



# England Coast Path Stretch: Isle of Wight

## Report IOW 6: Colwell Chine to Hamstead Point

### Part 6.1: Introduction

Start Point:	Colwell Chine (grid reference 432773.445, 87932.217)
End Point:	Hamstead Point (grid reference 440904.106, 91960.769)
Relevant Maps:	IOW 6a to IOW 6f

6.1.1 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.

6.1.2 This report covers length IOW 6 of the stretch, which is the coast between Colwell Chine and Hamstead Point. 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.

6.1.3 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.

6.1.4 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 6.2: Proposals Narrative

### The trail:

6.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.

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

6.2.3 Includes two sections of new path at Fort Bouldnor. See map IOW 6d and associated tables below for details.

6.2.4 Is aligned on the beach or foreshore at Colwell Bay, Fort Victoria and Hamstead Point. See 6.2.9 for details.

6.2.5 Follows a route similar to the existing Isle of Wight Coast Path but departs from this in order to take walkers closer to the coast at Colwell Bay, Fort Victoria and Yarmouth Seawall. At Bouldnor the trail departs from the Isle of Wight Coast Path in order to avoid areas now inaccessible due to coastal erosion/slumping.

### 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.

6.2.6 The following designated sites affect this length of coast:

- Solent and Southampton Water SPA
- Solent and Dorset Coast SPA
- Solent and Southampton Water Ramsar
- Solent Maritime SAC
- Colwell Bay SSSI
- Yar Estuary SSSI
- Bouldnor and Hamstead Cliffs SSSI
- Newtown Harbour SSSI
- Yarmouth to Cowes MCZ
- Yarmouth Castle Scheduled Monument
- Bouldnor Battery Scheduled Monument

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

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

## 6.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IOW 6a	IOW-6- S001 to IOW-6-S006	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>■ The route has been aligned along the shoreline rather than creating a new route through the cliff face here.</li> </ul>	To avoid impact on the SSSI cliffs at Colwell Bay
IOW 6a	IOW-6-S007 to IOW-6-S012	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>■ The route has been aligned inland rather than up Linstone Chine</li> </ul>	To reduce impact on the SSSI cliffs and associated chine.
IOW 6b	IOW-6-S029	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>■ The trail avoids the sand dune habitat at Norton Spit and we will update signage to encourage walkers to keep to the marked route.</li> </ul> <p>In addition we will install:</p> <ul style="list-style-type: none"> <li>■ An interpretation panel close to the trail at Norton Spit explaining the environmental sensitivities and asking walkers to keep to the path.</li> </ul>	To reduce the risk of flora in the sand dune habitat being trampled by people walking near to Norton Spit.
IOW 6c	IOW-6-S033 to IOW-6-S035	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>■ The trail at the River Yar is aligned landward of the lagoon along the public highway.</li> </ul>	To reduce the risk of disturbance to foraging terns in the Yar River lagoon by people and dogs walking along the shore.
IOW 6f	IOW-6-S089	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>■ The trail at Hamstead Dover is aligned away from the shingle bar and is not aligned around Hamstead Dover.</li> </ul>	To reduce the risk of disturbance to breeding birds on the shingle bars from people and dogs walking along the shore.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>In addition we will install:</p> <ul style="list-style-type: none"> <li>■ Clear way marking to encourage walkers to keep to the marked route.</li> </ul>	

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

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

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

### Accessibility:

6.2.9 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 shingle beach at Colwell Bay, Fort Victoria and Hamstead Point;
- There are steps in places where it would be necessary to ascend/descend the seawall and groins at Colwell Bay
- The trail ascends/descends a steep slope at Bouldnor car park
- The trail ascends/descends a steep slope within Bouldnor Wood
- The trail ascends/descends a steep slope within Hamstead Point.

6.2.10 At Brambles Chine, new steps will be constructed, so as to make it easier to ascend/descend the slipway and the steps over the groins will be upgraded. We envisage this happening as part of the physical establishment work described below.

6.2.11 Within Bouldnor Wood, new steps will be constructed so as to make it easier to ascend/descend the steep muddy slope after the raised boardwalk. We envisage this happening as part of the physical establishment work described below.

6.2.12 Between Bouldnor and Hamstead, significant surface works will be completed to improve the extremely muddy conditions along the cliff top, and make the path easier to use. We envisage this happening as part of the physical establishment works described below.

6.2.13 At Hamstead Point, 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.

6.2.14 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.

6.2.15 Due to the inherent physical constraints of this area (as relating to 6.2.10 to 6.2.14), creating more accessible gradients or gaps have been considered but are not feasible due to location and significant construction and stabilisation works and associated costs.

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

### Where we have proposed exercising statutory discretions:

6.2.16 **Estuary:** This report proposes that the trail should contain sections aligned on the Western Yar Estuary, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of the Western Yar, as far as the A3054 Yar Bridge as indicated by the extent of the trail shown on maps IOW 6c.

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

6.2.17 **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 6.3.1 below.

6.2.18 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 6.3.1. 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 6.3.1] 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.**

6.2.19 **Restrictions and/or exclusions:** We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

*Direction to exclude access to the saltmarsh and mudflat at the front of Bouldnor Copse, between Bouldnor village and Bouldnor Cliff.*

6.2.20 Access to the land in the coastal margin adjacent to route sections IOW-6-S069 (Bouldnor Village) to IOW-6-S075 (Hamstead Dover) is to be excluded all year-round by direction under Section 25A the Countryside and Rights of Way Act (2000) as it is mudflat and saltmarsh that is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Direction Maps IOW 6A and 6B for details.

6.2.21 The mudflat in around the island is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from the mud. Areas of saltmarsh are often extensive and have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk.

*Direction to exclude access to the saltmarsh and mudflat at Norton Spit:*

6.2.22 Access to land in the coastal margin adjacent to route sections IOW-6-S029 (Norton Spit) to IOW-6-S040 (Ferry Terminal) is to be excluded all year-round by direction under Section 25A the Countryside and Rights of Way Act (2000) as it is mudflat and saltmarsh that is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Direction Maps IOW 6A for details.

6.2.23 The mudflat in around the island is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. RNLi and Coastguard data indicates incidents of people being rescued from the mud. Areas of saltmarsh are often extensive and have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk.

6.2.24 These directions will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

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

6.2.25 The directions we give are intended to avoid any new public rights being created over the area in question in view of i) the hidden dangers to which new users of the land would be subject because of the nature of the mud and clay ii) managing impact of sensitive environmental features

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

6.2.26 **Optional alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between IOW-6-S001 and IOW-6-S009 when it is subject to high tides. The optional alternative route is to be at the centre of the line shown as IOW-6-OA001 to IOW-6-OA011 on map IOW 6a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

6.2.27 By default, an optional alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the optional alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 6.3.2 describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

6.2.28 **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.

6.2.29 Column 4 of tables 6.3.1 and 6.3.2 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps IOW 6a to IOW 6f as the proposed route of the trail.

