



**Minutes of the LAF: 11 June 2025 at 2pm  
(held at IW Riverside Centre, Newport)**

**LAF Members In attendance:**

**Cllr Paul Fuller** - Chairman  
**Cllr Vanessa Churchman** – Elected by IWC  
**Cllr Chris Jarman** – Elected by IWC  
**Mike Slater** - IW Rambles Association  
**Tricia Merrifield** – Equestrians  
**Alec Lawson** - Cycle Wight  
**John Heather** - NFU  
**John Hobart** - Landowner & Chillerton and Gatcombe Parish Council  
**Richard Grogan** – National Landscapes

**Observers / Guests in attendance:**

Darrel Clarke - IWC Rights of Way Manager  
Jennine Gardiner -LAF secretary  
Kathryn Bunker – IWC ECP Officer  
Kelvin Hindmarch – IWC PROW Maintenance  
David Howarth - IW Ramblers  
Ian Leach – Rookley PC  
Val Taylor – Whippingham PC  
D & A Haig-Thomas  
Mark Earp  
Claire & Simon Walker  
Andy – East Cowes TC  
Kathy Domaille  
Penny Acton – Gurnard PC

**Declaration of Interest:**

Not done

**Minutes of previous meeting:**

Not done

**King Charles III England Coast Path Update** – Jenny Bowen from Natural England (NE) re IOW1

Jenny is the Senior Officer for the King Charles III England Coast Path (KCIIIIECP) and is the point of contact for KCIIIIECP (ECP). Jenny can be contact on the following email address:  
[southcoastalaccess@naturalengland.org.uk](mailto:southcoastalaccess@naturalengland.org.uk)

Jenny explained the background, statutory duty and the methodology to create a continuous coastal route (National Trail) around England based on certain principles such as views of the sea, public safety and consideration for people who live and work on the land. The aim of the [Marine & Coastal Access Act 2009](#) legislation is to provide a fair balance between public access to the coast and protecting the environment and those people who live and work there.

**LAF Note 1: Refer to the following websites for in depth information about the scheme:**  
<https://www.gov.uk/government/collections/england-coast-path-improving-public-access-to-the-coast>

**Isle of Wight stretch detail can be found:**

<https://www.gov.uk/government/collections/england-coast-path-isle-of-wight>

IOW1 is still in development and when the proposal is formally published then at that point anyone can make a representation, and landowners are able to make objections. The proposal will be handed over to the Secretary of State (SoS) for determination. Jenny reminded the LAF that the existing IW coast path runs significantly in land and that there has been lots of conversations over the years, from many different groups, landowners and organisations. NE did try working very hard with Osborne (English Heritage) and Barton Manor / Estate to get the trail closer to the sea but they could not reach any agreement.

Some of the key considerations for Natural England in developing the alignment were:

- Osborne being a pay for entry / commercial business with some excepted land being actively used as parks and gardens.
- Other areas of excepted land eg within Barton Manor, air strip in Barton Estate and at the mouth of Wootton Creek. Agreement with landowners is necessary to take the trail through excepted land.
- Road safety along the existing IW coastal path roads – especially New Barn Road and Alverstone and Brocks Copse Roads – where advice is that these are not suitable for a National Trail.
- Land management issues such as the High health status cattle at Barton Estate – that should be avoided.
- Nature conservation concerns around Kings Quay – where internationally designated site interests (winter and breeding birds) are present.
- Necessary directions to ‘remove’ coastal access rights in the coastal margin – eg for the HHS cattle in Barton Estate, on King’s Quay area and on Little Canada youth activity camp. Other areas where access is excluded is where intertidal soft mud make for unsafe/unsuitable walking.
- The beach at Woodside – where an Optional Alternative Route can be used at highest tides when beach is unpassable.
- Jenny described NE’s preferred trail alignment – including new access close to the coast near East Cowes, new access on the landward edge of Osborne House land to avoid local road safety concerns; an inland route around Osborne and Barton Manor; the alignment along the edge of farmland fields and along existing lanes in Barton Estate; the provision of a fenced walking corridor to separate the trail from High Health Status cattle and horse paddocks in Barton Estate; a route through an Open Access woodland at Woodhouse Copse; taking the trail off Brocks Copse Wood and creating a raised walkway across Palmers Brook and providing elevated coastal views near Palmer’s Farm / new Nature Reserve – before coming the beach at Woodside. From Woodside Beach to Wootton Bridge, the trail mostly uses the existing lanes.

**LAF Note 2: ‘excepted land’ means that it excludes the right of access – list of excepted land can be found <https://www.gov.uk/guidance/manage-your-land-on-the-england-coast-path#land-that-doesnt-have-public-access> )**

**Walking near the highway** NE takes advice from the local highway authority (in our case IWC and/or Island Roads) regarding road safety as they are the experts. Island Roads have already assessed / carried out road safety audit reports.

**The formal IOW1 consultation:** Once NE have received feedback on the route (pre consultation) NE can publish their formal proposals (anticipated to take place in late summer) this will then have an 8-week period for representations (these can be made by anyone) and landowners and occupiers can make objections. Any representations and objections will be passed onto the Planning Inspectorate who may visit objection sites and give their independent feedback to the Secretary of State – this will allow the SoS to decide whether the proposals are a fair and balanced route.

***LAF Note 3: The pre consultation route maps are attached at the end of these notes, along with the IOW update email that was issued 16/06/25 and the Natural England presentation (provided at this LAF)***

***LAF Note 4: The decision process involves:***

- ***Natural England receives any objections about the proposals, and forwards these to the Secretary of State. She appoints a person to determine their admissibility and advise her in light of separately published guidance on how any admissible objections should be determined by her. In practice the Appointed Person is an Inspector from the Planning Inspectorate;***
- ***NE receives any representations about the proposals, and sends these to the Secretary of State either in full or in summary, according to the requirements of the legislation for the type of respondent in question. In either case NE adds any comments they may have; and***
- ***weighing all of these inputs in the light of the statutory criteria summarised in The Coastal Access Scheme and the Coastal Access Duty, the Secretary of State decides whether to approve NE's report, with or without modifications, or to reject it.***

#### **Questions:**

**Q. Barton Estate** all residents living on the estate want to be engaged with before any proposed route is advertised, but it is known that some people haven't been.

**A.** Residents contact information could be provided by the Barton Estate Management to NE (Jenny) and residents can be made aware by the Estate or given Jenny's contact details. NE will need to contact all legal interests of affected land when the proposal report is published.

**Q. Fair balance or appropriate balance?**

**A.** The Coastal Access Scheme 2013 [Coastal Access - Natural England's Approved Scheme, 2013 - NE446](#) lays out the principles and criteria to be followed when developing the proposals – to strike a fair balance between interests of the public and interests of owner/occupiers. The Secretary of State then determines whether the balance is struck – taking account of the representation / objections that come in

**Q. Brocks Copse Road / Alverstone Road** – road safety where did this advice come from? And isn't it out of date due to speed limit changes?

**A.** For ECP purposes Highway Assessments were requested by NE from IWC and commissioned with Island Roads and a highway consultancy.

**Q. Seaward side** how will landowners get confidence that people will not be walking on their coastal margin / spreading room - any advice for landowners?

**A.** Advice for landowners in the coastal margin is on web site here: [King Charles III England Coast Path: manage your land in the coastal margin - GOV.UK](#). Excepted land can be reinforced with signage to emphasise not accessible.

**Q. Good practice** - can NE share with landowners what good practice is regarding people walking where they shouldn't?

**A.** This info is already on the website (see above, and the Countryside Code website)

**Q. Airfields** - if airfields are excepted land how come a **public right of way** on the IOW crosses one?

**A.** The KCIIECP is different to a definitively mapped public right of way – as it doesn't create a 'public footpath' or a 'bridleway'. It creates a long-distance trail under completely different rules and regulations, which includes avoiding 'excepted land'.

**Q. Long use along beach** - can frequent use above / below high water mark create a long use public right of way?

**A.** It is very rare for the ECP to be placed along intertidal land below the high mean water mark.

**Q. Spreading room** – what proviso is made around spreading room so public can use it? For example, if there is fencing, hedging or locked gates blocking the route then spreading room is meaningless.

**A.** NE doesn't actively facilitate or manage spreading room.

**Q. What makes cattle high health status?**

**A.** When the herd needs extra biosecurity safeguarding provisions, so in this instance the path is on HHS land but would be located mainly within a dog-proof fenced corridor to minimise impact.

**Q. Public Inquiry** – once the planning inspectors become involved with landowner objection can this lead to a public inquiry?

**A.** There are various ways this might be dealt with – including further representations, or a more informal Hearing. Public inquiries are very rare, only one so far (near Chesil Beach).

**Q. Amount of use** - When this is all in place how many people are expected to use it? A number of 30k per year was previously quoted

**A.** This data is not known (Darrel Clarke confirmed that there are no pedestrian counters along the route or the current IW coastal path). It is hard to predict changes – as every site is different. Use may spike in the beginning and then drop off. The 30k was taken from a Bird Aware study.

**Q. What about Nature Conservation?**

**A.** The published proposals will include a Habitats Regulations Assessment and a Nature Conservation Assessment.

**Q. What about wheelchair users**

**A.** Coastal Paths follow varied terrain, sometimes not suitable for all - however the KCIIECP aims to not create additional barriers to accessibility

**Q. Is accessibility data available on National Trails?**

**A.** NE doesn't map accessibility – as this varies for different people. National Trail partnerships are normally set up to manage the trail, once open. They often work on accessibility and promotion of eg circular trails off the coast path.

