



England Coast Path Stretch: Isle of Wight

Report IOW 7: Hamstead Point to Thorness Bay

Part 7.1: Introduction

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|----------------|---|
| Start Point: | Hamstead Point (grid reference 440904.106, 91960.769) |
| End Point: | Thorness Bay (grid reference 445475.208, 93377.83) |
| Relevant Maps: | IOW 7a to IOW 7g |

7.1.1 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.

7.1.2 This report covers length IOW 7 of the stretch, which is the coast between Hamstead Point and Thorness Bay. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

7.1.3 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.

7.1.4 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 7.2: Proposals Narrative

The trail:

7.2.1 Runs along the open coast, through fields and within woodland and maintains good views of the sea for the majority of the route.

7.2.2 Follows existing walked routes, including public rights of way and permissive routes, along part of this length.

7.2.3 Includes over 4km of new path, around Western Haven Creek, in the fields north of Shalfleet village, at Clamerkin, adjacent to Porchfield Road, at Elmsworth Farm and at Burnt Wood. See maps IOW 7a, IOW 7b, IOW 7e and IOW 7g.

7.2.4 Is aligned on the beach or foreshore at Hamstead Point. See part 7.2.9 for details.

7.2.5 Between IOW-7-S101 to IOW-7-S125 a significant inland diversion is necessary to take the trail past the Ministry of Defence Danger Area.

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.

7.2.6 The following designated sites affect this length of coast:

- Solent & Southampton Water SPA
- Solent & Dorset Coast SPA
- Solent & Southampton Water Ramsar
- Solent Maritime SAC
- Newtown Harbour SSSI
- Thorness Bay SSSI
- Yarmouth to Cowes MCZ
- Medieval settlement and cultivation remains at Newtown 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.

7.2.7 Measures to protect the environment

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|--------|-------------------------|--|--|
| IOW 7a | IOW-7-S001 | The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ The trail at Hamstead Dover is aligned away from the shingle | To reduce the risk of disturbance to breeding, passage and overwintering birds on the shingle spit from people and dogs walking along the shore. |

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|---------------|---------------------------------------|--|--|
| | | <p>spit and is not aligned around Hamstead Dover.</p> <ul style="list-style-type: none"> ■ A S26 Direction is proposed so that coastal access rights would be excluded year round over the shingle bars at Hamstead Dover (see paragraph 7.2.21 and Direction Map 7A. <p>In addition we will install:</p> <ul style="list-style-type: none"> ■ Clear way marking to encourage walkers to keep to the marked route. | |
| IOW 7a | IOW-7-S003 & IOW-7-S008 to IOW-7-S022 | <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Existing degrading boardwalks will be replaced and upgraded. Handrails and passing places will be added, which will reduce the need for walkers to step off the boardwalk. <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ A new bridge and an associated walkway at IOW-7-006 where the path surface is waterlogged and has become damaged ■ A new boardwalk at IOW-7-013 and IOW-7-011 where the path surface has become damaged. ■ Interpretation panels will be installed to educate walkers on the local environment and encourage ecologically respectful use of the area. | To reduce the risk of salt marsh species being trampled by people and dogs walking along the shore and enable recovery of the damaged vegetation next to the path. |
| IOW 7b | IOW-7-S025 to IOW-7-S037 | <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail around Western Haven is aligned within the tree line, set back from the intertidal area. | To reduce the risk of disturbance to overwintering birds on the intertidal areas by people and dogs walking along the shore. |

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|--------|-------------------------|---|--|
| | | <ul style="list-style-type: none"> ■ The trail at section IOW-7-S027, where the foreshore is more open and not naturally screened, is aligned on the landward edge of the field set back from the intertidal area. ■ The main route will also be closed from 1st August to 1st March for a combination of conservation and land management reasons (see paragraph 7.2.27 and 7.2.29) ■ When the main route at Western Haven is open it will be subject to a restriction to keep dogs to leads (see paragraph 7.2.31). ■ The existing old footbridge at the mouth of Aunt Emmy's Creek (close to national grid reference 440542,90068) will be removed in order that there is only one point of access across the creek. See 7.2.41. <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ Clear way marking and notices throughout Western Haven asking people to keep to the path and observe the requirement to keep dogs on leads. ■ Gates with locks will be installed at the entry points to the seasonal route to ensure that walkers do not access the route when it is closed. ■ Stock fencing in locations beside the trail where natural vegetation isn't present, to prevent access by walkers and dogs onto the salt marsh. ■ Interpretation panel east of Upper Hamstead Plantation explaining the environmental | <p>To reduce the risk of salt marsh species being trampled by people and dogs walking along the shore.</p> |

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|----------------------------|--------------------------|---|---|
| | | <p>sensitivities and asking people to keep to the path.</p> <ul style="list-style-type: none"> ■ Interpretation panels at the entry points to the seasonal route at Western Haven Creek, explaining the opening times of the route, environmental sensitivities and asking people to keep to the path. | |
| IOW 7b & IOW 7c | IOW-7-S044 to IOW-7-S051 | <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail north of Shalfleet is aligned on the landward boundary of the fields, set back from the intertidal which is naturally screened by woodland and hedgerows. <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ Clear way marking and notices asking people to keep to the path and observe the requirement to keep dogs on leads around livestock. | To reduce the risk of disturbance to overwintering birds by people and dogs walking along the shore. |
| IOW 7d | IOW-7-S085 & IOW-7-S086 | <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail at the two storey hide in Newtown Quay is aligned within the field and behind a tree line. <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ Willow screening adjacent to the double hide where there is a break in natural screening. | To reduce the risk of disturbance to breeding Mediterranean gull and Black-headed gull in the scrape north-east of the double hide by people and dogs walking on the shore. |

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|--------|--------------------------|---|---|
| IOW 7d | IOW-7-S089 & IOW-7-S090 | <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail at Hart’s Farm is aligned along the verge adjacent to Town Lane. ■ Coastal access rights would be excluded, year-round, over some of the fields at Hart’s Farm (see paragraph 7.2.20 and Directions Map 7A). | To prevent disturbance to breeding birds in the fields by people and dogs walking along the trail. |
| IOW 7d | IOW-7-S091 to IOW-7-S093 | <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail in Walter’s Copse is aligned along existing rides, set back from the intertidal area. <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ Clear way marking to encourage people to keep to the marked route. | <p>To reduce the risk of disturbance to overwintering birds on the intertidal area by people and dogs walking along the shore.</p> <p>To reduce the risk of salt marsh species being trampled by people and dogs walking along the shore.</p> |
| IOW 7e | IOW-7-S095 & IOW-7-S096 | <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail at Clamerkin fields will be aligned behind dense hedgerow and a treeline. <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ Stock fencing at the western end of trail section IOW-7-S095, where there is a gap in existing fencing. ■ A locked gate where there is a gap in the dense hedgerow. ■ Willow screening or similar near to the ponds where natural screening from the treeline is not sufficient. ■ Clear way marking and notices asking people to keep to the path | <p>To reduce the risk of disturbance to overwintering birds on the intertidal area by people and dogs walking along the shore.</p> <p>To reduce the risk of salt marsh species being trampled by people and dogs walking along the shore.</p> |

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|-----------------|--------------------------|--|---|
| | | and observe the requirement to keep dogs on leads around livestock. | |
| IOW 7e | IOW-7-S097 | <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail at Clamerkin Farm is aligned away from the National Trust hide. <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ Clear way marking and notices asking people to keep to the path and observe the requirement to keep dogs on leads. | To reduce the risk of disturbance to overwintering birds on the intertidal area by people and dogs walking along the shore. |
| IOW 7e | IOW-7-S103 | <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail at Clamerkin Brook is aligned on the southern side of the existing road bridge, to avoid the route and bridge being within Natura 2000 designations. | <p>To reduce the risk of disturbance to water birds using Clamerkin Brook by people and dogs walking along the trail.</p> <p>To reduce the risk of designated intertidal salt marsh species and mudflat habits being directly impacted by bridge construction and then subsequent shadowing of the habitat by the built structure.</p> <p>To reduce the risk of designated woodland flora from being trampled</p> |
| IOW 7f & IOW 7g | IOW-7-S120 to IOW-7-S122 | <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail at Burnt Wood is aligned inland on the eastern boundary of the wood and adjacent pasture field. ■ Coastal access rights would be excluded, year-round, over the wood and adjacent fields (see paragraph 7.2.32 and Directions Map 7B). | To reduce the risk of disturbance to an adjacent environmental project by people and dogs. |

| 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"> ■ Repairs to fencing on the eastern boundary of the pasture field. ■ Over 400m of new fencing | |

7.2.8 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:

7.2.9 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;
- There are steps in places where it would be necessary to ascend/descend a steep slope at Hamstead Point.
- There are several lengths of narrow boardwalk at Hamstead Quay where it would be necessary to cross intertidal areas. The boardwalk cannot be widened, nor can it be extended over IOW-7-S020, due to environmental constraints.
- There are sections at Hamstead Quay where the route is aligned over bare salt marsh and mudflat.

7.2.10 At Hamstead Point, the existing steps will be replaced, so as to make them easier to use. We envisage this happening as part of the physical establishment work described below.

7.2.11 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.

7.2.12 At Hamstead Quay the existing boardwalk will be replaced and improved, so as to make it easier to use. We envisage this happening as part of the physical establishment work described below.

7.2.13 At Hamstead Quay there will also be new sections of boardwalk and the route will be moved off and away from the salt marsh and mudflat, upon which it is currently routed.

7.2.14 A pedestrian bridge adjacent to the Clamerkin Road bridge is required to keep walkers off the public highway. This may require steps if a ramped approach is not feasible due to site conditions.

