



England Coast Path Stretch: Isle of Wight

Report IOW 5: Chilton Chine to Colwell Chine

Part 5.1: Introduction

Start Point:	Chilton Chine (grid reference 440896.257, 82191.428)
End Point:	Colwell Chine (grid reference 432773.445, 87932.217)
Relevant Maps:	IOW 5a to IOW 5j

5.1.1 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.

5.1.2 This report covers length IOW 5 of the stretch, which is the coast between Chilton Chine to Colwell 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.

5.1.3 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.

5.1.4 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 5.2: Proposals Narrative

The trail:

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

5.2.2 Follows the coastline closely and maintains good views of the sea.

5.2.3 Is aligned on the beach or foreshore in Freshwater Bay. See part 5.2.8.

5.2.4 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.

5.2.5 The following designated sites affect this length of coast:

- Solent and Dorset Coast SPA
- South Wight Maritime SAC
- Isle of Wight Downs SAC
- Compton Chine to Steephill Cove SSSI
- Headon Warren and West High Down SSSI
- Compton Down SSSI
- Colwell Bay SSSI
- The Needles MCZ
- Long mortuary enclosure on Tennyson Down (Scheduled Monument)
- Two bowl barrows on High Down (Scheduled Monument)
- Bowl barrow on West High Down (Scheduled Monument)
- New Battery and High Down Test Site, The Needles (Scheduled Monument)
- Lower Needles Point battery (Scheduled Monument)
- Bowl barrow on Headon Hill (Scheduled Monument)

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

5.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IOW 5f, IOW 5g & IOW 5h	IOW-5-035	The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ The trail at IOW-5-035 has been aligned along the existing coastal	To reduce potential trampling of vegetated cliffs away from existing main access route

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		access route as opposed to the most seaward route here	

5.2.7 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.

5.2.8 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 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

5.2.9 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 trail would follow uneven shingle at Freshwater Bay;
- There are steps in places where it would be necessary to ascend/descend steps at Freshwater Bay, The Needles Battery and Alum Bay Chine.

5.2.10 Along this length of the trail all existing stiles will be replaced with kissing gates or other appropriate access furniture that enables access for all users, so as to make them easier to use. We envisage this happening as part of the physical establishment work described below.

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

Accessibility:

Where we have proposed exercising statutory discretions:

5.2.11 **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 5.3.1 below.

5.2.12 From Brook Chine to Freshwater Bay, and at Tennyson Down, West High Down and Headon Warren, 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. The owner of this land is content for us to propose this.

5.2.13 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 5.3.1. 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 5.3.1] 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.

5.2.14 **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.

5.2.15 Column 4 of table 5.3.1 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 5a to IOW 5j as the proposed route of the trail.

5.2.16 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.

5.2.17 On sections for which roll-back is not proposed in table 5.3.1, the route is to be at the centre of the line shown on maps IOW 5a to IOW 5j as the proposed route of the trail.

Other future change:

5.2.18 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

5.2.18 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.

5.2.19 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £19,462 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.

5.2.20 There are 5 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 to make the route more accessible to walkers.
- Surfacing in particular around the Headon Warren area is proposed to enhance the current route and make it more resilient to coastal erosion
- 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 new steps would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

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	£5,721
Steps	£7,000
Kissing gates or other type	£2,250
Surfacing works	£9,000
Project management & variance	£4,491

Total **£28,462 (Exclusive of any VAT payable)**

5.2.21 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:

5.2.22 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).

5.2.23 We estimate that the annual cost to maintain the trail will be £10,276.95 (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 5.3: Proposals Tables

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

5.3.1 Section Details: Maps IOW 5a to IOW 5j – Chilton Chine to Colwell Chine

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 5.3.2: 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 5.3.3’ 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 5a	IOW-5-S001 & IOW-5-S002	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
IOW 5b	IOW-5-S003	Public footpath	Yes - See table 5.3.3	No			
IOW 5b	IOW-5-S004 & IOW-5-S005	Public footpath	Yes - See table 5.3.3	No			
IOW 5b	IOW-5-S006	Other existing	Yes - See table 5.3.3	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
		walked route					
IOW 5b	IOW-5-S007 & IOW-5-S008	Public footpath	Yes - See table 5.3.3	No			
IOW 5c	IOW-5-S009	Public footpath	Yes - See table 5.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access land.
IOW 5c	IOW-5-S010	Public footpath	Yes - See table 5.3.3	No			
IOW 5c	IOW-5-S011 & IOW-5-S012	Public footpath	Yes - See table 5.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access land.
IOW 5d	IOW-5-S013	Public footpath	Yes - See table 5.3.3	No			
IOW 5d	IOW-5-S014	Public footpath	Yes - See table 5.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access land.
IOW 5d	IOW-5-S015	Public footpath	Yes - See table 5.3.3	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 5e	IOW-5-S016	Public footpath	Yes - See table 5.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access land.
IOW 5e	IOW-5-S017 to IOW-5-S020	Public footpath	Yes - See table 5.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access land.
IOW 5e	IOW-5-S021 & IOW-5-S022	Public footpath	Yes - See table 5.3.3	No	Edge of steps	Clarity and cohesion	
IOW 5e	IOW-5-S023	Other existing walked route	Yes - See table 5.3.3	Yes - Beach			
IOW 5e	IOW-5-S024	Other existing walked route	Yes - See table 5.3.3	Yes - Barrier			
IOW 5e	IOW-5-S025	Other existing walked route	Yes - See table 5.3.3	No			
IOW 5e	IOW-5-S026*	Public footpath	Yes - See table 5.3.3	No	Pavement edge	Clarity and cohesion	
IOW 5e	IOW-5-S027*	Public highway	No	No	Pavement edge		