**Q. Is seating and stopping places being built into the trail? And what about signage / toilets / maintenance?**

**A.** Trail funding is available once the KCIIECP is up and running re maintenance. National Trail partnerships often work with local communities to look after and maintain the NT.

**Q Alverstone Road is to become a quiet road Whippingham Parish Council (and others) were under the impression that the East Cowes & Whippingham Local Cycling and Walking Infrastructure Plan (LCWIP) meant that Alverstone Road was to become designated as a quiet lane and they are keen to see that happen**

**A** Darrel explained that LCWIPs are effectively a wish list and are often used to achieve improvements through planning application processes for future improvements for walking and cycling routes or to support grant funding applications. This does not mean that Alverstone Road will become a quiet lane or that it is even physically or legally possible.

**Q (Cllr Jarmin) – is not unlawful for there to be road where it is not capable of providing pedestrians with 2m passing width**

**A** (Darrel Clarke confirmed that he was not aware of any such ruling but this would be looked into and clarified – see below)

**LAF Note 5: Misunderstanding about Local Cycling & Walking Infrastructure Plans – known as LCWIPs** Within the Whippingham & East Cowes LCWIP 6.2 Summary of intervention priorities (15) it records that the desired intervention would be to designate lower Alverstone Road and East Cowes Road as quiet lanes.

LCWIPs are planning documents and demonstrate a strategic approach to identifying cycling and walking improvements at a local level. LCWIPs enable a long-term approach to developing local cycling and walking networks. This means local authorities can apply for capital improvement funding, when it is available. Refer to website where it is published <https://www.iow.gov.uk/transport-and-parking/transport/transport-policy/local-cycling-and-walking-infrastructure-plan/>

**LAF Note 6: Re Cllr Jarmin's query on 2m passing places. It is believed that this relates to guidance contained in the Highways Code relating to overtaking - para 163 (guide): allow at least 2 metres of space and keep to a low speed when passing a pedestrian who is walking in the road (for example, where there is no pavement)**

### User Group Updates:

**IW Bridleways:** Tricia Merrifield informed the LAF that the IW Bridleways Group no longer functions but she remains the British Horse Society Rep for the IW <https://www.bhs.org.uk/>

**IW Ramblers** <https://www.iowramblers.com/> – Offered to give a presentation regarding the Gaps and Links project, this incorporates lost ways and 20 years long use paths, the links concentrate on where a PROW meet a road and road walking is necessary to get to another PROW

**Cyclewright** <https://www.cyclewright.org.uk/> Alec Lawson has reported the following Blackwater fixed but other sites still need improvements.

**WAYFARERS RANDONNEE** successful event: in excess of £14k raised for charity

**MERSTONE CYCLEFEST 25** also successful, with ISLE ACCESS & others supporting. Cyclewright hopes to build on the event next year

**Sight for Wight** has electric tandems which are allowing people to enjoy bike rides with sighted steerers.

**KIDICAL MASS RIDE** 28 June 11am Spencer Road, Ryde

**ISLAND GREEN LINK** Now that Department for Transport has confirmed funding it is hoped that Isle of Wight Council will be able to award contracts for works to be committed by March 2026.

**With respect to LAF minutes from 16/11/2023** it is noted that the cycle track as Blackwater has been surfaced and flooding dealt with. However large sections of the Newport to Sandown track are not adequately maintained in our view

**Island Green Link** needs to be on the LAF agenda.

Darrel advised that at the present time the money must be committed for works before March 2026 and Peter Fellows who is the project manager has short listed schemes to be delivered in this small window of opportunity. However, we are still awaiting an announcement for DfT (this month) that might allow longer time limit.

**National Landscapes** <https://isleofwight-nl.org.uk/> Richard Grogan reports the following: **£110k grant** to spend this year (£50k has been allocated to rights of way projects) the National Landscapes team will be approaching the local community for projects to be spent by end of the year. Also a large lottery bid in west wight regarding nature recovery will be 10 years in operation and a long term project.

**Action:** Richard to give an update at next meeting

**IWC Rights of Way** - Darrel Clarke reported that the service is incredibly busy with work (and backlogs), but the good news is that there are two new members of staff (both starting in January

2024); Kathryn Bunker is the England Coast Path Officer (ECP) and Kelvin Hindmarch the Maintenance and Protection Officer, and we have also had a new operative join the maintenance team this week. Kathryn has a consultant working with her to help deliver the infrastructure required for ECP. The RoW capital budget is mainly being put towards getting repairs carried out to storm damaged paths that occurred in winter 23/24. Plus, we have the national landscape grant to improve paths within the National Landscapes (AONB) land.

### **Any Other Business:**

**Hedgerow regulations and Rights of Way?** Need clarification re hedges on RoW; see Gov.Uk website <https://www.gov.uk/guidance/hedgerow-management-rules-cutting-and-trimming#exemptions-from-the-rules> : between 1 March to 31 August is generally bird nesting time and you shouldn't carry out hedge cutting, as it is likely you might disturb nesting birds, *this is probably more aimed at indiscriminate hedge cutting by tractor where it is difficult to have first physically checked for active bird's nests, so they can be avoided*. Darrel advised the group that if IWC Rights of Way carry out any hedge cutting as a good will gesture for landowners, we wouldn't do this until winter. However, the [Highways Act Section 154](#) does allow exemptions between 1 March and 31 August if the encroaching vegetation is posing a public safety problem (even then the IWC Rights of Way service stress the importance of checking for active birds' nests before carrying out cutting)

**Speeding traffic on rural roads** as public rights of way start and finish on roads, when temporary road works necessitate a diversion on rural roads then a temporary lower speed limit should be considered.

**Action** – invite Steward Chandler (IWC Highways Transport Strategy Manager) to a future LAF meeting to discuss how speed limits could be reduced.

**Litter** - how do we combat litter

**Action** – add to the agenda

### **Remember what the purpose of LAF is:**

(Cllr Fuller would like a meeting every 3 months with a talk/presentation at each)

The Local Access Forums (LAF) is an advisory body established:

**To provide input on improving public access to land for recreation and sustainable travel**

It may advise decision-making organisations, like the Isle of Wight Council, on access management and improvements, particularly related to rights of way and access land.

The LAF may also consider broader access, transport, and countryside issues, especially where they impact the countryside and its access. It may also set its own priorities depending on local issues.

Detailed breakdown of LAF functions:

#### **1. Advising on Public Access:**

- LAFs provide advice to authorities on how to best manage and improve access to the countryside, including rights of way and access land.
- They consider the needs of land management and the desirability of conserving the natural beauty of the area.
- They may advise on the improvement of public access for open-air recreation and enjoyment.

#### **2. Representing Various Interests:**



- LAFs are composed of members representing recreational users, landowners, and others with an interest in countryside access.
- They aim to ensure a balance between the needs of recreational users and the interests of land managers and owners.

### **3. Engaging with the Public:**

- LAFs are encouraged to engage with the public beyond their meetings. This can include advertising meetings, making minutes and agendas available, and encouraging members to engage with the public.

### **4. Considering Broader Issues:**

- While focused on access, LAFs also consider broader issues like transport and their impact on the countryside and access.
- They may comment on draft policy documents and respond to consultations related to access and the countryside.

### **Date of next meeting**

Anticipated to take place in September – location to be confirmed – Richard Grogan has offered Branstone Farm Centre (National Landscapes offices and meeting room)

# Isle of Wight – Local Access Forum

11 June 2025

1. Update on King Charles III England Coast Path – approvals and establishment
2. Preferred alignment for length 1: East Cowes to Wootton Bridge

Jenny Bowen, Senior Officer, King Charles III England Coast Path,  
Natural England

[southcoastalaccess@naturalengland.org.uk](mailto:southcoastalaccess@naturalengland.org.uk)