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

Where we have proposed exercising statutory discretions:

7.2.15 **Estuary:** This report proposes that the trail should contain sections aligned on Newtown Harbour, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of Newtown Harbour, as far as the first bridges at Hamstead Drive, Shalfleet Mill, Newtown Bridge and Clammerkin Bridge as indicated by the extent of the trail shown on maps IOW 7a to IOW 7g.

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

7.2.16 **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 7.3.1 below.

7.2.17 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 7.3.1. 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 7.3.1] 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.

7.2.18 **Restrictions and/or exclusions:** We have proposed to exclude and restrict 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 Newtown Harbour and Thorness Bay

7.2.19 Access to land in the coastal margin covered by route sections IOW-7-S001 to IOW-7-S126 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.

7.2.20 The mudflat in around the island is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from the mud. Areas of saltmarsh are often extensive and have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk. See Directions Maps 7A and 7B.

Direction to protect sensitive wildlife on the shingle beach at Hamstead Dover, Newtown Harbour

7.2.21 Access is to be excluded on the coastal margin on the vegetated shingle spit seaward of the route section IOW-7-S001 under Section 26(3)(a) of the Countryside and Rights of Way Act (2000), all year-round, to protect sensitive wildlife (breeding, passage and overwintering birds). The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map 7A.

7.2.22 Newtown Harbour is a large estuarine National Trust-managed National Nature Reserve within the Solent and Southampton Water SPA. Common, Little and Sandwich Terns (featured species) are

listed as foraging and being encouraged to nest on the site. Ringed Plover and other waders regularly nest here. The shoreline within the adjacent saltmarsh area is also an important high tide roost, with designated birds using the foreshore in winter. Counts point to Black-tailed Godwit, Lapwing, Redshank, Dark-bellied Brent Goose and water bird assemblages using the site. Allowing access to this area would have a detrimental effect on the internationally-protected bird species using the site. The Habitats Regulations Assessment will be published alongside this report.

Direction to protect sensitive wildlife on fields close to Hart's Farm, Newtown Harbour

7.2.23 Access is to be excluded on the near shore pasture fields in this area of coastal margin between routes sections IOW-7-S089 to IOW-7-S090 under Section 26(3)(a) of the Countryside and Rights of Way Act (2000), all year-round, to protect sensitive wildlife (breeding, passage and overwintering birds). The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map 7A and 7B.

7.2.24 Hart's Farm fields are adjacent to Newtown Harbour, a large estuarine National Trust-managed National Nature Reserve within the Solent and Southampton Water SPA. Redshank use these fields for nesting and breeding. The fields and adjacent saltmarsh is also an important winter high tide roost for designated birds. Counts point to Black-tailed Godwit, Lapwing, Redshank, Curlew, Dark-bellied Brent Goose and water bird assemblages using the site. Allowing access to this area would likely have caused a detrimental effect on the internationally-protected bird species using the site. The Habitats Regulations Assessment will be published alongside this report.

Direction to exclude access to Corf Camp, Shalfleet

7.2.25 Access to the coastal margin is to be excluded by direction between route section IOW-7-S057 and IOW-7-S063 all year-round under Section 24 of the Countryside and Rights of Way Act (2000) for land management purposes, namely to enable existing commercial activities to continue. The exclusion will have no legal effect on land where coastal access rights do not apply.

7.2.26 Corf Scout Camp is a campsite that offers outdoor activities to scouts and other groups. It is a business that relies on providing a secure environment for its users, and its facilities are for the sole use of paying clients. An exclusion is necessary for safe-guarding reasons and so that public access does not affect its commercial operation. See Directions Map 7A.

Seasonal Direction to exclude access, due to the shoot, at Western Haven Creek, Hamstead

7.2.27 Access on the proposed route is to be excluded between route sections IOW-7-S025 to IOW-7-S037 by direction under Section 24 of the Countryside and Rights of Way Act (2000) between 1st August and 30th September annually. An alternative route will be in operation during this time. The direction will have no legal effect on land where coastal access rights do not apply. If the shoot does not operate as planned this direction will be reassessed.

7.2.28 This direction is necessary to prevent disturbance to game (live quarry – partridge and pheasant) during and immediately prior to the shooting seasons. See map IOW 7B.

Seasonal Direction to exclude access, to protect sensitive wildlife, at Western Haven Creek, Hamstead

7.2.29 Access is to be excluded between route sections IOW-7-S025 to IOW-7-S037 by direction under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) between 1st October and 1st March annually. An alternative route will be in operation during this time. The direction will have no legal effect on land where coastal access rights do not apply.

7.2.30 The woodland and fields here are adjacent to Newtown Harbour, a large estuarine National Trust-managed National Nature Reserve within the Solent and Southampton Water SPA. The adjacent mudflats are crucial feeding habitat for a range of designated waterbirds and the saltmarsh habitat is an important winter high tide roost. Counts point to Black-tailed Godwit, Lapwing, Redshank, Curlew, Dark-bellied Brent Goose and water bird assemblages using the site. Allowing access to this area, which currently has no public access, during the wintering period between 1st October to 1st March could cause detrimental effect on the internationally-protected bird species using the site. The Habitats Regulations Assessment will be published alongside this report.

Direction to keep dogs on leads, to protect sensitive wildlife, at Western Haven Creek, Hamstead

7.2.31 Dogs are to be kept to a lead on the trail between section IOW-7-S024 and IOW-7-S038 by direction under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) when the trail is open to protect sensitive wildlife (breeding, passage and overwintering birds). The exclusion will have no legal effect on land where coastal access rights do not apply.

Direction to protect sensitive wildlife in Burnt Wood and adjacent fields, Thorness

7.2.32 Access is to be excluded on the coastal margin between routes sections IOW-7-S121 to IOW-7-S122 under Section 26(3)(a) of the Countryside and Rights of Way Act (2000), all year-round, protect a sensitive environmental project. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map 7B

7.2.33 Burnt Wood and the neighbouring fields are adjacent to Solent and Southampton Water SPA, Thorness Bay SSSI and Solent maritime SAC. The area has an ongoing sensitive environmental project and allowing access by walkers or walkers with dogs to the site would have a large effect on the success of this project.

7.2.34 These directions will not prevent or affect:

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

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

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

7.2.35 **Alternative routes:** An alternative route is to operate at times when access to route sections IOW-7-S025 - IOW-7-S037 is excluded under the terms of the directions described in paragraphs 7.2.25 and 7.2.27 above. It would be advertised with information boards and signage and the gates to the main route will be locked during this time. The alternative route is to be at the centre of the line shown as route section IOW-7-A001 on map IOW 7b. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

7.2.36 **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.

7.2.37 Column 4 of tables 7.3.1 and 7.3.2 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 7a to IOW 7g as the proposed route of the trail.

7.2.38 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 7.3.1 or 7.3.2, the route is to be at the centre of the line shown on maps IOW 7a to IOW 7g as the proposed route of the trail.

Establishment of the trail:

7.2.39 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.

7.2.40 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £465,238 and is informed by:

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

7.2.41 There are 8 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 where feasible to make the route more accessible.
- New fencing and screening will be installed alongside the trail at sensitive locations.
- A pedestrian bridge adjacent to the Clamerkin Road bridge is required to keep walkers off the public highway

- A new footbridge will be installed at Aunt Emmy's Creek south of the Upper Hamstead Plantation and the old bridge, used previously by the estate owners, will be removed as it is unsuitable for use.
- The surfaces and access furniture of the existing paths and footways on the proposed route are often not of a suitable standard for the trail. They require upgrading including replacement boardwalk, verge surfacing and widening and surfacing upgrades that would enhance the convenience of the trail.
- We are creating over 4km of new access that will require new steps, boardwalks, footbridges and extensive surface clearing and upgrades that 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 | £14,276 |
| Steps | £1,750 |
| Kissing/pedestrian gates | £15,500 |
| Field gates | £3,500 |
| Emmy's Creek Footbridge | £30,700 |
| Clamerkin footbridge | £75,000 |
| Boardwalks | £80,150 |
| Culvert | £5,400 |
| Fencing | £25,250 |
| Screening | £4,700 |
| Scrub & surface clearance | £43,400 |
| Surfacing works | £58,250 |
| Project management & variance | £107,362 |
| Total | £465,238 (Exclusive of any VAT payable) |

7.2.42 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, The Isle of Wight Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

7.2.43 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).

7.2.44 We estimate that the annual cost to maintain the trail will be £8,372.92 (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 7.3: Proposals Tables

