	Hedgerow	Clarity and cohesion	
IOW 4b	IOW-4-S027 & IOW-4-S028*	Public footpath	No	No	Wall	Clarity and cohesion	
IOW 4b	IOW-4-S029*	Public highway	No	No			
IOW 4b	IOW-4-S030*	Public footway (pavement)	No	No	Wall	Clarity and cohesion	
IOW 4b	IOW-4-S031*	Public highway	No	No	Landward edge of road	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Current status of route section(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
IOW 4b	IOW-4-S032*	Public bridleway	No	No	Landward edge of road	Clarity and cohesion	
IOW 4b	IOW-4-S033*	Public bridleway	Yes - See table 4.3.3	No	Hedgerow	Clarity and cohesion	
IOW 4b	IOW-4-S034*	Public bridleway	Yes - See table 4.3.3	No	Hedgerow	Clarity and cohesion	
IOW 4b	IOW-4-S035*	Public footpath	Yes - See table 4.3.3	No			
IOW 4b	IOW-4-S036*	Public footpath	Yes - See table 4.3.3	No	Hedgerow	Clarity and cohesion	
IOW 4b & IOW 4c	IOW-4-S037 & IOW-4-S039*	Public footpath	Yes - See table 4.3.3	No			
IOW 4c	IOW-4-S040*	Public footpath	Yes - See table 4.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access boundary.
IOW 4c	IOW-4-S041 & IOW-4-S042*	Public footpath	Yes - See table 4.3.3	No			
IOW 4c	IOW-4-S043*	Public footpath	Yes - See table 4.3.3	No	Landward edge of road	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Current status of route section(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
IOW 4c	IOW-4-S044*	Public bridleway	Yes - See table 4.3.3	No	Landward edge of road	Clarity and cohesion	
IOW 4c	IOW-4-S045*	Other existing walked route	Yes - See table 4.3.3	No			
IOW 4c	IOW-4-S046 & IOW-4-S047*	Other existing walked route	Yes - See table 4.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access boundary.
IOW 4c	IOW-4-S048*	Other existing walked route	Yes - See table 4.3.3	No			
IOW 4c	IOW-4-S049*	Public highway	Yes - See table 4.3.3	No			
IOW 4c	IOW-4-S050*	Public footpath	Yes - See table 1.3.3	No			
IOW 4c & IOW 4d	IOW-4-S051 & IOW-4-S053*	Public footpath	Yes - See table 4.3.3	No			
IOW 4d	IOW-4-S054*	Public footpath	Yes - See table 4.3.3	No	Fence line	Clarity and cohesion	
IOW 4d	IOW-4-S055*	Public footpath	Yes - See table 4.3.3	No	Tree line	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Current status of route section(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
IOW 4d	IOW-4-S056*	Other existing walked route	Yes - See table 4.3.3	No			
IOW 4d	IOW-4-S057 & IOW-4-S058*	Public footpath	Yes - See table 4.3.3	No			
IOW 4d	IOW-4-S059*	Other existing walked route	Yes - See table 4.3.3	No	Various	Clarity and cohesion	Various means the edge of steps and the default width (2m)
IOW 4d	IOW-4-S060*	Public highway	Yes - Normal	No			New road crossing to be created at this location
IOW 4d	IOW-4-S061*	Other existing walked route	Yes - Normal	No	Hedgerow	Clarity and cohesion	
IOW 4d	IOW-4-S062*	Public highway	Yes - Normal	No			
IOW 4d	IOW-4-S063*	Other existing walked route	Yes - Normal	No	Edge of the verge	Clarity and cohesion	
IOW 4d	IOW-4-S064*	Public highway	Yes - Normal	No			

