

King Charles III England Coast Path: Isle of Wight

Report IOW 1: East Cowes Ferry to Wootton Bridge

Part 1.1: Introduction

Start Point:	East Cowes Ferry (grid reference 450225.599, 95701.843)
End Point:	Wootton Bridge (grid reference: 454653.417, 91973.58)
Relevant Maps:	IOW 1a to IOW 1e

1.1.1 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 to the Isle of Wight coast.

1.1.2 This report covers length Isle of Wight 1 (IOW1) of the stretch, which is the coast between East Cowes Ferry and Wootton Bridge. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in its own right under section 52 of the National Parks and Access to the Countryside Act 1949.

1.1.3 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.

1.1.4 There is also an Overview document relating specifically to this section of coast (IOW 1), explaining common principles and background. **This IOW1 report should be read in conjunction with its 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 1.2: Proposals Narrative

The trail:

1.2.1 Follows existing walked routes, including public rights of way and pavements along some sections of this length.

1.2.2 Follows the coastline closely and maintains good views of the sea where land status allows along the northern and southern sections.

1.2.3 Includes large sections of new path.

1.2.4 Is aligned on the beach or foreshore at Woodside Bay, with an optional alternative route to avoid this section.

1.2.5 Follows for some distance a significant inland alignment to take the trail past areas within the excepted land categories (see Figure 1 in 'The Scheme'¹) and commercial enterprises. This has required careful consideration to complete the alignment for the onward journey either side of this inland departure from the coastline. The way the trail interacts with the coastline either side of this land has been developed to meet the balances placed upon Natural England by the Coastal Access Scheme.

1.2.6 Follows a route similar to the existing Isle of Wight Coastal Path but departs from this in places in order to better meet the requirements of the Coastal Access Scheme, where possible bringing users closer to the coast, creating new access routes and aligning away from roads considered to be unsafe for walkers on a National Trail. This approach of aligning closer to the coast where able reduces the area of land subject to spreading room rights.

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.

1.2.7 The following designated sites affect this length of coast:

- Solent and Southampton SPA and Ramsar site
- Solent Maritime SAC
- Solent to Dorset Coast SPA
- Briddlesford Copses SAC
- King's Quay Shore SSSI
- Ryde Sands and Wootton Creek SSSI

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

There are no Scheduled Monuments within this section of the coast.

The following table brings together design features included in our access proposals to help to protect the environment along this length of the coast. These design features will be reviewed at the time of establishment to ensure they are fit for purpose and to allow for review were any extra items required. As such not all necessary items are within the proposals maps.

¹ **Coastal Access Scheme** NE446 - Coastal Access: Natural England's Approved Scheme
Natural England <http://publications.naturalengland.org.uk/publication/5327964912746496>

Table 1.2.1 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IOW 1c	IOW-1-S040 to IOW-1-S043	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail at King's Quay is aligned inland away from sensitive habitats and species. ■ Coastal access rights would be excluded over the saltmarsh, mudflats and shingle spit at Kings Quay (see Directions map 1A). 	<p>To reduce the risk that recreational users will disturb breeding and non-breeding birds using intertidal habitats and shingle spit.</p> <p>To reduce the risk of plants growing in the shingle spit at the mouth of King's Quay being trampled.</p>
IOW 1c	IOW-1-S044 to IOW-1-S047	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned to the south of Brocks Copse Road, outside the SSSI and SAC (wet woodland). 	<p>To reduce the risk of plants in the wet woodland of the SSSI being trampled.</p> <p>To avoid any direct or indirect loss of habitats within any designated nature conservation sites.</p>
IOW 1c	IOW-1-S044	<p>The following design features will be installed:</p> <ul style="list-style-type: none"> ■ A fence designed to prevent the public and dogs from passing through to the inland side of the trail. 	<p>To reduce the risk of access to the wider undesignated ancient woodland and to preserve its general isolation.</p>
IOW 1c and 1d	IOW-1-S047 to IOW-1-S057	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned inland, away from the mouth of King's Quay. ■ Coastal access rights would be excluded over the saltmarsh, mudflats and shingle spit at Kings Quay (see Directions map 1A). 	<p>To reduce the risk that recreational users will disturb of breeding and non-breeding birds using intertidal habitats and shingle spit.</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IOW1d	IOW-1-S058 to IOW-1-S060	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned along the beach at Woodside where there is existing access, but away from the mouth of King's Quay. <p>In addition we will install:</p> <ul style="list-style-type: none"> ■ Signage near Woodside Beach will explain the environmental sensitivities, that there is no access to the mouth of King's Quay, and that there are no circular routes. 	To reduce the risk that recreational users will disturb breeding and non-breeding birds using intertidal habitats and shingle spit at the mouth of King's Quay.
IOW 1d and 1e	IOW-1-S062 to IOW-1-S072	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned inland, away from the intertidal habitats at Wootton Creek. ■ Coastal access rights would be excluded over the saltmarsh and mudflats at Wootton Creek (see Directions map 1B). 	To reduce the risk that recreational users will disturb breeding and non-breeding birds using Wootton Creek.

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

- A Habitats Regulations Assessment (HRA) relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment (NCA) relating to any potential impact on the notified features of Sites of Special Scientific Interest not already covered by the HRA.

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

Accessibility:

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

- The trail would follow an uneven grass or bare soil path along some sections, particularly where it passes through woodland or over farmed land and passes through a gap in a wall on the Norris Estate;
- There are steps in places where it would be necessary for a change in elevation, such as on Brocks Copse Road, on parts of the trail in East Cowes and at Woodside Bay.

1.2.10 At various locations existing infrastructure will be replaced and improved to make the trail easier to use for a range of abilities. The type of infrastructure and the precise locations will be reviewed at the time of establishment and may not all be shown on the proposals maps.

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

Where we have proposed exercising statutory discretions:

A) Estuary discretion

1.2.11 This report proposes that the trail should contain sections aligned on the estuary of Wootton Creek and the River Medina, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of these rivers as far as the first bridge.

1.2.12 Kings Quay, fed by Palmer's Brook is located to the north-west of Wootton Bridge and is a relatively sizable waterbody with tidal influences. It is not included on the Environment Agency's Water Framework Directive Transitional (Estuarine) and Coastal Waterbodies dataset, which according to section 309 of the Marine and Coastal Access Act is the dataset that Natural England must use to identify estuarial waters. As it is not considered an estuary Natural England is not required to make any proposal relating to use of the estuary discretion in this area.

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

B) Landward boundary of the coastal margin discretion

1.2.13 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 1.3.1 below.