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

7.3.1 Section Details: Maps IOW 7a to IOW 7g – Hamstead Point to Thorness Bay

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 7.3.3: 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 7.3.4’ 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 7a | IOW-7-S001 & IOW-7-S002* | Public footpath | Yes - See table 7.3.4 | No | | | |
| IOW 7a | IOW-7-S003 | Public footpath | Yes - See table 7.3.4 | No | Edge of boardwalk | Clarity and cohesion | |
| IOW 7a | IOW-7-S004* | Public footpath | Yes - See table 7.3.4 | 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 7a | IOW-7-S005* | Public footpath | Yes - See table 7.3.4 | No | Fence line | Clarity and cohesion | |
| IOW 7a | IOW-7-S006 to IOW-7-S014 | Public footpath | Yes - See table 7.3.4 | No | | | |
| IOW 7a | IOW-7-S015 to IOW-7-S022* | Public footpath | Yes - See table 7.3.4 | No | | | |
| IOW 7a | IOW-7-S023* | Public footpath | Yes - See table 7.3.4 | No | Fence line | Clarity and cohesion | |
| IOW 7a | IOW-7-S024* | Public footpath | Yes - See table 7.3.4 | No | Edge of track | Clarity and cohesion | |
| IOW 7b | IOW-7-S025* | Not an existing walked route | Yes - See table 7.3.4 | No | | | |
| IOW 7b | IOW-7-S026 to IOW-7-S035* | Not an existing walked route | Yes - See table 7.3.4 | No | | | |
| IOW 7b | IOW-7-S036 & IOW-7-S037* | Not an existing walked route | Yes - See table 7.3.4 | No | | | |
| IOW 7b | IOW-7-S038 | Public footpath | Yes - See table 7.3.4 | No | Edge of track | Clarity and cohesion | |

| 1 | 2 | 3 | 4 | 5a | 5b | 5c | 6 |
|-----------------|---------------------------|------------------------------------|--|---|--|---------------------------------------|-------------------|
| Map(s) | Route section number(s) | Current status of route section(s) | Roll-back proposed? (See Part 7 of Overview) | Landward margin contains coastal land type? | Proposal to specify landward boundary of margin (See maps) | Reason for landward boundary proposal | Explanatory notes |
| IOW 7b | IOW-7-S039 | Public footpath | Yes - See table 7.3.4 | No | | | |
| IOW 7b | IOW-7-S040 & IOW-7-S041 | Public footpath | Yes - See table 7.3.4 | No | Landward edge of bridge | Clarity and cohesion | |
| IOW 7b | IOW-7-S042 | Public footpath | Yes - See table 7.3.4 | No | | | |
| IOW 7b | IOW-7-S043 | Not an existing walked route | Yes - See table 7.3.4 | No | | | |
| IOW 7b | IOW-7-S044 to IOW-7-S046* | Not an existing walked route | Yes - Normal | No | | | |
| IOW 7b | IOW-7-S047 to IOW-7-S049* | Not an existing walked route | Yes - Normal | No | Fence line | Clarity and cohesion | |
| IOW 7b & IOW 7c | IOW-7-S050 & IOW-7-S051* | Not an existing walked route | Yes - Normal | No | | | |
| IOW 7c | IOW-7-S052* | Public footpath | Yes - See table 7.3.4 | No | Edge of track | Clarity and cohesion | |
| IOW 7c | IOW-7-S053 | Other existing walked route | Yes - See table 7.3.4 | No | Edge of track | Clarity and cohesion | |
| IOW 7c | IOW-7-S054 to IOW-7-S056 | Other existing walked route | Yes - See table 7.3.4 | No | Edge of path | 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 7c | IOW-7-S057* | Other existing walked route | Yes - See table 7.3.4 | No | Edge of path | Clarity and cohesion | |
| IOW 7c | IOW-7-S058* | Public highway | No | No | | | |
| IOW 7c | IOW-7-S059* | Other existing walked route | No | No | Fence line | Clarity and cohesion | |
| IOW 7c | IOW-7-S060* | Public highway | No | No | | | |
| IOW 7c | IOW-7-S061 to IOW-7-S063* | Other existing walked route | No | No | Other | Clarity and cohesion | Landward margin is the edge of the verge |
| IOW 7c | IOW-7-S064* | Other existing walked route | No | No | Fence line | Clarity and cohesion | |
| IOW 7c | IOW-7-S065 & IOW-7-S066* | Other existing walked route | No | No | Other | Clarity and cohesion | Landward margin is the edge of the verge |
| IOW 7c | IOW-7-S067* | Other existing walked route | No | No | Other | Clarity and cohesion | Landward margin is the edge of the verge |
| IOW 7c | IOW-7-S068* | Public highway | Yes - See table 7.3.4 | No | Landward edge of road | Clarity and cohesion | |

| 1 | 2 | 3 | 4 | 5a | 5b | 5c | 6 |
|--------|---------------------------|------------------------------------|--|---|--|---------------------------------------|--|
| Map(s) | Route section number(s) | Current status of route section(s) | Roll-back proposed? (See Part 7 of Overview) | Landward margin contains coastal land type? | Proposal to specify landward boundary of margin (See maps) | Reason for landward boundary proposal | Explanatory notes |
| IOW 7d | IOW-7-S069 to IOW-7-S071* | Public footpath | Yes - See table 7.3.4 | No | | | |
| IOW 7d | IOW-7-S072* | Public footpath | Yes - See table 7.3.4 | No | Various | Clarity and cohesion | Landward boundary comprises of hedgerow, fence and building wall |
| IOW 7d | IOW-7-S073* | Public highway | No | No | | | |
| IOW 7d | IOW-7-S074* | Other existing walked route | No | No | | | |
| IOW 7d | IOW-7-S075* | Public highway | No | No | Hedgerow | Clarity and cohesion | |
| IOW 7d | IOW-7-S076* | Other existing walked route | No | No | Other | Clarity and cohesion | Landward margin is the edge of the verge |
| IOW 7d | IOW-7-S077* | Public highway | No | No | | | |
| IOW 7d | IOW-7-S078 & IOW-7-S079* | Public footpath | No | No | Fence line | Clarity and cohesion | |
| IOW 7d | IOW-7-S080* | Other existing walked route | Yes - See table 7.3.4 | 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 7d | IOW-7-S081* | Other existing walked route | Yes - See table 7.3.4 | No | Edge of path | Clarity and cohesion | |
| IOW 7d | IOW-7-S082* | Public footpath | Yes - See table 7.3.4 | No | Edge of path | Clarity and cohesion | |
| IOW 7d | IOW-7-S083* | Public footpath | Yes - See table 7.3.4 | No | Edge of boardwalk | Clarity and cohesion | |
| IOW 7d | IOW-7-S084* | Public footpath | Yes - See table 7.3.4 | No | | | |
| IOW 7d | IOW-7-S085* | Public footpath | Yes - See table 7.3.4 | No | | | |
| IOW 7d | IOW-7-S086 & IOW-7-S087* | Public footpath | Yes - See table 7.3.4 | No | Edge of track | Clarity and cohesion | |
| IOW 7d | IOW-7-S088* | Other existing walked route | No | No | Other | Clarity and cohesion | Landward boundary is the edge of the verge |
| IOW 7d | IOW-7-S089* | Public footpath | Yes - See table 7.3.4 | No | Hedgerow | Clarity and cohesion | |
| IOW 7d | IOW-7-S090* | Other existing walked route | No | No | Other | Clarity and cohesion | Landward boundary is the edge of the verge |

| 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 7d | IOW-7-S091* | Public highway | No | No | Edge of Road | Clarity and cohesion | |
| IOW 7d | IOW-7-S092* | Other existing walked route | Yes - See table 7.3.4 | No | | | |
| IOW 7d | IOW-7-S093 & IOW-7-S094* | Other existing walked route | Yes - See table 7.3.4 | No | | | |
| IOW 7e | IOW-7-S095 to IOW-7-S096* | Not an existing walked route | Yes - See table 7.3.4 | No | | | |
| IOW 7e | IOW-7-S097* | Other existing walked route | Yes - See table 7.3.4 | No | | | |
| IOW 7e | IOW-7-S098* | Other existing walked route | No | No | | | |
| IOW 7e | IOW-7-S099* | Public highway | No | No | | | |
| IOW 7e | IOW-7-S100 to IOW-7-S103* | Not an existing walked route | No | No | | | |
| IOW 7e | IOW-7-S104* | Not an existing walked route | No | No | fence line | Clarity and cohesion | |
| IOW 7e | IOW-7-S105* | Public highway | No | No | | | |

| 1 | 2 | 3 | 4 | 5a | 5b | 5c | 6 |
|--------|--------------------------|------------------------------------|--|---|--|---------------------------------------|--|
| Map(s) | Route section number(s) | Current status of route section(s) | Roll-back proposed? (See Part 7 of Overview) | Landward margin contains coastal land type? | Proposal to specify landward boundary of margin (See maps) | Reason for landward boundary proposal | Explanatory notes |
| IOW 7e | IOW-7-S106* | Other existing walked route | No | No | Fence line | Clarity and cohesion | |
| IOW 7e | IOW-7-S107* | Public highway | No | No | | | |
| IOW 7e | IOW-7-S108* | Other existing walked route | No | No | Fence line | Clarity and cohesion | |
| IOW 7e | IOW-7-S109* | Public highway | No | No | | | |
| IOW 7e | IOW-7-S110 & IOW-7-S111* | Public footpath | No | No | Fence line | Clarity and cohesion | |
| IOW 7e | IOW-7-S112* | Not an existing walked route | No | No | Fence line | Clarity and cohesion | |
| IOW 7f | IOW-7-S113* | Other existing walked route | No | No | | | |
| IOW 7f | IOW-7-S114* | Public highway | No | No | | | |
| IOW 7f | IOW-7-S115* | Public highway | No | No | Other | Clarity and cohesion | Landward boundary is the edge of the verge |
| IOW 7f | IOW-7-S116* | Public highway | No | No | Other | Clarity and cohesion | Landward boundary is the edge of |

| 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 |
| | | | | | | | the gravel path |
| IOW 7f | IOW-7-S117 to IOW-7-S119* | Public footpath | No | No | Edge of track | Clarity and cohesion | |
| IOW 7f & IOW 7g | IOW-7-S120 & IOW-7-S121* | Not an existing walked route | No | No | Fence line | Clarity and cohesion | |
| IOW 7g | IOW-7-S122 & IOW-7-S123* | Not an existing walked route | No | No | | | |
| IOW 7g | IOW-7-S124* | Public highway | Yes - See table 7.3.4 | No | Landward Edge of Road | Clarity and cohesion | |
| IOW 7g | IOW-7-S125* | Other existing walked route | Yes - See table 7.3.4 | No | | | |
| IOW 7g | IOW-7-S126 | Other existing walked route | Yes - See table 7.3.4 | No | | | |

7.3.2 Alternative routes and optional alternative route details: Maps IOW 7a & IOW 7b – Hamstead Point to Shalfleet

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 7.3.3: 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 7.3.4’ 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 7b | IOW-7-A001* | Public footpath | No | Seaward edge of track | Landward edge of track | |