6.2.30 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.

On sections for which roll-back is not proposed in tables 6.3.1 or 6.3.2, the route is to be at the centre of the line shown on maps IOW 6a to IOW 6f as the proposed route of the trail.

### Other future change:

6.2.31 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:

6.2.32 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.

6.2.33 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £141,822 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.

6.2.34 There are 4 main elements to the overall cost:

- A significant number of new signs and information panels 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.
- Stiles will be replaced with kissing gates or with an appropriate structure where feasible which complies with British Standard BS5709: 2018 Gaps Gates and Stiles to make the route more accessible to walkers.
- Several areas will require significant amounts of scrub clearance to bring the route up to National Trail standard.
- 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 and

significant surface upgrades 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**

<b>Item</b>	<b>Cost</b>
Signs & interpretation	£9,094
Steps	£6,250
Kissing/pedestrian gates	£5,250
Scrub clearance	£3,000
Surfacing works	£85,500
Project management & variance	£32,728

**Total** **£141,822 (Exclusive of any VAT payable)**

6.2.35 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:**

6.2.36 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).

6.2.37 We estimate that the annual cost to maintain the trail will be £4,373.11 (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 6.3: Proposals Tables

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

### 6.3.1 Section Details: Maps IOW 6a to IOW 6f – Colwell Chine to Hamstead Point

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 6.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 6.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 6a	IOW-6-S001	Other existing walked route	Yes - See table 6.3.4	Yes - Barrier			
IOW 6a	IOW-6-S002	Other existing walked route	Yes - See table 6.3.4	Yes - Barrier			
IOW 6a	IOW-6-S003 to IOW-6-S007	Other existing walked route	Yes - See table 6.3.4	Yes - Beach			

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 6a	IOW-6-S008*	Public footpath	Yes - See table 6.3.4	No	Edge of track	Clarity and cohesion	
IOW 6a	IOW-6-S009*	Public footpath	No	No	Hedgerow	Clarity and cohesion	
IOW 6a	IOW-6-S010 & IOW-6-S011*	Public footpath	No	No	Landward edge of road	Clarity and cohesion	
IOW 6a	IOW-6-S012	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	
IOW 6a & IOW 6b	IOW-6-S013 & IOW-6-S014	Public footpath	Yes - Normal	No	Edge of track	Clarity and cohesion	
IOW 6b	IOW-6-S015 & IOW-6-S016*	Other existing walked route	Yes - See table 6.3.4	No			
IOW 6b	IOW-6-S017*	Other existing walked route	Yes - See table 6.3.4	Yes - Barrier			
IOW 6b	IOW-6-S015 to IOW-6-S024*	Other existing walked route	Yes - See table 6.3.4	Yes - Beach			
IOW 6b	IOW-6-S025 to IOW-6-S027	Public footpath	Yes - See table 6.3.4	Yes - Barrier			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 6b	IOW-6-S028 & IOW-6-S030	Public footpath	Yes - See table 6.3.4	No	Hedgerow	Clarity and cohesion	
IOW 6b	IOW-6-S031 & IOW-6-S031	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 6b	IOW-6-S032	Public highway	No	No			
IOW 6c	IOW-6-S033	Public footway (pavement)	No	No	Fence line	Clarity and cohesion	
IOW 6c	IOW-6-S034	Public highway	No	No			
IOW 6c	IOW-6-S035	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 6c	IOW-6-S036	Public highway	No	No			
IOW 6c	IOW-6-S037	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 6c	IOW-6-S038	Public highway	No	No			
IOW 6c	IOW-6-S039 & IOW-6-S040	Public footway (pavement)	No	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 6c	IOW-6-S041	Public highway	No	No			
IOW 6c	IOW-6-S042	Public footway (pavement)	No	No	Shop fronts	Clarity and cohesion	
IOW 6c	IOW-6-S043	Public highway	No	No			
IOW 6c	IOW-6-S044 to IOW-6-S046	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 6c	IOW-6-S047 & IOW-6-S048	Public footpath	No	Yes - Barrier			
IOW 6c & IOW 6d	IOW-6-S049 to IOW-6-S052	Other existing walked route	No	Yes - Barrier			
IOW 6d	IOW-6-S053	Other existing walked route	No	No	Edge of the steps	Clarity and cohesion	
IOW 6d	IOW-6-S054	Other existing walked route	No	No			
IOW 6d	IOW-6-S055	Public highway	No	No	Landward edge of road		

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 6d	IOW-6-S056	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 6d	IOW-6-S057	Public highway	No	No	Landward edge of road		
IOW 6d	IOW-6-S058 to IOW-6-S060	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 6d	IOW-6-S061	Public highway	No	No	Landward edge of road		
IOW 6d	IOW-6-S062	Public footway (pavement)	No	No	Various	Clarity and cohesion	Landward boundary comprises of fence and hedgerow
IOW 6d	IOW-6-S063	Public highway	No	No			
IOW 6d	IOW-6-S064*	Other existing walked route	No	No	Fence line	Clarity and cohesion	
IOW 6d	IOW-6-S065 *	Public highway	No	No			
IOW 6d	IOW-6-S066*	Public highway	No	No	Edge of road	Clarity and cohesion	
IOW 6d	IOW-6-S067*	Public footpath	Yes - Normal	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 6d	IOW-6-S068*	Not an existing walked route	Yes – See table 6.3.4	No			
IOW 6d	IOW-6-S069*	Public footpath	Yes – See table 6.3.4	No			
IOW 6d	IOW-6-S070	Public footpath	Yes – See table 6.3.4	No	Edge of the boardwalk.	Clarity and cohesion	Landward boundary is the edge of the boardwalk.
IOW 6d	IOW-6-S071	Public footpath	Yes - Normal	No			
IOW 6d	IOW-6-S072*	Not an existing walked route	Yes - See table 6.3.4	No			
IOW 6d	IOW-6-S073*	Other existing walked route	Yes - See table 6.3.4	No			
IOW 6e	IOW-6-S076	Public footpath	No	No			
IOW 6e	IOW-6-S077	Public footpath	No	No	Edge of track	Clarity and cohesion	
IOW 6e	IOW-6-S078*	Public footpath	No	No	Fence line	Clarity and cohesion	
IOW 6e	IOW-6-S079*	Public footpath	No	No			
IOW 6e	IOW-6-S080*	Public footpath	No	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 6f	IOW-6-S081*	Public footpath	No	No	Fence line	Clarity and cohesion	
IOW 6f	IOW-6-S082*	Public footpath	No	No			
IOW 6f	IOW-6-S083*	Public footpath	No	No	Fence line	Clarity and cohesion	
IOW 6f	IOW-6-S084*	Public footpath	No	No			
IOW 6f	IOW-6-S085*	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	
IOW 6f	IOW-6-S086 to IOW-6-S089	Public footpath	Yes - See table 6.3.4	No			