## Collection

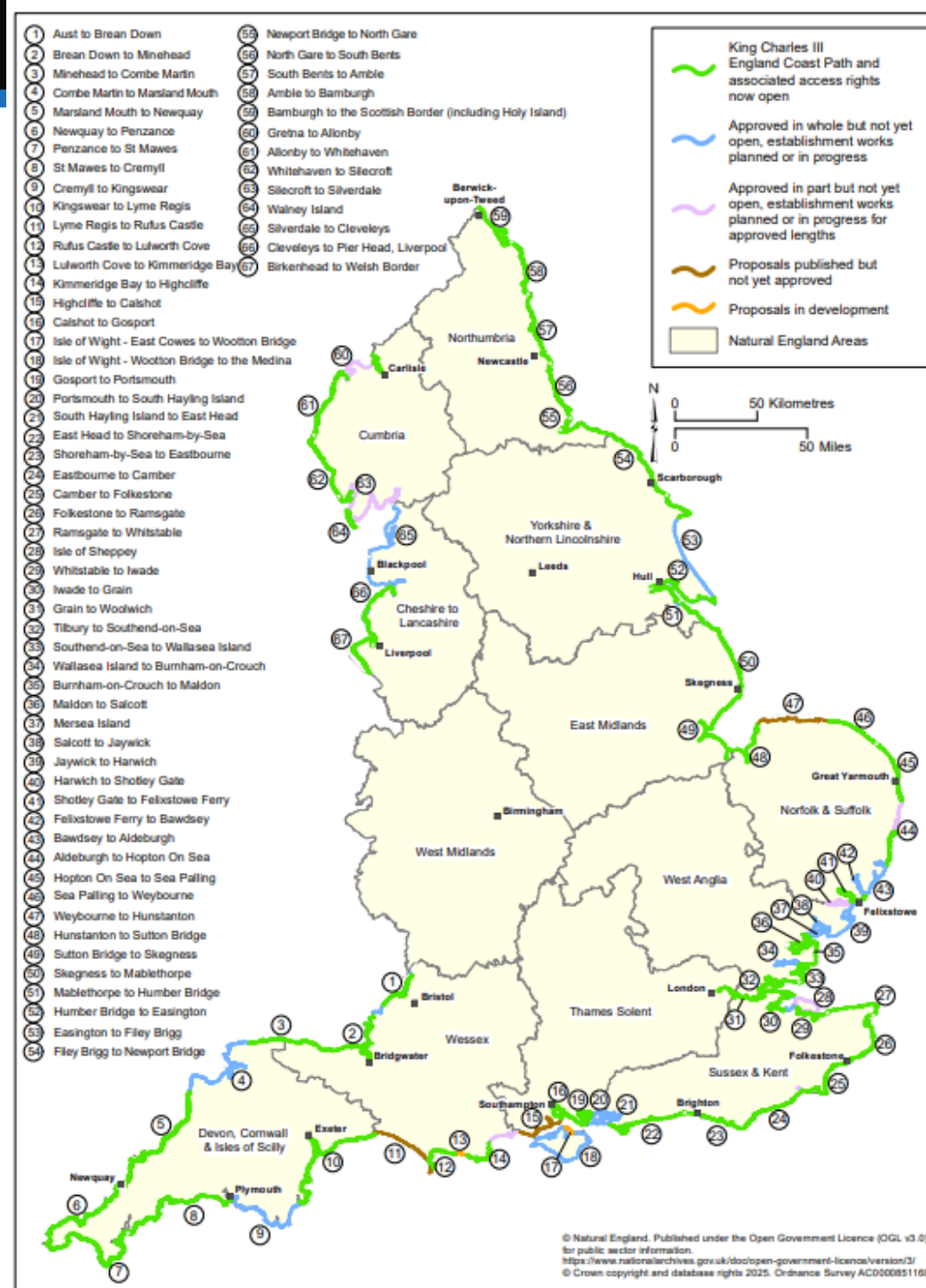
# King Charles III England Coast Path: improving public access to the coast

Find out how coastal access is being improved, where work is in progress and where new rights of access are now available.

Natural England submits proposals to government for the King Charles III England Coast Path in stretches.

Once the Secretary of State for Environment, Food and Rural Affairs approves a stretch proposal, works can begin on signage, groundworks and infrastructure. A date is then agreed for the stretch to legally open to the public.

Status of proposals	Number of miles
<b>Total mileage submitted to government</b>	<b>2677</b>
- complete and open for public use	1744
- approved by government and work to establish the route taking place, or awaited	757
- awaiting government decision	176
<b>Yet to be submitted</b>	<b>16</b>



# Approvals



Report number and title	Stage 5 (approved)	Open to the public
IOW 2: Wootton to Culver Down	<a href="#">2 May 2025</a>	not yet
IOW 3: Culver Down to Binnel Bay	<a href="#">16 October 2024</a>	not yet
IOW 4: Binnel Bay to Chilton Chine	<a href="#">6 April 2022</a>	not yet
IOW 5: Chilton Chine to Colwell Chine	<a href="#">6 April 2022</a>	not yet
IOW 6: Colwell Chine to Hamstead Point	<a href="#">7 May 2024</a>	not yet
IOW 7: Hamstead Point to Thorness Bay	<a href="#">2 May 2025</a>	not yet
IOW 8: Thorness Bay to Gurnard Luck	<a href="#">5 May 2023</a>	not yet
IOW 9: Gurnard Luck to West Cowes Chain Ferry	<a href="#">5 May 2023</a>	not yet
IOW 10: The Medina	<a href="#">2 May 2025</a>	not yet



VR1: Headon Warren  
MR1: Luccombe,  
Shanklin  
MR2: Shanklin Chine  
MR3: Bonchurch

# VRs, MRs and Rollback

RBs: IOW 3: Flowers  
Brook  
IOW 4: Atherfield,  
Brighstone.  
Castlehaven. Charles  
Wood, Grange Chine,  
IOW 5: Headon Warren;  
Totland, Compton &  
Afton Down

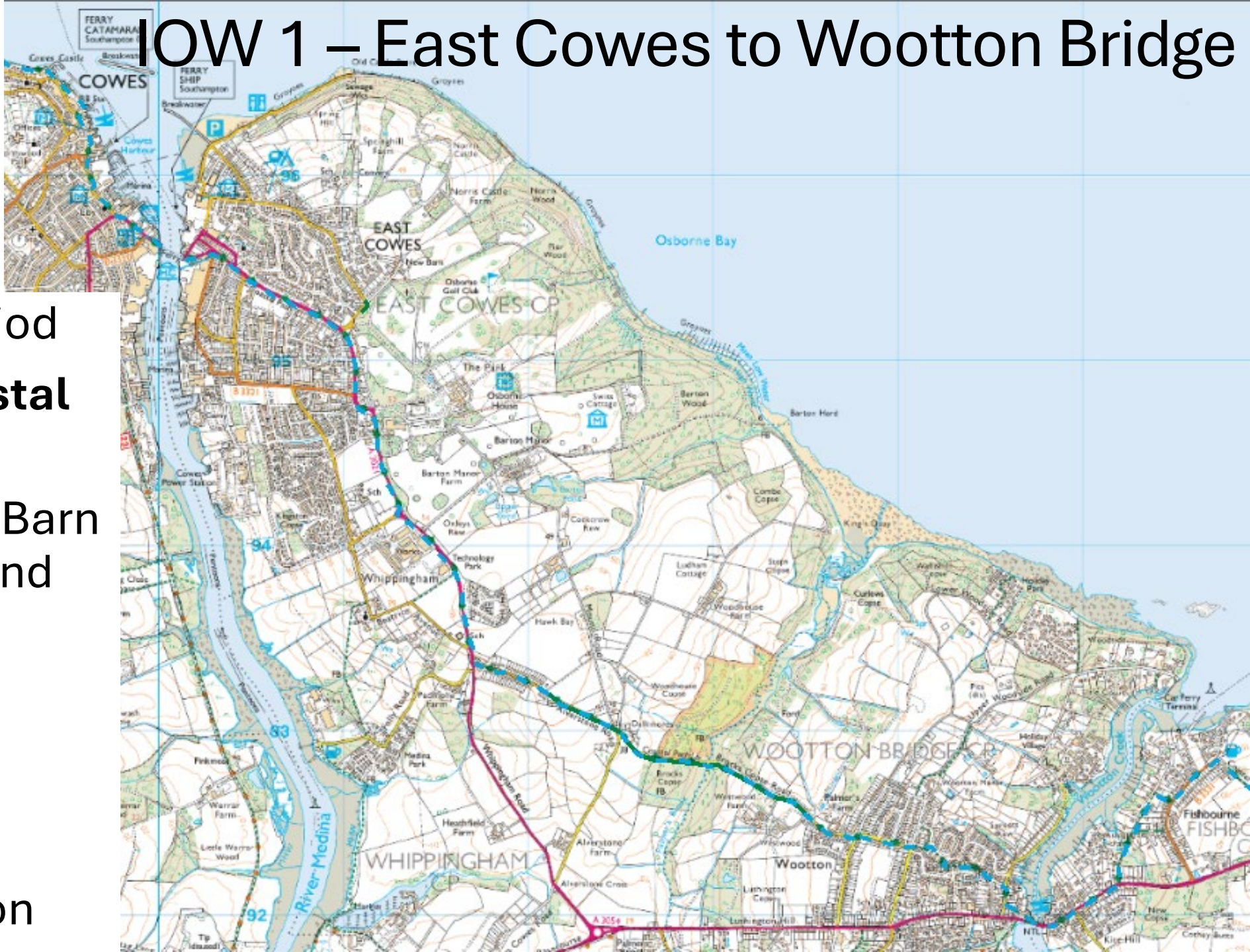


Looking  
ahead





# IOW 1 – East Cowes to Wootton Bridge

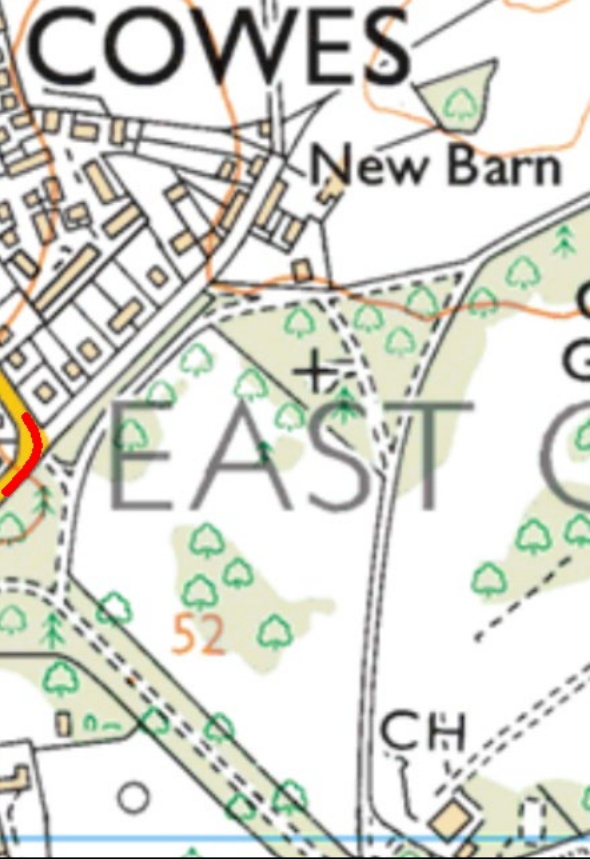


- Long gestation period
- **Existing IOW Coastal Path**
- Road safety – New Barn Road, Alverstone and Brocks Copse
- Osborne House
- Land management
- Excepted land
- Nature conservation