1	2	3	4	5a	5b	5c	6
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Current status of route section(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
IOW 4d	IOW-4-S065*	Not an existing walked route	Yes - Normal	No	Hedgerow	Clarity and cohesion	
IOW 4d	IOW-4-S066*	Other existing walked route	Yes - See table 4.3.3	No			
IOW 4d	IOW-4-S067	Public bridleway	Yes - See table 4.3.3	No	Hedgerow	Clarity and cohesion	
IOW 4d	IOW-4-S068	Other existing walked route	Yes - See table 4.3.3	No	Landward edge of road	Clarity and cohesion	
IOW 4d	IOW-4-S069 & IOW-4-S070	Public footpath	Yes - See table 4.3.3	No			
IOW 4e	IOW-4-S071	Public footpath	Yes - See table 4.3.3	No	Fence line	Clarity and cohesion	
IOW 4e	IOW-4-S072 & IOW-4-S073	Public footpath	Yes - See table 4.3.3	No			
IOW 4f	IOW-4-S074*	Not an existing walked route	Yes - See table 4.3.3	No			
IOW 4f	IOW-4-S075	Other existing	Yes - See table 4.3.3	No	Edge of verge	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
		walked route					
IOW 4f & IOW 4g	IOW-4-S076 to IOW-4-S085	Public footpath	Yes - See table 4.3.3	No			
IOW 4g & IOW 4h	IOW-4-S086 & IOW-4-S087*	Public footpath	Yes - See table 4.3.3	No			
IOW 4h	IOW-4-S088*	Not an existing walked route	Yes - See table 4.3.3	No			
IOW 4h	IOW-4-S089	Public footpath	Yes - See table 4.3.3	No			
IOW 4h	IOW-4-S090	Public footpath	Yes - See table 4.3.3	No	Fence line	Clarity and cohesion	
IOW 4h	IOW-4-S091	Public footpath	Yes - See table 4.3.3	No			
IOW 4h	IOW-4-S092	Public footpath	Yes - See table 4.3.3	No	Hedgerow	Clarity and cohesion	
IOW 4h	IOW-4-S093	Public footpath	Yes - See table 4.3.3	No	Edge of track	Clarity and cohesion	
IOW 4h	IOW-4-S094	Public footpath	Yes - See table 4.3.3	No			
IOW 4h	IOW-4-S095	Public footpath	Yes - See table 4.3.3	No	Fence line	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Current status of route section(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
IOW 4i	IOW-4-S096	Public footpath	Yes - See table 4.3.3	No			
IOW 4i	IOW-4-S097 & IOW-4-S098	Public footpath	Yes - See table 4.3.3	No	Fence line	Clarity and cohesion	
IOW 4i	IOW-4-S099	Public footpath	Yes - See table 4.3.3	No	Fence line	Clarity and cohesion	
IOW 4j	IOW-4-S100 to IOW-4-S102	Public footpath	Yes - See table 4.3.3	No			
IOW 4j	IOW-4-S103 & IOW-4-S104	Public footpath	Yes - See table 4.3.3	No	Edge of bridge deck	Clarity and cohesion	
IOW 4j	IOW-4-S105	Public footpath	Yes - See table 4.3.3	No			
IOW 4j	IOW-4-S106	Public footpath	Yes - See table 4.3.3	No	Edge of track	Clarity and cohesion	
IOW 4j	IOW-4-S107	Public footpath	Yes - See table 4.3.3	No			
IOW 4j	IOW-4-S108	Public footpath	Yes - See table 4.3.3	No	Fence line	Clarity and cohesion	
IOW 4j	IOW-4-S109	Public footpath	Yes - See table 4.3.3	No			
IOW 4j	IOW-4-S110*	Other existing	Yes - See table 4.3.3	No			

1	2	3	4	5a	5b	5c	6
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Current status of route section(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
		walked route					
IOW 4j	IOW-4-S111 to IOW-4-S113*	Other existing walked route	Yes - See table 4.3.3	No	Edge of path	Clarity and cohesion	
IOW 4j	IOW-4-S114*	Public footpath	Yes - See table 4.3.3	No			
IOW 4j	IOW-4-S115	Public footpath	Yes - See table 4.3.3	No			
IOW 4j	IOW-4-S116	Public footpath	Yes - Normal	No	Hedgerow	Clarity and cohesion	
IOW 4j	IOW-4-S117 & IOW-4-S118*	Public footpath	Yes - Normal	No	Hedgerow	Clarity and cohesion	
IOW 4j	IOW-4-S119*	Other existing walked route	Yes - Normal	No	Edge of verge	Clarity and cohesion	
IOW 4j	IOW-4-S120*	Public highway	Yes - Normal	No	Landward edge of road	Clarity and cohesion	
IOW 4j	IOW-4-S121*	Other existing walked route	Yes - Normal	No	Other	Clarity and cohesion	Landward boundary is the edge of the verge
IOW 4j	IOW-4-S122*	Public footway (pavement)	Yes - Normal	No	Pavement edge	Clarity and cohesion	



1	2	3	4	5a	5b	5c	6
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Current status of route section(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
IOW 4j	IOW-4-S123*	Other existing walked route	Yes - Normal	No	Edge of verge	Clarity and cohesion	
IOW 4j	IOW-4-S124*	Public footpath	Yes - Normal	No	Hedgerow	Clarity and cohesion	