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 5e	IOW-5-S028*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 5e	IOW-5-S029*	Public highway	No	No	Pavement edge		
IOW 5e	IOW-5-S030*	Public footpath	No	No	Fence line	Clarity and cohesion	
IOW 5f	IOW-5-S031	Public footpath	Yes - Normal	No			
IOW 5f	IOW-5-S032	Public footpath	Yes - Normal	Yes - S15 Land			
IOW 5f	IOW-5-S033	Public footpath	Yes - See table 5.3.3	Yes – S15 Land			
IOW 5f	IOW-5-S034	Public footpath	Yes - See table 5.3.3	Yes - S15 Land			
IOW 5f to IOW 5h	IOW-5-S035*	Public footpath	Yes - See table 5.3.3	Yes – S15 Land			
IOW 5h	IOW-5-S036 to IOW-5-S038*	Other existing walked route	Yes - See table 5.3.3	No			
IOW 5h	IOW-5-S039 to IOW-5-S045*	Other existing walked route	Yes - See table 5.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access land.

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 5h	IOW-5-S046 & IOW-5-S047*	Other existing walked route	Yes - See table 5.3.3	No			
IOW 5h	IOW-5-S048*	Other existing walked route	Yes - See table 5.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access land.
IOW 5h	IOW-5-S049	Public footpath	Yes - See table 5.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access land.
IOW 5h	IOW-5-S050 & IOW-5-S051*	Public footpath	Yes - See table 5.3.3	No			
IOW 5h	IOW-5-S052*	Other existing walked route	Yes - See table 5.3.3	No	Pavement edge	Clarity and cohesion	
IOW 5h	IOW-5-S053*	Public footpath	Yes - See table 5.3.3	No			
IOW 5h	IOW-5-S054*	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
IOW 5h	IOW-5-S055	Public footpath	Yes - See table 5.3.3	No	Edge of steps	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 5h	IOW-5-S056	Public footpath	Yes - See table 5.3.3	No	Edge of track	Clarity and cohesion	
IOW 5h	IOW-5-S057	Public footpath	Yes - See table 5.3.3	No			
IOW 5h	IOW-5-S058	Public footpath	Yes - See table 5.3.3	No			
IOW 5i	IOW-5-S059*	Public footpath	Yes - See table 5.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access land.
IOW 5i	IOW-5-S060	Public footpath	Yes - See table 5.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access land
IOW 5i	IOW-5-S061	Public footpath	Yes - See table 5.3.3	No			
IOW 5i	IOW-5-S062	Public footpath	Yes - See table 5.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access land
IOW 5i	IOW-5-S063 & IOW-5-S064	Public footpath	Yes - See table 5.3.3	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 5i	IOW-5-S065	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 5i	IOW-5-S066	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
IOW 5i	IOW-5-S067 to IOW-5-S070	Public footpath	Yes - See table 5.3.3	No	Other	Additional landward area	Landward boundary is the edge of the CRoW open access land
IOW 5i & IOW 5j	IOW-5-S071 to IOW-5-S075	Public footpath	Yes - See table 5.3.3	Yes - Barrier			
IOW 5j	IOW-5-S076	Public footpath	Yes - See table 5.3.3	No			
IOW 5j	IOW-S077 to IOW-S083	Public footpath	Yes - See table 5.3.3	Yes - Barrier			

5.3.2 Other options considered: Maps IOW 5a to 5j – Chilton Chine to Colwell Chine

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 5e	IOW-5-S026 to IOW-5-S030	We considered aligning the route seaward of the Albion Hotel following public footpath F29, up the steps into Freshwater Bay House grounds and joining public footpath F50.	<p>We opted for the proposed route because:</p> <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.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> ■ Excepted land categories (including the hotel grounds) lay between the two public footpaths preventing any through route.
IOW 5f, IOW 5g & IOW 5h	IOW-5-S035	We considered aligning the trail to follow an existing worn route along the cliff edge between Tennyson's Monument and the telecommunication mast further west.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Using the existing PRoW reduces the risk of increased trampling on SSSI flora on Tennyson down. ■ The route following the existing PRoW maintains better sea views and from the vantage point at the peak of the hill both sides of The Needles and Tennyson Down can be seen.
IOW 5h	IOW-5-S036 to IOW-5-S048	We considered following the public right of way to the east of Coastguard Cottages, located just north of the telecommunication mast.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea than the public footpath and would afford better sea views. ■ It takes walkers closer to points of interest such as the High Down Weapon Test Site and The Needles Point Battery. ■ This other option remains available for walkers to use at any time if they want a more direct route across to the headland
IOW 5h	IOW-5-S036 to IOW-5-S037	We considered aligning the trail down to the High Down Weapon Test Site and along the track.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is the most convenient route. ■ It makes use of newly installed steps and infrastructure. ■ Coastal views are better maintained following the proposed route ■ Under our proposals, access to the High Down Weapon Test Site would still be available via spreading room.
IOW 5h	IOW-5-S050 to IOW-5-S054	We considered aligning the trail into the Needles Landmark Attraction car park and into the attraction at the north-west corner of the car park.	<p>We opted for the proposed trail because:</p> <ul style="list-style-type: none"> ■ It avoids directing walkers through the main car park entrance and a busy parking area. ■ It provides a better walking experience

