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Coastal Access Modification Report MR2

Proposed changes to the submitted King Charles III England Coast Path proposals for Isle of Wight 3: Culver Down to Binnel Bay

Location affected: Shanklin Chine

Natural England's Modification Report to the Secretary of State

August 2023



Part 1: Purpose of this report

1.1 Natural England has a statutory duty under the Marine and Coastal Access Act 2009 to improve access to the English coast. The duty is in two parts: one relating to securing a long-distance walking route around the coast; the other to creating an associated “margin” of land for the public to enjoy, either in conjunction with their access along the route line, or otherwise.

1.2 On 18th March 2020, Natural England submitted a report to the Secretary of State for the Environment, Food and Rural Affairs, setting out proposals for improved access to the coast from Culver Down to Binnel Bay. The Secretary of State is considering the related objections and representations before determining Natural England’s report. Public rights of access to this stretch therefore have yet to commence.

1.3 Since submission of its report, it has become clear to Natural England that because of altered circumstances a substantial change is necessary to the route it proposed for the England Coast Path on this stretch.

1.4 The change needs to be proposed through a separate Modification Report (MR), so that it can be considered alongside the rest of Natural England’s original proposals. The proposed change is at the location shown on the Ordnance Survey base map below headed MR2 - Overview Map – Location of modification proposals on Isle of Wight coast:

- Shanklin Chine, Isle of Wight

1.5 This changed proposal is set out below and is subject to a fresh objections and representations process; to advice by a person appointed by the Secretary of State about any objections that are received to the proposals; and then to determination by the Secretary of State alongside Natural England’s original proposals.

1.6 It is therefore recommended that for determination purposes, Natural England’s original report relating to this length, which can be viewed [here](#), should be read as proposed to be amended by this MR. The original stretch [Overview](#) provides vital context to many of the issues discussed within this MR.

MR2 - Overview map Location of modification proposals on Isle of Wight coast

- 2 Shanklin Chine, Shanklin
- Proposed route



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Part A: Proposed modification at Shanklin Chine, Isle of Wight

Start Point:	Grid reference: SZ 58563 81139
End Point:	Grid reference: SZ 58315 80850
Relevant Map:	Map MR2
Section numbers from original proposals no longer being proposed: IOW-3-S033 to IOW-3-S039	

A.1 Introduction

Reason for and consequences of proposed modification:

A.1.1 Our original alignment of the King Charles III England Coast Path (KCIIECP) in this area, as proposed in Natural England's [original report](#), followed the esplanade before connecting to the beach in front of Shanklin Chine. It then re-joined with the Isle of Wight Coast Path and along Appley Steps.

A.1.2 Following works to repair Appley Steps due to cliff erosion, heavy rainfall, and further cliff movement meant the route was subject to a further closure. On inspection the route was considered too unstable, and it would require complex engineering intervention and financial input to safely secure the route for public use. It was decided to close Appley Steps whilst a geotechnical survey is carried out by the Isle of Wight Council, a report on which is awaited.

A.2 Proposals Narrative

The Trail:

A.2.1 Our proposal (see Map MR2 - Modification 2 - Shanklin Chine) is, from north to south, to re-route the path inland from that shown as IOW-3-S033 to IOW-3-S039 in our original report. The length of the realigned trail will be 749m, compared to the original route proposed of 482m.

A.2.2 The proposed modification to the route:

- Follows the public footpath along section IOW-MR2-S002
- Follows 'other existing walked routes' along sections IOW-MR2-S003 to IOW-MR2-S005 and IOW-MR2-S015
- Follows the public highway along sections IOW-MR2-S007, IOW-MR2-S009 and IOW-MR2-S016
- Follows the public footway (pavement) along sections IOW-MR2-S001, IOW-MR2-S006, IOW-MR2-S008 and IOW-MR2-S010 to IOW-MR2-S014
- Skirts the boundary of Shanklin Chine (geological feature and tourist attraction)
- Is aligned through Tower Cottage Gardens along section IOW-MR2-S005
- Re-joins the original trail part-way along section IOW-3-S039

Protection of the environment:

A.2.3 The modified proposal is aligned along existing public footways (pavements), public footpaths, public highways, or other existing walked routes.

A.2.4 No internationally or nationally designated sites will be affected by this modification, and therefore there is no need to consider the consequences of it for the HRA of coastal access proposals between Culver Down to Binnel Bay. Natural England is satisfied that the proposed modification is in accordance with relevant environmental protection legislation.