1.2.14 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 1.3.1. 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 1.3.1] 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.

C) Restriction and/or exclusion discretions

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

Section 25A Directions

Access to the land in the coastal margin adjacent to route sections IOW-1-S001 to IOW-1-S078 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. (The coastal margin in East Cowes, generally near IOW-1-S001, was created by an overlap with the length of Trail in Report IOW 10, The Medina. This restriction on coastal access rights was approved by the Secretary of State in May 2025 and is not considered further in this IOW 1 report).

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 IOW 1A and 1B in the Overview for further details.

Woodhouse Fields: Section 24 Land Management

Access to the coastal margin will be excluded all year round in the fields adjacent to Woodhouse Farm, seaward of route section IOW-1-S041. This is proposed under Section 24 of the Countryside and Rights of Way Act (2000) and is to protect farm biosecurity for High health Herd Status cattle.

Allowing access may be detrimental to the existing land management arrangements, therefore we propose an exclusion on the pasture fields used by the cattle to ensure protection to the status. This exclusion will not affect the route itself. See Directions Map IOW 1C in the Overview for further detail.

Kings Quay: Section 26(3)(a) Direction

Natural England proposes to exclude access relevant to this length of coast. Access is to be excluded on the shingle beach area of coastal margin seaward of route section IOW-1-S045 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.

Kings Quay beach is an enclosed sheltered bay and is within the Solent and Southampton Water SPA. The shingle spit is an important high tide roost, seeing designated birds using the foreshore in winter. Counts point to the likes of ringed plover, dark-bellied brent goose, teal and a wide waterbird assemblage using the site. Allowing access to this area would likely have caused a detrimental effect on the internationally and domestically protected bird species using the site. See Directions Map IOW 1A in the Overview for further details.

Little Canada Activities Centre: Section 24 Land Management

Natural England proposes to exclude access relevant to this length of coast. Access to the coastal margin is to be excluded by direction between route section IOW-1-S065 and IOW-1-S067 all year round under s24 of the Countryside and Rights of Way Act (2000) for land management purposes, to enable existing commercial activities to continue. The exclusion will have no legal effect on land where coastal access rights do not apply.

An exclusion is necessary within the coastal margin at Little Canada activities centre to ensure the ongoing activities undertaken by the staff and residents are maintained in a safe environment. See Directions Map IOW 1B in the Overview for further details.

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

D) Alternative Route discretion

1.2.16 An optional alternative route is to operate as an optional diversion from the ordinary route between IOW-1-S053 and IOW-1-S064 when sections IOW-1-S054 and IOW-1-S063 are subject to exceptionally high tides or for walkers that would find the beach problematical to use. (The specific sections that relate to the tide/beach are IOW-1-S058 to IOW-1-S060 inclusive, the other sections link to this and are not impacted by the tides or potentially difficult terrain). The optional alternative route is to be at the centre of the line shown as IOW-S-OA001 on map IOW 1d. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

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

E) Roll Back discretion

1.2.18 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.

1.2.19 Column 4 of tables 1.3.1 and 1.3.2 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 1a to IOW 1e as the proposed route of the trail.

1.2.20 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.

1.2.21 On sections for which roll-back is not proposed in tables 1.3.1 or 1.3.2, the route is to be at the centre of the line shown on maps IOW 1a to IOW 1e as the proposed route of the trail.

Other future change:

1.2.22 There are places described in this report where we foresee there may be a need for future changes to the proposed access provisions. These are summarised at part 7 of the Overview.

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

Establishment of the trail:

1.2.23 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.

1.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £492,178.50 and is informed by:

- information already held by the access authority, Isle of Wight Council, in relation to the management of the existing Isle of Wight Coastal Path and public rights of way network;
- information already held by the Isle of Wight Council in relation to the recent establishment of parts of the King Charles III England Coast Path elsewhere on the island;

1.2.25 There are a number of main elements to the overall cost:

- A significant number of new signs would be needed on the trail in order to identify it to users as the King Charles III England Coast Path and to provide information to encourage expected behaviours from the public.
- New fencing will be installed alongside the trail at sensitive locations.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new steps, path clearance, surface works and dropped kerbs would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

Table 1.2.2 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1.2.2: Estimate of capital costs

Item	Cost
Signs	£21,185
Path clearance and surface works	£162,500
Gates and steps	£34,250
New crossings (wall, bridge, culvert etc)	£125,000
Highways works	£15,000
Fencing	£89,500
Project management	£44,743.5
Total	£492,178.50

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

conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

1.2.27 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 King Charles III 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).

1.2.28 We estimate that the annual cost to maintain the trail will be £4,702 (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 1.3: Proposals Tables

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

1.3.1 Section Details: Maps IOW 1a to IOW 1e - East Cowes Ferry to Wootton Bridge

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.3: 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 1.3.4’ 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	Route section number	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 1a	IOW-1-S001*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1a	IOW-1-S002*	Other existing walked route	Yes - Normal	No		Not used	
IOW 1a	IOW-1-S003*	Other existing walked route	Yes - Normal	No		Not used	
IOW 1a	IOW-1-S004*	Other existing walked route	Yes - Normal	No		Not used	

1	2	3	4	5a	5b	5c	6
Map	Route section number	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 1a	IOW-1-S005*	Public footway (pavement)	Yes - Normal	No	Pavement edge	Clarity and cohesion	
IOW 1a	IOW-1-S006*	Public highway	Yes - Normal	No		Not used	
IOW 1a	IOW-1-S007*	Other existing walked route	Yes - Normal	No		Not used	
IOW 1a	IOW-1-S008*	Not an existing walked route	Yes - Normal	No	Path	Clarity and cohesion	Edge of path
IOW 1a	IOW-1-S009*	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	
IOW 1a	IOW-1-S010*	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	
IOW 1a	IOW-1-S011*	Not an existing walked route	Yes - Normal	No		Not used	
IOW 1a	IOW-1-S012*	Not an existing walked route	Yes - Normal	No		Not used	
IOW 1a	IOW-1-S013*	Not an existing walked route	Yes - Normal	No		Not used	
IOW 1a	IOW-1-S014*	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	
IOW 1b	IOW-1-S015*	Public highway	No	No	Road	Clarity and cohesion	Edge of road
IOW 1b	IOW-1-S016*	Not an existing	No	No	Road Edge	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map	Route section number	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
		walked route					
IOW 1b	IOW-1-S017*	Not an existing walked route	No	No	Road Edge	Clarity and cohesion	
IOW 1b	IOW-1-S018*	Not an existing walked route	No	No	Road Edge	Clarity and cohesion	
IOW 1b	IOW-1-S019*	Public highway	No	No		Not used	
IOW 1b	IOW-1-S020*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1b	IOW-1-S021*	Public highway	No	No		Not used	
IOW 1b	IOW-1-S022*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1b	IOW-1-S023*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1b	IOW-1-S024*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1b	IOW-1-S025*	Public highway	No	No		Not used	
IOW 1b	IOW-1-S026*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1b	IOW-1-S027*	Public highway	No	No		Not used	
IOW 1b	IOW-1-S028*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1b	IOW-1-S029*	Public highway	No	No		Not used	

