

Chapter 5:

Silloth to Allonby

England Coast Path: Gretna to Allonby - Natural England's Proposals

Part 5.1: Introduction

Start Point:	Silloth, corner of Silloth Green (grid reference: 310929, 553541)
End Point:	Allonby, children's adventure playground (grid reference: 308032, 542911)
Relevant Maps:	5a to 5k

Understanding the proposals and accompanying maps:

The Trail:

- 5.1.1 Generally follows existing walked routes, including public rights of way, along most of this length. However, in some areas, it is no longer possible to walk on rights of way or other existing walked routes due to coastal erosion; here we have proposed either another suitable existing walked route or a new path.
- 5.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 5.1.3 Follows a similar route to the former Cumbria Coastal Way but does depart from this in places in order to take account of erosion and other changes to the coastline and to fit better with the criteria in the approved Coastal Access Scheme.
- 5.1.4 Includes several sections of new path at Beckfoot, Dubmill Point and to the north of Allonby. See maps 5d to 5h and associated tables below for details.
- 5.1.5 Joins with the northern end of the Allonby to Whitehaven stretch of the England Coast Path, in Allonby.
- 5.1.6 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
 - Solway Firth Special Area of Conservation (SAC)
 - Upper Solway Flats and Marshes Special Protection Area (SPA)
 - Upper Solway Flats and Marshes Ramsar site
 - Upper Solway Flats and Marshes Site of Special Scientific Interest (SSSI) for its geological /wildlife interest
 - Hadrian's Wall World Heritage Site
 - Bank Mill Tower; Roman Fortlet (Castle Fields) Scheduled Monument (SAM).

We have assessed the potential impacts of access along the proposed route (and over the associated spreading room described below) on the features for which the affected land is designated and on any which are protected in their own right.

- 5.1.7 After advice from specialists we have concluded that our proposals in relation to this length of coast would not be likely to have any significant impact on these features. As the proposed route largely follows existing, well-used paths, the levels and patterns of public access along this length of coast are unlikely to change significantly.

In relation to those nature conservation sites listed above, please refer to our published Access and Sensitive Features Appraisal for more information.

See part 5b of the Overview - 'Natural environment' - for more information.

Accessibility

- 5.1.8 This part of the trail makes use of existing surfaced paths, tracks and minor roads where they meet the criteria in the approved Coastal Access Scheme. Some sections of the trail at either end of this length of coast (at Silloth and Allonby) will be reasonably accessible to all. However much of the ground in between may not be suitable for people with reduced mobility because the trail will follow an uneven grass or sand-based path through the dunes. In a few locations, the trail will ascend / descend steep slopes; in some instances we propose to install new steps or ramps.

See part 5a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising our discretion

The discretions referred to below are explained in more detail in the Overview and the approved Coastal Access Scheme.

- 5.1.9 Estuary: This report proposes that the trail should include a route around the English side of the Solway Firth estuary, extending as far as the Scottish border, near Gretna. See part 10 of the Overview. The trail covered by this chapter includes part of this estuary route.
- 5.1.10 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See table 5.2.1 below.
- 5.1.11 In some places we have shown the inclusion of additional, more extensive landward areas within the coastal margin. This is either because those areas match the description of 'coastal land' within the approved Scheme and are therefore automatically included within the margin because of their proximity to the trail; or we have used our discretion to include additional landward areas to secure or enhance public enjoyment of this part of the coast. In such instances, the owner of this land is content for us to propose this.

See also part 3 of the Overview - '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. See also Annex C of the Overview - 'Excepted land categories'.

- 5.1.12 Restrictions and/or exclusions: Access rights to the spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way.

See part 9 of the Overview - 'Restrictions and exclusions' - for details.

- 5.1.13 Optional alternative routes: An optional alternative route would be available when parts of the route near Dubmill Point are affected by high tides. The optional alternative route (GAL-5-A001

to GAL-5-A006) would follow existing public highways and public rights of way and be clearly waymarked. It would not have the effect of creating any additional spreading room on either the seaward or landward side. See maps 5i to 5k and associated tables below for details.

Establishment and ongoing management of the trail

- 5.1.14 Some physical establishment of the trail will be necessary, in accordance with the general approach described in part 6 of the Overview. This will include works to create a new route on the roadside verge at Beckfoot and on the landward side of the road near Dubmill Point, in order to avoid aligning the trail on the foreshore or through the rapidly eroding dunes.
- 5.1.15 Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview. The overall need for this is likely to be greater than on some other parts of the stretch, recognising that it will be necessary for the route to roll back from time to time in response to coastal processes, as described below.

See parts 6 - 'Physical establishment of the trail' and 7 - 'Maintenance of the trail' of the Overview for more information.

Future Change

- 5.1.16 Parts of the route of the trail on this length of coast would be able to change without further approval from the Secretary of State in response to coastal erosion or other geomorphological processes, or encroachment by the sea. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 8 of the Overview. See tables 5.2.1 and 5.2.3 below for details of the sections likely to be affected in the foreseeable future.
- 5.1.17 Following discussions with various organisations including Cumbria County Council and Solway AONB, we are aware that there is a long term aim to improve the Hadrian's Wall cycleway between Silloth and Allonby by providing a safer off-road route as an alternative to the existing route which follows the busy B5300. If and when any proposals for this route are developed in the future, we will need to consider if the position of the new cycleway might provide a more direct or pleasant route either for the main trail or for the optional alternative route. In such circumstances, any changes to the proposed coastal access provisions, once approved, would be undertaken by means of a variation report. This is explained further in part 8 of the Overview.

See parts 5f - 'Coastal processes' and 8 - 'Future changes' of the Overview for more information.

Part 5.2: Commentary on Maps

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

5.2.1 Section details – maps 5a to 5k: Silloth (corner of Silloth Green) to Allonby (children’s adventure playground).

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 5.2.2: Other options considered.

Column 5 – ‘Yes – normal’ means roll-back approach is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

Column 5 – ‘Yes – see table 5.2.3’ means refer to that table below about our likely approach to roll-back on this part of the route.