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> ■ We have done this to ensure no negative impacts on the business here ■ It takes walkers passed the public conveniences and café.
IOW 5h	IOW-5-S051	We considered aligning the trail into the Needles Landmark Attraction main car park on the eastern edge, and back out to the pavement to join trail section IOW-5-S052.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It avoids directing walkers through the main car park entrance and a busy parking area. ■ It is the most convenient route and provides a better walking experience
IOW 5i	IOW-5-S059	We considered aligning the trail to continue following the public right of way up to Headon Hill rather than further seaward. This right of way runs between national grid references: 430787,85765 to 430951, 85861	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea than the public footpath and would afford better sea views. ■ It takes walkers to the Hatherwood Battery, a point of interest located due north of Headon Hall Cottages.
IOW 5i	IOW-5-S059	We considered aligning the trail on the landward side of Hatherwood Battery bunkers, located due north of Headon Hall Cottages.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is the most convenient route and provides the best walking experience ■ The land fronting the Hatherwood Battery is subject to coastal erosion. ■ Hatherwood Battery is visible from the proposed route and is available to access within the coastal margin.

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.

5.3.3 Roll-back implementation – more complex situations: Maps IOW 5b – Sud Moor to Brook Chine, IOW 5e – Freshwater Cliff to Freshwater Bay and IOW 5h to IOW 5i – Lord Holmes’ Caves to Widdick Chine

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 5b	IOW-5-S004 to	Brook Green Cottages	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings,

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
	IOW-5-S005		curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
IOW 5b	IOW-5-S005 to IOW-5-S006	Houses close to Downtown Farm	
IOW 5e	IOW-5-S017 to IOW-5-S026	Freshwater Bay buildings and curtilage	
IOW 5i	IOW-5-S060 to IOW-5-S064	Warren Cottage and Totland residential buildings and curtilage	
IOW 5i & IOW 5j	IOW-5-S066 to IOW-5-S075	Buildings and curtilage at Widdick Chine	
IOW 5j	IOW-5-S075 to IOW-5-S083	Buildings and curtilage in Totland Bay and Colwell Bay	
IOW 5a to IOW 5i	IOW-5-S001 to IOW-5-S003 IOW-5-S006 to IOW-5-S016 IOW-5-S033 to IOW-5-S049 IOW-5-S058 to IOW-5-S059	South Wight Maritime SAC, Compton Chine to Steephill Cove SSSI and Headon Warren and West High Down. Features potentially affected include habitats such as Lowland calcereous grassland (CG1-5), Lowland Dry Heathland, vegetated sea cliffs and soft maritime cliffs and slopes. Fauna that could be affected include a range of Invertebrate.	

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 5h	IOW-5-S050 to IOW-5-S057	The Needles Heritage Attraction	If it is no longer possible to find a viable route seaward of the specified tourist attraction, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, 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.

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 5.4: Proposals Maps

5.4.1 Map Index

Map reference	Map title
IOW 5a	Chilton Chine to Sud Moor
IOW 5b	Sud Moor to Brook Chine
IOW 5c	Brook Chine to Shippard's Chine
IOW 5d	Shippard's Chine to Freshwater Cliff
IOW 5e	Freshwater Cliff to Freshwater Bay
IOW 5f	Freshwater Bay to Tennyson Down
IOW 5g	Tennyson Down to Lord Holmes' Caves
IOW 5h	Lord Holmes' Caves to Headon Warren
IOW 5i	Headon Warren to Widdick Chine
IOW 5j	Widdick Chine to Colwell 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