Accessibility:

A.2.5 The proposed trail consists of a path with a mixture of a tarmac and concrete surface. There are slight gradients to the route due to the nature of the terrain e.g., a Chine, that may be challenging for those with reduced mobility. There are stone steps located on IOW-MR2-S004 in order to access Tower Cottage Gardens (IOW-MR2-S005), however, there is a path available along Everton Lane and a pavement on Chine Avenue which would be accessible to those people who can't manage steps. It re-joins with the modified route at IOW-MR2-S008. There are no barriers to access e.g., stiles or gates, and the modified route now removes the need to use Appley Steps to ascend the cliff; this is an improvement of access for those who have reduced mobility.

Where we have proposed exercising statutory discretions:

Landward boundary of the coastal margin:

A.2.6 We have used our discretion on some sections of the modified 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 A.3.1 below for details of how we have applied this discretion.

See part 3 of the Overview to the original report - 'Understanding the proposals and accompanying maps', for an 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.

Restrictions and/or exclusions:

A.2.7 Access rights to the seaward margin would be subject to the excepted land rules and the national restrictions on coastal access rights. We do not propose any additional local restrictions or exclusions.

Coastal erosion:

A.2.8 Part 7 of the Overview to the original stretch reports explains that Natural England can propose that the route of the trail should be able to change in the future, without further approval from the Secretary of State, in response to coastal change, and the proposals in this respect are then set out in those reports.

A.2.9 Column 4 of table A.3.1 indicates where roll-back has been proposed in relation to a modified route section. Where this is the case, the route, as initially determined at the time the MR was prepared, is to be at the centre of the line shown on map MR2 as the proposed modified route of the trail.

A.2.10 If at any time in the future any part of a modified 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.

Establishment of the trail:

A.2.11 Below we summarise how our proposed route for the repositioned part of the trail would be physically established to make it ready for public use before any new rights come into force along it.

A.2.12 Our estimate of the capital costs for these works is £2000. This is a decrease of around £1750 compared to the original route set out in our report to the Secretary of State on 18th March 2020. This is mainly because there will no longer be a need for the addition of 12m of concrete surfacing works on IOW-3-S036.

A.2.13 Summary of cost implications:

- Original cost estimate for establishment of submitted route (sections IOW-3-S033 to IOW-3-S039) = £3750
- Cost estimate for establishment of proposed modified route = £2000
- Likely saving = £1750

A.2.14 These estimates are informed by information already held by the access authority.

A.2.15 There is one main element to the overall capital costs:

- We need to add signage (roundels and metal fingers) onto existing highways infrastructure

A.2.16 If the Secretary of State approves our report, the Isle of Wight Council will liaise with the affected landowners and occupiers about relevant aspects of the establishment works and installation of new signs 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:

A.2.17 As for the previously proposed route, ongoing maintenance of the trail would be necessary from time to time. This modification would make no significant change to our overall estimate for the originally submitted route, as set out in our report to the Secretary of State on 18th March 2020.

Part A.3: Proposals Tables

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

Table A.3.1: Map MR2 – Modification 2 - Shanklin Chine

Key notes on table:

1. 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.
2. Column 4 – ‘Yes – see table A.3.2 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.
3. 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 in Annex B to the 2017 Overview) is shown in this column where appropriate. “No” means none present on this route section.
4. 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.