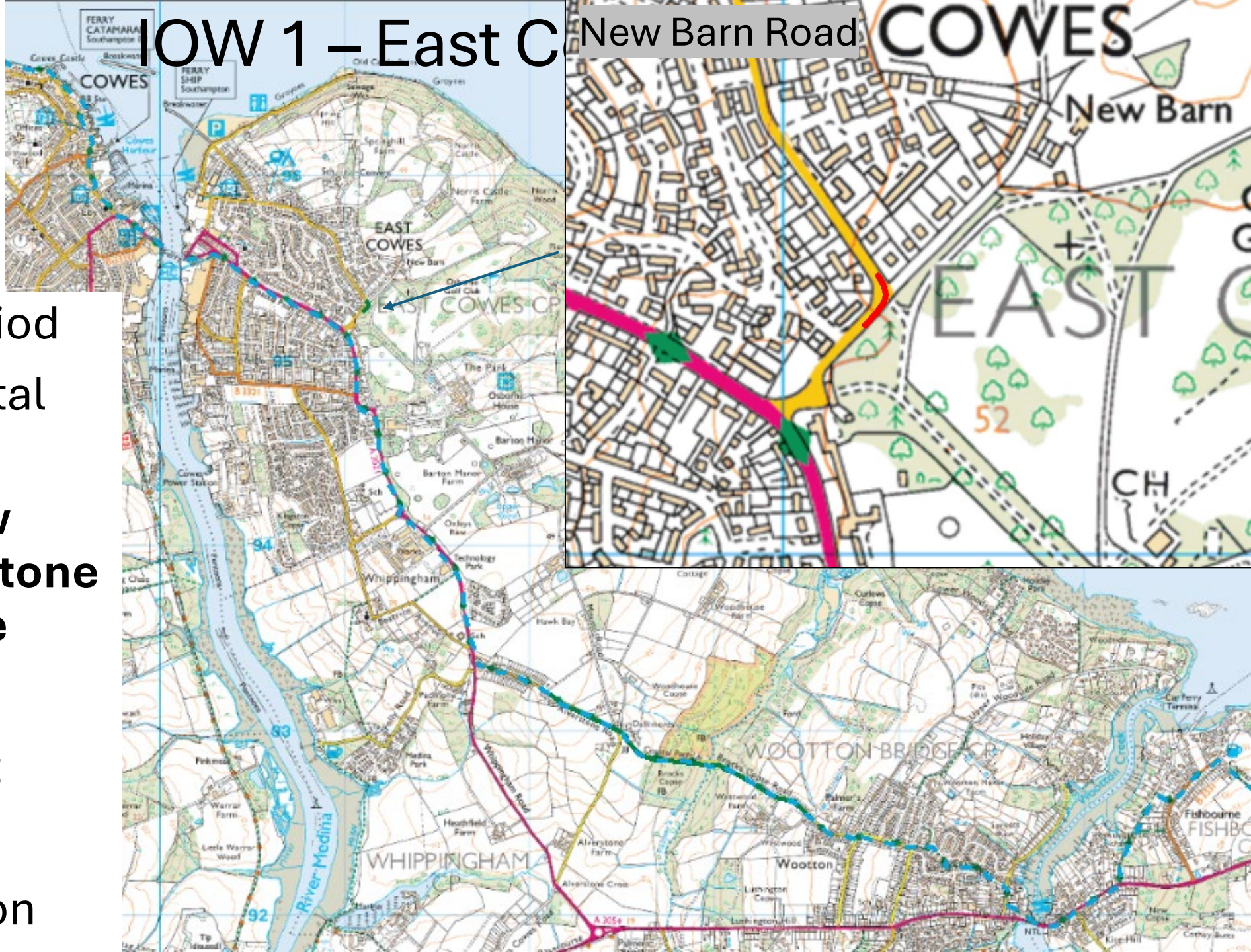


# IOW 1 – East C

New Barn Road

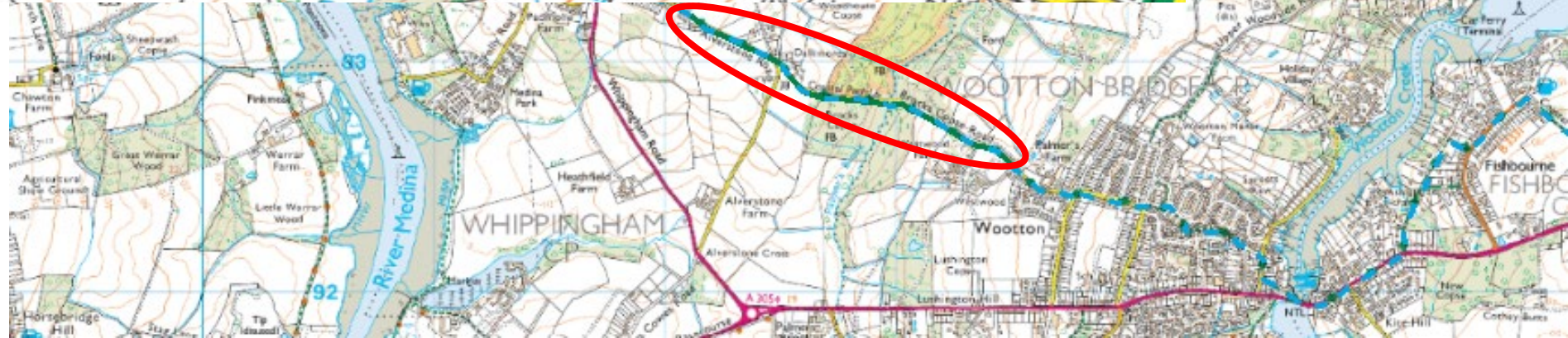
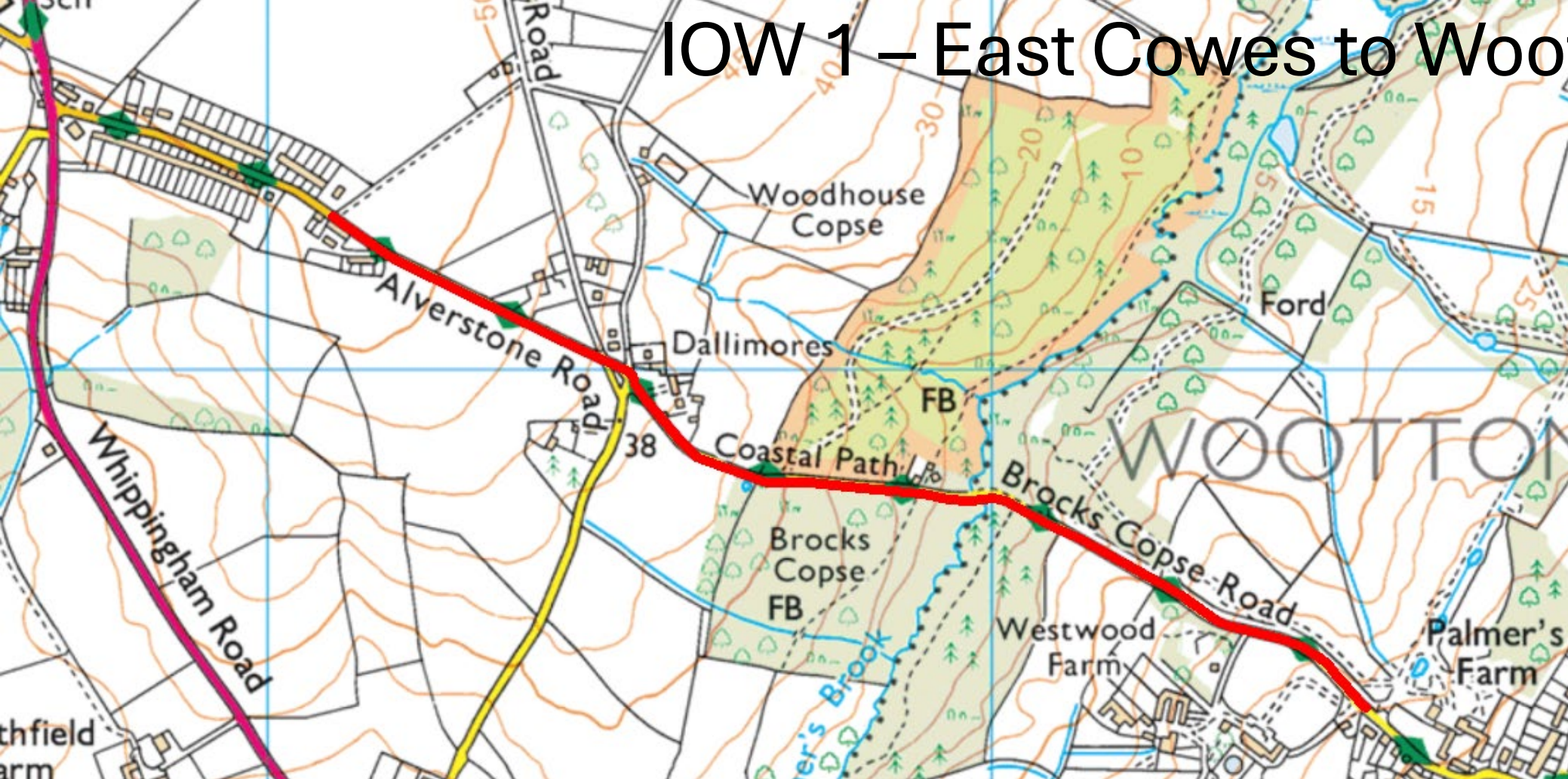