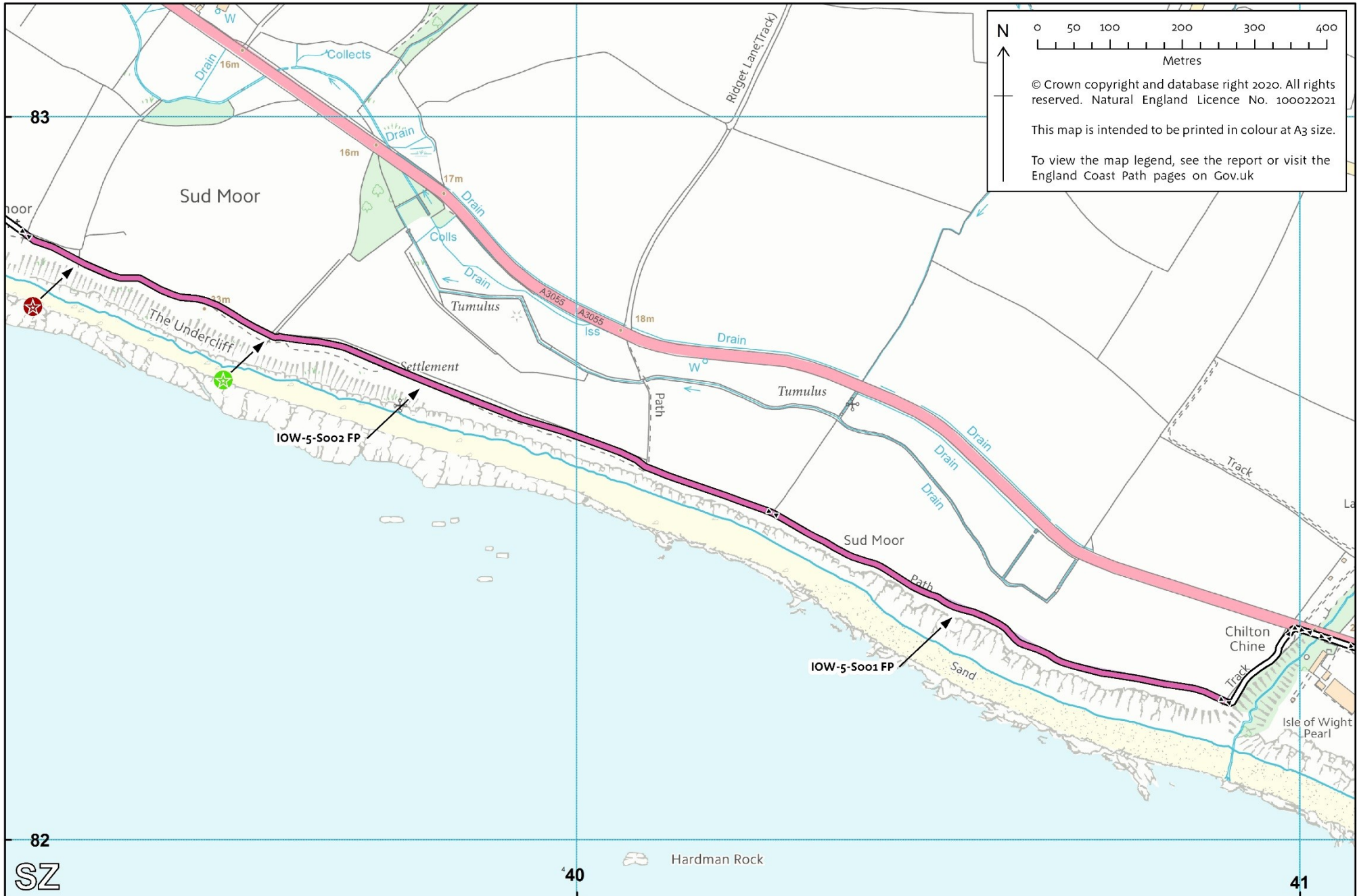
Infrastructure status

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

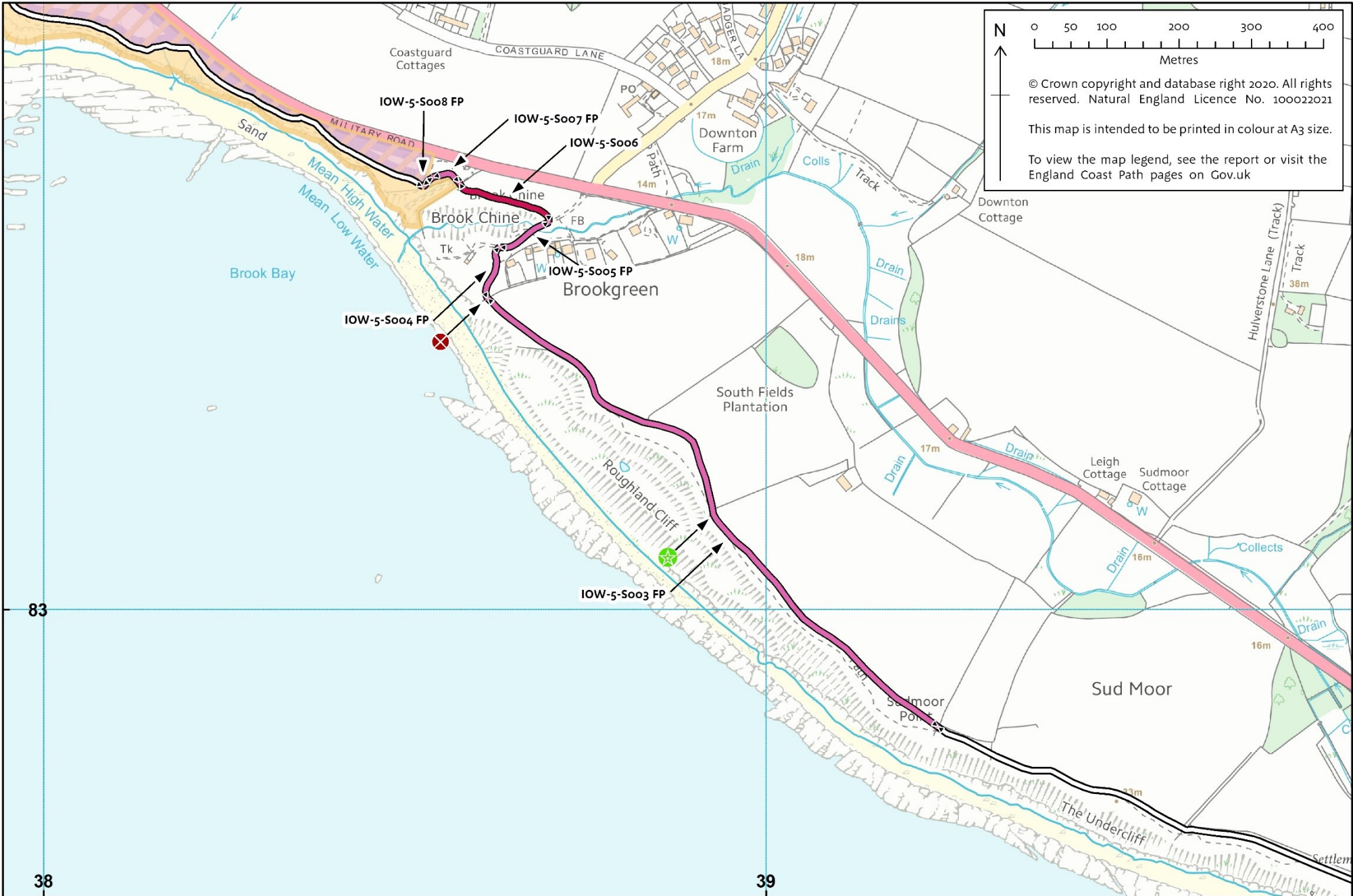
- Existing steps to be retained
- New steps required
- Existing steps to be removed