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
5a	GAL-5-S001	Public Highway	Tarmac	No	Landward edge of trail	Not used	None
5a	GAL-5-S002	Public Footway (pavement)	Stone: Flags	No	Pavement edge	Clarity and Cohesion	None
5a	GAL-5-S003	Public Highway	Cobbles	No	Landward edge of trail	Not used	None
5a	GAL-5-S004	Public Footway (pavement)	Tarmac	No	Landward edge of trail	Not used	None
5a	GAL-5-S005	Public Highway	Tarmac	No	Landward edge of trail	Not used	None
5a	GAL-5-S006	Public Footway (pavement)	Tarmac	No	Wall	Clarity and Cohesion	None
5a	GAL-5-S007	Public Highway	Tarmac	No	Landward edge of trail	Not used	None
5a	GAL-5-S008	Public Footway (pavement)	Tarmac	No	Wall	Clarity and Cohesion	None
5a	GAL-5-S009	Public Footway (pavement)	Concrete	No	Wall	Clarity and Cohesion	None
5a	GAL-5-S010	Public Highway	Concrete	No	Road	Clarity and Cohesion	None
5a	GAL-5-S011 & GAL-5-S012	Public Highway	Tarmac	No	Road	Clarity and Cohesion	None
5a	GAL-5-S013 & GAL-5-S014	Other existing walked route	Gravel	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5a	GAL-5-S015	Other existing walked route	Sand	Yes – see table 5.2.3	Track	Clarity and Cohesion	None
5a	GAL-5-S016	Other existing walked route	Sand	Yes – see table 5.2.3	Various	Clarity and Cohesion	None
5a	GAL-5-S017 & GAL-5-S018	Other existing walked route	Sand	Yes – see table 5.2.3	Bank	Clarity and Cohesion	None
5b	GAL-5-S019 to GAL-5-S021	Other existing walked route	Grass	Yes – see table 5.2.3	Fence line	Clarity and Cohesion	None
5c	GAL-5-S022 to GAL-5-S024	Other existing walked route	Grass	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5c	GAL-5-S025	Other existing walked route	Grass	Yes – see table 5.2.3	Various	Clarity and Cohesion	None
5c & 5d	GAL-5-S026 & GAL-5-S027	Other existing walked route	Grass	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5d	GAL-5-S028	Not an existing walked route	Grass	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5d	GAL-5-S029*	Other existing walked route	Grass	Yes – see table 5.2.3	Road	Clarity and Cohesion	None

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
5d	GAL-5-S030*	Other existing walked route	Gravel	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5d	GAL-5-S031*	Other existing walked route	Grass	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5d	GAL-5-S032*	Not an existing walked route	Grass	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5d & 5e	GAL-5-S033* to GAL-5-S035	Other existing walked route	Grass	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5e	GAL-5-S036	Other existing walked route	Boardwalk or raised walkway	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5f	GAL-5-S037	Other existing walked route	Gravel	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5f	GAL-5-S038 & GAL-5-S039*	Other existing walked route	Grass	Yes – see table 5.2.3	Fence line	Clarity and Cohesion	None
5f	GAL-5-S040*	Not an existing walked route	Grass	Yes – see table 5.2.3	Fence line	Clarity and Cohesion	None
5f	GAL-5-S041* & GAL-5-S042*	Other existing walked route	Grass	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5f	GAL-5-S043* & GAL-5-S044*	Not an existing walked route	Gravel	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5f	GAL-5-S045*	Public Highway	Tarmac	Yes – see table 5.2.3	Landward edge of trail	Not used	None
5g	GAL-5-S046*	Not an existing walked route	Grass	No	Landward edge of trail	Not used	None
5g	GAL-5-S047*	Public Highway	Tarmac	No	Landward edge of trail	Not used	None
5g	GAL-5-S048*	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	None
5g	GAL-5-S049*	Not an existing walked route	Stone: Aggregate	No	Landward edge of trail	Not used	None
5g	GAL-5-S050*	Not an existing walked route	Grass	No	Wall	Clarity and Cohesion	None
5g	GAL-5-S051*	Not an existing walked route	Grass	No	Landward edge of trail	Not used	None
5g	GAL-5-S052*	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	None
5g	GAL-5-S053*	Public Highway	Tarmac	No	Landward edge of trail	Not used	None
5g	GAL-5-S054* & GAL-5-S055*	Not an existing walked route	Grass	No	Landward edge of trail	Not used	None
5g	GAL-5-S056* to GAL-5-S058*	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	None
5g	GAL-5-S059*	Not an existing walked route	Grass	No	Landward edge of trail	Not used	None
5g	GAL-5-S060*	Public Highway	Tarmac	Yes – see table 5.2.3	Landward edge of trail	Not used	None
5h	GAL-5-S061* & GAL-5-S062	Other existing walked route	Grass	Yes – see table 5.2.3	Road	Clarity and Cohesion	None
5h	GAL-5-S063	Cycleway	Tarmac	Yes – see table 5.2.3	Various	Clarity and Cohesion	None
5h	GAL-5-S064	Cycleway	Tarmac	Yes – see table 5.2.3	Fence	Clarity and Cohesion	None

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
5h	GAL-5-S065	Cycleway	Tarmac	Yes – see table 5.2.3	Various	Clarity and Cohesion	None
5i	GAL-5-A001	Other existing walked route	Gravel	No	Road	Clarity and Cohesion	None
5i	GAL-5-A002	Public Highway	Tarmac	No	Road	Clarity and Cohesion	None
5i	GAL-5-A003	Public Footpath	Gravel	No	Track	Clarity and Cohesion	None
5j	GAL-5-A004 & GAL-5-A005	Public Footpath	Grass	No	Path	Clarity and Cohesion	None
5j to 5k	GAL-5-A006	Public Highway	Tarmac	No	Road	Clarity and Cohesion	None

5.2.2 Other options considered: Maps 5d & 5f to 5h: Silloth to Allonby

Map(s)	Section numbers	Option(s) considered	Reasons for not proposing this option as the route
5d	GAL-5-S029 to GAL-5-S034	We considered aligning the trail on the foreshore.	We opted for the proposed route as the trail will not normally be aligned on the foreshore or beaches because it can be difficult to walk on for any distance and will at times be covered by tides. The foreshore and beach will still be available for people to use as part of the spreading room.
5f to 5h	GAL-5-S039 to GAL-5-S061	We considered aligning the trail on the foreshore.	We concluded that overall the proposed route struck the best balance in terms of criteria described in chapter 4 of the Coastal Access Scheme.