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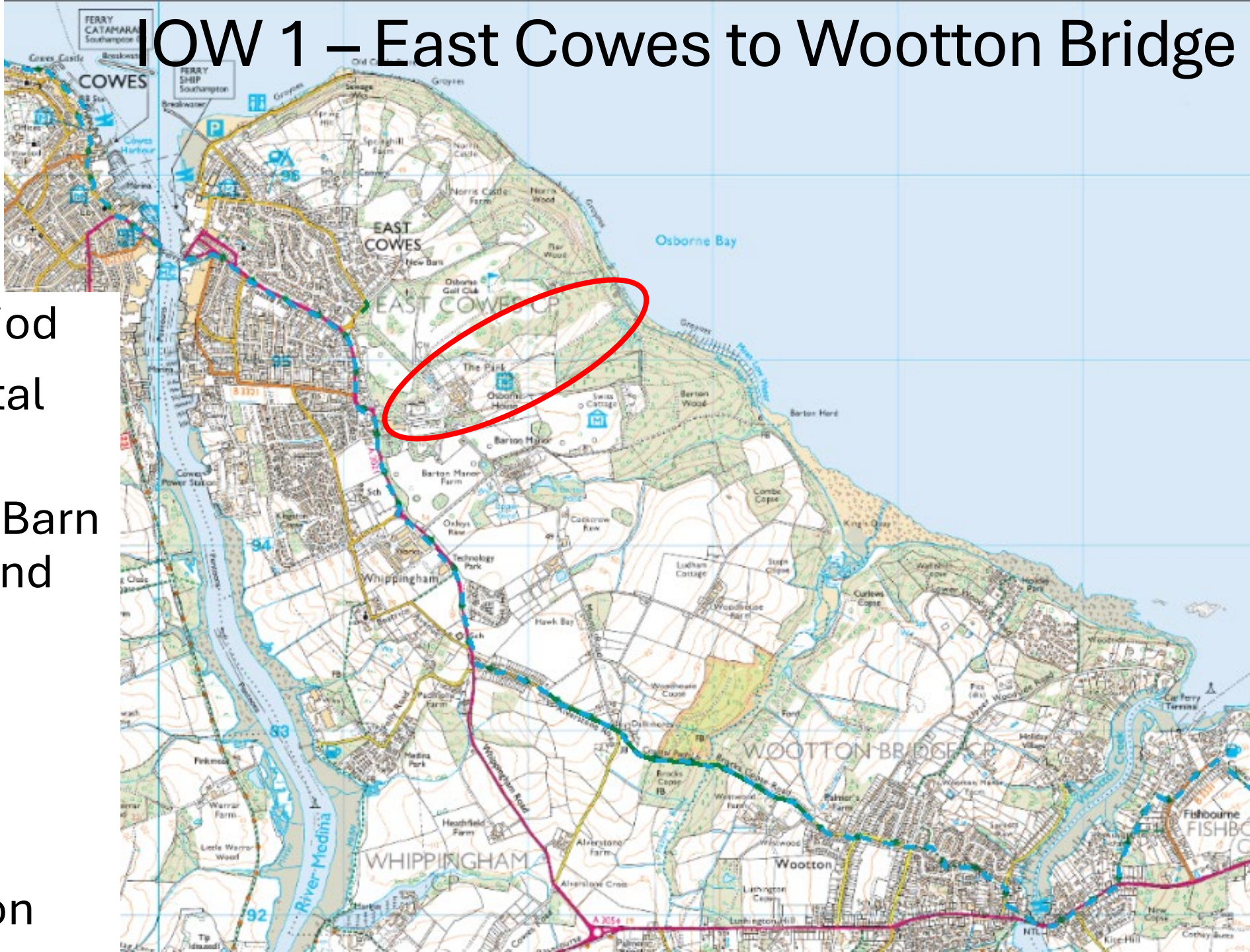