1.3.3 Other options considered: Maps IOW 7a to IOW 7g – Hamstead Point to Thorness Bay

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|---|--|
| IOW 7a | IOW-7-S001 & IOW-7-S002 | We considered aligning the trail around the seaward edge of Hamstead Dover spit. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is more convenient and less circuitous. ■ The shingled spits at the end of Hamstead Dover are suitable habitat for breeding ringed plover and tern and a route around Hamstead Dover would disturb them. See 7.2.21 and our Habitats Regulations Assessment. ■ This avoids an area of land which that we have proposed a Section 26 Nature Conservation direction to exclude access because of environmental sensitivities, |
| IOW 7a | IOW-7-S004 & IOW-7-S005 | We considered aligning the trail around the outside of the large field north of Hamstead Quay (field centre point approximately national grid reference: 441243/91526). | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The field, particularly further east and north east, is used as a high tide roost for birds, particularly dark-bellied brent geese. ■ The route chosen is the most convenient route and still maintains views of the sea. ■ The route is aligned on an existing well used PROW. |
| IOW 7a | IOW-7-S015 to IOW-7-S022 | We considered aligning the trail landward of the current route, through woodland north of Lower Hamstead Farm. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It provides more consistent coastal views and is closer to the sea. ■ It is more cost effective. The waterlogged nature of the land would have required costly upgrades. ■ It follows the Isle of Wight Coast Path, a well-established route. |
| IOW 7a | IOW-7-S022 to IOW-7-S024 | We considered aligning the trail into the boatyard at Hamstead Quay and through the woodland area to the west. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ This proposal is made with the support of the landowner. ■ It follows the Isle of Wight Coast Path, a well-established route. |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|-----------------|--------------------------|---|--|
| IOW 7a & IOW 7b | IOW-7-S024 to IOW-7-S027 | We considered aligning the trail on the seaward edge of the field between Creek Farm and Lower Hamstead Farm. This between national grid reference points 441334, 91000 and 441232,90662. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The field is used as a high tide roost for birds. ■ Our environmental investigations ruled out this route as there is no practical way of screening walkers and there would have been a line of sight disturbance issue for waders feeding in the intertidal. |
| IOW 7b | IOW-7-S025 to IOW-7-S037 | We considered aligning the trail along the current Isle of Wight Coast Path from Hamstead Point and along Hamstead Drive. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ A route here would likely cause increased disturbance to SPA waterbirds ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme ■ It is closer to the sea than the public footpath and would afford better sea views. ■ This proposal is made with the support of the landowner |
| IOW 7b | IOW-7-S027 | We considered aligning the trail around the seaward edge of the field at Creek Farm, close to the shore and up the western edge of the field. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is more convenient and less circuitous. ■ The field is sloping and so the proposed route still maintains views of the sea. ■ There would have been a line of sight issue for waders feeding in the intertidal area and potentially using the field. Screening walkers was not possible as it would have had a detrimental impact on flight lines into the field for use as a high tide roost by waterbirds such as curlew ■ It avoids an area of land which that we have proposed a seasonal CROW Section 26 Nature Conservation Direction to exclude access to reduce disturbance to feeding and roosting waterbirds. |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|---|--|
| IOW 7b | IOW-7-S026 & IOW-7-S027 | We considered aligning the trail landward of the tree line in the fields at Creek Farm. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ It is closer to the sea and maintains sea views. |
| IOW 7b | IOW-7-S026 & IOW-7-S027 | We considered aligning the trail within the tree line in the fields at Creek Farm. | <ul style="list-style-type: none"> ■ Concerns were raised by landowner over disruption to management practises regarding the shoot ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme ■ It avoids an area of land which that we have proposed a seasonal CROW Section 26 Nature Conservation Direction to exclude access to reduce disturbance to feeding and roosting waterbirds. |
| IOW 7b | IOW-7-S025 to IOW-7-S032 | We considered aligning the trail to continue along Hamstead Drive, into the field at grid reference 440711,090777 and straight down to the coast. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ Upon further discussion with the landowner our proposal was deemed more effective and less disruptive to land management activities. ■ 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 7b | IOW-7-S032 | We considered aligning the trail between national grid reference points 440722,90413 to 440663,90354. This to cut across the middle of the meadow here southwest of Creek Farm. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ It is closer to the sea ■ It better manages walkers within the SSSI unit and mitigates against concerns of trampling of sensitive SSSI grassland species. |
| IOW 7b | IOW-7-S033 | We considered aligning the trail closer to the shoreline. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ The existing vegetation means walkers are well screened from the nearby creek, allowing for reduced visibility and disturbance to waterbirds. |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|---|---|
| | | | <ul style="list-style-type: none"> ■ It is on higher ground and therefore still maintains views of the sea through the treeline. ■ 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 7b | IOW-7-S035 | We considered aligning the trail to follow the existing tracks around Upper Hamstead Plantation. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and maintains sea views. ■ It avoids taking walkers close to pheasant pens required for the shoot. ■ 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 7b | IOW-7-S035 & IOW-7-S036 | We considered aligning the trail to cross the creek at its mouth. To do this we would need to replace the existing bridge and create a new raised walkway over the saltmarsh. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Creating a boardwalk across the saltmarsh would result in a likely loss of SAC habitat. ■ It is set back and better screened from birds in the intertidal that would be sensitive to disturbance. ■ The proposed route still offers views out to Western Haven Creek. ■ It avoids an area of land which that we have proposed a CROW Section 25A Direction due to unsuitable terrain for walking (salt marsh and mudflat). |
| IOW 7b | IOW-7-S035 & IOW-7-S036 | We considered aligning the trail to cross the creek further landward than the proposed route. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and offers views out to Western Haven Creek. ■ It is more convenient and direct. ■ This proposal is made with the support of the landowner |
| IOW 7b | IOW-7-S036 | We considered aligning the trail more seaward within the woodland area close to the | <p>We opted for the proposed route because:</p> |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|---|--|
| | | creek and skirting the field edge. | <ul style="list-style-type: none"> ■ It is better screened from birds in the intertidal area that would be sensitive to disturbance. ■ There are natural barriers preventing walkers and dogs from accessing the intertidal and saltmarsh. ■ It is more cost effective due to considerably less scrub clearance. |
| IOW 7b | IOW-7-S036 | We considered aligning the trail to cut across the middle of the field. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and offers views out to Western Haven Creek. ■ 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. ■ This proposal is made with the support of the landowner. |
| IOW 7b | IOW-7-S037 | We considered aligning the trail closer to the shoreline around the outside of Lower Hamstead Plantation. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Natural barriers prevent walkers and dogs from accessing the intertidal and saltmarsh. ■ It is better screened from birds in the intertidal area. ■ It is aligned along an existing track and is more cost effective. |
| IOW 7b | IOW-7-A001 | We considered proposing the main route without a seasonal alternative route. | <p>We opted for the proposed alternative route because:</p> <ul style="list-style-type: none"> ■ The land is for a game shoot and without an alternative route from 1st August to 30th September this would have a significant impact on this local business. ■ A year round route wasn't possible due to the impact from disturbance on overwintering birds. ■ Our proposed route avoids the most sensitive time for overwintering birds, from October to March. |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|-----------------|--------------------------|--|---|
| | | | <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. |
| IOW 7b | IOW-7-S044 to IOW-7-S050 | We considered aligning the trail to continue along the eastern shoreline of Western Haven Creek within the treeline. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Natural barriers prevent walkers and dogs from accessing the intertidal area and saltmarsh. |
| IOW 7b | IOW-7-S044 to IOW-7-S050 | We considered aligning the trail as above, but along the western field boundary. | <ul style="list-style-type: none"> ■ It is naturally screened from birds in the intertidal area. ■ This proposal is made with the support of the landowner. ■ 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 7b & IOW 7c | IOW-7-S048 to IOW-7-S052 | We considered aligning the trail east at grid reference 440792,089849, following the fence line and field boundary to the PRow | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and maintains views of the sea. ■ This proposal is made with the support of the landowner. |
| IOW 7c | IOW-7-S051 | We considered aligning the trail into the field at grid reference 441245, 090150 to cut diagonally across to join with the public right of way. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is more convenient and less circuitous. ■ The fields are used as a high tide roost for birds that are sensitive to disturbance. |
| IOW 7c | IOW-7-S057 to IOW-S061 | We considered aligning the trail within the treeline on the eastern bank of Shalfleet Lake, along the southern boundary of Corf Scout Camp and to the main road on the Corf Scout Camp access track. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It avoids disturbance to birds using Shalfleet Lake. ■ It is more convenient and less circuitous, following an existing well-used route. ■ It avoids impact on the activities of the Scout Camp. |
| IOW 7c | IOW-7-S057 to IOW-S061 | We considered aligning the trail within the tree line on the eastern bank of Shalfleet Lake, east along boundary of Corf Farm fields and to the main | <ul style="list-style-type: none"> ■ It is less disruptive to management of the farmed fields. ■ We concluded that overall the proposed route struck the best balance in terms of |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|--|--|
| | | road on the Corf Scout Camp access track. | the criteria described in chapter 4 of the Coastal Access Scheme. |
| IOW 7c | IOW-7-S60 to IOW-7-S063 | We considered aligning the trail to continue along the eastern side of the road within the southern more landward field. Then to cross over the road and proceed northwards at national grid reference 442313, 90006 | We opted for the proposed route because: <ul style="list-style-type: none"> ■ It was considered safer for walkers by the Highways Authority. ■ It follows the route of a former permissive path |
| IOW 7c | IOW-7-S064 | We considered aligning the trail to continue along the main road. | |
| IOW 7c | IOW-7-S064 to IOW-7-S067 | We considered aligning the trail to follow the shoreline on the north side of Corf Lake and south side of Causeway Lake. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ It avoids disturbance to breeding Redshank and to overwintering birds that feed in the intertidal area and use the fields as high tide roosts. ■ It avoids routing walkers close to open saltmarsh habitat that is sensitive to trampling. ■ 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 7c | IOW-7-S068 | We considered constructing a footbridge adjacent to the existing road bridge. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ The existing road bridge provides adequate line of sight of oncoming cars. A Highways report concluded that access across the bridge was acceptable without any further intervention. |
| IOW 7d | IOW-7-S069 to IOW-7-S089 | We considered aligning the trail to continue along Town Lane, passed the Old Town Hall and around to Walter's Copse | We opted for the proposed route because: <ul style="list-style-type: none"> ■ It follows the coastline more closely, maintains sea views and takes walkers out to Newtown Quay. |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|---|---|
| IOW 7d | IOW-7-S069 to IOW-7-S073 | We considered aligning the trail to continue along Town Lane, passed the Old Town Hall and west along Town Lane towards Newtown Quay. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ It follows the coastline more closely and maintains sea views. ■ The route is off road. ■ 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 7d | IOW-7-S070 to IOW-7-S080 | We considered aligning the trail to continue along the shoreline on the northern bank of Causeway Lake. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ Creating new access along this section of the shore would have increased disturbance to birds on both sides of Causeway Lake. |