1	2	3	4	5a	5b	5c	6
Map	Route section number	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 1b	IOW-1-S030*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1b	IOW-1-S031*	Public highway	No	No		Not used	
IOW 1b	IOW-1-S032*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1b	IOW-1-S033*	Public highway	No	No		Not used	
IOW 1b	IOW-1-S034*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1c	IOW-1-S035*	Public highway	No	No		Not used	
IOW 1c	IOW-1-S036*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1c	IOW-1-S037*	Public highway	No	No		Not used	
IOW 1c	IOW-1-S038*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	Landward edge of pavement
IOW 1c	IOW-1-S039*	Not an existing walked route	No	No		Not used	
IOW 1c	IOW-1-S040*	Not an existing walked route	No	No	Hedgerow	Clarity and cohesion	Except where trail crosses the tracks where is default 2m
IOW 1c	IOW-1-S041*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
IOW 1c	IOW-1-S042*	Not an existing walked route	Yes - See table 1.3.4	No		Not used	

1	2	3	4	5a	5b	5c	6
Map	Route section number	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 1c	IOW-1-S043*	Public highway	Yes - See table 1.3.4	No		Not used	
IOW 1c	IOW-1-S044*	Not an existing walked route	Yes - See table 1.3.4	No	New fence line (default)	Clarity and cohesion	Trail aligned within 4m zone
IOW 1c	IOW-1-S045*	Not an existing walked route	Yes - See table 1.3.4	No	Other	Clarity and cohesion	Edge of boardwalk/ footbridge
IOW 1c	IOW-1-S046*	Not an existing walked route	Yes - See table 1.3.4	No	Other	Clarity and cohesion	Edge of boardwalk/ footbridge
IOW 1c	IOW-1-S047*	Not an existing walked route	Yes - See table 1.3.4	No		Not used	
IOW 1c	IOW-1-S048*	Public highway	Yes - See table 1.3.4	No		Not used	
IOW 1c	IOW-1-S049*	Not an existing walked route	Yes - See table 1.3.4	No		Not used	
IOW 1d	IOW-1-S050*	Not an existing walked route	No	No	Track	Clarity and cohesion	Landward edge of track
IOW 1d	IOW-1-S051*	Not an existing walked route	No	No		Not used	
IOW 1d	IOW-1-S052*	Other existing walked route	No	No	Track	Clarity and cohesion	Edge of track
IOW 1d	IOW-1-S053*	Other existing walked route	No	No	Path	Clarity and cohesion	Edge of path

1	2	3	4	5a	5b	5c	6
Map	Route section number	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 1d	IOW-1-S054	Public footpath	Yes - See table 1.3.4	No	Path	Clarity and cohesion	
IOW 1d	IOW-1-S055	Public footpath	Yes - See table 1.3.4	No	Path	Clarity and cohesion	
IOW 1d	IOW-1-S056	Public footpath	Yes - See table 1.3.4	No	Path	Clarity and cohesion	
IOW 1d	IOW-1-S057	Public footpath	Yes - See table 1.3.4	No	Path	Clarity and cohesion	Edge of path
IOW 1d	IOW-1-S058	Other existing walked route	Yes - See table 1.3.4	Beach		Not used	Landward edge of beach
IOW 1d	IOW-1-S059	Other existing walked route	Yes - See table 1.3.4	No		Not used	
IOW 1d	IOW-1-S060	Other existing walked route	Yes - See table 1.3.4	Beach		Not used	Landward edge of beach
IOW 1d	IOW-1-S061*	Public footpath	Yes - See table 1.3.4	No		Not used	
IOW 1d	IOW-1-S062*	Public footpath	Yes - See table 1.3.4	No	Path	Clarity and cohesion	
IOW 1d	IOW-1-S063*	Public footpath	Yes - See table 1.3.4	No	Path	Clarity and cohesion	
IOW 1e	IOW-1-S064*	Other existing walked route	No	No		Not used	
IOW 1e	IOW-1-S065*	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
IOW 1e	IOW-1-S066*	Other existing walked route	No	No		Not used	
IOW 1e	IOW-1-S067*	Other existing	No	No	Pavement edge	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map	Route section number	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
		walked route					
IOW 1e	IOW-1-S068*	Other existing walked route	No	No		Not used	
IOW 1e	IOW-1-S069*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1e	IOW-1-S070	Public highway	No	No		Not used	
IOW 1e	IOW-1-S071	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1e	IOW-1-S072	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1e	IOW-1-S073	Other existing walked route	No	No	Path	Clarity and cohesion	
IOW 1e	IOW-1-S074	Other existing walked route	No	No		Not used	
IOW 1e	IOW-1-S075	Other existing walked route	No	No		Not used	
IOW 1e	IOW-1-S076	Other existing walked route	No	No	Road	Clarity and cohesion	
IOW 1e	IOW-1-S077	Public footpath	No	No	Road	Clarity and cohesion	Edge of road
IOW 1e	IOW-1-S078*	Public highway	No	No	Road	Clarity and cohesion	Edge of road
IOW 1e	IOW-1-S079*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	Edge of road

1	2	3	4	5a	5b	5c	6
Map	Route section number	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 1e	IOW-1-S080*	Public highway	No	No		Not used	
IOW 1e	IOW-1-S081*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1e	IOW-1-S082*	Public highway	No	No		Not used	
IOW 1e	IOW-1-S083*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1e	IOW-1-S084*	Public highway	No	No		Not used	
IOW 1e	IOW-1-S085*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 1e	IOW-1-S086*	Public highway	No	No		Not used	

1.3.2 Alternative routes and optional alternative route details: Map IOW 1d Brocks Copse Road to Woodside.

Notes on table:

- Column 2 – an asterisk (*) against the route section number means see also table 1.3.3: Other options considered.
- 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.
- Column 4 – ‘Yes – see table 1.3.4’ 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.
- 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	Route section number	Current status of route section	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 1d	IOW-1-OA001*	Other existing walked route	Yes - Normal			