### 6.3.2 Alternative routes and optional alternative route details: Map IOW 6a – Colwell Chine to Cliff End Battery

Notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 6.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 6.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge

of the alternative route strip would be at the default width of 2 metres on the relevant side of the route's centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
IOW 6a	IOW-6-OA001	Public footpath	No	Edge of track	Hedgerow	
IOW 6a	IOW-6- OA 002	Public footpath	No	Edge of track	Edge of track	
IOW 6a	IOW-6- OA 003	Public footpath	No	Edge of road	Edge of road	
IOW 6a	IOW-6- OA 004	Public footway (pavement)	No	Various	Pavement edge	Seaward boundary comprises of hedgerow and fence line
IOW 6a	IOW-6- OA 005	Public highway	No			
IOW 6a	IOW-6- OA 006	Public footway (pavement)	No	Pavement edge	Various	Landward boundary comprises of wall and hedgerow
IOW 6a	IOW-6- OA 007	Public highway	No			
IOW 6a	IOW-6- OA 008	Public footway (pavement)	No	Edge of path	Pavement edge	
IOW 6a	IOW-6- OA 009 to IOW- OA 011	Public highway	No	Edge of road	Edge of road	

### 6.3.3 Other options considered: Maps IOW 6a to IOW 6f – Colwell Chine to Hamstead Point

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 6a	IOW-6-S008 to IOW-6-S011	We considered aligning the trail to continue along the beach to Linstone Chine and then up the old steps and through the field to Monks Lane.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ Coastal erosion in this area would mean a route ascending/descending the cliff at Linstone Chine would be unsafe and new steps would be expensive to maintain in this dynamic environment.</li> <li>■ The owners of the Holiday Park expressed concern over impacts on privacy</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 6a	IOW-6-S004 to IOW-6-S008	We considered aligning the trail from the seawall up the cliff face fronting Brambles Farm and through Brambles Farm fields.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ Part of the cliff face is designated SSSI for geology and establishing new infrastructure here would damage the SSSI.</li> <li>■ It avoids paddocks and stables.</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 6a	IOW-6-S010 to IOW-6-S011	We considered aligning the trail north from public footpath F9, cutting through Linstone Chine playing field and adjacent field to join Monks Lane. This route would have been aligned close to the coast within the two fields and run just landward of Linstone Chine itself.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The owners and occupiers of the Holiday Park expressed concern over impacts on privacy to chalets adjacent to the considered route</li> <li>■ it makes use of the existing public footpath through the holiday park which results in less management issues for them</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>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 6b	IOW-6-S015 to IOW-6-S024	We considered aligning the trail to follow the current Isle of Wight Coast Path, which is aligned inland within woodland behind Fort Victoria.	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> <li>■ It takes walkers around Fort Victoria which is of historic interest and has a café and public conveniences.</li> </ul>
IOW 6b	IOW-6-S015 to IOW-6-S024	We considered aligning the trail along Westhill Lane and public footpath F6 which rejoins the shoreline at national grid reference: 434371,89796.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It is the most coastal route and maintains views of the sea.</li> <li>■ It better allows walkers to see Fort Victoria which is of historic interest and has a café. It also provides better views of Hurst Castle on the nearby Hampshire Coastline.</li> </ul>
IOW 6b	IOW-6-S019 to IOW-6-S022	We considered creating a raised walkway over the shingle beach.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ The distance across the shingle beach is relatively short and as such the addition of a raised walkway was not deemed to be cost effective and not fitting with the setting.</li> <li>■ Those who are less able and do not wish to walk along the shingle beach can make use of Westhill Lane and public footpath F6.</li> </ul>
IOW 6c	IOW-6-S037 to IOW-6-S044	We considered routing along the existing Isle of Wight Coast Path within Yarmouth which follows Bridge Road to St James Square	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ The alignment offers more convenient access to local transport links specifically the Wightlink Ferry Terminal.</li> <li>■ It takes walkers closer to points of interest such as Yarmouth Castle and Yarmouth Pier.</li> <li>■ The route provides better coastal views</li> </ul>
IOW 6d	IOW-6-S064 to IOW-6-S069	We considered aligning the trail down to the coast from Tennyson Road following public footpath S1 through Port La Salle and Waters Edge areas.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ The public footpath fronting the houses at Waters Edge is closed due to coastal erosion and it is no longer possible to walk this route.</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 6d	IOW-6-S067 to IOW-6-S069	We considered aligning the trail to turn east at grid reference 437193, 90017, which is more landward and set back within the woodland to our proposed route.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ Since our original site visits, the area we proposed to align the trail through has been changed from woodland to garden, and is therefore now considered excepted under the Coastal Access Scheme.</li> </ul>
IOW 6d	IOW-6-S071 to IOW-6-S073	We considered aligning the trail along the existing Isle of Wight Coast Path which is aligned atop a shallow cliff line seaward of the gun emplacements at Bouldnor Copse.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ A section of the existing Isle of Wight Coast Path has been closed due to coastal erosion and is now impassable.</li> <li>■ It is higher and so affords good sea views and the ground underfoot is drier.</li> <li>■ The existing Isle of Wight Coast Path gets extremely muddy when wet and is badly deteriorated.</li> </ul>
IOW 6d	IOW-6-S071 to IOW-6-S073	We considered aligning the trail along the higher ground on the southern landward edge of the fields, along the treeline and past the gun emplacements at Bouldnor Copse.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ We were advised that there are safety concerns about underground water storage tanks situated below the considered route and that these are due an inspection to determine their condition</li> <li>■ It still affords good sea views and the ground underfoot is drier.</li> <li>■ It is closer to the sea</li> <li>■ It is currently sign posted as a diversion from the Isle of Wight Coast Path</li> </ul>
IOW 6d	IOW-6-S067 to IOW-6-S075	The landowner (The Forestry Commission) suggested a route significantly inland, south along Marine Drive, following footpaths around the back of Bouldnor Copse and re-joining the coast at Bouldnor Cliff	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It is significantly closer to the sea</li> <li>■ It affords good sea views and maintains a coastal feel</li> <li>■ It is a more convenient route that runs quite closely to the existing Isle of Wight Coast Path</li> <li>■ It is currently sign posted as a diversion from the Isle of Wight Coast Path</li> <li>■ It creates a smaller area of coastal margin and avoids bringing the Forestry</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			Commission and Wildlife Trust compounds in to the coastal margin (areas that may have health and safety concerns).
IOW 6e & IOW 6f	IOW-6-S077 to IOW-6-S085	We considered aligning the trail to continue along Seaview Road and along the coast through Gully Copse woodlands to join public footpath S3.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ The woodlands along the coast here are slipping due to coastal erosion and are unsafe to walk.</li> <li>■ The infrastructure that was required was not feasible due to the terrain.</li> <li>■ The land abutting Seaview Road is excepted under Schedule 1 to the CROW Act.</li> </ul>
IOW 6e & IOW 6f	IOW-6-S080 to IOW-6-S085	We considered aligning the trail down the existing public right of way into Gully Copse and then skirting the edge of the adjacent fields, before returning to the proposed route on the track at national grid reference: 440001,91506.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ It offers the most convenient route to walkers.</li> <li>■ The public right of way into Gully Copse is extremely muddy when wet and subject to coastal erosion.</li> <li>■ The infrastructure required was not feasible due to the terrain.</li> <li>■ The considered route provides no coastal views</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.