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

Map IOW 5a: Isle of Wight Pearl to Sud Moor



Map IOW 5b: Sud Moor to Brook Chine



Map IOW 5c: Brook Chine to Shippards Chine

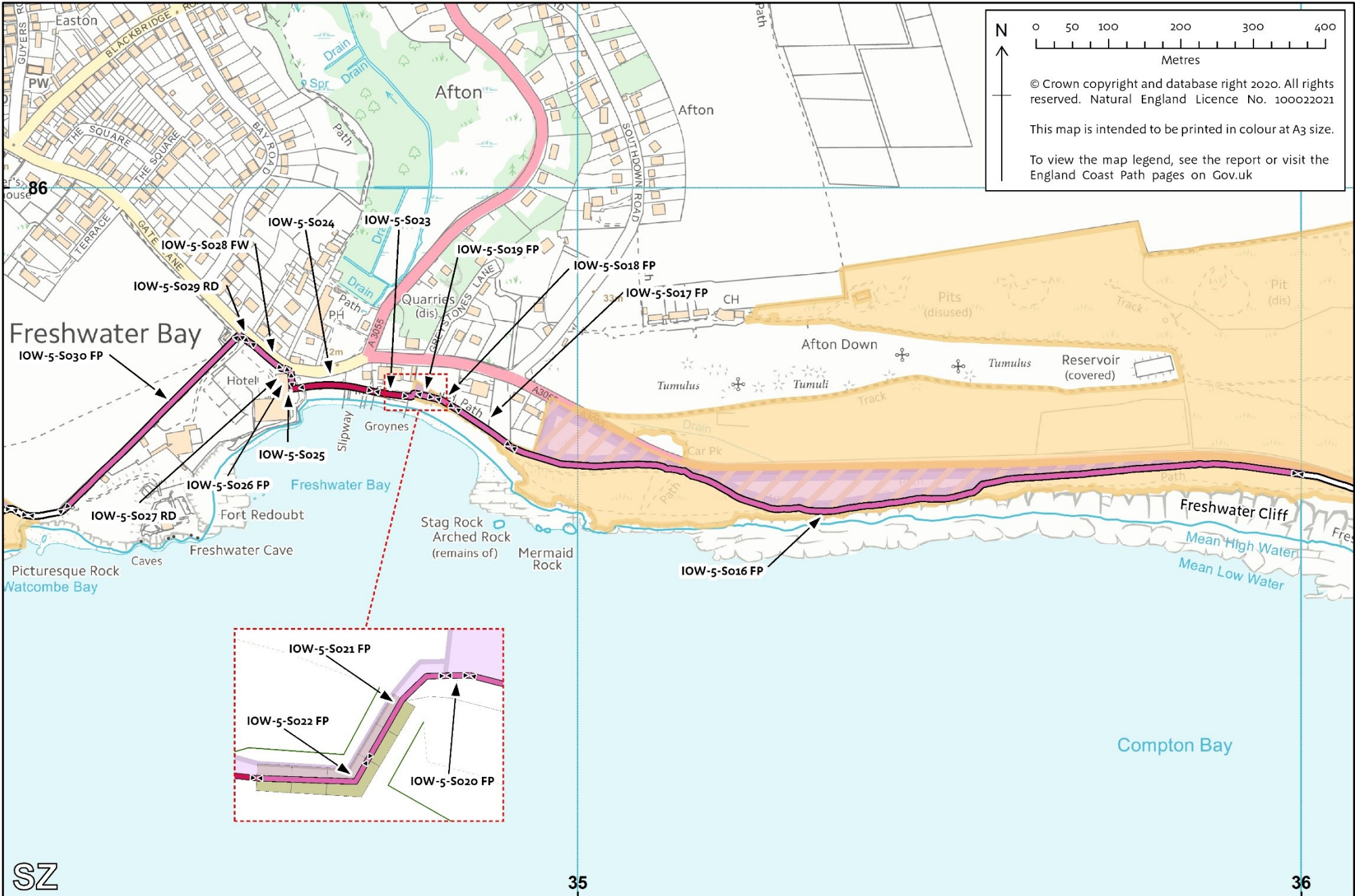


Map IOW 5d: Shippards Chine to Freshwater Cliff