#### 4.3.2 Other options considered: Maps IOW 4a to IOW 4j – Binnel Bay to Chilton Chine

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 4a & IOW 4b	IOW-4-S005 to IOW-4-S034	We considered aligning the trail along the existing public right of way from Binnel Bay to Castle Haven.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The existing public right of way is currently closed due to a land slip and would require major infrastructure works for it to re-open, which isn't feasible due to the nature of the land.</li> </ul>
IOW 4a	IOW-4-S009 to IOW-4-S013	We considered aligning the trail along the track adjacent to Old Park Hotel.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ 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.</li> <li>■ Our proposed route is closer to the coast and provides better views of the coast</li> </ul>
IOW 4a	IOW-4-S013 to IOW-4-S019	We considered aligning the trail along the existing public right of way up to Undercliff Drive.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The current PRow is closed due to a landslip and would require major infrastructure works for it to re-open, which isn't feasible due to the nature of the land.</li> <li>■ It is likely that the land will continue to move and the trail and infrastructure would</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			be difficult to maintain if it were routed along the existing PRow
IOW 4a	IOW-4-S019 to IOW-4-S022	We considered aligning the trail east on Undercliff Drive Path to public footpath and up to the cliff top and then west along the cliff top.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is the most convenient and direct route and it avoids a detour of approximately 2.5km.</li> </ul>
IOW 4a	IOW-4-S019	We considered aligning the trail off of the road, in the wooded area north of Undercliff Drive.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ Infrastructure works within the woodland were not feasible due to the nature of the terrain.</li> </ul>
IOW 4b & IOW 4c	IOW-4-S034 to IOW-4-S043	We considered aligning the trail from Castle Haven Lane to St Catherine's Road via public footpath NT40.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is closer to the sea and maintains better views of the sea.</li> <li>■ It takes walkers around St Catherine's Lighthouse which is a feature of interest.</li> </ul>
IOW 4b	IOW-4-S035	We considered aligning the trail to follow the public footpath around Beach Cottage.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is the most convenient route and less circuitous.</li> <li>■ It avoids impacting the residents at Castle Haven Point.</li> <li>■ It avoids routing on unstable sea defences (gabions and rock armour)</li> </ul>
IOW 4c	IOW-4-S040 to IOW-4-S046	We considered aligning the trail from Watershoot Bay directly up to the Sandrock Road car park.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is a safer route for walkers and avoids a very steep ascent of the undercliff.</li> <li>■ The infrastructure works that would be required through the undercliff were not feasible due to the nature of the terrain.</li> </ul>
IOW 4c	IOW-4-S047 & IOW-4-S048	We considered aligning the trail along Sandrock Road.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is safer because it takes walkers off of a very narrow road and provides a more enjoyable walking experience.</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 4c & IOW 4d	IOW-4-S047 to IOW-4-S062	We considered aligning the trail from Sandrock Road car park, through the land slip and along Old Blackgang Road to Blackgang theme park.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ The land west of Sandrock Road is slipping and is dangerous to walk upon.</li> <li>■ The infrastructure works that would be required were not feasible due to the nature of the terrain.</li> </ul>
IOW 4d	IOW-4-S054 to IOW-4-S060	We considered aligning the trail from the field seaward of IOW-4-S054, down the steps into Blackgang Chine car park and up the main entrance road to the theme park.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is safer for walkers as it avoids walking through the main theme park car park and along the main entrance road, which would be busy during the summer months.</li> <li>■ It has less impact on Blackgang Chine Theme Park.</li> </ul>
IOW 4d	IOW-4-S058 & IOW-4-S059	We considered aligning the trail around the northern edge of the Blackgang Chine over-flow car park.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is more convenient and direct and is closer to the coast</li> </ul>
IOW 4d	IOW-4-S058 to IOW-4-S066	We considered aligning the trail along the public right of way across Blackgang Road, into Gore Down and along the track by Sheep Lane Farm.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is the most coastal route and offers fantastic views over the south coast from the Old Blackgang Road.</li> <li>■ The route considered would require two crossings over a busy main road with poor line of site</li> </ul>
IOW 4d	IOW-4-S058 to IOW-4-S066	We considered aligning the trail along the public right of way across Blackgang Road, into Gore Down and then skirting the edge of the field adjacent Blackgang Road.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is the most coastal route and offers fantastic views over the south coast from the Old Blackgang Road.</li> <li>■ The route considered would require two crossings over a busy main road with poor line of site</li> </ul>
IOW 4d	IOW-4-S060 to IOW-4-S063	We considered aligning the trail to Blackgang roundabout using the existing steps, then creating a gap or overlap in the ARMCO barriers before crossing the entrance road to Blackgang Chine.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ The Highway Authority considered the proposed route to be the safest option to cross the roundabout with clear views in both directions.</li> <li>■ Altering the ARMCO barriers would be costly and could negate the integrity of the barriers.</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 4d	IOW-4-S060 to IOW-4-S063	We considered aligning the trail to Blackgang roundabout using the existing steps, around the ARMCO barrier before crossing the entrance road to Blackgang Chine.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ To create a safe width of verge for walkers the ARMCO barriers would have to be moved back from the road, which was not possible due to the topography of the land here.</li> </ul>
IOW 4d	IOW-4-S065	We considered aligning the trail along the south-eastern edge of the field, along the cliff edge and then north along the western edge of the field to join the public bridleway.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is the most convenient and direct route and offers fantastic views over the south coast from Old Blackgang Road.</li> <li>■ 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.</li> </ul>
IOW 4d	IOW-4-S065	We considered aligning the trail on the landward side of the hedgerow, adjacent to the main road.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It better separates walkers from the main road and is safer.</li> <li>■ It maintains better views of the sea.</li> </ul>
IOW 4f	IOW-4-S074	We considered aligning the trail to continue to follow public right of way C18, across middle of field at Whale Chine.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It provides a better walking surface and is closer to the coast and maintains better sea views and views of Whale Chine.</li> <li>■ It avoids crossing a ploughed arable field</li> <li>■ Walkers can use the PRow if they want a more direct route</li> </ul>
IOW 4g IOW 4h	IOW-4-S086 to IOW-4-S088	We considered aligning the trail along the current Isle of Wight Coast Path that is seaward of the proposed route, within Shepherd's Chine.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ The land within Shepherd's Chine is subject to continuous coastal erosion and is unsuitable for access.</li> </ul>
IOW 4j	IOW-4-S110 to IOW-4-S114	We considered aligning the trail landward of Brighstone Holiday Centre	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is closer to the coast and maintains views of the sea.</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> <li>Under our proposals Brighstone Holiday Centre would not fall within the coastal margin.</li> </ul>
IOW 4j	IOW-4-S117 to IOW-4-S124	We considered aligning the trail along the cliff edge seaward of The Isle of Wight Pearl and creating a bridge across Chilton Chine.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>The gap across Chilton Chine is approximately 65m and construction of a bridge would not be feasible here given groundworks and the dynamic nature of the coast here.</li> <li>Creating a bridge across Chilton Chine would directly impact upon the SSSI features including rare invertebrate and flora.</li> </ul>
IOW 4j	IOW-4-S117 to IOW-4-S121	We considered aligning the trail along the cliff edge seaward of The Isle of Wight Pearl and then along the edge of Chilton Chine back to Military Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>Access along Chilton Chine to Military Road is blocked by buildings and curtilage which are excepted land under Schedule 1 to CROW.</li> <li>The considered route could be disruptive to the Isle of Wight Pearl business.</li> </ul>