#### 6.3.4 Roll-back implementation – more complex situations: Maps IOW 6a to IOW 6b – Colwell Chine to Norton Spit and IOW 6d - Bouldnor to Bouldnor Copse

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 6a	IOW-6-S001 to IOW-6-S008	Residential buildings and curtilage.	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 6b	IOW-6-S015 to		

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
	IOW-6-S030		
IOW 6d	IOW-6-S068 & IOW-6-S069		
IOW 6b	IOW-6-S015 to IOW-6-S024	Fort Victoria	If it is no longer possible to find a viable route seaward of the specified sites, 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.
IOW 6d	IOW-6-S072 to IOW-6-S073	Fort Bouldnor	
IOW 6d & IOW 6f	IOW-6-S001 to IOW-6-S008,	Colwell Bay SSSI Features potentially affected include fossil features of the Paleocene	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.
	IOW-6-A0001	Colwell Bay SSSI Features potentially affected include fossil features of the Paleocene	
	IOW-6-S028,	Yar Estuary SSSI, Solent and Southampton Water SPA & Ramsar, Solent Maritime SAC. Features potentially affected include fixed dune grassland and salt marsh habitats	
	IOW-6-S070- IOW-6-S078	Bouldnor & Hamstead Cliffs SSSI. Features potentially affected include Lowland deciduous woodland and soft maritime cliffs and slopes.	

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
	IOW-6-S085	Bouldnor & Hamstead Cliffs SSSI. Features potentially affected include Lowland deciduous woodland and soft maritime cliffs and slopes.	
	IOW-6-S086 to IOW-6-S089	Newtown Harbour SSSI, Solent and Southampton Water SPA & Ramsar, Solent Maritime SAC. Features potentially affected include habitats such as salt marsh and waterbirds.	

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 6.4: Proposals Maps

### 6.4.1 Map Index

Map reference	Map title
IOW 6a	Colwell Chine to Cliff End Battery
IOW 6b	Cliff End Battery to Norton Spit
IOW 6c	Norton Spit to Bouldnor
IOW 6d	Bouldnor to Bouldnor Copse
IOW 6e	Bouldnor Copse to Hamstead
IOW 6f	Hamstead to Hamstead Point
Directions Map IOW 6A	Norton Spit: Proposed direction under S25A CROW
Directions Map IOW 6B	Bouldnor: Proposed direction under S25A CROW

### 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

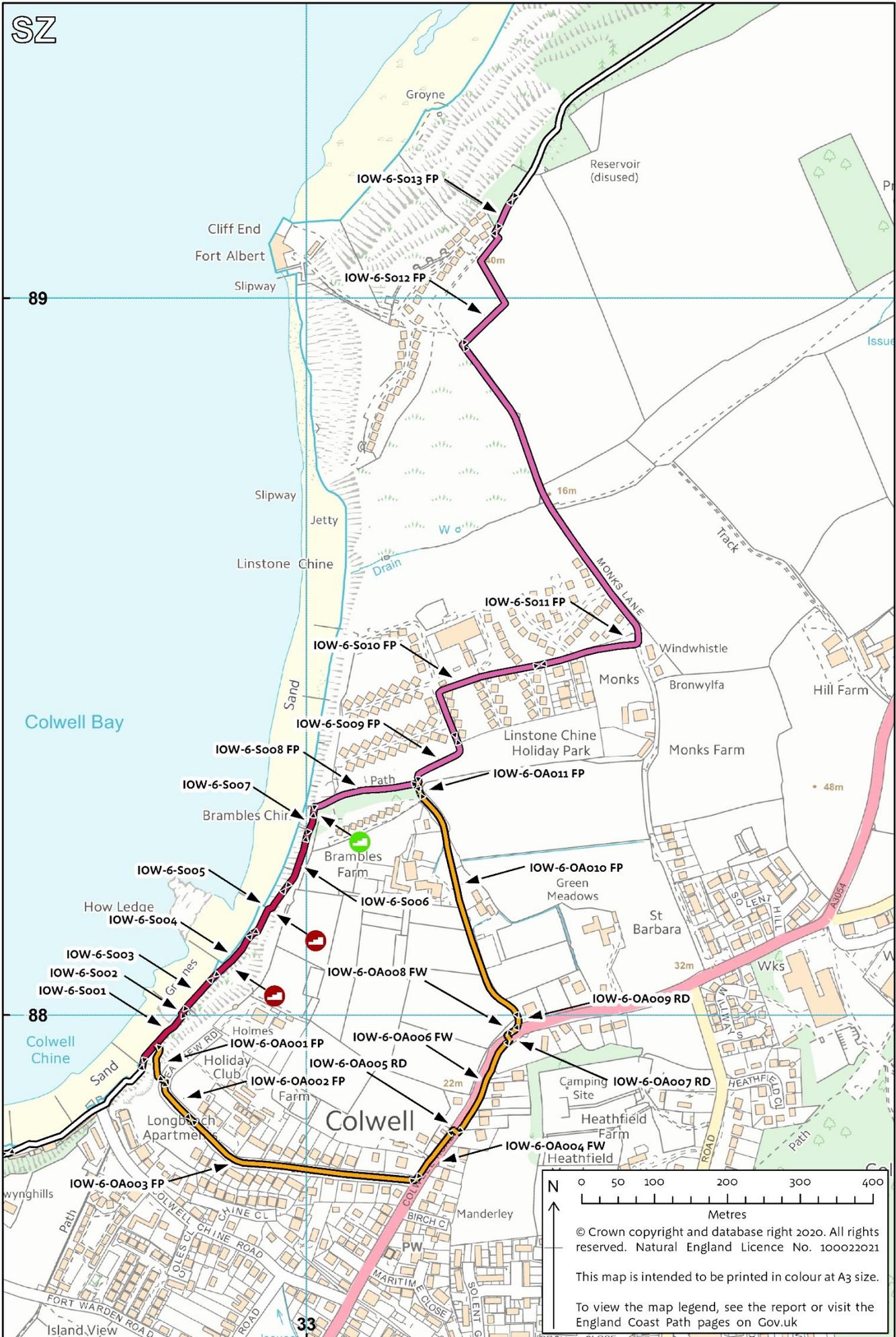
#### Infrastructure status

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 6a: Colwell Chine to Cliff End Battery