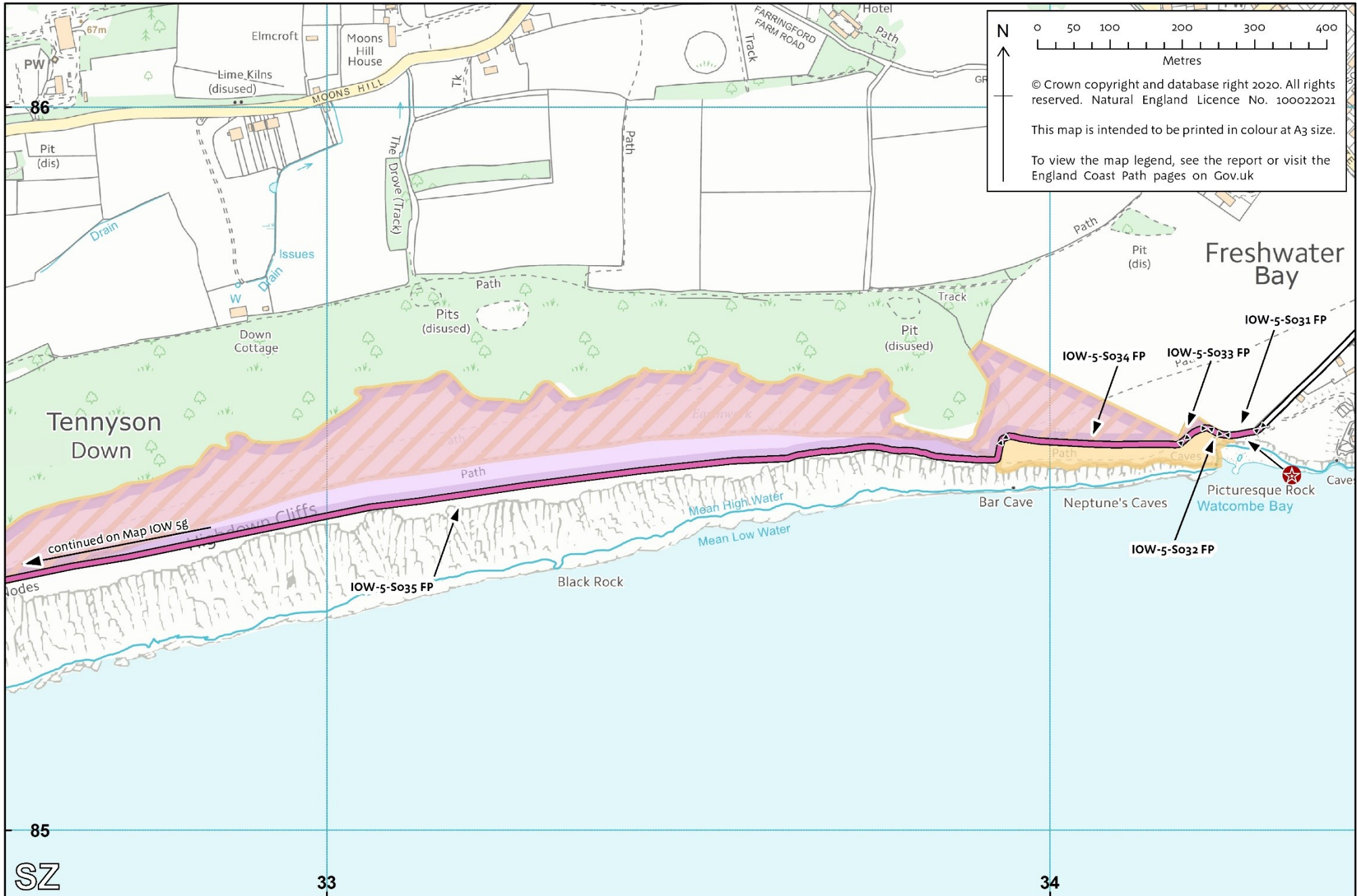


N
0 50 100 200 300 400
Metres
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This map is intended to be printed in colour at A3 size.
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map IOW 5e: Freshwater Cliff to Freshwater Bay