5.2.3 Roll-back implementation – more complex situations: Silloth to Allonby

Maps	Section numbers	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
5a, 5b	GAL-5-S013 to GAL-5-S018	Silloth Golf Course	If it is no longer possible to find a viable route seaward of the golf course, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the course, 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.
5a to 5h	GAL-5-S013 to GAL-5-S045, GAL-5-S060 to GAL-5-S065	Solway Firth SPA/SAC and associated SSSIs.	If it is no longer possible to find a viable route seaward of the designated sites, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) pass through the site, if appropriate or (b) if necessary, be routed landward 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. Our published Access and Sensitive Features Appraisal will also be reviewed as part of this process.

In relation to all other sections where roll-back has been proposed, the trail is likely to be adjusted to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

Part 5.3: Chapter 5 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 5a to 5k.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Silloth (corner of Silloth Green) to Allonby (children’s play area)

Discretion to include an estuary

- 5.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the Solway Firth estuary, extending as far as the Scottish border, near to Gretna. See part 10 of the Overview. The trail covered by this chapter includes part of this estuary route.

Proposed route of the trail

- 5.3.2 In relation to route sections GAL-5-S001 to GAL-5-S012, GAL-5-S046 to GAL-5-S059 and GAL-5-A001 to GAL-5-A006, the route is to be at the centre of the line shown on maps 5a, 5g and 5i to 5k as the proposed route of the trail.
- 5.3.3 In relation to route sections GAL-5-S013 to GAL-5-S045 and GAL-5-S060 to GAL-5-S065 the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 5a to 5h as the proposed route of the trail.
- 5.3.4 If at any time any part of a route section listed in the previous paragraph needs, in Natural England’s view, to change as a result of coastal erosion or other geomorphological processes or encroachment by the sea, 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 8 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.

Landward boundary of coastal margin

- 5.3.5 Adjacent to route sections GAL-5-S002, the landward boundary of the coastal margin is to coincide with the edge of the pavement, landward of the trail shown on map 5a.
- 5.3.6 Adjacent to route sections GAL-5-S006, GAL-5-S008, GAL-5-S009 and GAL-5-S050, the landward boundary of the coastal margin is to coincide with the wall landward of the trail shown on maps 5a and 5g.
- 5.3.7 Adjacent to route sections GAL-5-S010 to GAL-5-S012 the landward boundary of the coastal margin is to coincide with the landward edge of the road shown on maps 5a.
- 5.3.8 Adjacent to route sections GAL-5-S048, GAL-5-S052 and GAL-5-S056 to GAL-5-S058, the landward boundary of the coastal margin is to coincide with the fence landward of the trail shown on map 5g.
- 5.3.9 Adjacent to route sections GAL-5-S019 to GAL-5-S021, GAL-5-S038 to GAL-5-S040 and GAL-5-S064 the landward boundary of the coastal margin is to coincide with the fence line which, at the time of writing this report, is landward of the trail shown on maps 5b, 5f and 5h.
- 5.3.10 Adjacent to route sections GAL-5-S013 to GAL-5-S015, GAL-5-S022 to GAL-5-S024, GAL-5-S026 to GAL-5-S037, GAL-5-S041 to GAL-5-S044, GAL-5-S061 and GAL-5-S062 the landward boundary of the coastal margin is to coincide with the edge of the path, track or road which, at the time of writing this report, is landward of the trail shown as the trail on maps 5a, 5b, 5c to 5f and 5h.

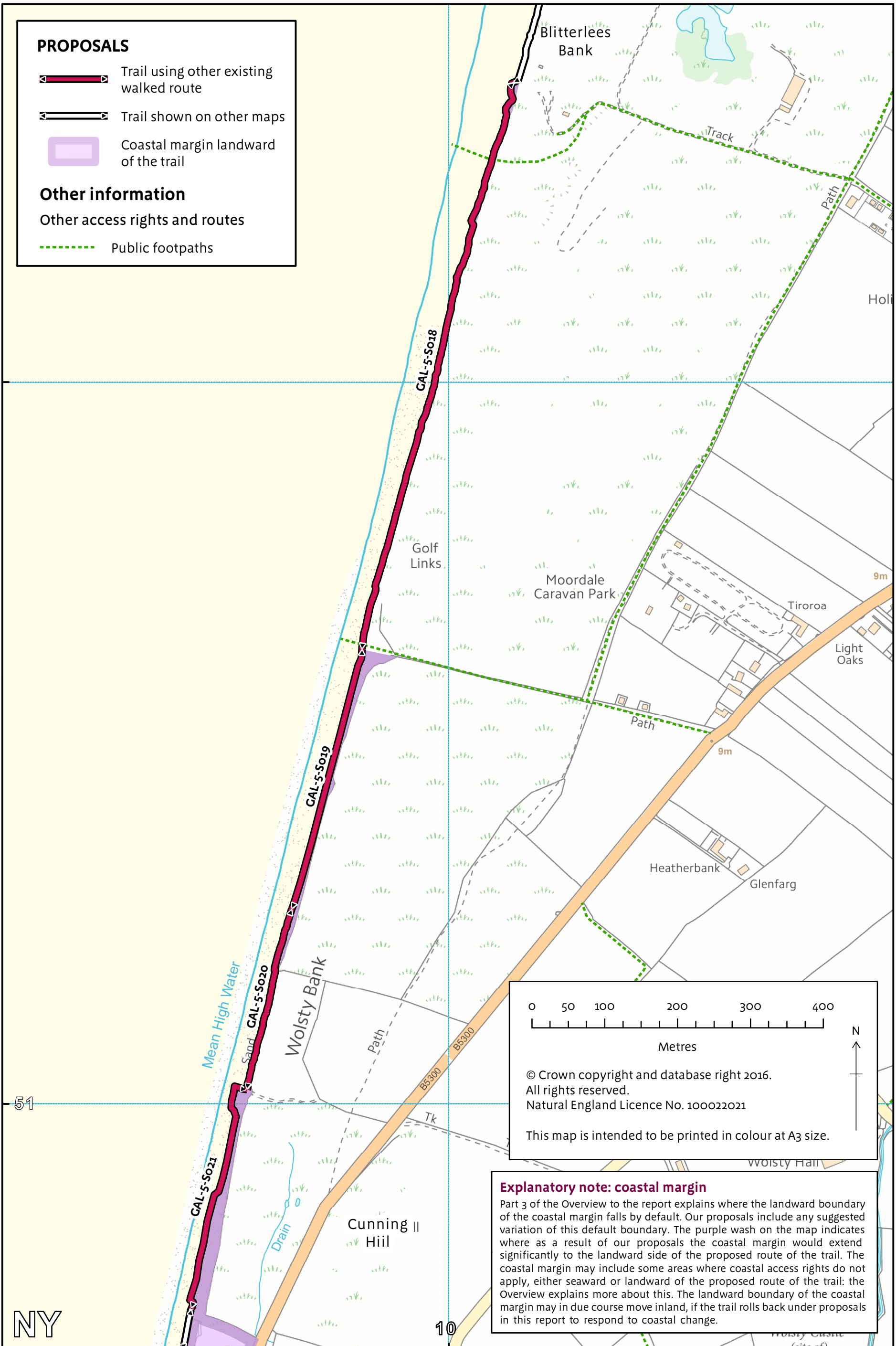
- 5.3.11 Adjacent to route sections GAL-5-S016, GAL-5-S025, GAL-5-S063 and GAL-5-S065 the landward boundary of the coastal margin is to coincide with various features which, at the time of writing this report, are as indicated by the coastal margin landward of the trail on maps 5a, 5c and 5h.
- 5.3.12 Adjacent to route sections GAL-5-S017 and GAL-5-S018, the landward boundary of the coastal margin is to coincide with the base of the bank which, at the time of writing this report, is landward of the trail shown as the trail on maps 5a and 5b.