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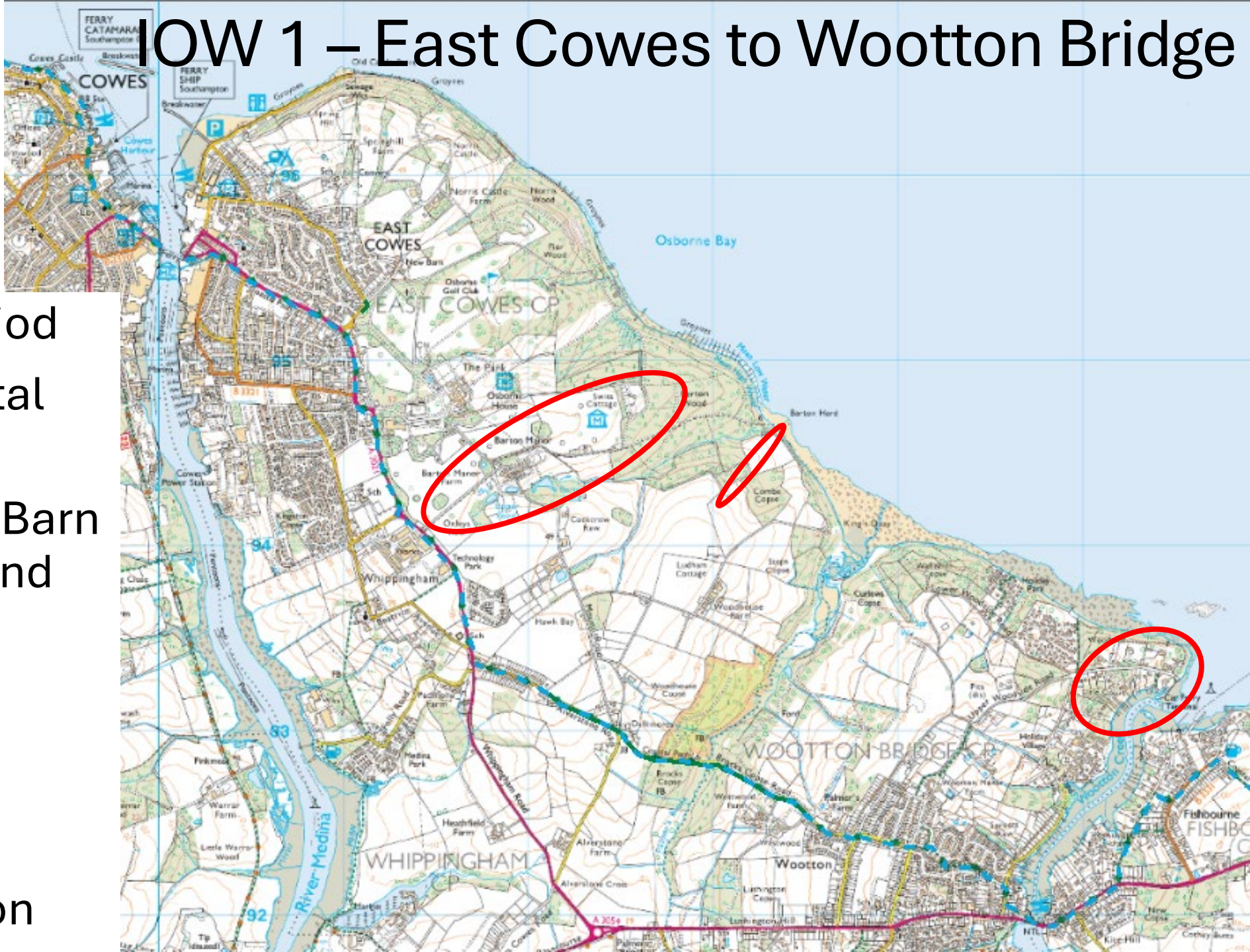
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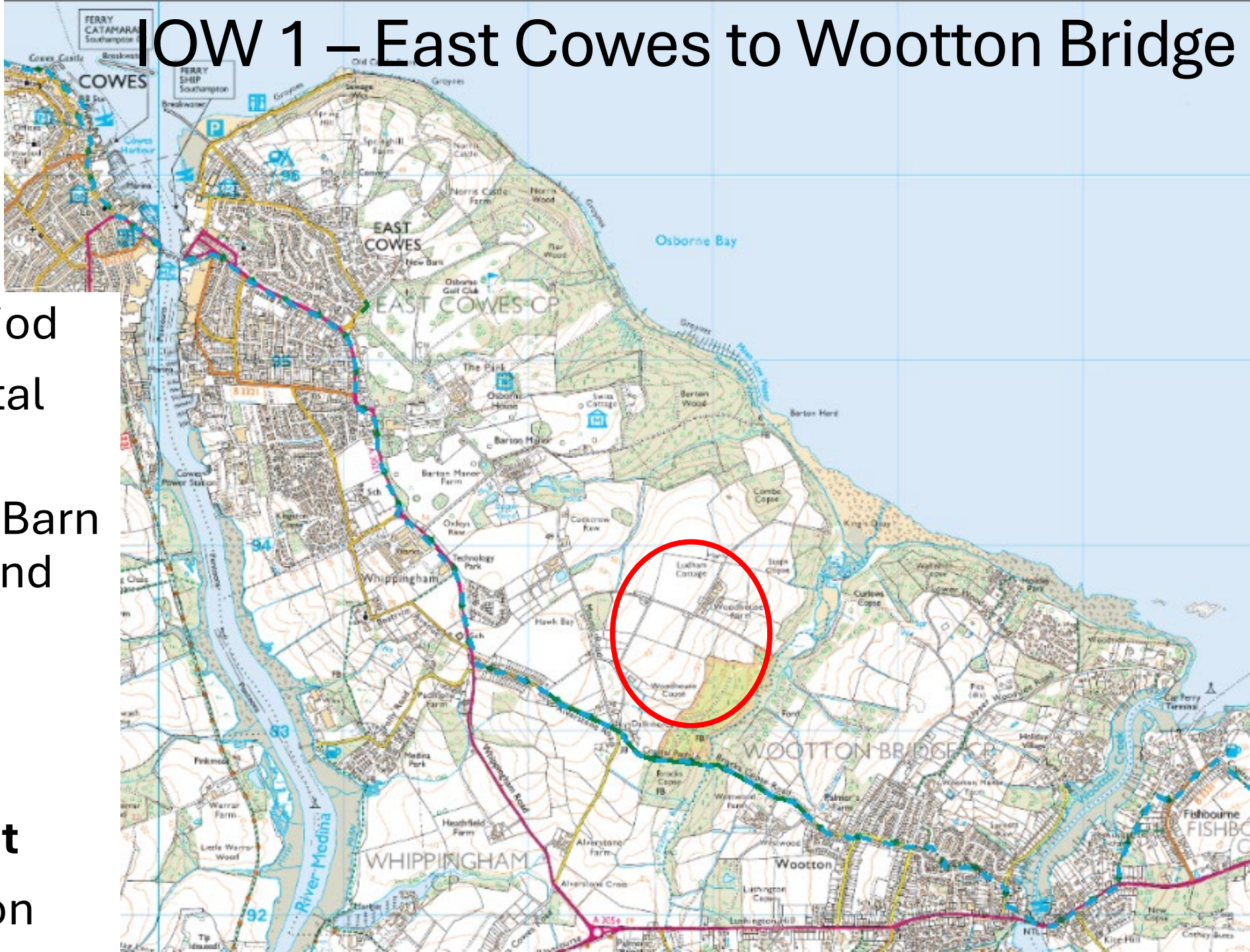
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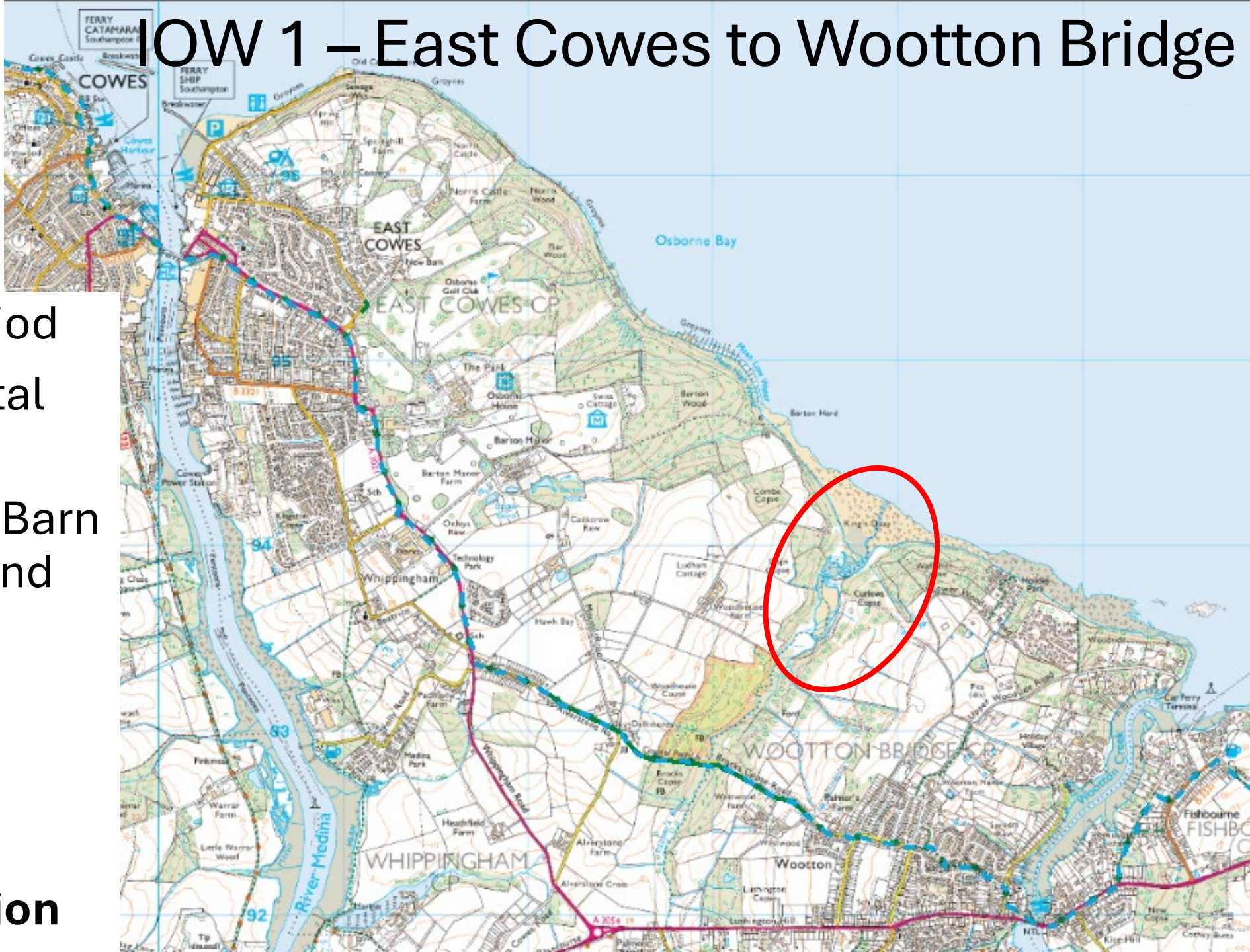
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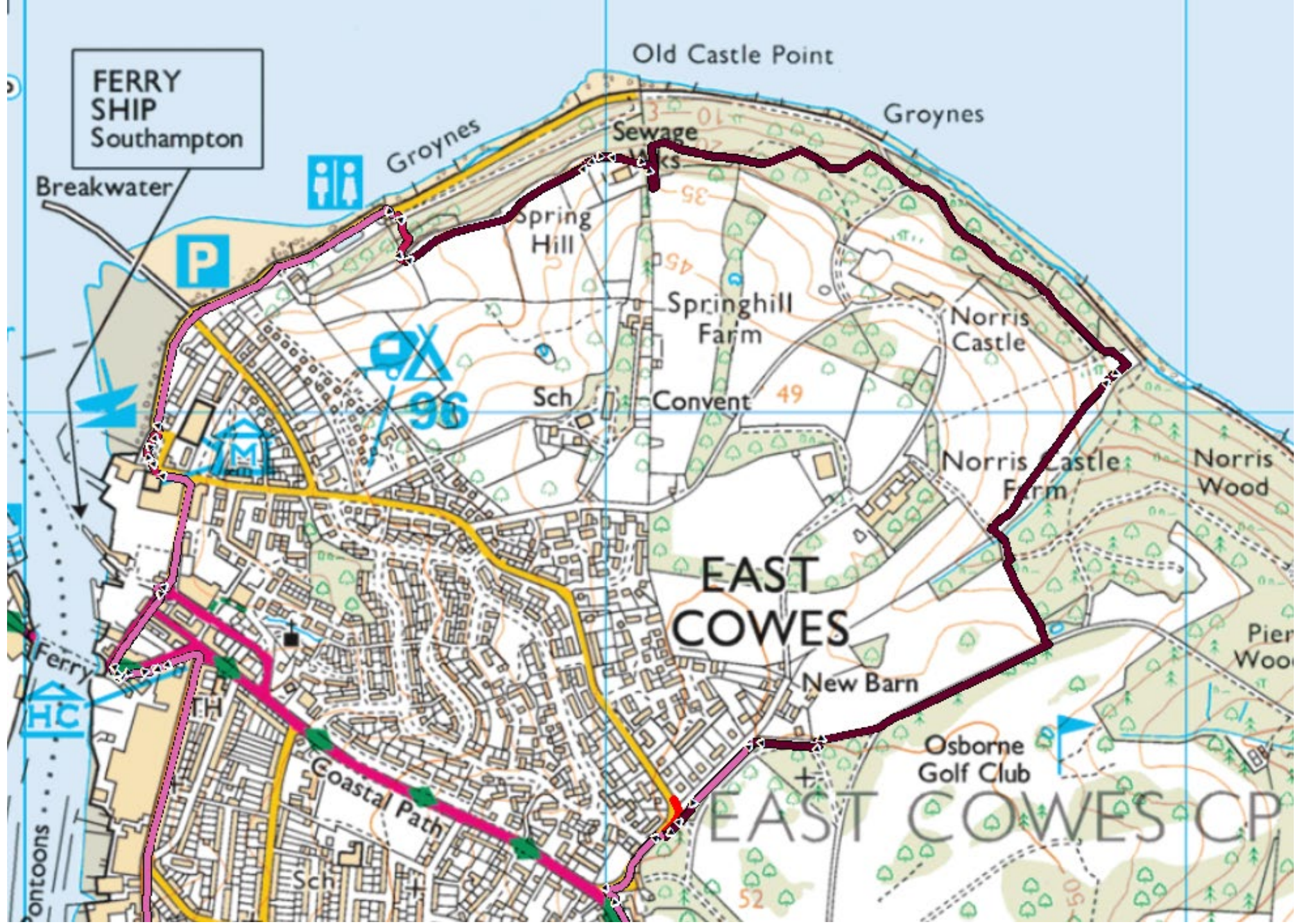