1.3.3 Other options considered: Maps IOW 1a to IOW 1e - East Cowes Ferry to Wootton Bridge

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IOW 1a	IOW-1-S001 to IOW-1-S014	<p>We considered aligning on various track ways and public highways through this area.</p> <p>The area has a complex mix of land uses and has been subject to coastal slumps</p> <p>We carefully considered if some of this area of land was excepted land category as elements are recorded as Registered Park and Garden</p>	<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 ■ it is considered that this area of land is not used as a park and garden, therefore does not meet the criteria as excepted land category (see Figure 22 of The Coastal Access Scheme) ■ it utilises existing trackways where possible to create the onward journey ■ it meets the boundary of the parkland/visitor attraction of Osborne House (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 1a & 1b	IOW-1-S013 to IOW-1-S033	<p>We considered a range of alignments through the Osborne House grounds, including a route along the beach between Norris Castle estate and Barton Manor Estate</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ extensive discussions to try to agree a route (chaperoned or otherwise) through the paid visitor attraction/park and garden were unsuccessful ■ achieving an onward route through Barton Manor Estate also presented challenges in terms of land use and status ■ 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 1b & IOW 1c	IOW-1-S034 to IOW-1-S039	We considered aligning on the edge of the farmed land adjacent to the Barton Close and Campfield Road settlement or through the settlement itself	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoided concerns regarding privacy were the trail placed adjacent to multiple back gardens of the residential properties ■ there would be a need to cross Whippingham Road at an uncontrolled location. ■ 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 1c	IOW-1-S039 to IOW-1-S041	<p>An alignment along the whole of Alverstone Road</p> <p>An alignment close to the rear of the properties on the northern side of Alverstone Road, utilising part of Alverstone Road</p> <p>An alignment over farmed land to the south of Alverstone Road</p> <p>Multiple combinations and variations of the above</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Alverstone Road has been subject to close scrutiny by road safety specialist from the Isle of Wight Highway Authority who determined it was not safe to encourage users of a National Trail to walk along. ■ it avoided concerns regarding privacy were the trail placed adjacent to multiple back gardens of the residential properties ■ there would be a need to cross Whippingham Road or other local roads at uncontrolled locations, for a more southerly route. ■ a more southerly route would be a greater distance from the coast, and create a larger area of coastal margin ■ 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 1c	IOW-1-S039 to IOW-1-S041	A range of alignments through the wider Barton Manor Estate, to include a route close to the coastline	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoids concerns regarding privacy that could arise from other routes considered that would pass multiple residential properties ■ it avoids some areas of possibly excepted land, such as the Barton Manor airstrip ■ it avoids a close or direct interaction with the important wildlife area around Kings Quay ■ there is a need to consider the onward journey and linkage to other sections ■ it links with an area of existing public access and allows for an onward journey using the bridging point over Palmer's Brook ■ it minimises impact on farming operations and neighbouring properties ■ 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 1c	IOW-1-S042	We considered various alignment options through Woodhouse Copse and the area of Open Access, to include a new bridging point over Palmer's Brook.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Brocks Copse Road has been subject to close scrutiny by road safety specialist from the Isle of Wight Highway Authority who determined it was not safe to encourage users of a National Trail to walk along and a certain crossing point was required influencing the route alignment in Woodhouse Copse ■ there is a need to consider the onward journey and linkage to other sections, including the new bridge to the south of the existing road bridge ■ it avoids interaction with the important wildlife habitats closer to Palmer's Brook

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<p>and of the coast as identified in the HRA and NCA. It avoids a direct trail interaction with these core designated wildlife areas and reduces the impacts from any users of the coastal margin access rights by maintaining spatial separation.</p> <ul style="list-style-type: none"> ■ it utilises existing informal tracks through the open access woodland, noted as plantation on ancient woodland ■ 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 1c and 1d	IOW-1-S042 to IOW-1-S049	We considered using Brocks Copse Road surface	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Brocks Copse Road has been subject to close scrutiny by road safety specialist from the Isle of Wight Highway Authority who determined it was not safe to encourage users of a National Trail to walk along ■ the route considers the findings of the road safety specialist and utilises suggested safer road crossing points ■ the route considers impacts on local environmental features and keeps these to an absolute minimum ■ the route considers land management requirements ■ 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 1c	IOW-1-S045 and IOW-1-S046	We considered using the road bridge over Palmers Brook (Brocks Copse Road)	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Brocks Copse Road has been subject to close scrutiny by road safety specialist from the Isle of Wight Highway Authority who determined it was not safe to encourage users of a National Trail to walk over the road/highway bridge. ■ The road bridge is narrow and unable to be widened and a new purpose built footbridge will be built adjacent within the influence zone of the current crossing and avoiding the notified wildlife areas to the north of the road bridge ■ 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 1d	IOW-1-S049 to IOW-1-S053	A range of routes through the farmed land, both north and south of these sections	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the route minimises land management impacts ■ the route avoids direct interaction with the key notified wildlife areas of Kings Quay ■ the route considers impacts on local environmental features and keeps these to an absolute minimum ■ the route considers the onward journey and links to existing walked routes ■ the route avoids a more southerly route, reducing the area of coastal margin ■ the route avoids a more southerly route and avoids road walking and residential areas, providing enhanced countryside walking and views of coastal habitats ■ 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 1d and 1e	IOW-1-S061 to IOW-1-S069	We considered continuing along the coastal edge	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the route avoids areas of excepted land (houses and gardens that stretch to the coastal edge). ■ the route considers impacts on privacy on the many residential areas ■ it uses existing accessible lands, including roads with pavements ■ it considers the linkage for the onward journey and the key bridging point ■ 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 1e	IOW-1-S078 to IOW-1-S086	We considered the option of crossing the road straight from S078 to S086	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the road safety assessment directed users of the National Trail to utilise a controlled road crossing point ■ 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
1d	IOW-1-OA001	To not offer an optional alternative route.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the main route is subject to tidal inundation ■ the main route has a natural beach surface substrate which may not be accessible to a wide range of users ■ it uses a stretch of existing public access ■ we concluded that overall proposing an OAR struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme

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.

1.3.4 Roll-back implementation – more complex situations: Maps IOW 1c Campfield Road to Brocks Copse Road and IOW 1d Brocks Copse Road to Woodside

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 1c	IOW-1-S0042 to IOW-1-S049	Ancient woodland and notified wildlife sites	If the trail needs to be adjusted, perhaps were the wetter areas it passes through to become too frequently inundated and it is not possible to find a viable route through the designated site (e.g. SSSI) or to pass through other areas whose features may be sensitive to public access we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers.
IOW 1d	IOW-1-S054 to IOW-1-S063	Caravan Park, Dwellings	If it is no longer possible to find a viable route seaward of the specified caravan park we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.