Local restrictions and exclusions

- 5.3.13 At the time of writing this report, there are no proposals for local restrictions or exclusions in relation to this length of coast.

Alternative routes

- 5.3.14 An optional alternative route is to operate at times when parts of the main route between sections GAL-5-S037 and GAL-5-S053 are affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections GAL-5-A001 to GAL-5-A006 on maps 5i to 5k.
- 5.3.15 Adjacent to route sections GAL-5-A001 to GAL-5-A006 the landward and seaward boundaries of the coastal margin are to coincide with the landward and seaward edges of the roads, paths and tracks shown as the trail on maps 5i to 5k.



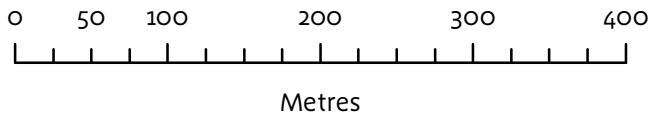
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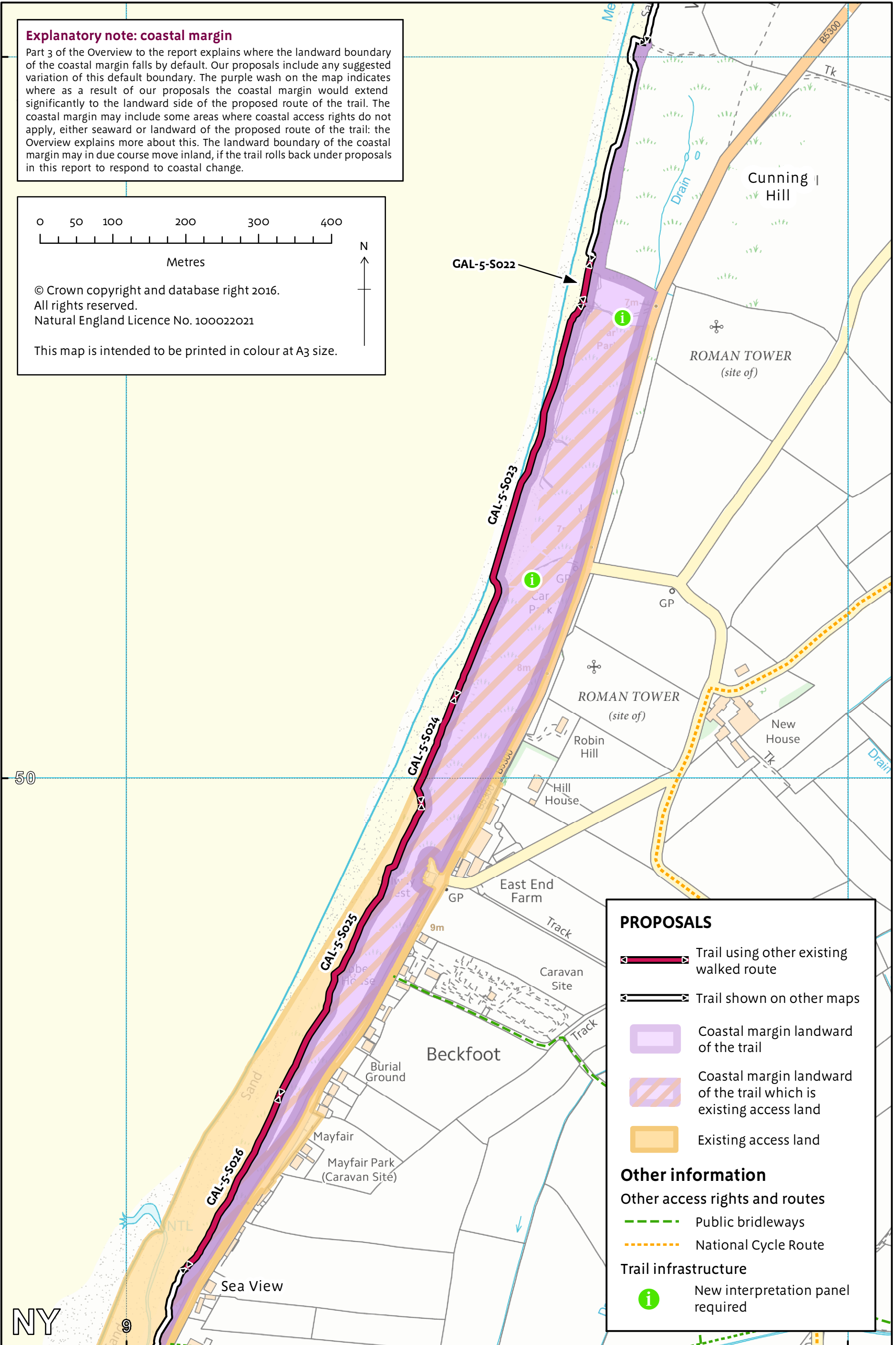
Explanatory note: coastal margin

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.