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IOW 1 –  
alignment

East  
Cowes to  
New Barn  
Road

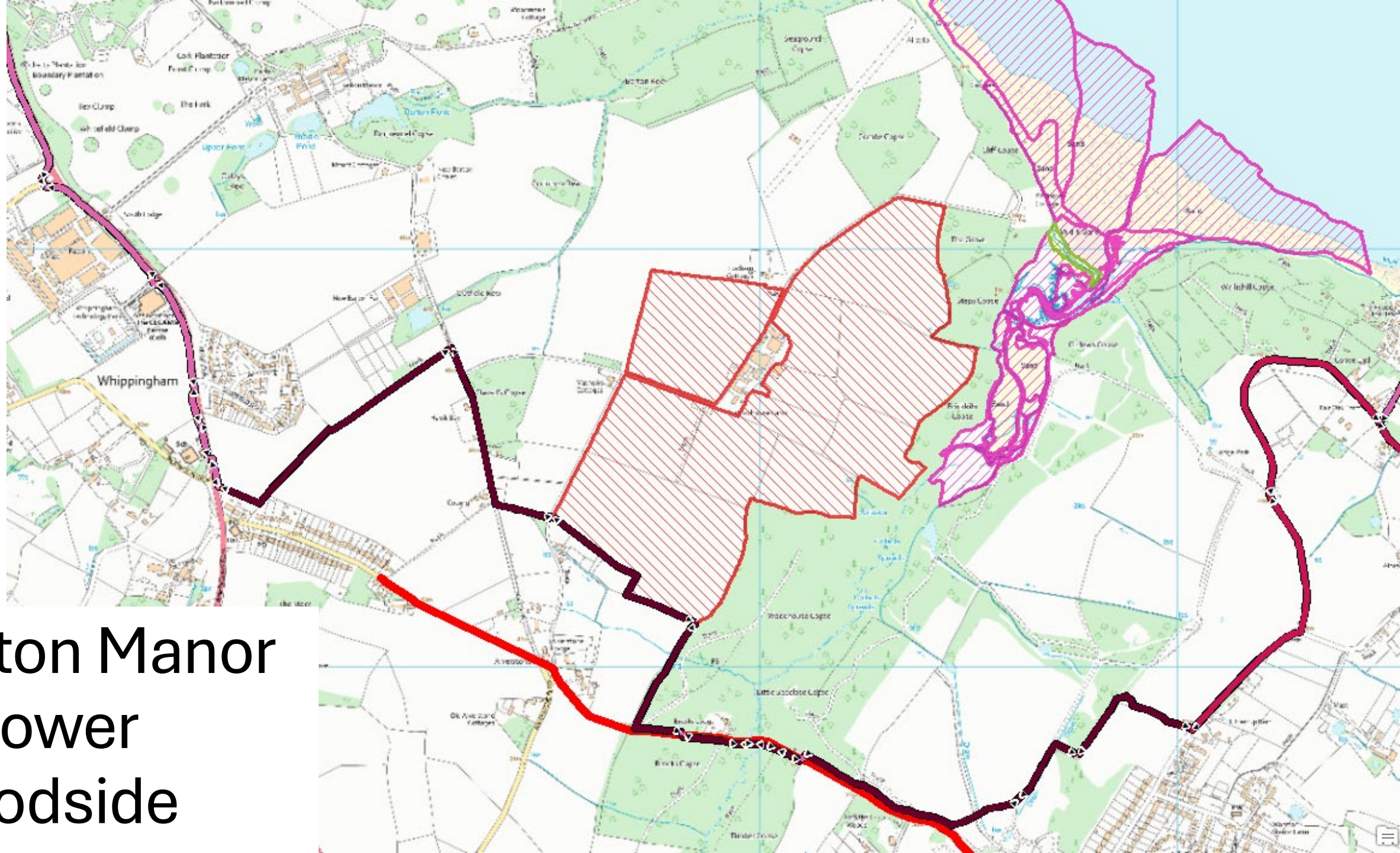




# Osborne House



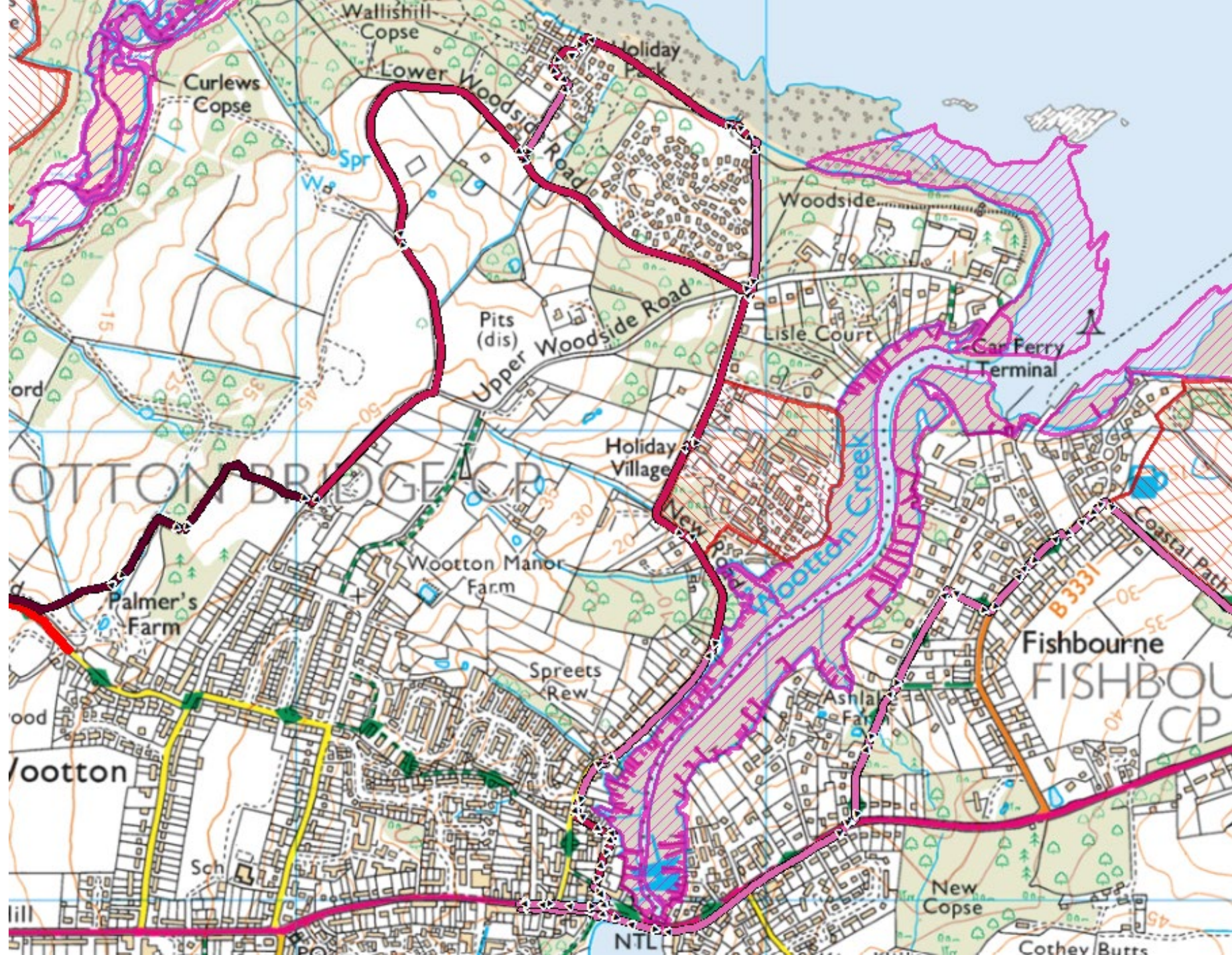




Barton Manor  
to Lower  
Woodside



# Lower Woodside to Wootton Bridge





# Next steps

1. Feedback
2. Publication of proposals and 8 week period for Objections and Representations
3. SoS decision
4. Establishment
5. Open

**From:** [Rights of Way](#)  
**Subject:** FW: King Charles III England Coast Path and IOW 1: East Cowes to Wootton Bridge update (reply by 3rd July 25)  
**Date:** 16 June 2025 16:53:40  
**Attachments:** [IOW1 alignment - NB not yet proposed.pdf](#)

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Dear LAF Members and Guests

Following last week's LAF meeting and presentation from Jenny Bowen of Natural England, please find below an email below from Natural England re IOW1.