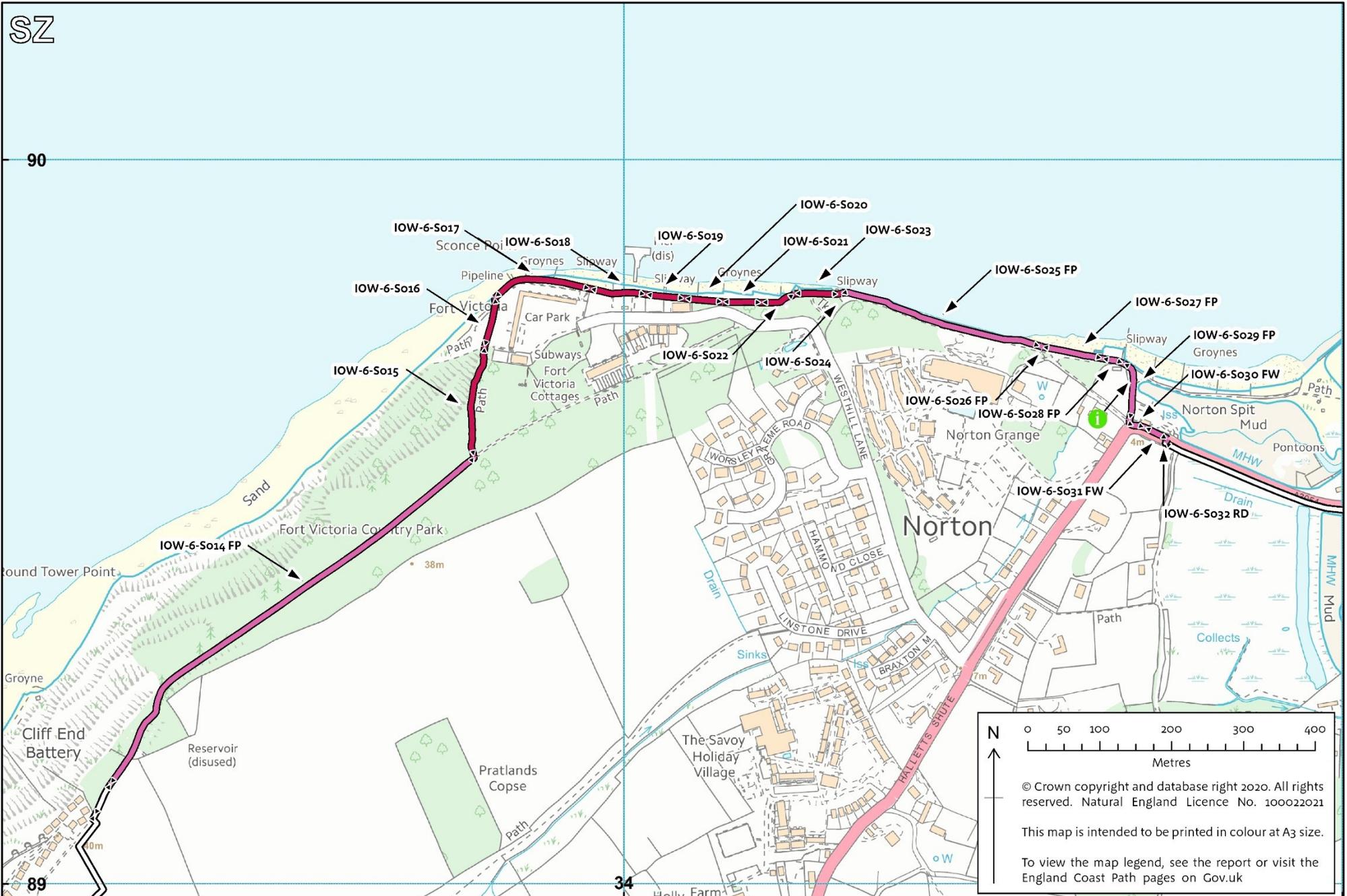


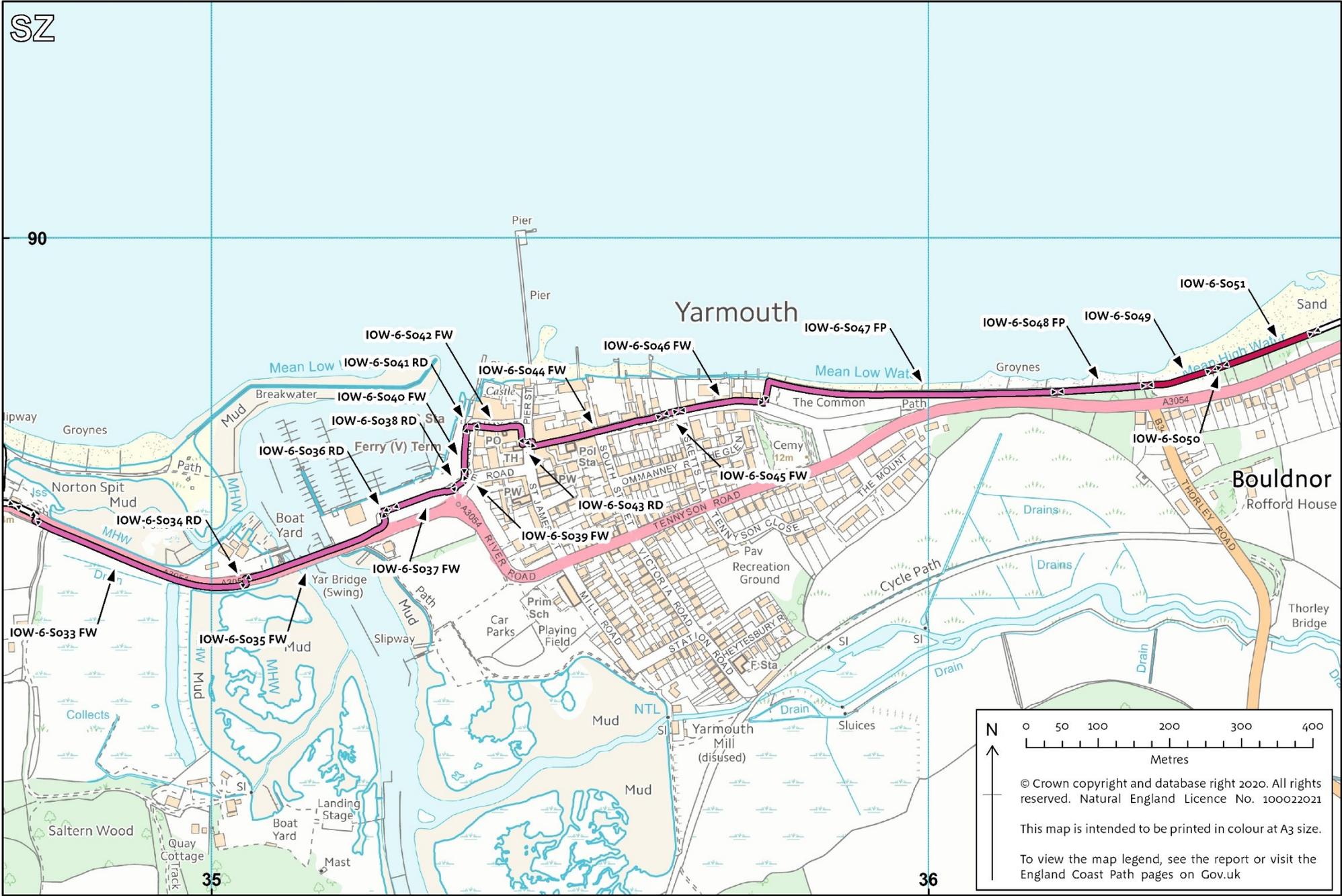
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This map is intended to be printed in colour at A3 size.