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PROPOSALS

- Trail using other existing walked route
- Trail shown on other maps
- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land
- Existing access land

Other information

Other access rights and routes

- Public bridleways
- National Cycle Route

Trail infrastructure

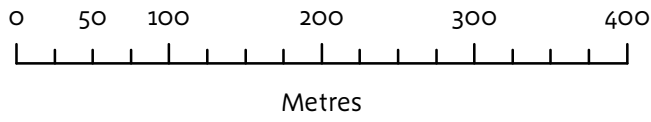
- New interpretation panel required

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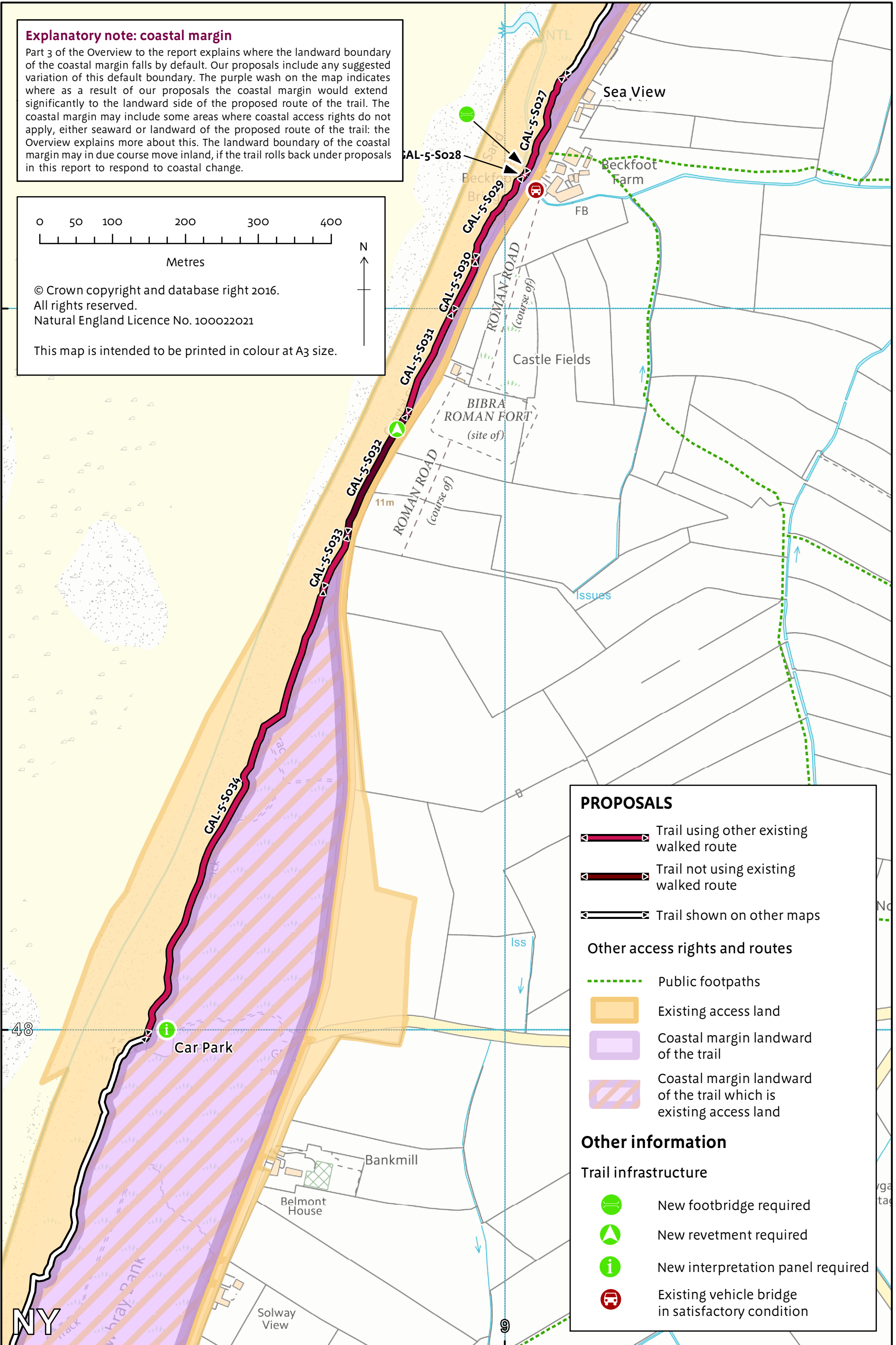
Explanatory note: coastal margin

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PROPOSALS

- Trail using other existing walked route
- Trail not using existing walked route
- Trail shown on other maps