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

#### 4.3.3 Roll-back implementation – more complex situations: Maps IOW 4a to IOW 4d and IOW 4h to IOW 4j – Binnel Bay to The Seater and Sherpherd’s Chine to Chilton Chine

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 4a	IOW-4-S001 to IOW-4-S021	<p>Old Park Hotel</p> <p>St Lawrence residential houses</p> <p>Houses on Undercliff Drive</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.
IOW 4c	IOW-4-S043 to	Residential area near Sandrock Road, St Catherines	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

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
	IOW-4-S047	Terrace and St Catherines Road	landward of it, following discussions with owners and occupiers. Where possible we will make use of existing publically accessed paths and roads.  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 4c	IOW-4-S050	Residential area on Sandrock Road	
IOW 4d	IOW-4-S066 to IOW-4-S070	Residential properties	
IOW 4h	IOW-4-S080	Coastguard Cottages	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. Where possible we will make use of existing publically accessed paths and roads.
IOW 4b	IOW-4-S034 to IOW-4-S036	Castle Haven Retreat	If it is no longer possible to find a viable route seaward of the specified holiday/caravan/campsites, we will choose a new route after detailed discussions with all relevant interests. 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 4h	IOW-4-S088 to IOW-4-S091	Atherfield Bay Holiday Camp	
IOW 4i & IOW 4j	IOW-4-S099 to IOW-4-S114	Grange Farm Camping and Caravan site  Brighstone Holiday Centre	
	IOW-4-S037 to IOW-4-S047  IOW-4-S049 to IOW-4-S050  IOW-4-S051 to IOW-4-S059	South Wight Maritime SAC and Compton Chine to Steephill Cove SSSI. Features potentially affected include habitats such as Lowland calcereous grassland (CG1-5), vegetated sea cliffs and soft maritime cliffs and slopes. Fauna that could be affected include a	If it is no longer possible to find a viable route seaward of a designated site whose designated features are sensitive to public access, 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.,

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
	IOW-4-S071 to IOW-4-S087  IOW-4-S092 to IOW-4-S099  IOW-4-S115 to IOW-4-S118  IOW-4-S124	range of Invertebrate.	

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

## Part 4.4: Proposals Maps

### 4.4.1 Map Index

Map reference	Map title
IOW 4a	Binnel Bay to The Orchard
IOW 4b	The Orchard to St Catherine's Point
IOW 4c	St Catherine's Point to Gore Cliff
IOW 4d	Gore Cliff to The Seater
IOW 4e	The Seater to Ladder Chine
IOW 4f	Ladder Chine to Fishing Cove
IOW 4g	Fishing Cove to Shepherd's Chine
IOW 4h	Shepherd's Chine to Brighstone Bay
IOW 4i	Brighstone Bay to Marsh Chine
IOW 4j	Marsh Chine to Chilton Chine