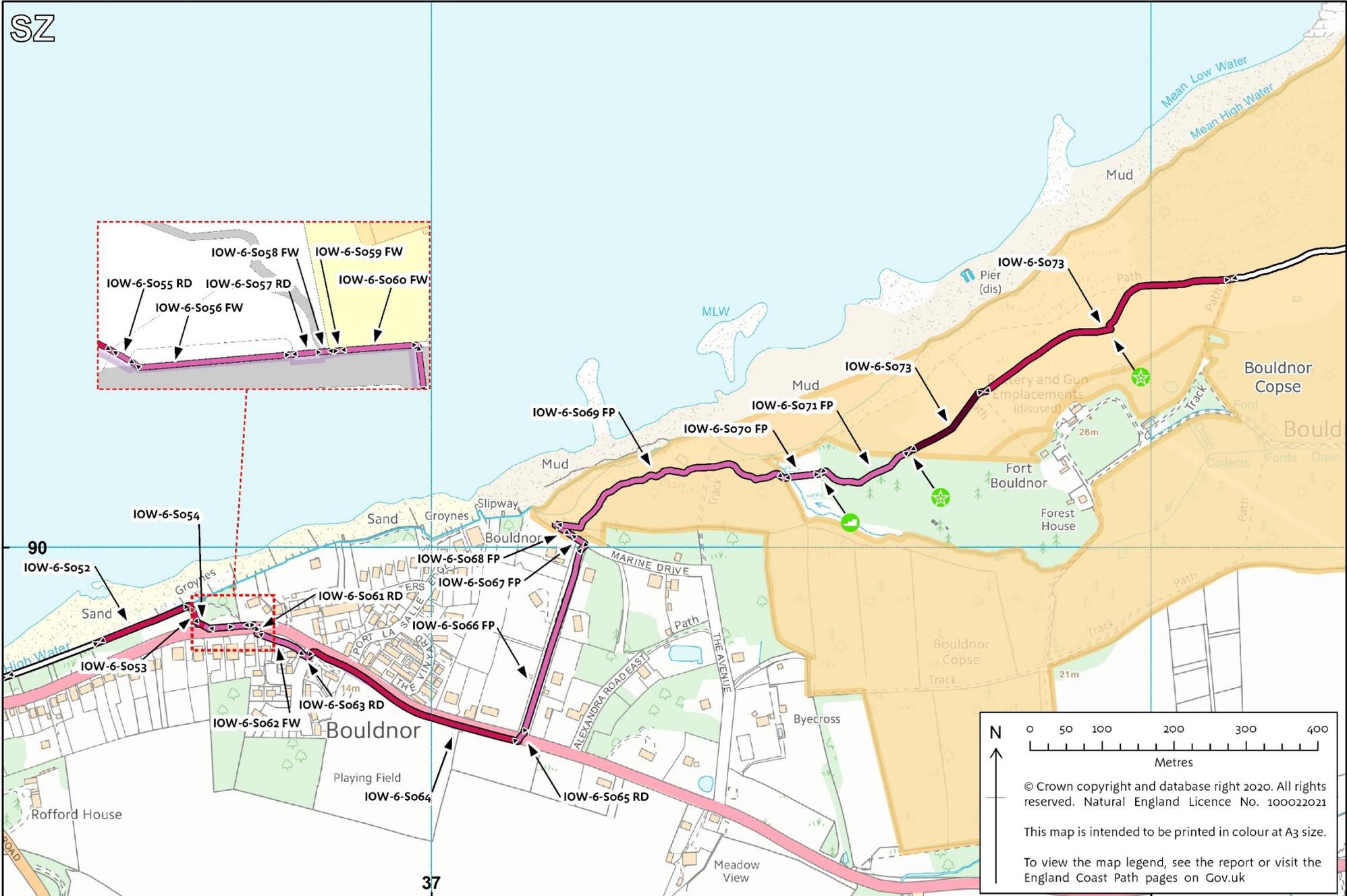
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map IOW 6b: Cliff End Battery to Norton Spit