Map IOW 5f: Freshwater Bay to Tennyson Down



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0 50 100 200 300 400
Metres
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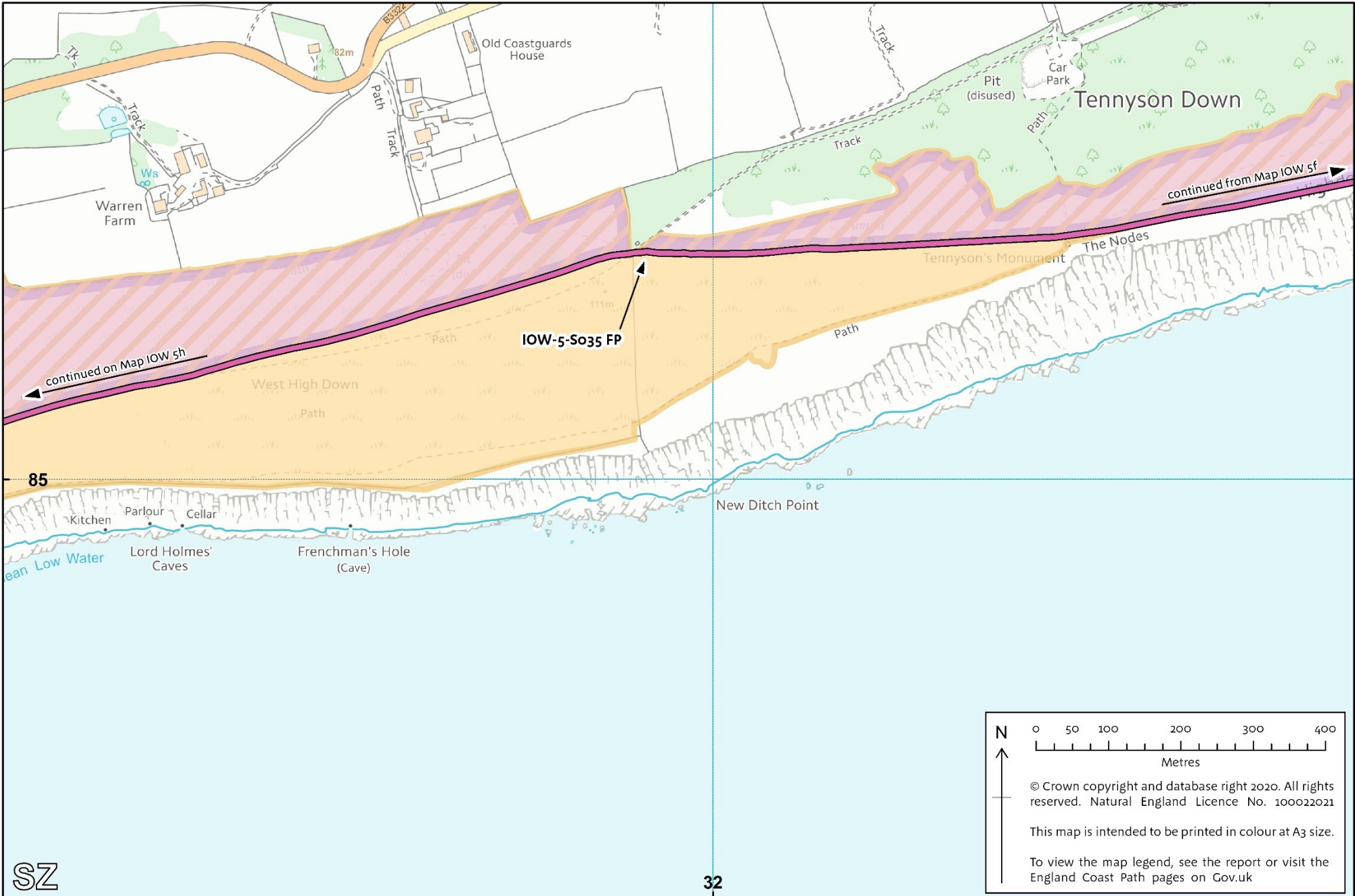
Map IOW 5f: Freshwater Bay to Tennyson Down