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

Part 1.4: Proposals Maps

1.4.1 Map Index

Map reference	Map title
IOW 1a	East Cowes Ferry to New Barn
IOW 1b	New Barn to Campfield Road
IOW 1c	Campfield Road to Brocks Copse Road
IOW 1d	Brocks Copse Road to Woodside
IOW 1e	Woodside to Wootton Bridge



Coastal Access - Natural England's Proposals



Legend for all maps *

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: | Stiles: | Gates: |
|--|---|--|
|  Clapper bridge |  Ladder stile |  Bristol gate |
|  Footbridge |  Lift-up stile |  Field gate |
|  Quad bike bridge |  Squeeze stile |  Gateway with no gate |
|  Sleeper bridge |  Step stile |  Kissing gate |
|  Vehicle bridge |  Stone stile |  Pedestrian gate |
| | |  Wheelchair gate |
| Miscellaneous: | | |
|  Barrier |  Cycle chicane |  Interpretation panel |
|  Boardwalk |  Drainage |  Ramp |
|  Bollard |  Drop-kerb |  Revetment |
|  Cattle grid |  Gap in fence |  Stepping stones |
|  Culvert |  Hurdle |  Steps |

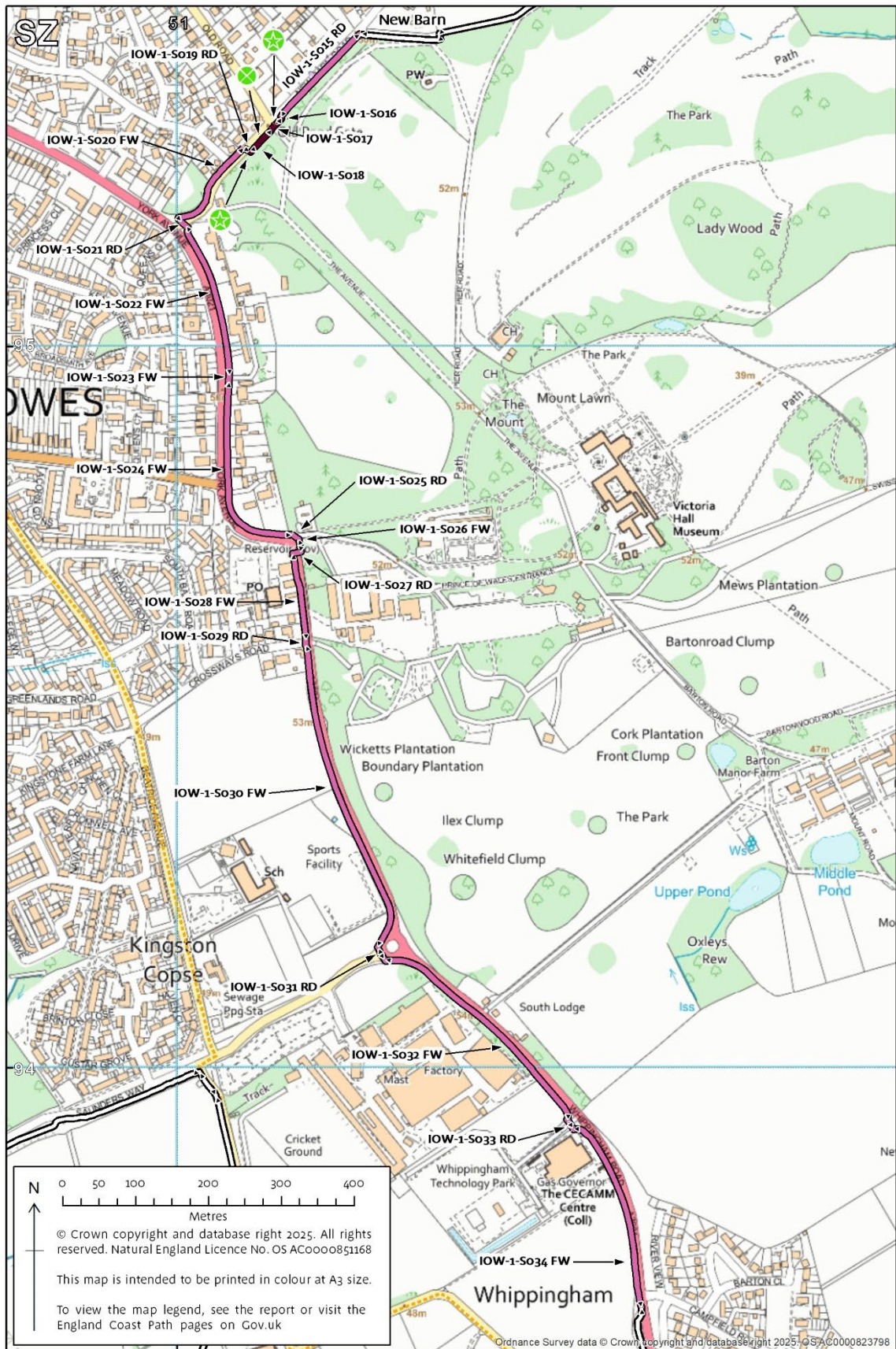
Infrastructure status

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

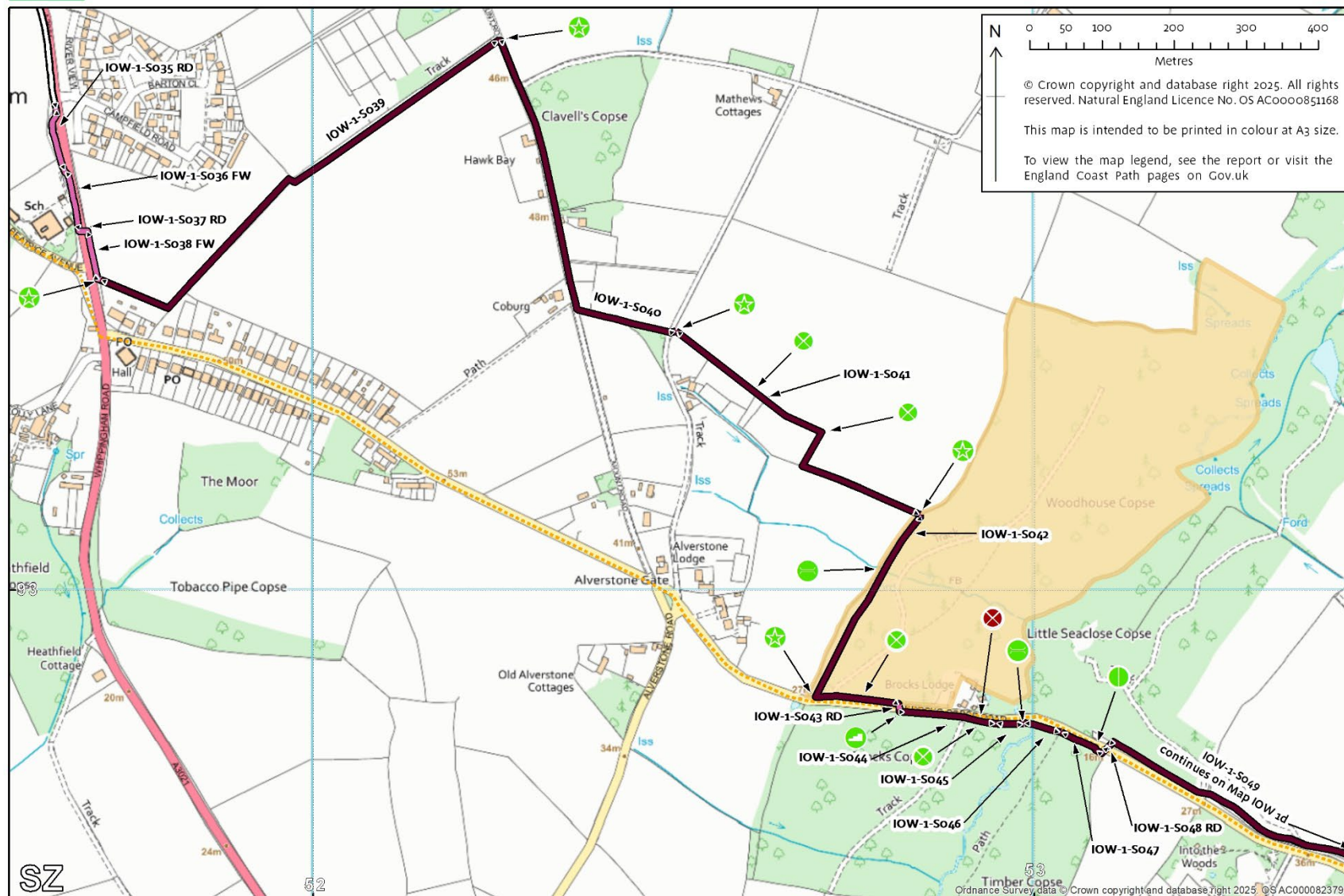
*Please note that the items in this legend may not all be present on an individual map or report.