Should the LAF wish to provide feedback please put your comments in writing to myself to be received no later than **Monday 23<sup>rd</sup> June 2025**, so these can be collated, circulated to LAF members and signed off by the LAF Chairman, Paul Fuller, prior to any formal LAF feedback email being sent to Natural England.

If you decide to email Natural England directly, please note this will not be on behalf of the LAF but from yourself or any organisation you are representing.

Thank you

Jen

Jennine Gardiner  
Public Rights of Way  
E: [ROW@iow.gov.uk](mailto:ROW@iow.gov.uk) (email is the quickest way to contact us)

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**From:** SM-NE-South Coastal Access (NE) <[southcoastalaccess@naturalengland.org.uk](mailto:southcoastalaccess@naturalengland.org.uk)>  
**Sent:** 16 June 2025 16:35  
**Subject:** King Charles III England Coast Path and IOW 1: East Cowes to Wootton Bridge update (reply by 3rd July 25)

**CAUTION:** This email originated from outside of the Council. **STOP.** Were you expecting this email? Does it look genuine? **THINK** before you click. If in doubt **REPORT.** Further information can be found [here](#).

Dear Stakeholder,

**King Charles III England Coast Path - improvements to public access on the Isle of Wight**

-

**Update:** Natural England has been working to implement the King Charles III England Coast Path on the Isle of Wight since 2017. The plans to improve coastal access arise from Part 9 of the Marine and Coastal Access Act 2009, which places a duty on Natural England to make proposals to the Secretary of State for a long-distance walking route around the English coast and, by so doing, secure a resulting 'margin' of land adjoining the route where people will also normally have a right of access on foot. This might include foreshore, grazing land or cliffs but **will not** affect buildings, their curtilage or gardens.

Natural England has proposed a coast route for most of the island – and you may be aware that the Secretary of State approved three more stretches of the route around the island in May 2025. More information on the status of route around the island can be found [here](#). The Isle of Wight Council is currently working with landowners to establish the approved sections of the KCIIIECP between Wootton Bridge and (clockwise to) East Cowes, prior to commencement of the new rights.

**Isle of Wight length 1: East Cowes to Wootton Bridge:** The proposals for the remaining section of the Island between East Cowes and Wootton Bridge will be published soon and this letter to key stakeholders provides an update and opportunity for feedback, prior to the publication. Improving access to this part of the island is a complex matter and Natural England has had extensive input over the years from landowners and stakeholders.

Attached are maps and there is accompanying information below on the route that we aim to publish shortly in our statutory report which represents the culmination of this lengthy engagement and iterative process. **Please note that there will be no new public access rights to the coast in this area until our proposals have been published and the Secretary of State has made a decision on them.** We will contact you again when our proposals are published, with guidance on how to submit a representation if you wish to do so.

We consider this route offers significant benefits for walkers, providing new access close to the coast near East Cowes and a safe, off-road, route to avoid sections of New Barn Road, Alverstone Road and Brocks Copse Road considered unsuitable for a National Trail. The trail will be closer to the sea than the existing IOW Coast Path, and offer views of the Solent from Lower Woodside Road and a walk along Woodside Beach, with an Optional Alternative Route for when the beach is affected by the high tide.

The alignment is sited away from the coast in places, especially between Osborne House and Woodside Beach. This is due to the area, especially around Osborne House and Barton Manor containing large areas of excepted coastal land. Excepted land is where the Coastal Access legislation puts constraints on the types of land that the trail can pass through (for example land used as parks and gardens, golf courses, airfields etc). As we have been unable to agree a route through some areas like this with the relevant landowners, we have identified a more inland alignment for that area.

The trail alignment also takes account of other land use constraints, such as a farm at Barton Estate with high biosecurity cattle (relating to a High Health Status (HHS) herd). It aligns away from the sensitive wildlife areas around King's Quay to avoid significant disturbance of the important habitats and species located there. Given the road safety concerns along New Barn Road, Alverstone Road and Brocks Copse Road, where our route creates sections of new, off-road path for improved safety, we consider that this route improves upon the existing Isle of Wight coastal path.

The default coastal margin associated with the trail will therefore contain areas of excepted land (arable land, golf course, buildings and their curtilage, gardens etc) where coastal access rights

will not apply. In addition, we propose to give a number of directions to exclude coastal access rights – including the HHS fields in Barton Estate, wildlife exclusions at King's Quay, exclusion at PGL youth facility and on mud flats and saltmarsh which are unsuitable for public access. Natural England considers that these proposals meet the principles of the [Coastal Access Scheme](#), the statutory methodology for implementing coastal access.

**If you would like to provide Natural England with feedback on this alignment, please email [southcoastalaccess@naturalengland.org.uk](mailto:southcoastalaccess@naturalengland.org.uk) by Thursday 3rd July 2025.** Many thanks.

We plan to publish our proposals this summer. At that point any person will be able to put forward a representation on the proposals and all affected landowners and occupiers will be able to make an objection to the Secretary of State. If there are objections, the Secretary of State (SoS) will appoint an Inspector from the Planning Inspectorate to independently review them and any related representations and advise the SoS. The SoS will then determine whether Natural England's proposals strike a fair balance between public and private interests in this area.

Yours faithfully  
Jenny Bowen, Senior Officer  
King Charles III England Coast Path

**Please see attached maps in the 'IOW1 alignment - NB not yet proposed' pdf**

The route we will propose for the King Charles III England Coast Path is shown on the accompanying maps in black.

**Map locations:**

- A – East Cowes area
- B – Osborne - Whippingham area
- C – Whippingham - Brocks Copse Road area
- D – Brocks Copse Road - Woodside area
- E - Woodside - Wootton Bridge area

**The Coastal Margin**

The public would have a right of access on foot to all land within the default coastal margin (i.e. land between the trail and the mean low water mark) unless it qualifies as excepted land such as buildings and their curtilage, or we propose an access exclusion / restriction. Coastal access rights do not prevent any land within the Margin from being developed or redeveloped in the future.

**Coastal Access Local Restrictions and Exclusions:** The Countryside and Rights of Way Act 2000 allows Natural England to propose to exclude or restrict the new access rights in the coastal margin on certain grounds, such as for land management or nature conservation reasons. Land that is predominantly made up of intertidal mud or saltmarsh is generally excluded by direction as unsuitable for public access, meaning that it will not have any new coastal access rights.

**Responsiveness to coastal change/Roll Back:** Section 55B of the National Parks and Access to the Countryside Act 1949 provides powers for the future line of the trail to be moved inland in response to coastal change. We call this “roll back” and where proposed in our report and approved, it can take place in future without further approval by the Secretary of State. The power enables us to recommend that the trail rolls back in an area that may be subject to significant coastal erosion, or where there is significant encroachment by the sea, such as occurs in the case of a deliberate breach of sea defences. We intend to propose that most of the length of this route is subject to rollback.

**Reduced liability:** Land subject to coastal access rights benefits from the lowest level of occupiers’ liability known under English law – considerably lower than the duty of care owed towards trespassers on private land, and this applies to both natural and man-made features. This makes it extremely unlikely in normal circumstances that an occupier could successfully be sued in relation to injury on land with coastal access rights.

**Infrastructure requirements:** There will be signs and gates along the trail with some steps and new fencing, where necessary, and additional infrastructure including (see map for numbers):

1. Scrub and vegetation clearance along the line of the trail as it follows existing paths through Norris Estate.
2. A section of fenced walkway between New Barn House and Osborne House grounds, to define the OH boundary.
3. A new section of off-road path along the boundary of Osborne House – due to concerns regarding the safety of this section of New Barn Road for a National Trail.
4. A section of fenced walkway connecting a Barton Estate lane to the open access Woodhouse Copse, to separate walkers from adjacent HHS cattle and horses.
5. Some vegetation clearance within the open access Woodhouse Copse.
6. New sections of off-road path along Brocks Copse Road, due to advice regarding the safety of this section for a National Trail. Requires vegetation clearance.
7. A new off-road, raised, walkway across Palmers Brook – due to concerns regarding the safety of this section of Brocks Copse Road for a National Trail.
8. New sections of off-road path through Palmer’s Farm, off Brocks Copse Road - due to advice regarding the safety of this section for a National Trail. Requires vegetation clearance.

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# Route of KCIIECP (yet to be proposed)

Key for all maps:



Alignment for KCIIECP

Directions to exclude access on grounds of:



Land management

Safety (eg mudflats)

Wildlife sensitivities



Road safety advice from IOW Council: avoid aligning along marked sections of road



Existing IOW coastal path

1.

See letter for details



## Map A