### 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

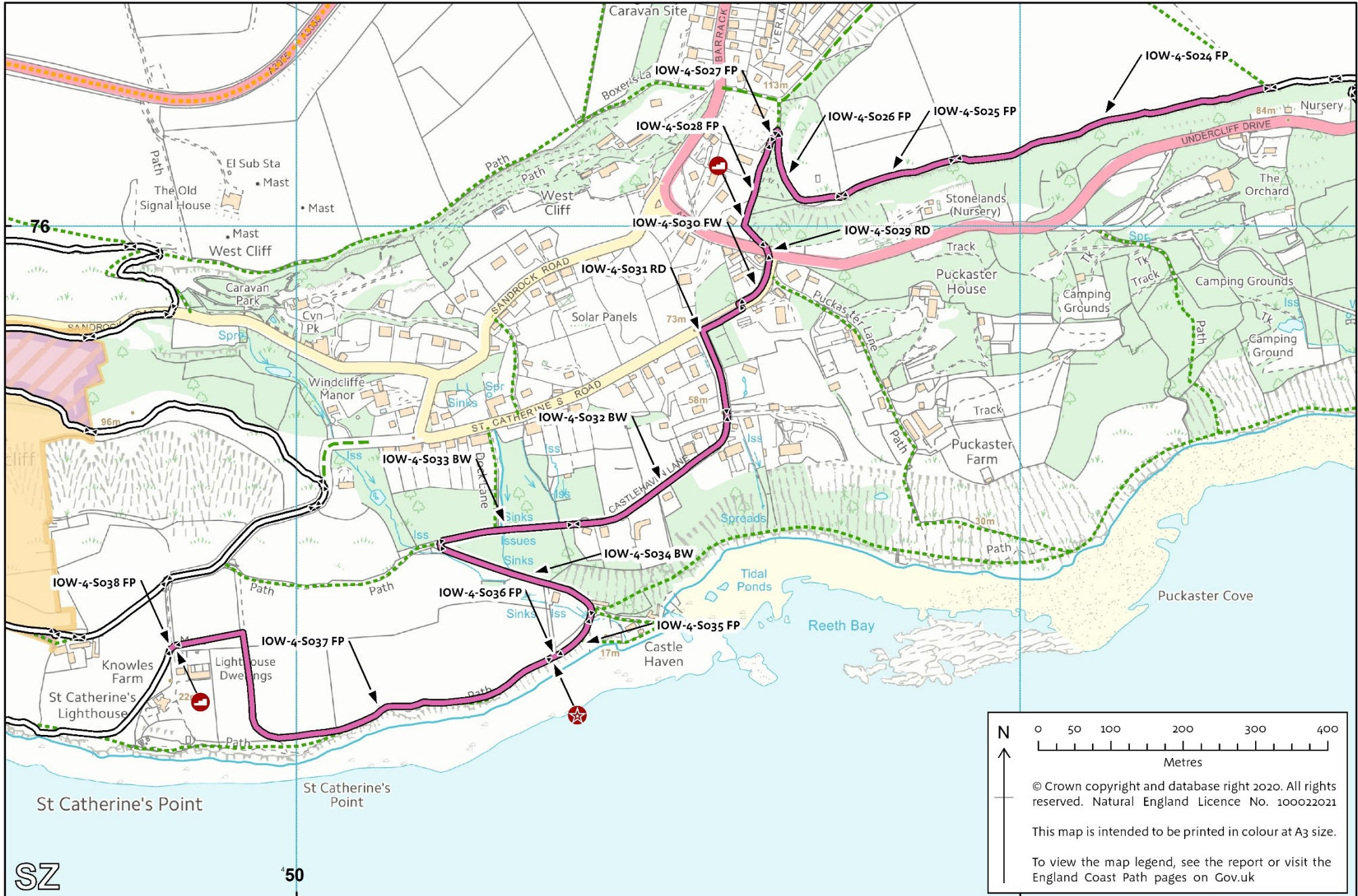
\* Please note that the items in this legend may not all be present on an individual map or report.

Map IOW 4a: Binnel Bay to The Orchard





Map IOW 4b: The Orchard to St Catherine's Point



Map IOW 4b: The Orchard to St Catherine's Point

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0 50 100 200 300 400  
 Metres