| IOW 7d | IOW-7-S072 to IOW-7-S080 | We considered aligning the trail west from Town Lane, between Key Close and Rose Cottage and along the shore within the treeline. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ This land could be considered excepted land. ■ 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 7d | IOW-7-S090 & IOW-7-S091 | We considered aligning the trail through the meadows east of Town Lane along the existing Isle of Wight Coast Path. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ It is more convenient. ■ It avoids having to cross the road in two places. ■ It avoids increased trampling of sensitive flora. See section 7.2.7 |
| IOW 7d | IOW-7-S086 to IOW-7-S091 | We considered aligning the trail, from the hide, along the shoreline to Walter's copse. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ The shoreline in this location is open and a route here would be disturbing to birds. |
| IOW 7d | IOW-7-S090 & IOW-7-S091 | We considered aligning the trail into the fields at Hart's Farm and down to the shore. | <ul style="list-style-type: none"> ■ The fields are used by breeding redshank and overwintering birds and therefore some have been restricted under S26(3)(a) CROW to exclude all access, year round. |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|---|--|
| IOW 7d | IOW-7-S090 & IOW-7-S091 | We considered aligning the trail on the field boundary to the west of Taylor's Copse and following the field boundaries north-east to the shore. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ The field closest to the creek is used as a high tide roost for birds. ■ It reduces the disturbance to birds feeding on the intertidal. See section 7.2.7 ■ It is more convenient and follows an existing walked route. ■ It is less disruptive to existing land management practices in fields which are under stewardship. |
| IOW 7d | IOW-7-S092 to IOW-7-S093 | We considered aligning the trail down to and along the shore at Walter's Copse. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ The existing worn routes along the shoreline are damaging SAC saltmarsh habitat. ■ The shoreline is open and a formal trail here would be disturbing to birds. See section 7.2.7 |
| IOW 7d | IOW-7-S092 to IOW-7-S093 | We considered aligning the trail down to the shore along an existing public right of way and then creating a new path set back within the woodland at Walter's Copse that runs parallel to the shoreline. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ This proposal reduces disruption to existing land management practices. ■ This proposal is made with the support of the landowner. ■ It is set back and well screened from birds feeding on the intertidal. |
| IOW 7d | IOW-7-S093 | We considered aligning the trail down to the shore at Walter's Copse following an existing walked route from Town Lane, half way along the shoreline and then following existing tracks returning landward to the proposed route. | |
| IOW 7d | IOW-7-S092 to IOW-7-S093 | We considered aligning the trail to follow Porchfield Road and then into Walter's Copse along its eastern boundary before rejoining the proposed route | We opted for the proposed route because: <ul style="list-style-type: none"> ■ It avoids walking on a road with limited verge. ■ The route is closer to the coast ■ It is more convenient and enjoyable. |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|-----------------|--------------------------|--|--|
| | | | <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. |
| IOW 7d & IOW 7e | IOW-7-S093 to IOW-7-S096 | We considered aligning the trail east from grid reference 443314,090628 across the 3 fields to grid reference 443717,090621. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and maintains sea views. ■ 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 7e | IOW-7-S097 | We considered aligning the trail to follow the National Trust permissive route to the hide by Clamerkin Lake. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is more convenient and less circuitous. ■ It is set back from and well screened from birds on the intertidal area at Clamerkin Brook. |
| IOW 7e | IOW-7-S097 | We considered aligning the trail to follow the National Trust permissive route to the hide and through Clamerkin Copse to the main road. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is set back from and well screened from birds on the intertidal at Clamerkin Brook. ■ It avoids directing walkers close to open SAC saltmarsh habitat. |
| IOW 7e | IOW-7-S097 | We considered aligning the trail around the edge of Clamerkin Farm field to the seaward side of the proposed route. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is more convenient and is already promoted as a permissive path by the National Trust. |
| IOW 7e | IOW-7-S097 to IOW-7-S101 | We considered aligning the trail along Clamerkin Farm track to the main road. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is already promoted as a permissive route by the National Trust. ■ The chosen route offers better walking conditions ■ 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 |
|--------|--------------------------|---|--|
| IOW 7e | IOW-7-S099 & IOW-S102 | We considered aligning the trail along the verge on the north side of the road, into the woodland at Clamkerin Copse and crossing the main road west of the road bridge. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The terrain within Clamerkin Copse makes for difficult walking conditions and would require very high infrastructure costs ■ The woodland and adjacent creek were deemed sensitive to trampling and bird disturbance. ■ The proposed crossing point provides better line of sight for oncoming traffic than crossing at the western edge of the road bridge. |
| IOW 7e | IOW-7-S099 to IOW-7-S103 | We considered aligning the trail along the verge on the north side of the road, into the woodland at Clamkerin Copse, adding in a footbridge to the north of the road bridge, in the woodland on the east side of Clamerkin Brook and crossing the main road at the junction with Coleman's Lane. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ This proposal avoids an area covered by an actively used military byelaw to the east of the road bridge. We have been advised the current fencing is to be extended closer to the road. ■ The terrain within Clamerkin Copse makes for difficult walking conditions and would require high infrastructure costs. ■ The woodland and adjacent creek were deemed sensitive to trampling and bird disturbance. ■ The proposed route is screened from birds using Clamerkin Brook. ■ It is more practical and cost effective for construction of a footbridge on the southern side of the road bridge. ■ The proposed crossing point is safer for walkers and the proposed route involves fewer road crossings. This is supported by an assessment carried out by Island Roads, the Highways Agency for the Isle of Wight. ■ 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 |
|------------------|---------------------------|---|--|
| IOW 7e & IOW 7f | IOW-7-S099 to IOW-7-S114 | We considered aligning the trail along Porchfield Road and Locksgreen Road to Porchfield Village Hall, following the existing Isle of Wight Coast Path. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ It was considered safer for walkers by the Highways Authority. ■ It is more enjoyable for walkers and it takes them off a busy road. |
| IOW 7e | IOW-7-S0101 to IOW-7-S103 | We considered aligning the trail to follow the existing Isle of Wight Coast Path on the road to Coleman's Lane. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ It was considered safer for walkers by the Highways Authority. ■ The off-road route offers a better walking experience. |
| IOW 7e | IOW-7-S102 to IOW-7-S105 | We considered aligning the trail south and then following the eastern edge of the field and tracks within Corfheath Copse to join the bridleway CB26 | We opted for the proposed route because: <ul style="list-style-type: none"> ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme. ■ It is less disruptive to existing land management practices as it removes Corfheath Copse and Corfheath Firs from coastal margin. ■ It is more convenient, and is closer to the coast. |
| IOW 7e to IOW 7g | IOW-7-S103 to IOW-7-S125 | We considered aligning the trail along Locks Green Road, west past the Range House along the track south of Locks Copse, over the existing footbridge and following close to the coast around the outskirts of the MoD firing range to Burnt Wood, via Brickfield Farm House. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ It avoids the actively used MoD firing range that is subject to a military lands byelaw that prevents public access. |
| IOW 7e & IOW 7f | IOW-7-S104 to IOW-7-S112 | We considered aligning the trail from Coleman's Lane through the fields to the north on their western boundary and then on the verge opposite Locksgreen House. | We opted for the proposed route because: <ul style="list-style-type: none"> ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme. ■ It is less disruptive to existing land management practices. |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|-----------------|--------------------------|---|--|
| IOW 7e & IOW 7f | IOW-7-S111 to IOW-7-S117 | We considered aligning the trail along public footpath CB7 to New Road where it would head north-west before joining the Main Road. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is more convenient and direct with reduced road walking. ■ It offers a better walking experience and is closer to the coast ■ 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 7f & IOW 7g | IOW-7-S119 to IOW-7-S125 | We considered aligning the trail to continue along the PRoW until Elmsworth Farm, then north-west through the MoD firing range to Brickfield Farm House, via Sherpherd's Hill, and then along the shoreline to Burnt Wood. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It avoids the actively used MoD firing range that is subject to a military lands byelaw that prevents public access. |
| IOW 7f | IOW-7-S120 | We considered aligning the trail to continue along public footpath CB10a through Elmsworth Farm to Burnt Wood and then east in the field, running adjacent to the woodland within the field to rejoin the proposed route. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It avoids directing walkers through the centre of a busy farm yard. ■ This proposal is made with the support of the landowners and tenant. |
| IOW 7f & IOW 7g | IOW-7-S120 to IOW-7-S124 | We considered aligning the trail to follow public footpath CB10a to the coast and then along the seaward edge of Burnt Wood, into the pasture field east of Burnt Wood and along the cliff edge to Thorness Bay Holiday Park. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ An ongoing environmental project constrained options for a more seaward route. In the future there may be an opportunity to create a more seaward alignment as outlined in Part 7.2.7 ■ The considered route, which would have required surface works, would pass over an area of active badger setts. ■ The cliff edge between the pasture field and Thorness Bay Holiday Park is eroding leaving little space for a footpath between the cliff and excepted gardens. |
| IOW 7f & IOW 7g | IOW-7-S120 to IOW-7-S124 | We considered aligning the trail to follow public footpath CB10a, into Burnt Wood at grid reference 443982,092597, then heading north east to the shore, before passing along the seaward edge of Burnt Wood | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The cliff edge between the pasture field and Thorness Bay Holiday Park is eroding leaving little space for a footpath between the cliff and excepted gardens. |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|-----------------|--------------------------|--|---|
| | | and along the cliff edge to Thorness Bay. | <ul style="list-style-type: none"> ■ This proposal is made with the support of the landowners. |
| IOW 7f & IOW 7g | IOW-7-S120 to IOW-7-S122 | We considered aligning the trail to continue along public footpath CB10a to Burnt Wood, heading directly into Burnt Wood along the vehicle access track and then into the pasture field following its eastern edge | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ An ongoing environmental project constrained options for a more seaward route. |
| IOW 7g | IOW-7-S122 | We considered aligning the trail as above but aligning in the eastern adjacent field after exiting Burnt Wood. | <ul style="list-style-type: none"> ■ This proposal is made with the support of the landowners. |
| IOW 7g | IOW-7-S122 to IOW-7-S124 | We considered aligning the trail to continue north into the wooded area west of Boundary house, before heading east along the clifftop following an existing worn track to re-join the proposed route. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is more convenient and less circuitous. ■ This proposal is made with the support of the landowners. ■ The cliff edge between the pasture field and Thorness Bay Holiday Park is eroding leaving little space for a footpath between the cliff and residential gardens |
| IOW 7g | IOW-7-S121 to IOW-7-S124 | We considered aligning the trail from grid reference 444665,092412 east along the southern side of the field boundaries to the existing Isle of Wight Coast Path which follows Thorness Lane. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is more convenient being more direct and less circuitous ■ It provides a more enjoyable walking experience due to better views. ■ It is less disruptive to existing land management practices which include a clay pigeon shoot and activities of a model aircraft club. |
| IOW 7a | IOW-7-S121 to IOW-7-S124 | We considered aligning the trail from grid reference 444665,092412 east along northern and eastern sides of the field boundary, landward of the chosen route. | <ul style="list-style-type: none"> ■ The route is closer to the sea ■ This proposal is made with the support of the landowners. |