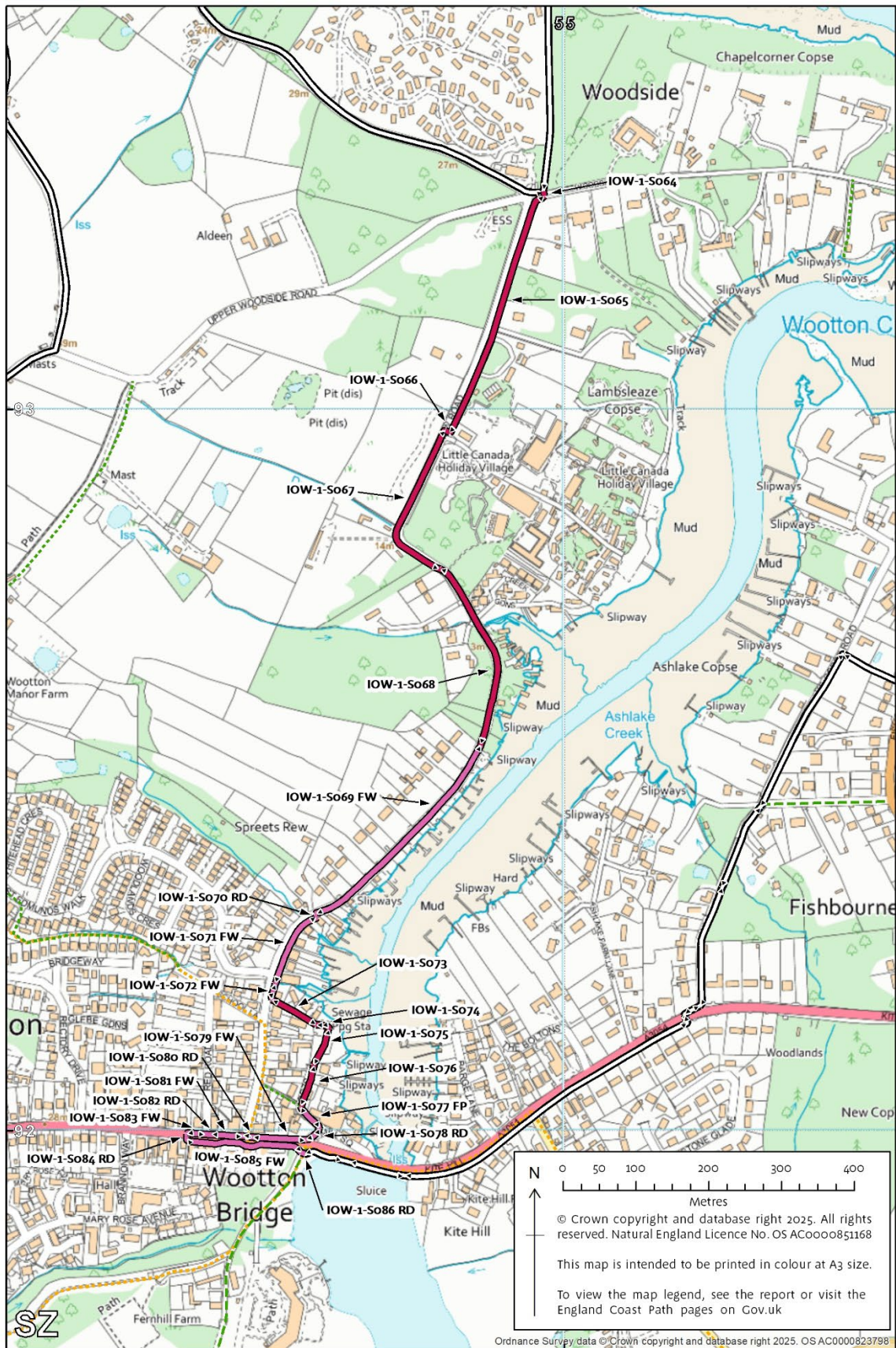
Map IOW 1b New Barn to Campfield Road

Map IOW 1c Campfield Road to Brocks Copse Road



Map IOW 1c Campfield Road to Brocks Copse Road



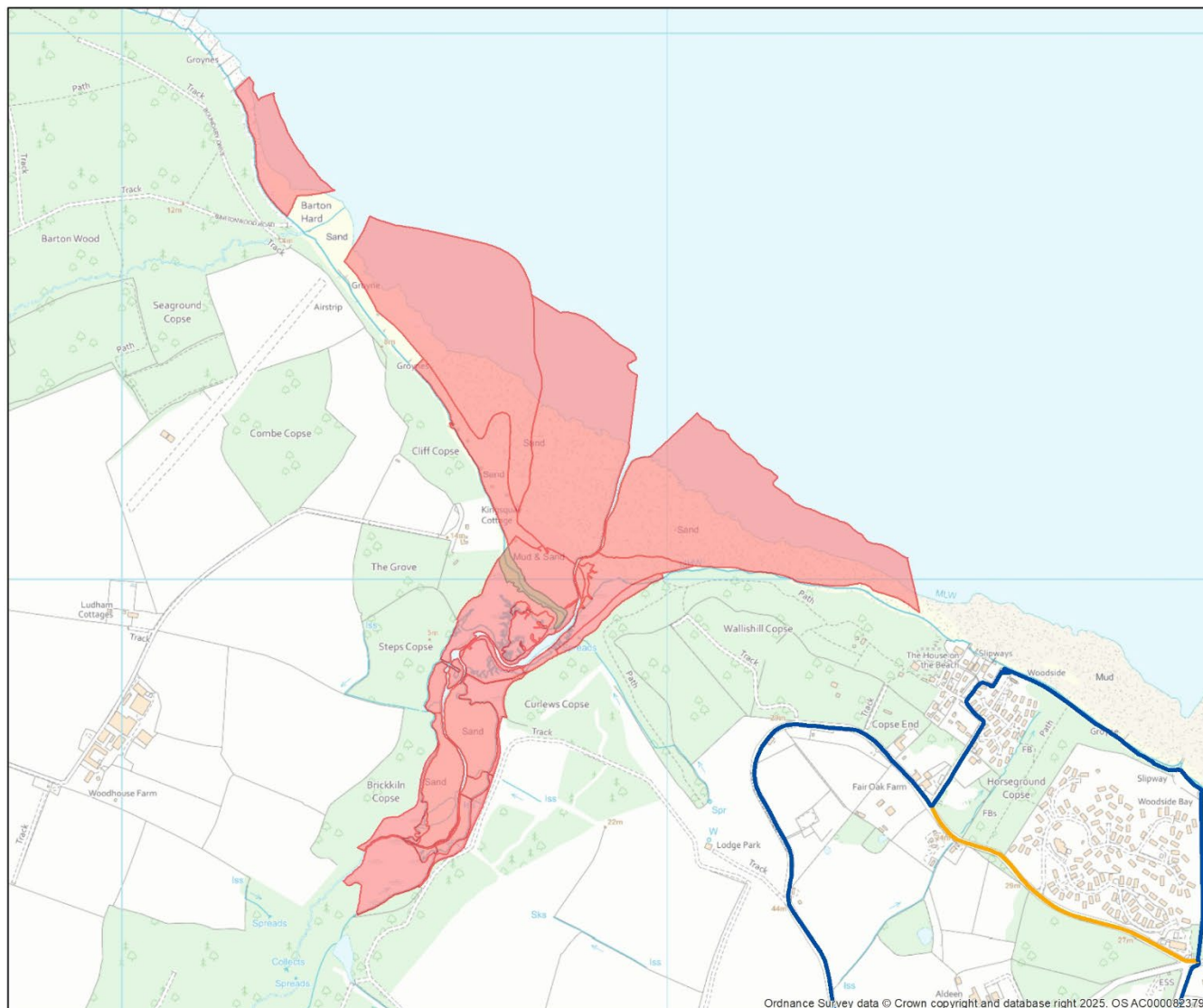




Coastal Access - Isle of Wight - Natural England's Proposals

Report IOW 1: East Cowes Ferry to Wootton Bridge