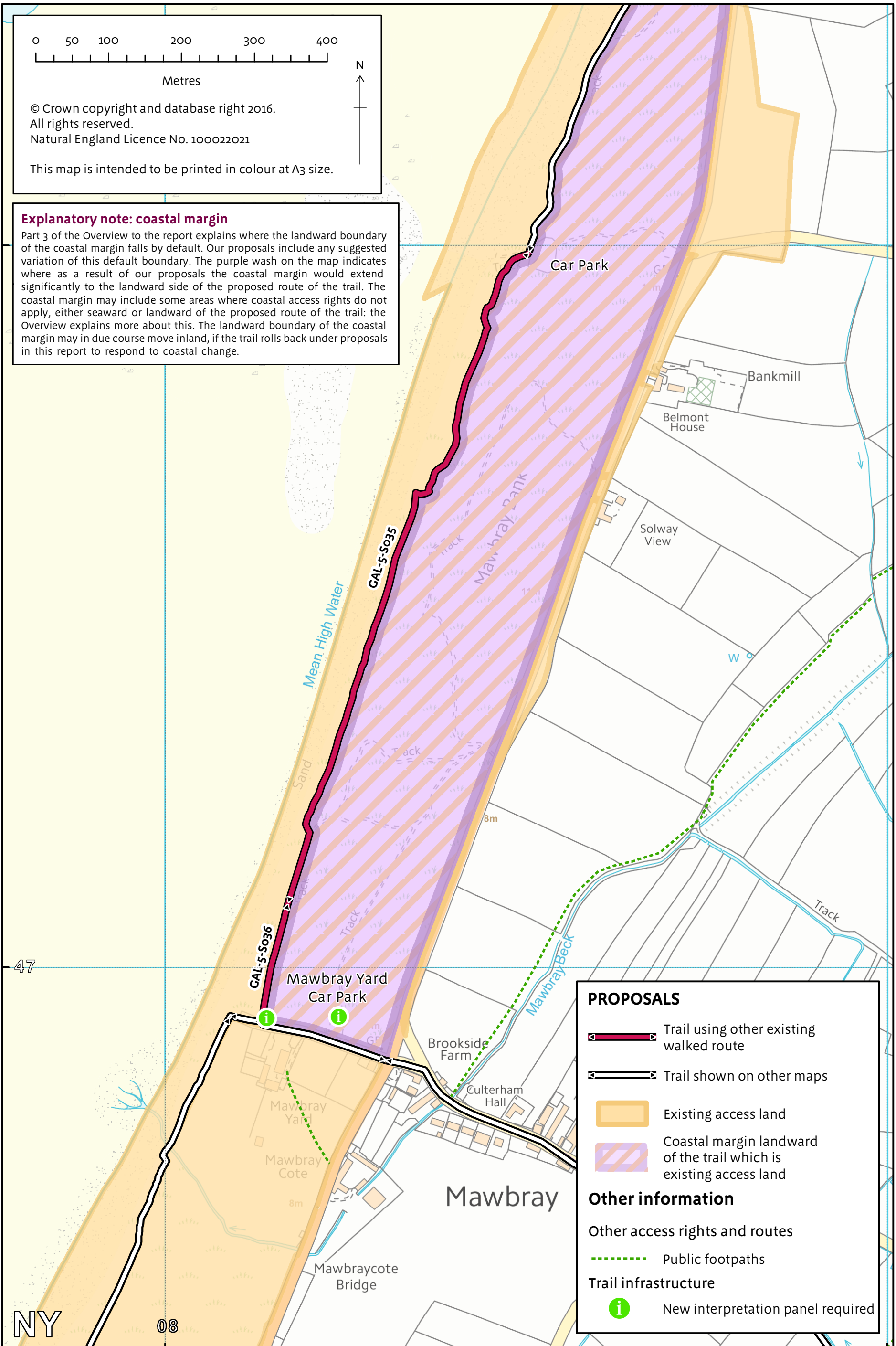
Other access rights and routes

- Public footpaths
- Existing access land
- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other information