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.

7.3.4 Roll-back implementation – more complex situations: Maps IOW 7d to IOW 7e – Newtown Bridge to Porchfield & IOW 7g – Burnt Wood to Thorness Bay

| Map(s) | Route section number(s) | Feature(s) or site(s) potentially affected | Our likely approach to roll-back |
|-------------|--------------------------|---|---|
| IOW 7a | IOW-7-S001 to S043 | Newtown Harbour SSSI and Natura 2000 designations. | If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it |
| IOW 7c | IOW-7-S051 to IOW-7-S053 | Newtown Harbour SSSI related fields and Residential buildings and curtilage. | If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it |
| IOW 7c | IOW-7-S055 to IOW-7-S057 | Newtown Harbour SSSI and related Natura 2000 designations and functionally linked land. Residential buildings and curtilage. | |
| IOW 7c & 7d | IOW-7-S068 to IOW-7-S072 | Newtown Harbour SSSI and related Natura 2000 designations Residential buildings and curtilage. | If it is no longer possible to find a viable route seaward of the specified excepted land (buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers. |
| IOW 7d | IOW-7-S080 to IOW-7-S087 | Newtown Harbour SSSI and related Natura 2000 designations. Residential buildings and curtilage. | |
| IOW 7d | IOW-7-S089 | Field within Scheduled Ancient Monument | |

| Map(s) | Route section number(s) | Feature(s) or site(s) potentially affected | Our likely approach to roll-back |
|-------------|--------------------------|---|--|
| | | Residential buildings and curtilage. | |
| IOW 7d & 7e | IOW-7-S092 to IOW-7-S095 | Newtown Harbour SSSI | |
| IOW 7e | IOW-7-S096 to IOW-7-S097 | Newtown Harbour SSSI and Natura 2000 designations | |
| IOW 7g | IOW-7-S124 & IOW-7-S126 | Thorness Bay Holiday Park and functionally linked land to the Thorness Bay SSSI | <p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it</p> <p>If it is no longer possible to find a viable route seaward of the specified excepted land (buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.</p> |

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

Part 7.4: Proposals Maps

7.4.1 Map Index

| Map reference | Map title |
|--------------------------|--|
| IOW 7a | Hamstead Point to Lower Hamstead |
| IOW 7b | Lower Hamstead to Shalfleet |
| IOW 7c | Shalfleet to Newtown Bridge |
| IOW 7d | Newtown Bridge to Walter's Copse |
| IOW 7e | Walter's Copse to Porchfield |
| IOW 7f | Porchfield to Burnt Wood |
| IOW 7g | Burnt Wood to Thorness Bay |
| Directions Map IOW 7A | Western side of Newtown Harbour |
| Directions Map IOW 7B | Eastern side of Newtown Harbour & Thorness Bay |

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

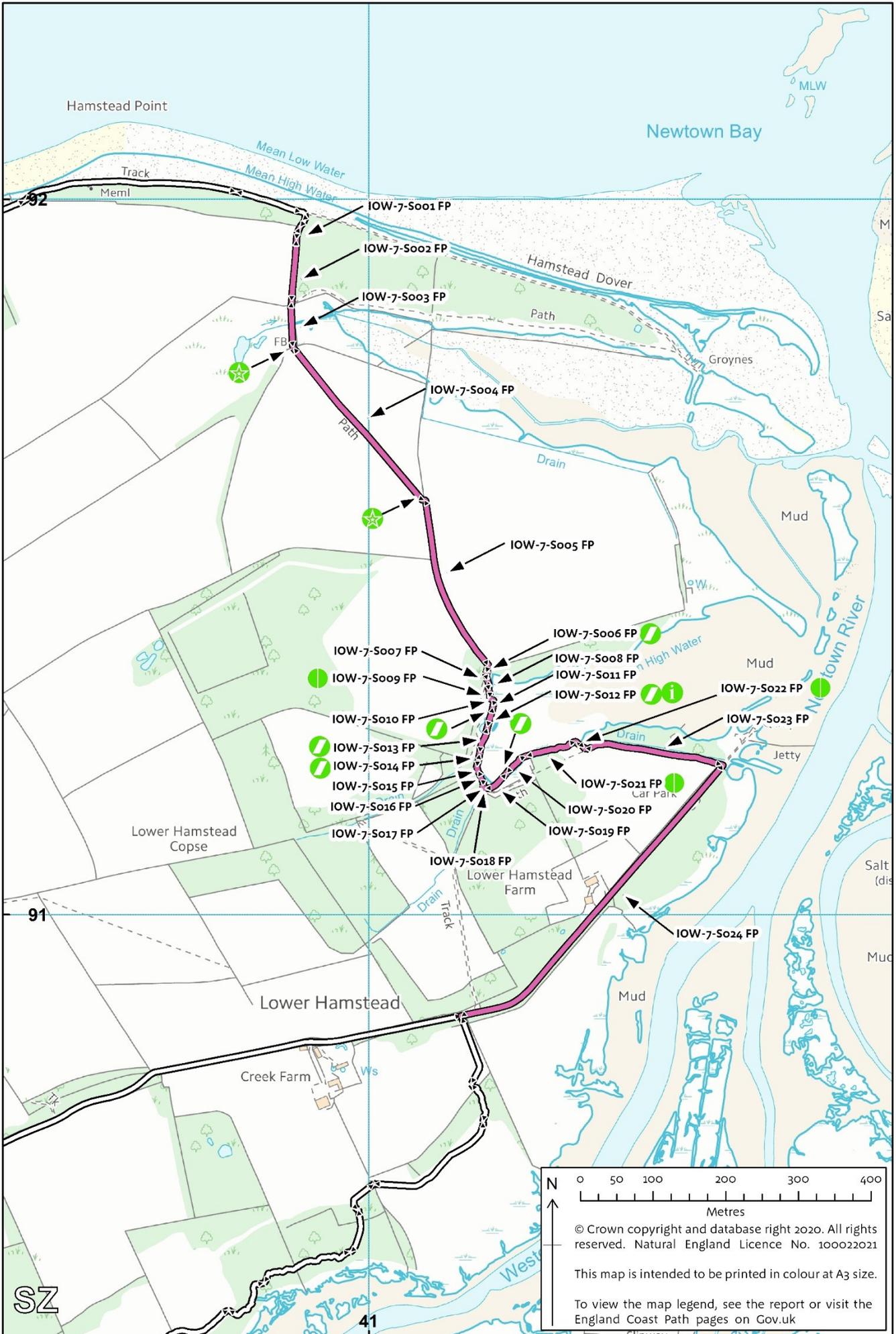
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