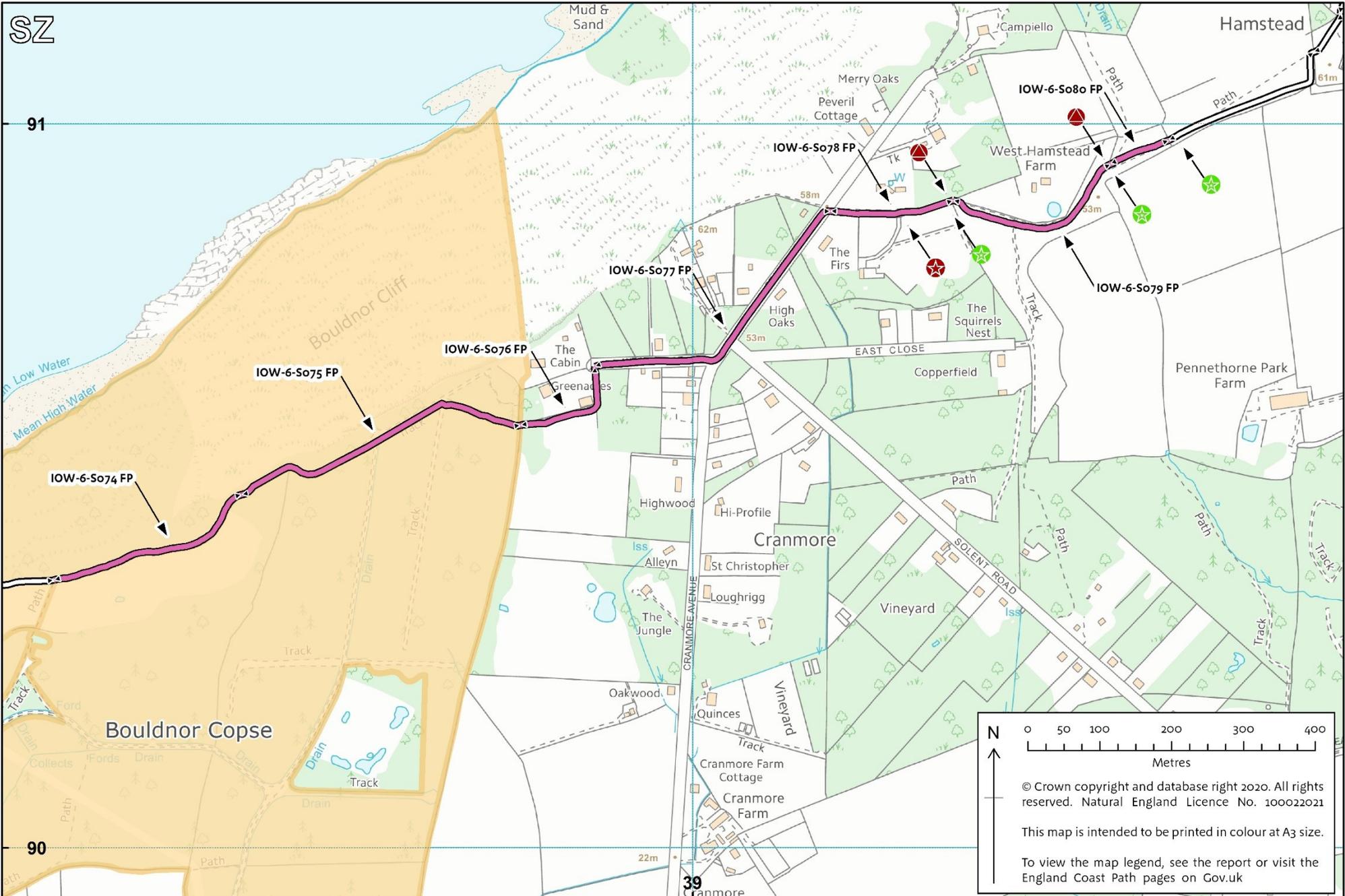




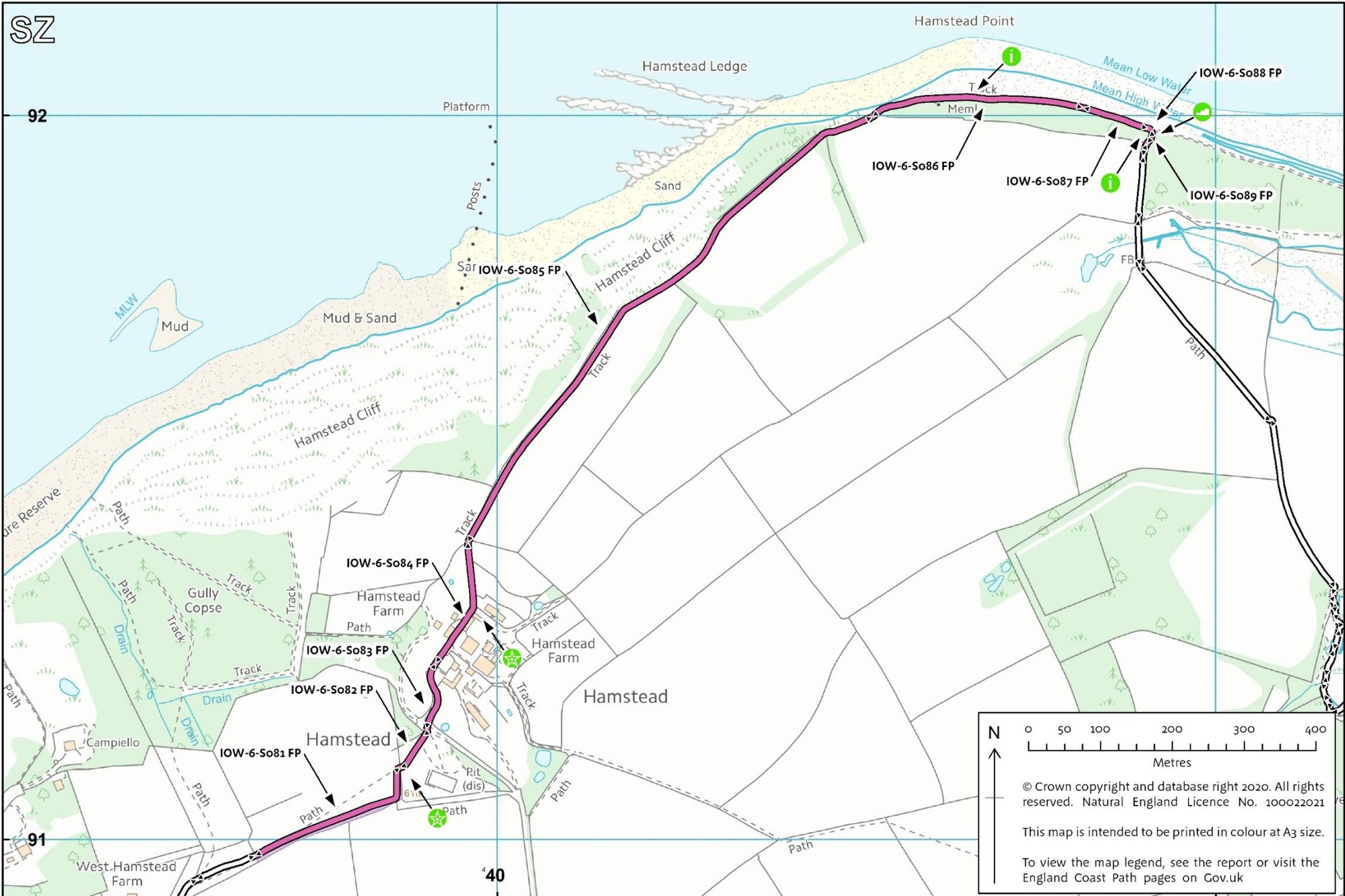
Map IOW 6d: Bouldnor to Bouldnor Copse



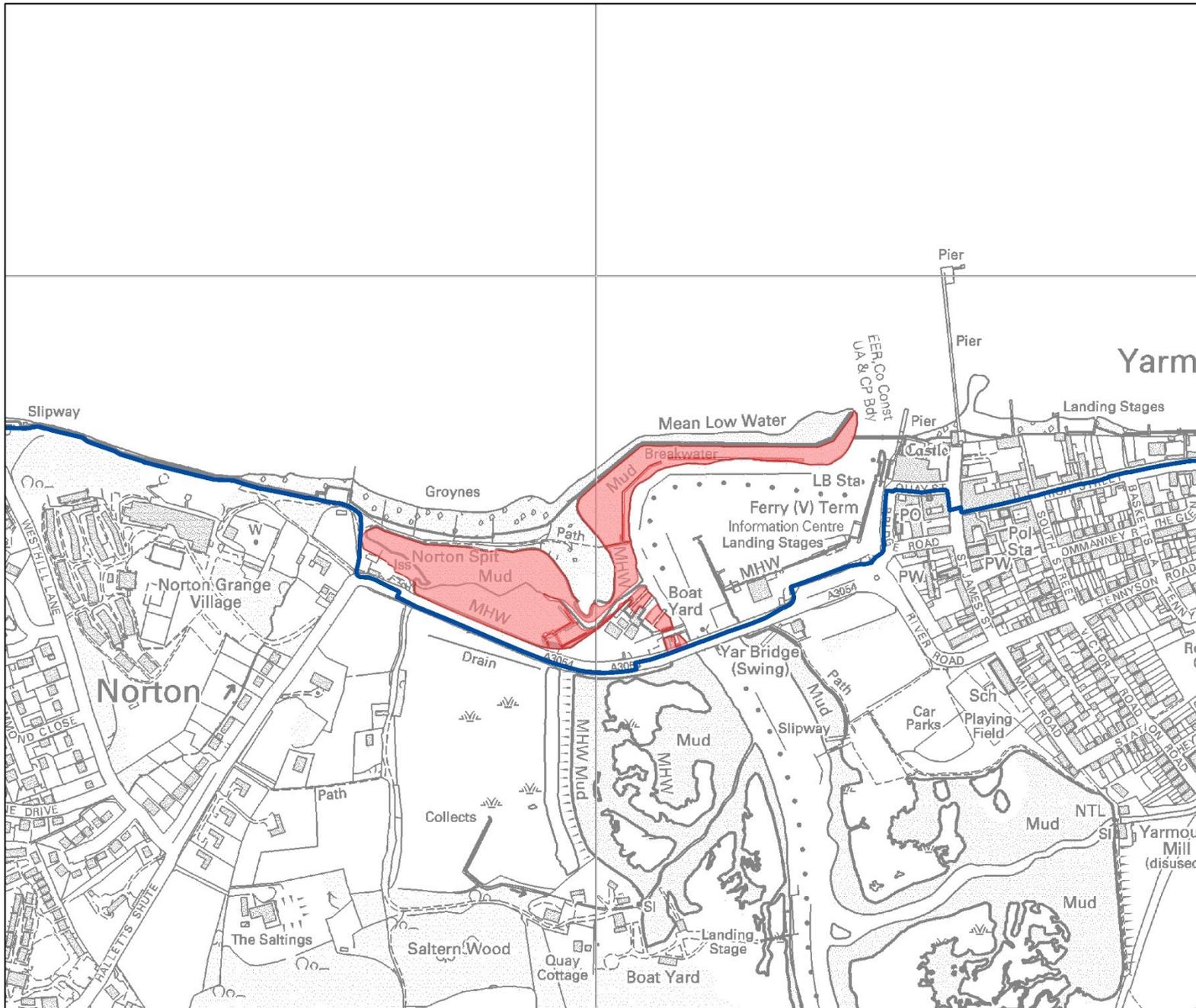
Map IOW 6e: Bouldnor Copse to Hamstead



Map IOW 6f: Hamstead to Hamstead Point



Map IOW 6f: Hamstead to Hamstead Point



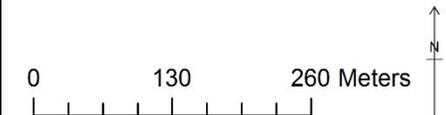
Trail Sections

— Proposed route

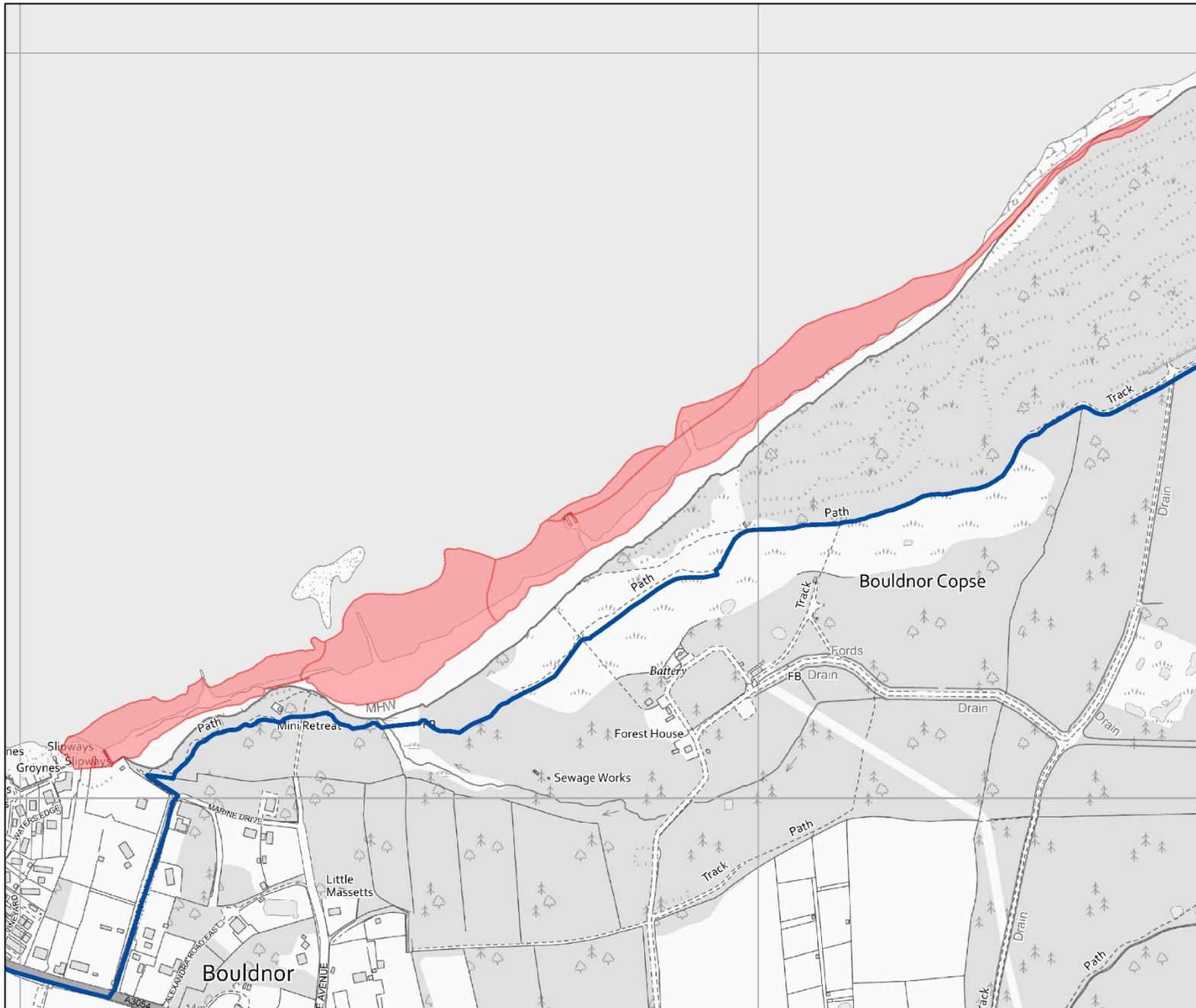
Restrictions

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

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



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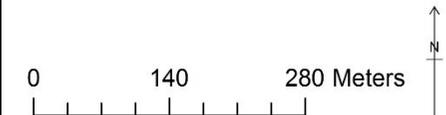
Trail Sections

— Proposed route

Restrictions

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

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



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