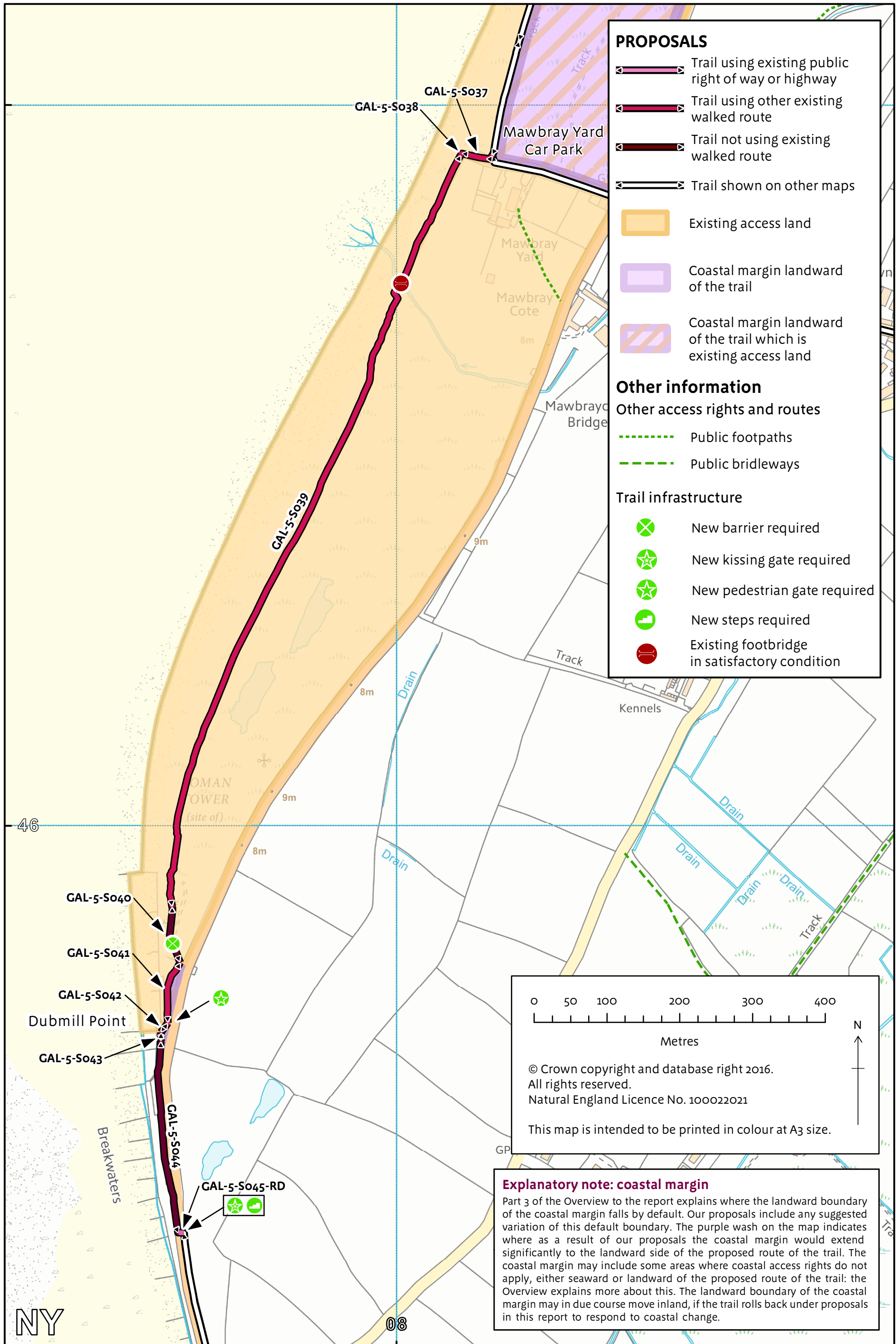
Trail infrastructure

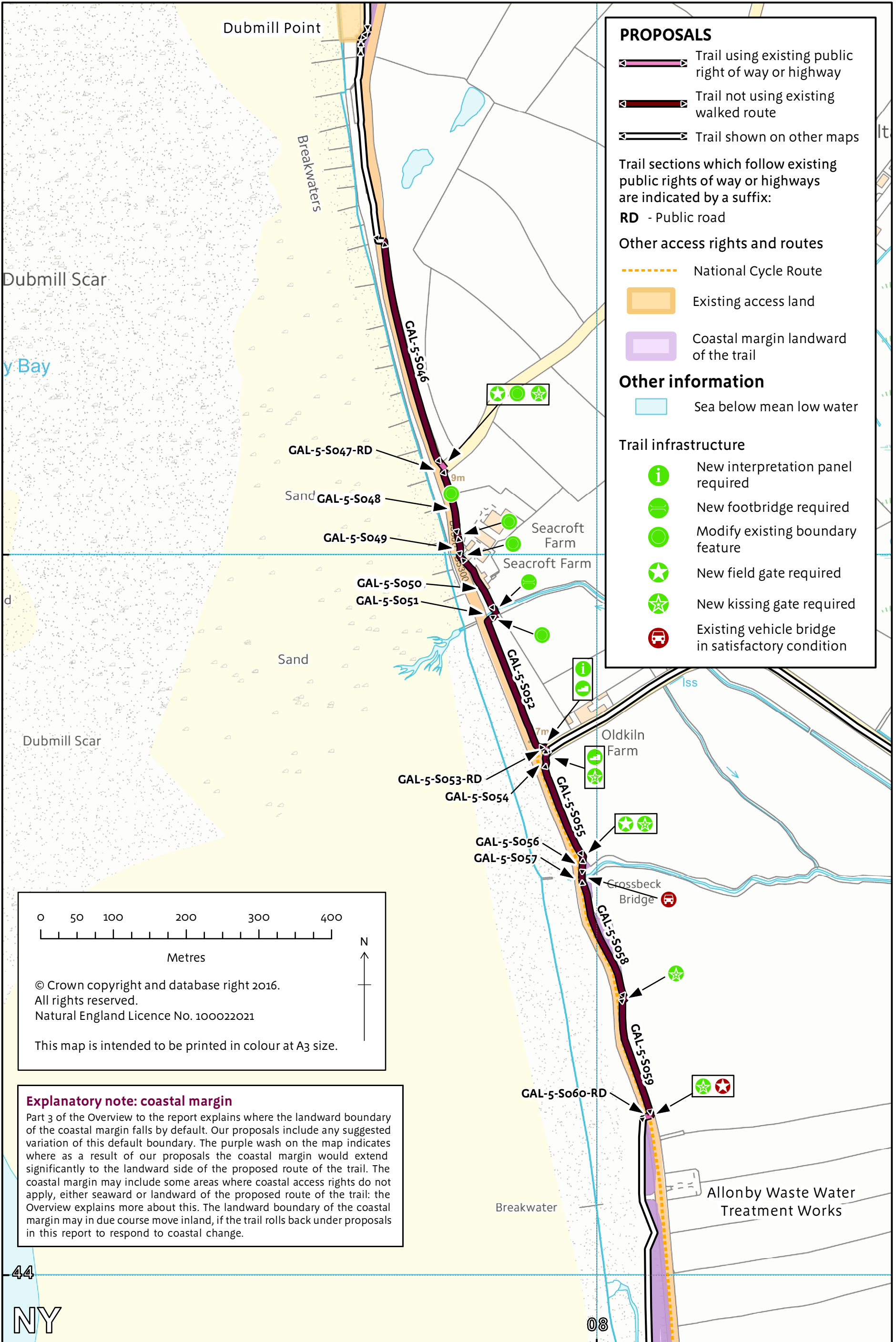
- New footbridge required
- New revetment required
- New interpretation panel required
- Existing vehicle bridge in satisfactory condition