85
SZ

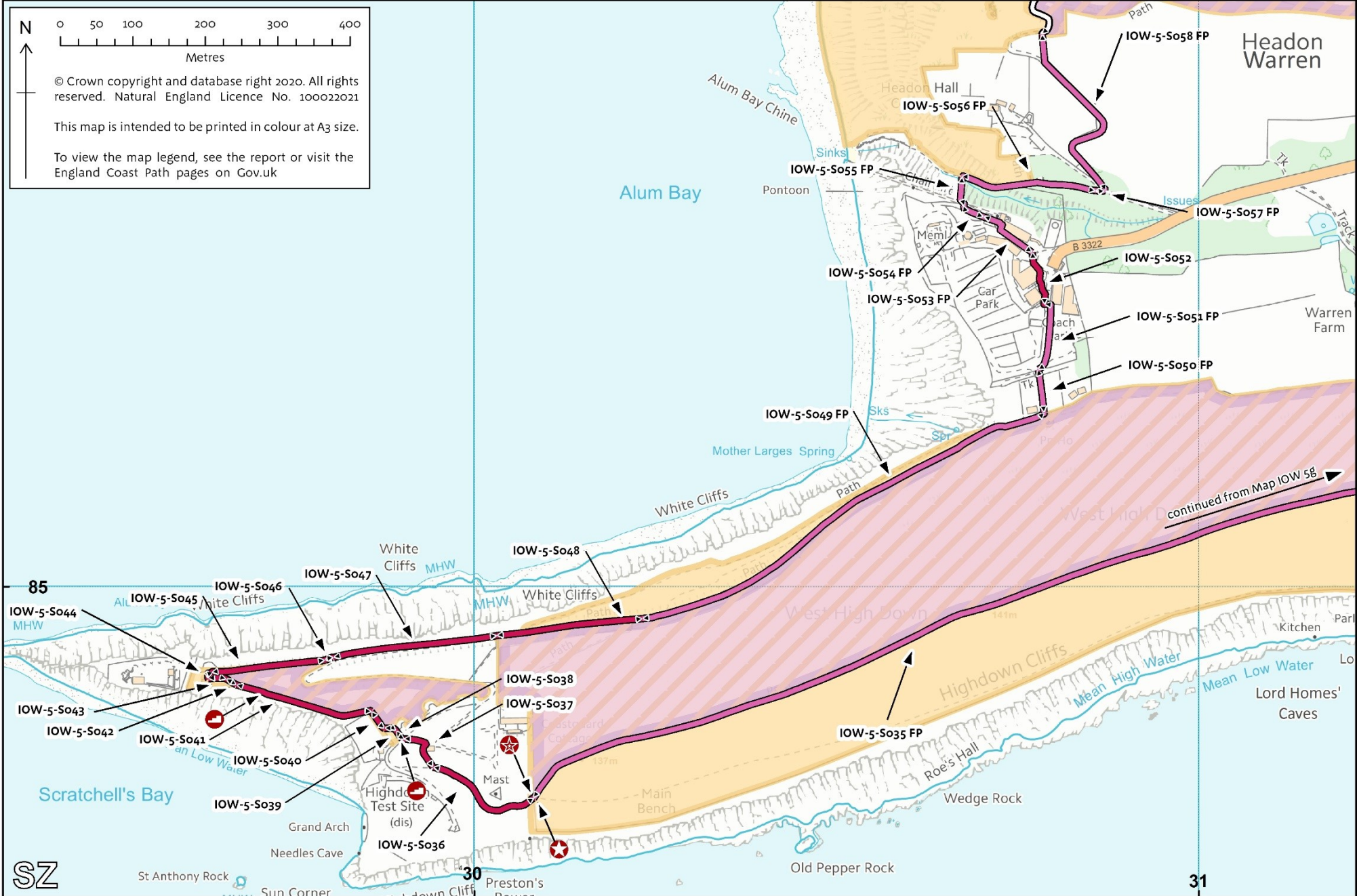
33

34

Map IOW 5g: Tennyson Down to Lord Holmes' Caves

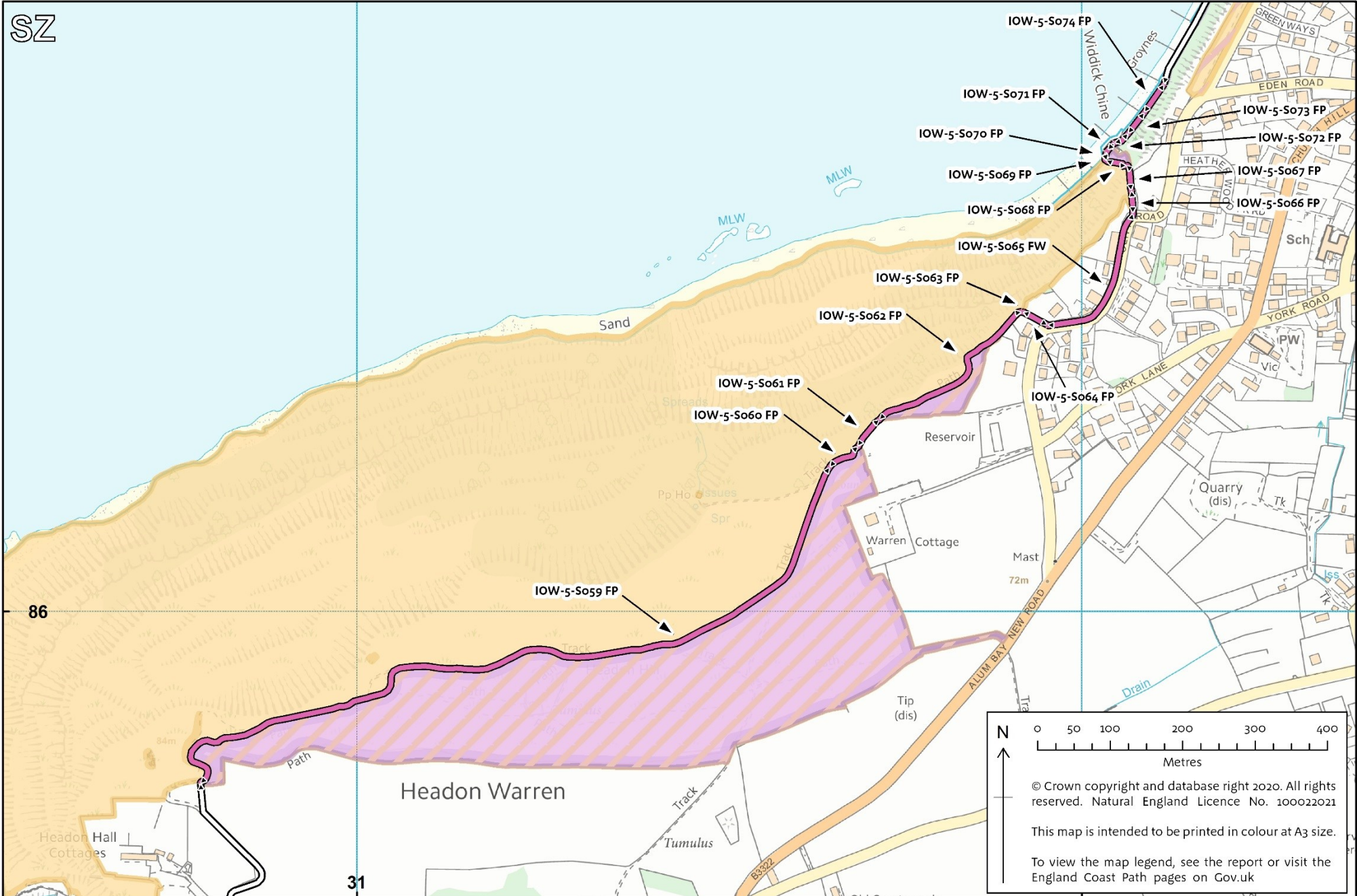


Map IOW 5h: Lord Holmes' Caves to Headon Warren



Map IOW 5h: Lord Holmes' Caves to Headon Warren

Map IOW 5i: Headon Warren to Widdick Chine





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