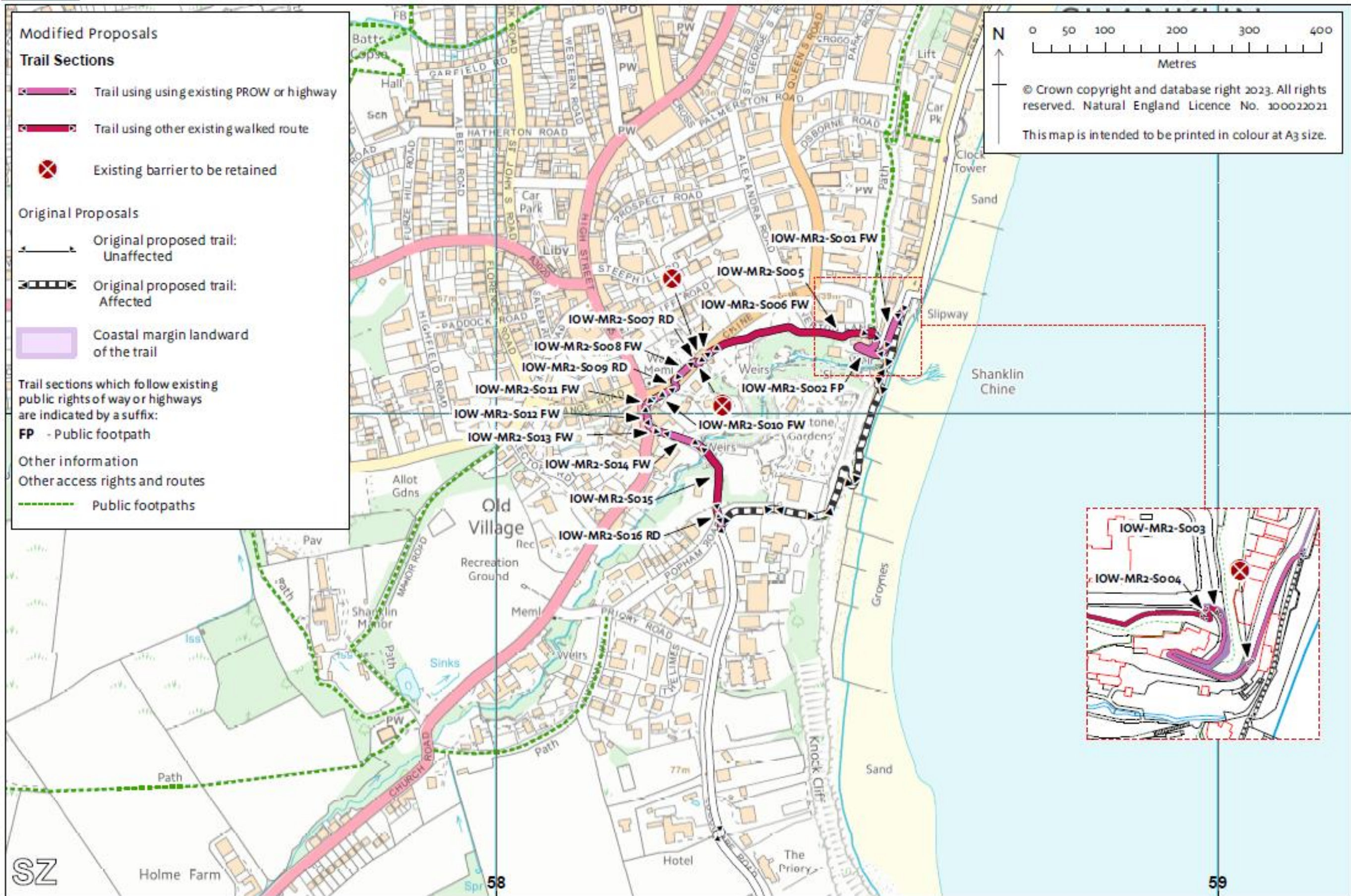
1	2	3	4	5a	5b	5c	6
Map(s)	New route section number(s)	Current status of route section(s)	Roll-back proposed? (See part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
MR2	IOW-MR2-S001	Public footway (pavement)	Yes – see table A.3.2	No	Pavement edge	Clarity and cohesion	
	IOW-MR2-S002	Public footpath	Yes – see table A.3.2	No	Various	Clarity and cohesion	Landward edge of fence/stone wall
	IOW-MR2-S003	Other existing walked route	Yes – see table A.3.2	No	Landward edge of trail (2m)		
	IOW-MR2-S004	Other existing walked route	Yes – see table A.3.2	No	Stone wall	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	New 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-MR2-S005	Other existing walked route	Yes – see table A.3.2	No	Landward edge of path	Clarity and cohesion	
	IOW-MR2-S006	Public footway (pavement)	Yes	No	Pavement edge	Clarity and cohesion	
	IOW-MR2-S007	Public highway	Yes	No	Landward edge of trail (2m)		
	IOW-MR2-S008	Public footway (pavement)	Yes	No	Pavement edge	Clarity and cohesion	
	IOW-MR2-S009	Public highway	Yes	No	Landward edge of trail (2m)		
	IOW-MR2-S010	Public footway (pavement)	Yes	No	Pavement edge	Clarity and cohesion	
	IOW-MR2-S011	Public footway (pavement)	Yes	No	Pavement edge	Clarity and cohesion	
	IOW-MR2-S012	Public footway (pavement)	Yes	No	Pavement edge	Clarity and cohesion	
	IOW-MR2-S013	Public footway (pavement)	Yes	No	Pavement edge	Clarity and cohesion	
	IOW-MR2-S014	Public footway (pavement)	Yes	No	Pavement edge	Clarity and cohesion	
	IOW-MR2-S015	Other existing walked route	Yes – see table A.3.2	No	Landward edge of path	Clarity and cohesion	
	IOW-MR2-S016	Public highway	Yes – see table A.3.2	No	Landward edge of trail (2m)		

A.3.2 Roll-back implementation – more complex situations: Map MR2 – Modification 2 - Shanklin Chine

Map(s)	New route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
MR2	IOW-MR2-S001	Buildings and their curtilage, gardens	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-MR2-S002		
	IOW-MR2-S003 to IOW-MR2-S005		
	IOW-MR2-S014		
	IOW-MR2-S015		
	IOW-MR2-S016		

Map MR2 - Modification 2 - Shanklin Chine



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