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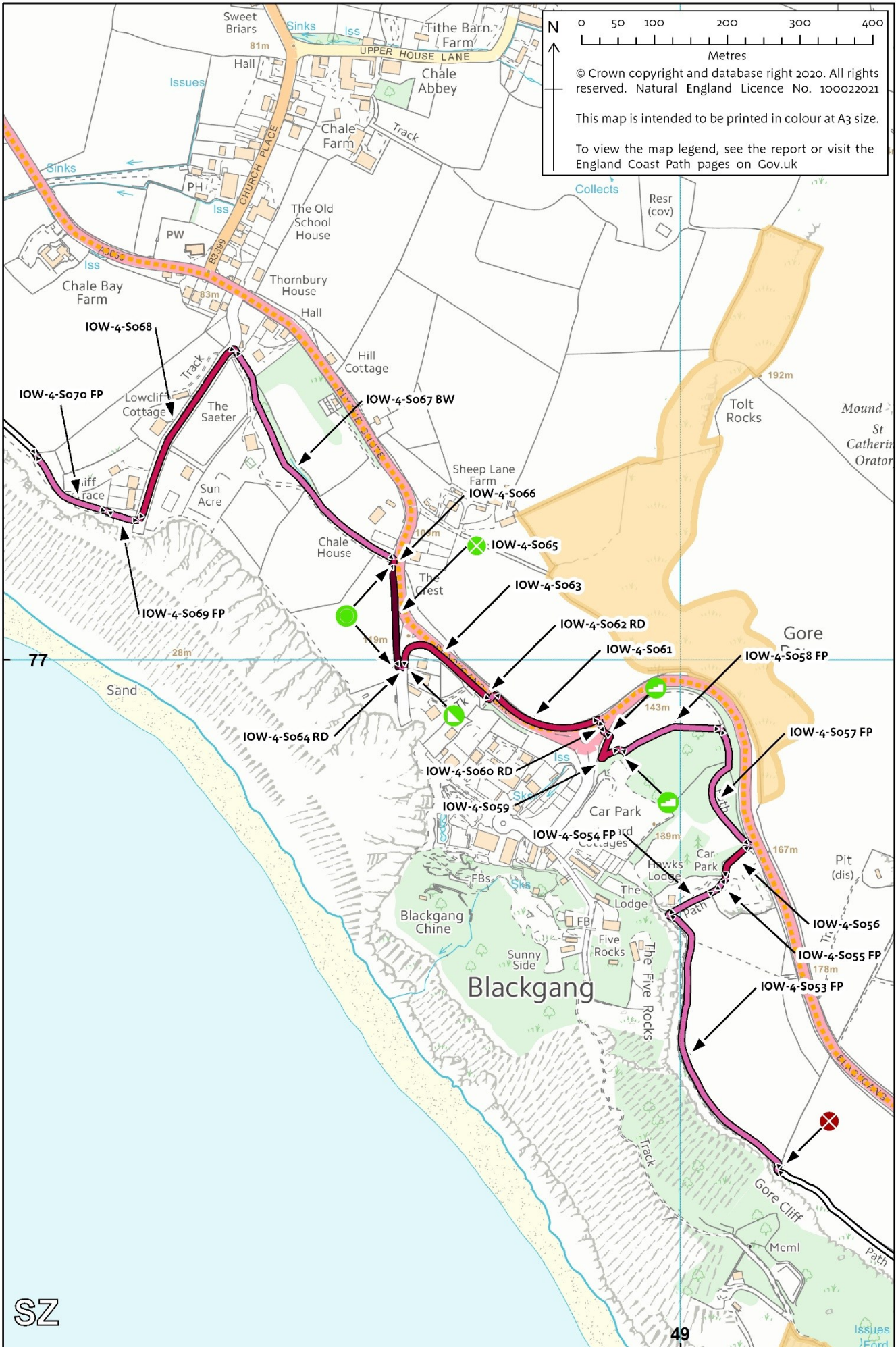
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