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

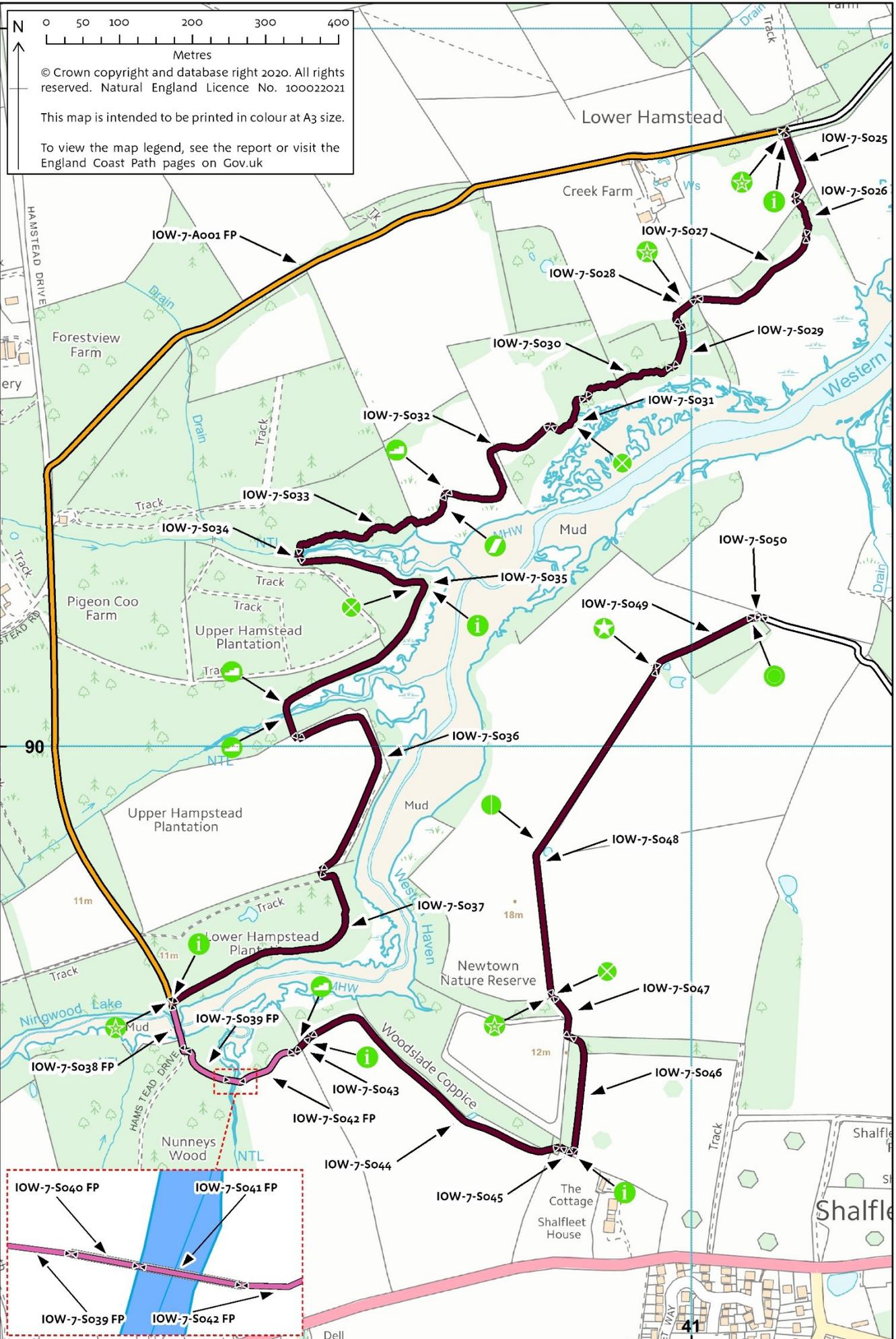
* Please note that the items in this legend may not all be present on an individual map or report.

Map IOW 7a: Hamstead Point to Lower Hamstead

Map IOW 7a: Hamstead Point to Lower Hamstead



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 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