Directions Map IOW 1A



Trail Sections

- Proposed route
- Optional alternative route

Restrictions

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

0 190 380 Meters

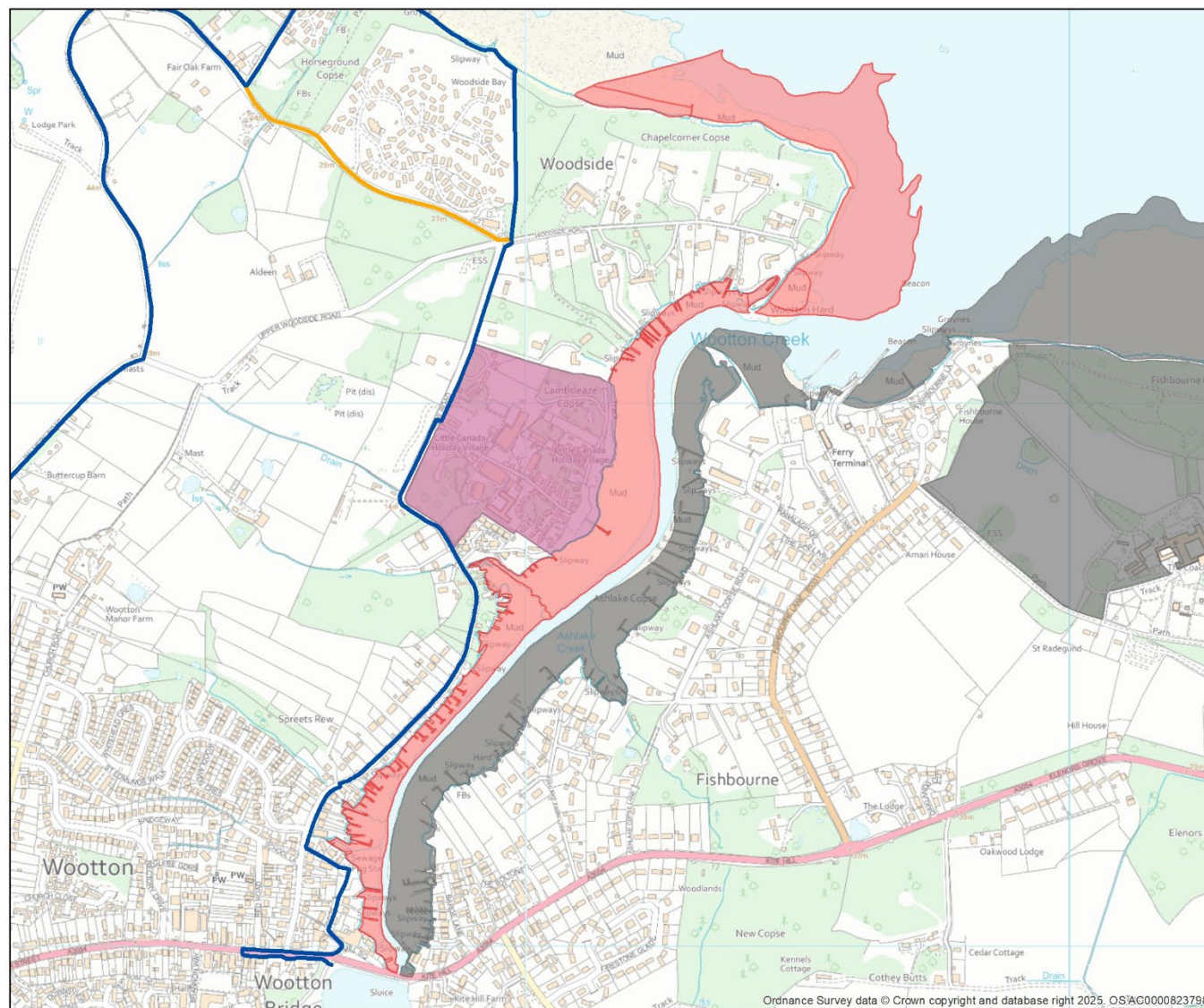
© Crown copyright and database right 2025.
All rights reserved.
Natural England Licence No. OS AC0000851168