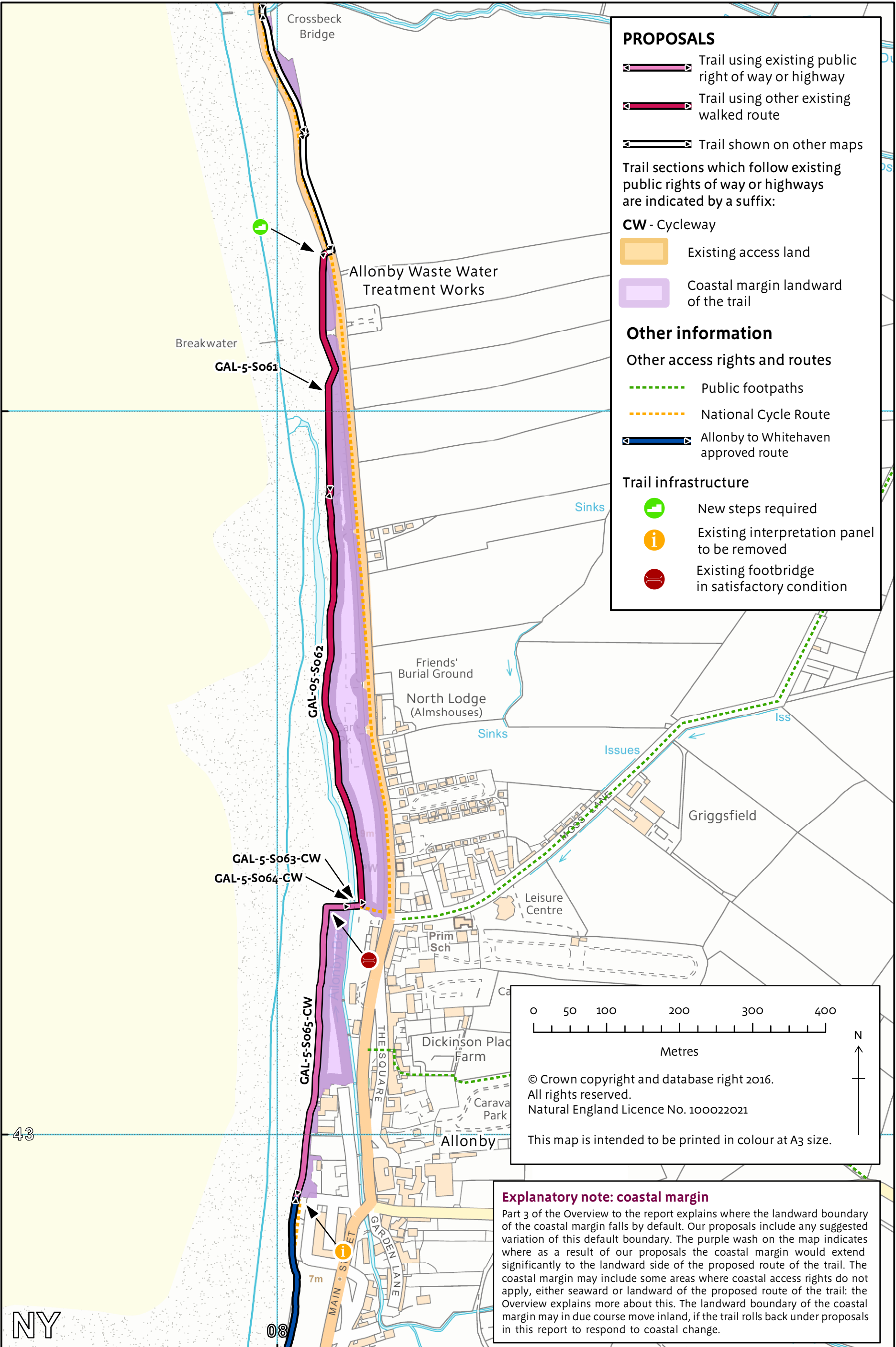


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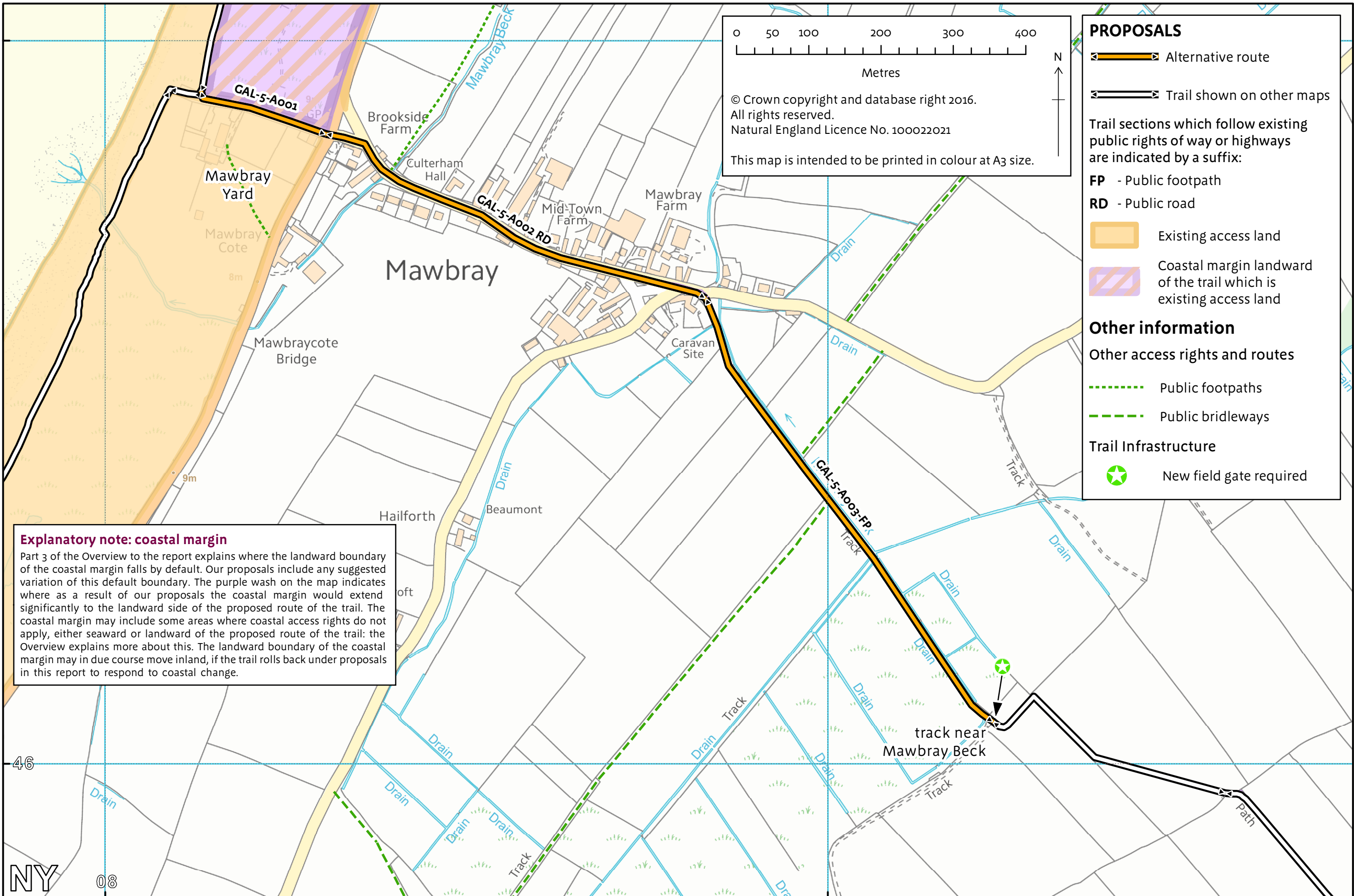






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PROPOSALS

- Alternative route
- Trail shown on other maps

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- FP** - Public footpath
- RD** - Public road

- Existing access land
- Coastal margin landward of the trail which is existing access land

Other information

Other access rights and routes

- Public footpaths
- Public bridleways

Trail Infrastructure

- New field gate required

Explanatory note: coastal margin

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.