Map IOW 4c: St Catherine's Point to Gore Cliff







**Map IOW 4e: The Seater to Ladder Chine**



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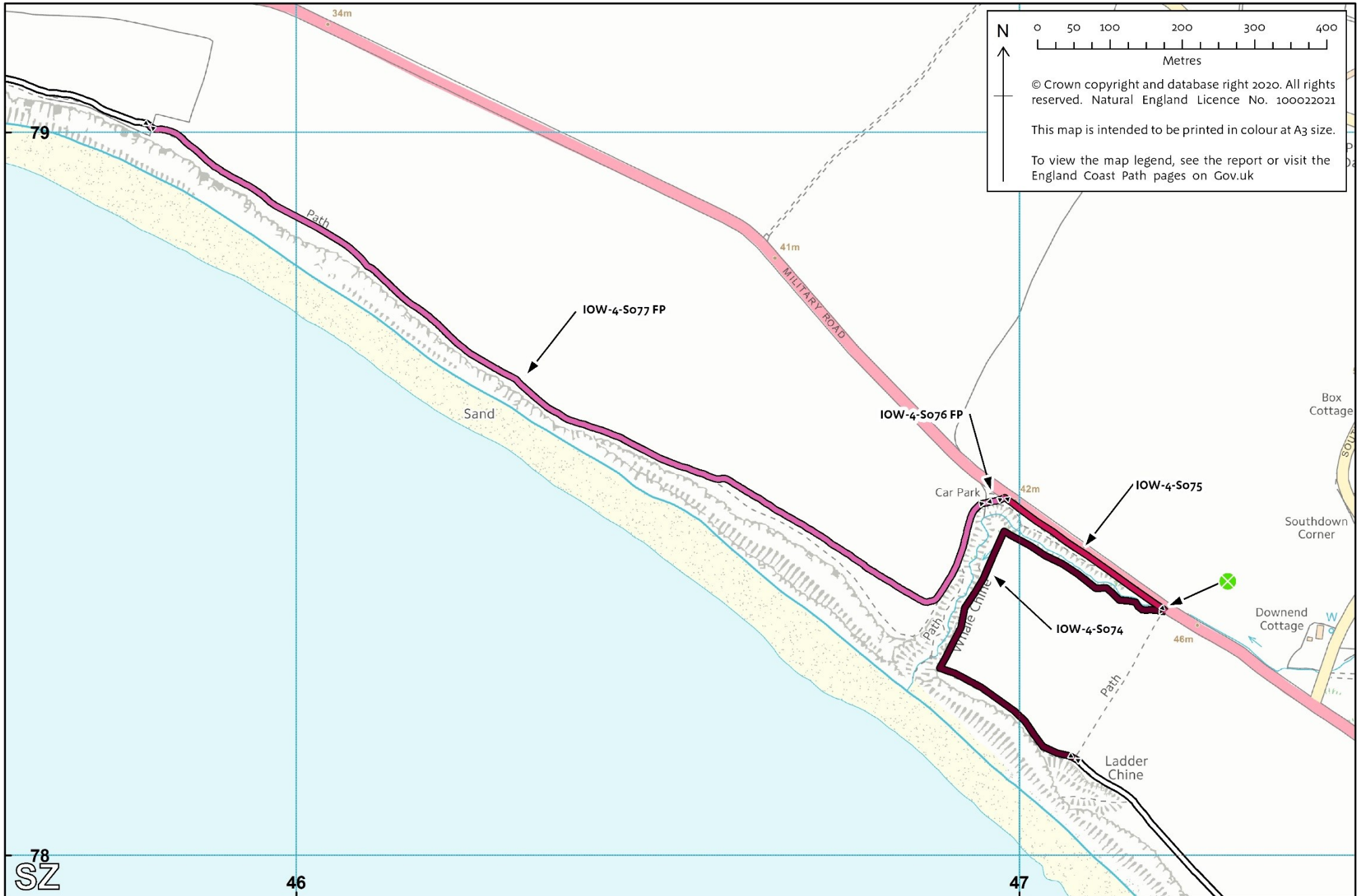
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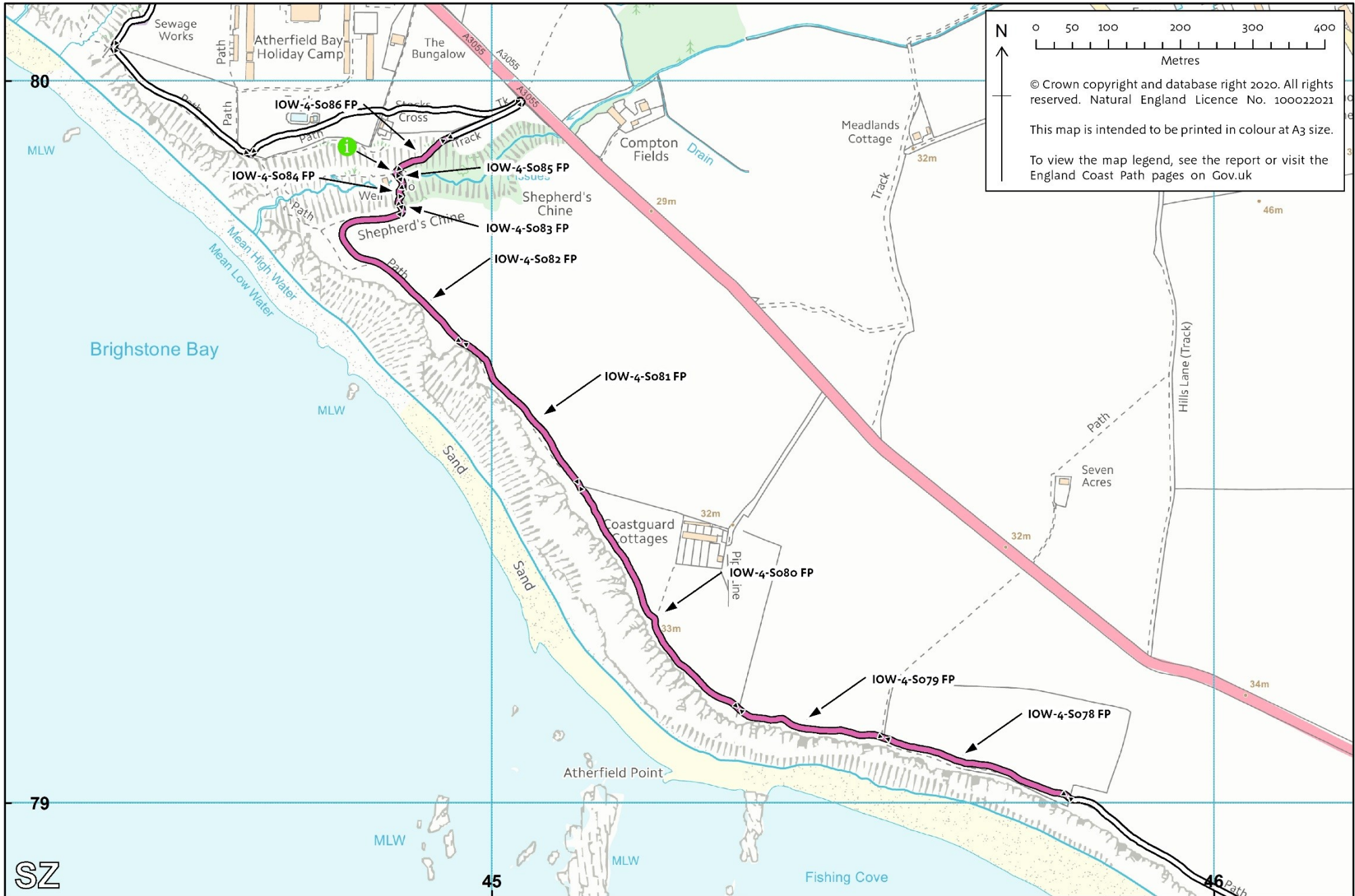
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Map IOW 4f: Ladder Chine to Fishing Cove