Directions Map IOW 1A

Coastal Access - Isle of Wight - Natural England's Proposals

Report IOW 1: East Cowes Ferry to Wootton Bridge

Directions Map IOW 1B



Trail Sections

- Proposed route
- Optional alternative route

Restrictions

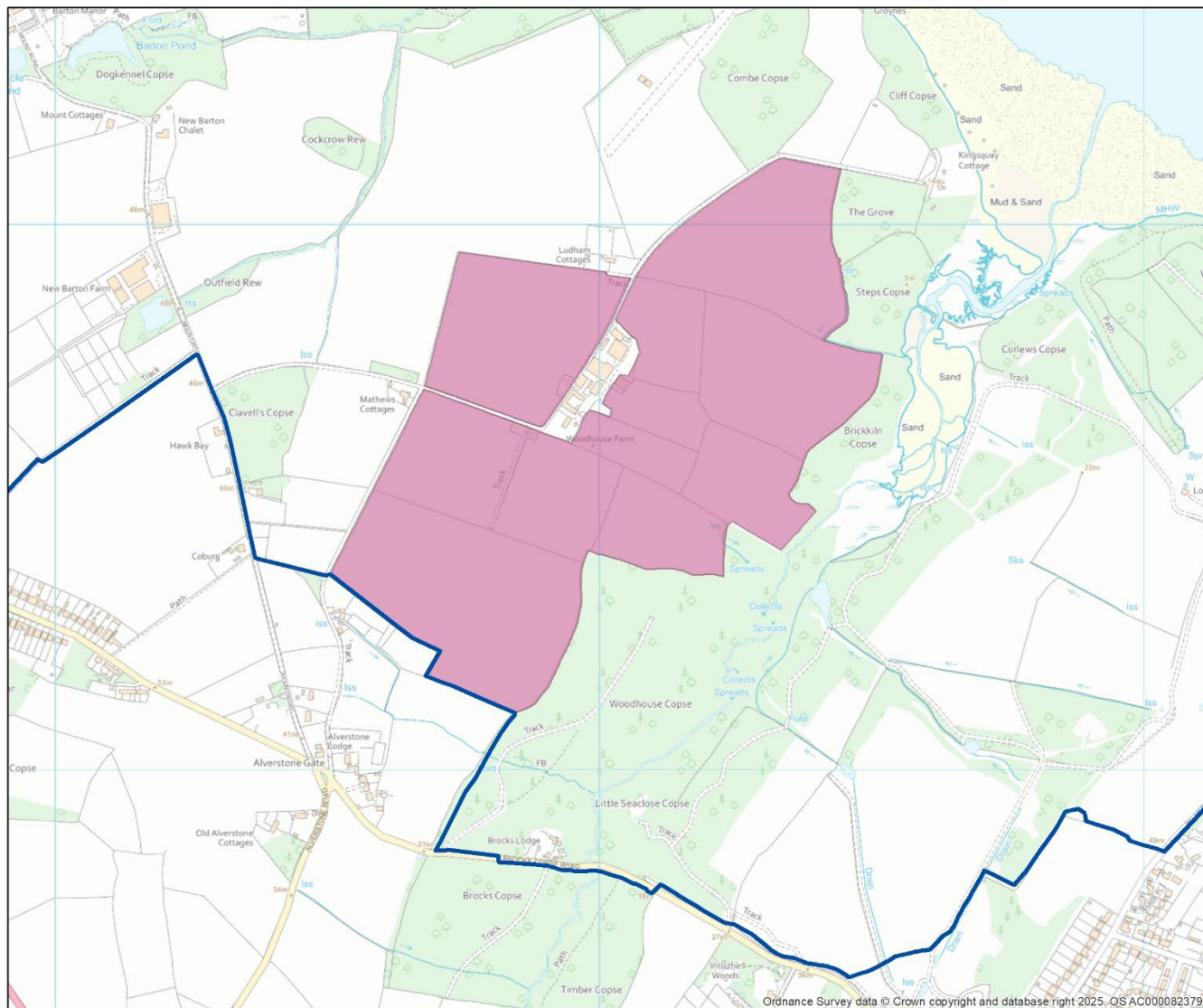
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- Proposed long-term exclusion to margin S24: Land Management (all year round)
- Directions shown in other IOW report

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.

0 190 380 Meters

© Crown copyright and database right 2025.
All rights reserved.
Natural England Licence OS AC0000851168

Directions Map IOW 1B



Trail Sections

— Proposed route

Restrictions

Proposed long-term exclusion
to margin S24: Land Management
(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.

0 190 380 Meters

© Crown copyright and database right 2025.
All rights reserved.
Natural England Licence No. OS AC0000851168