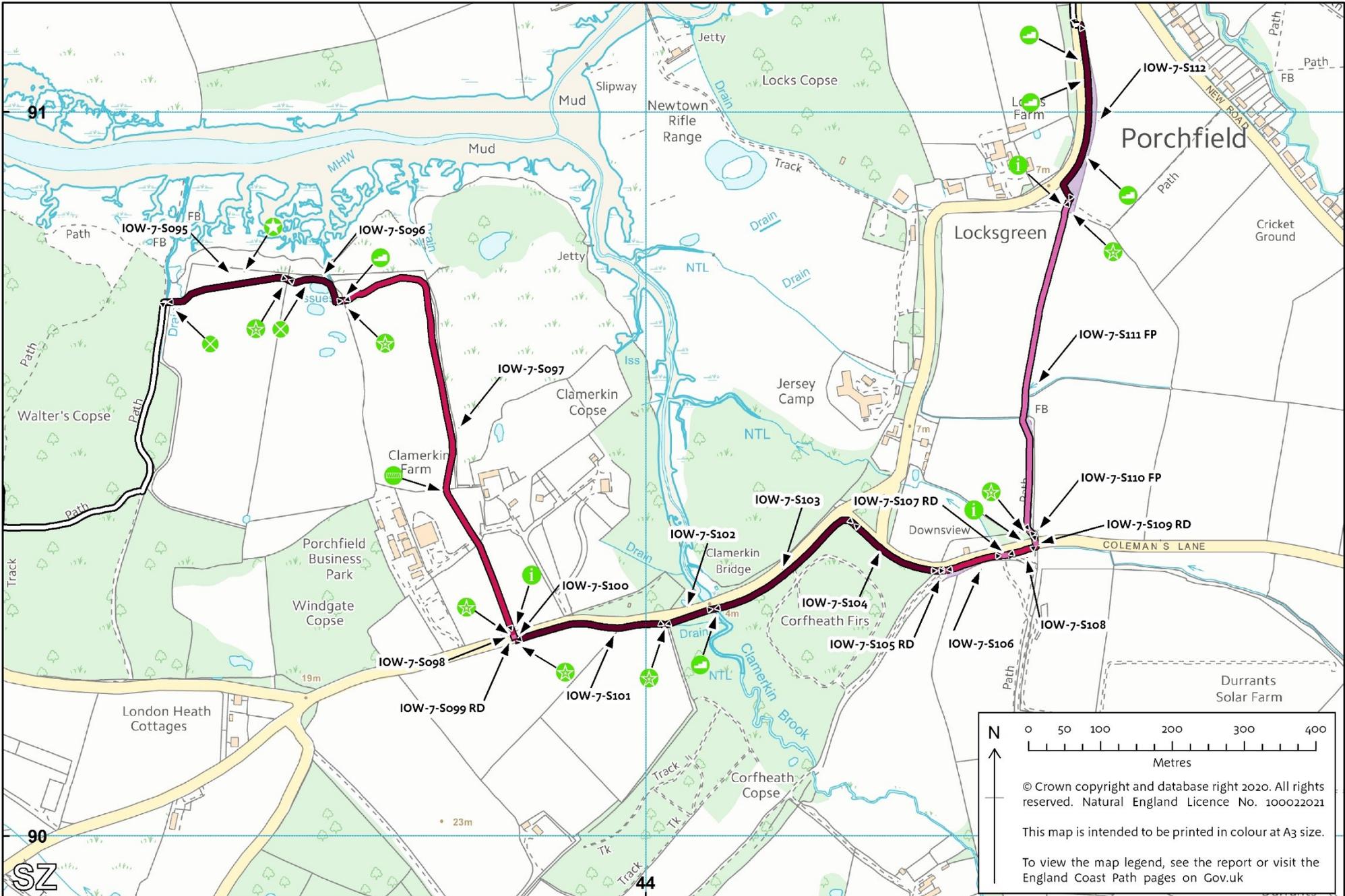


Map IOW 7b: Lower Hamstead to Shalfleet

Map IOW 7d: Newtown Bridge to Walter's Copse



Map IOW 7e: Walter's Copse to Porchfield



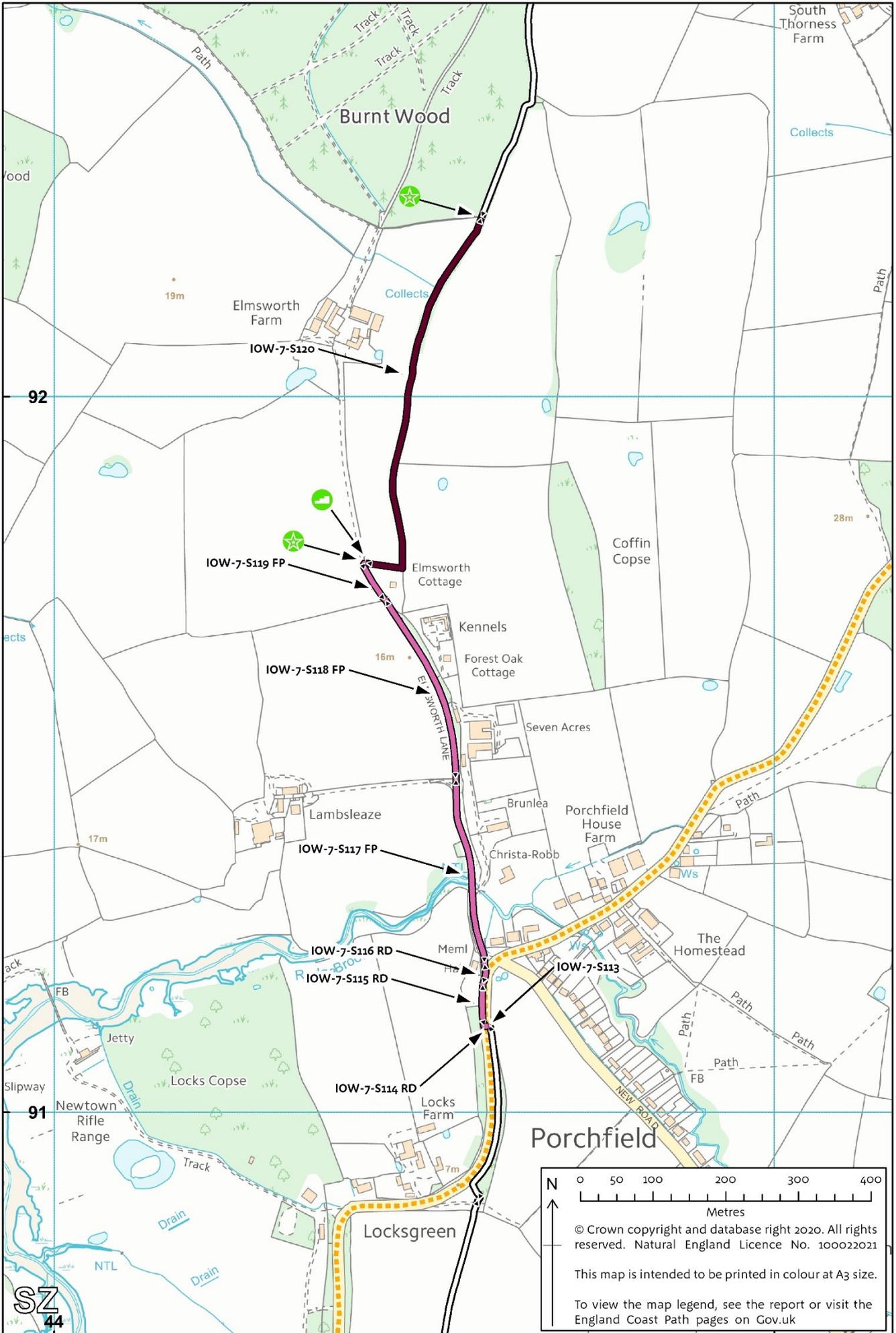
91

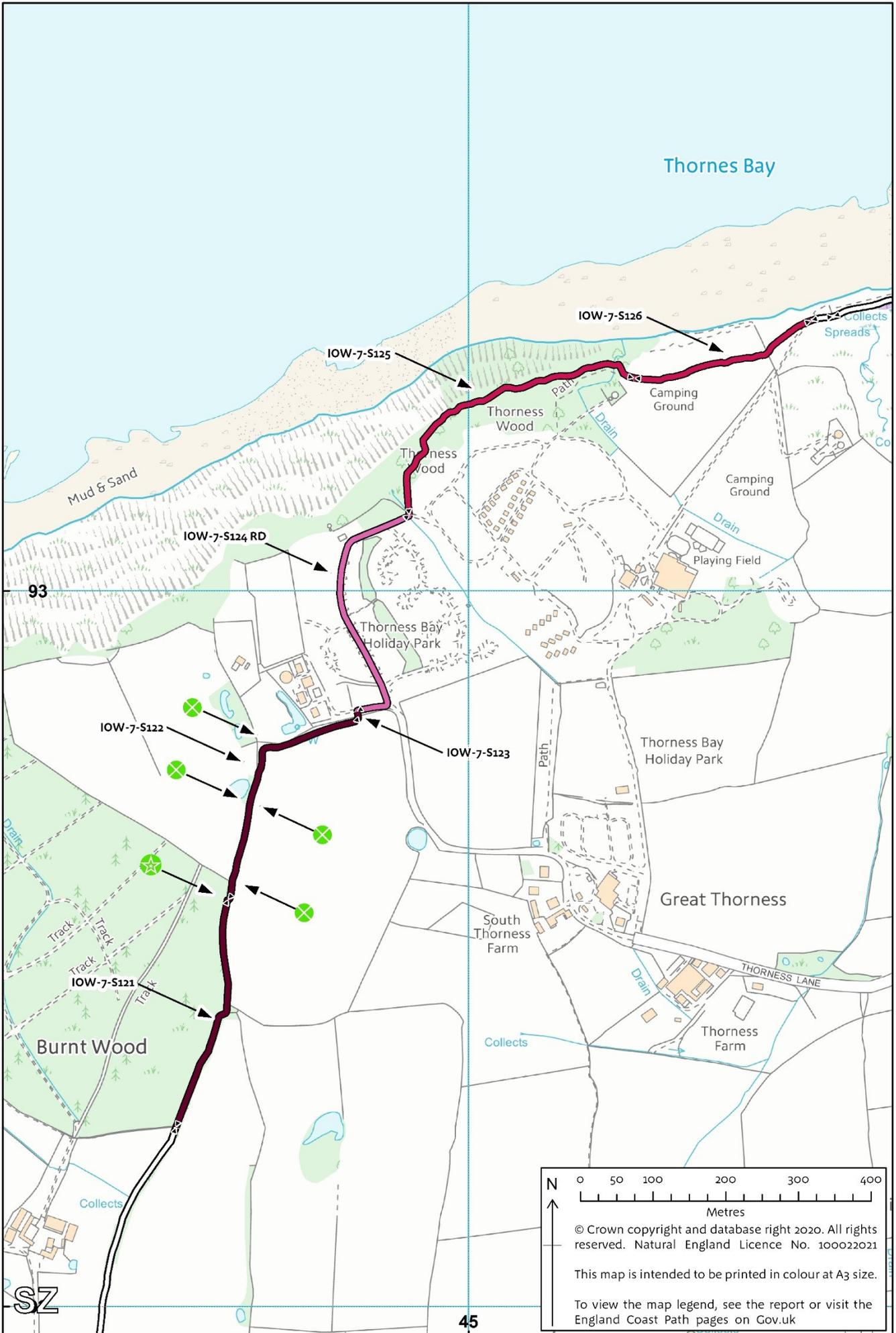
90

SZ

44

Map IOW 7f: Porchfield to Burnt Wood





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0 50 100 200 300 400

Metres

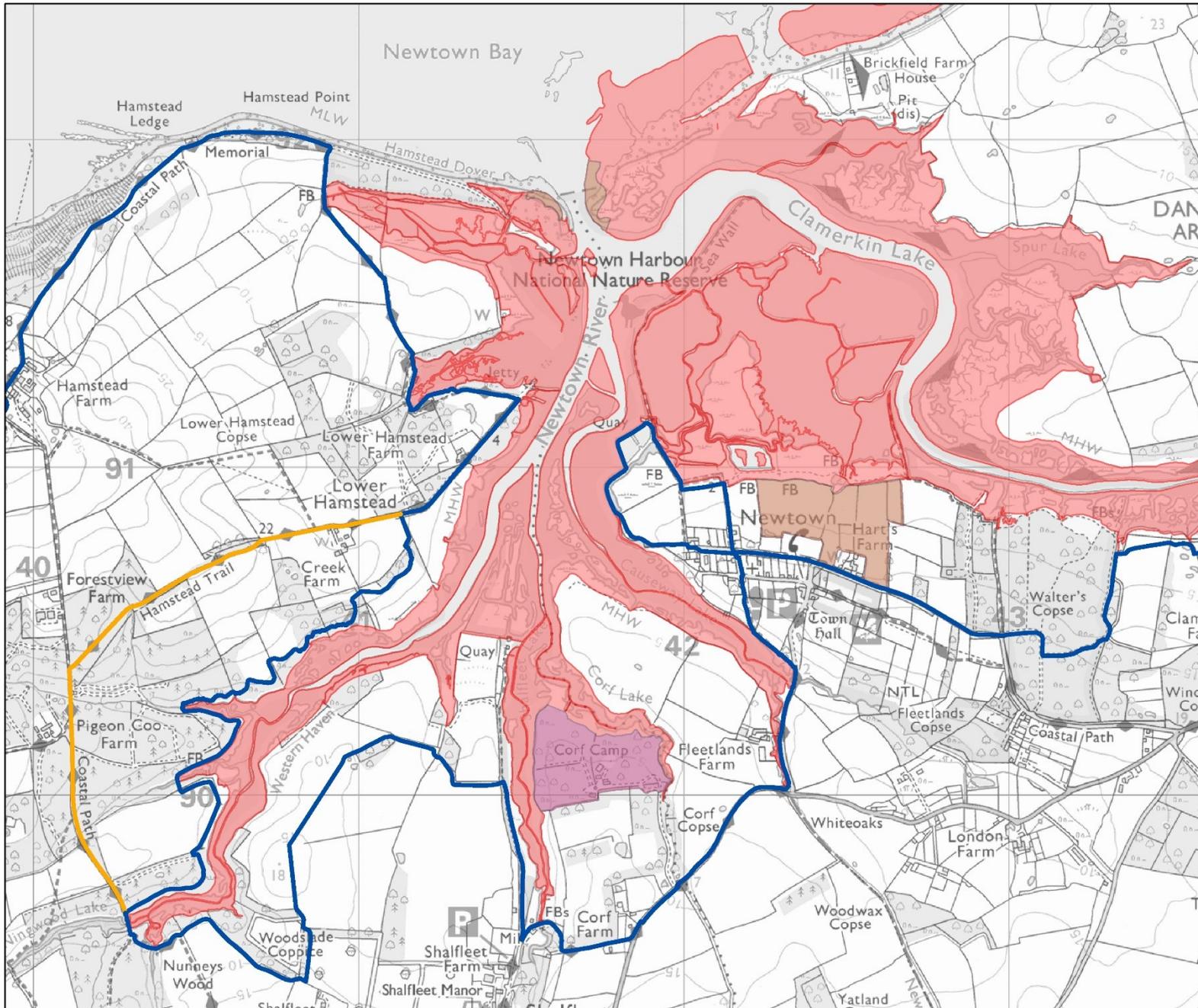
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SZ

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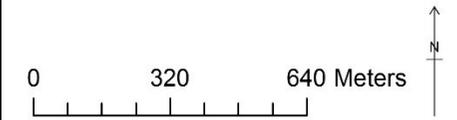
Trail Sections

— Proposed route

Restrictions

- Proposed long-term exclusion to margin S24 (total exclusion, all year round)
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- Proposed long-term exclusion to margin: Nature Conservation S26(3)(a) (all year round)

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



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