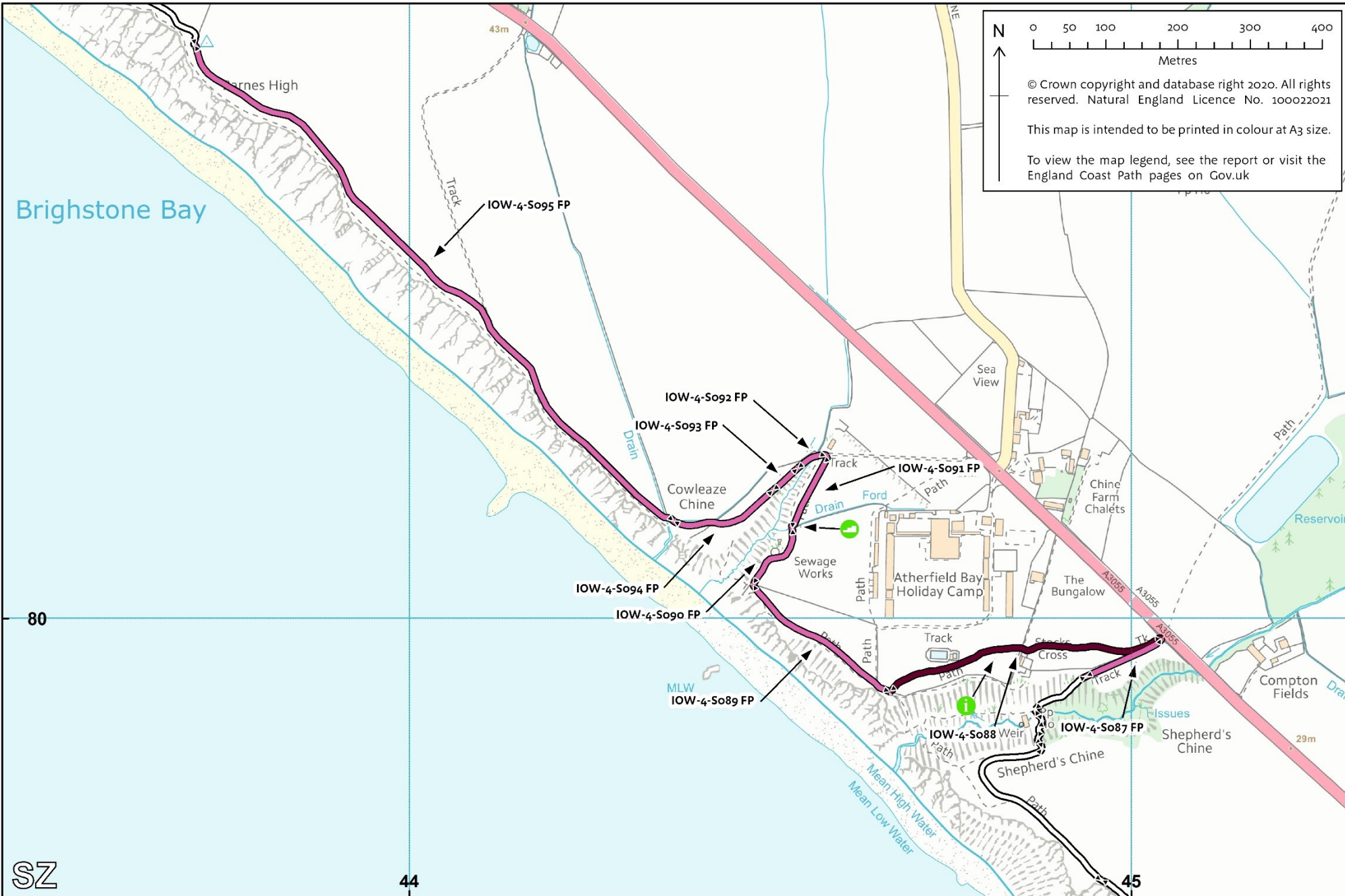


Map IOW 4g: Fishing Cove to Shepherd's Chine





**Map IOW 4h: Shepherd's Chine to Brighstone Bay**



Map IOW 4h: Shepherd's Chine to Brighstone Bay

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Map IOW 4i: Brighstone Bay to Marsh Chine





Map IOW 4j: Marsh Chine to Isle of Wight Pearl



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Map IOW 4j: Marsh Chine to Isle of Wight Pearl

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