

From: [Sewer Buildover](#)
Sent: 13 March 2023 12:01
To: [Carol Mckay](#)
Subject: FW: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Attachments: [P226 Beaminster consultation letter REVISED
PROPOSAL by email.pdf](#)
[P226-23-2.pdf](#)

*****This is an automated response – if you are already in contact with Wessex Water regarding the above then please disregard this email*****

Dear Sir/Madam,

Thank you for your recent consultation regarding the above site and the potential impact that the proposed development may have on the public sewerage system.

Wessex Water would appreciate you forwarding the following information to your client:

You have indicated that you have building works planned at your property. These may be over or within 3m of a public sewer and, if so, you might need our permission before you get started. To find out more please visit our website
<https://www.wessexwater.co.uk/services/building-and-developing>

We have recently completed a review of our process to try to make the whole experience simple & clear for our customers.

Please note that if you meet all of our six new standard criteria, you have our consent to proceed and it means that you won't need to contact us. Alternatively, if you are building near a public sewer but unable to meet all our standard criteria, or you are building over a public sewer, you will need to make a formal application.

We would recommend that you check the website at an early opportunity to ensure that any issues can be resolved well in advance of works commencing on site. Please be aware that failure to obtain our agreement, where required, could lead to difficulties selling your property in the future.

We offer an online service where you can obtain copies of our sewer record maps via email. Not all sewers will be shown and for those that are, their illustrated position is approximate. Follow this link to request a map: [Asset record](#). *Please refer to the caveat produced on the record.*

This email only relates to the location of any public lateral drains, sewers or disposal mains that may be affected by the proposed development. It excludes other apparatus

that may be owned by the company. Any new connections required to these assets (both direct and indirect), including any capacity or network concerns, are similarly not catered for here and may require separate approval. Relevant guidance and application information is also available on the above website link.

If this email relates to work you are carrying out on behalf of a client, Wessex Water would appreciate you forwarding through this information.

If you have any queries or require further advice or assistance in this matter, please contact our Sewer Buildover Team on 01225 526333 or by email at sewer.buildover@wessexwater.co.uk

Kind Regards,
Paris Jenkins

**Administrative Assistant
Developer Services
Wessex Water**

Claverton Down Bath BA2 7WW
Contact number 01225 526 422
wessexwater.co.uk



From: [Pipet, Marianne D.](#)
Sent: 07 March 2023 14:25
To: [Carol Mckay](#)
Subject: RE: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Attachments: [WPRT2067-07032023135010.pdf](#)

Good afternoon

Please see attached

Kind regards
Marianne

Dorset Council
Fao Carol McKay

Our ref	Your ref	Direct Line	Date
7517	Carol McKay	01208 892270	07 March 2023

Dear Madam

Proposed Extinguishment of Part of Footpath 79, Beaminster & Proposed Diversion of Part of Bridleway 80, Beaminster

Thank you for your letter received 3rd March 2023.

National Grid Electricity Distribution has overhead apparatus which may be affected by the proposal, as shown on the enclosed plan.

However, National Grid Electricity Distribution has no objection to the proposal, provided the proposed Order contains the usual clause in respect of access to our apparatus.

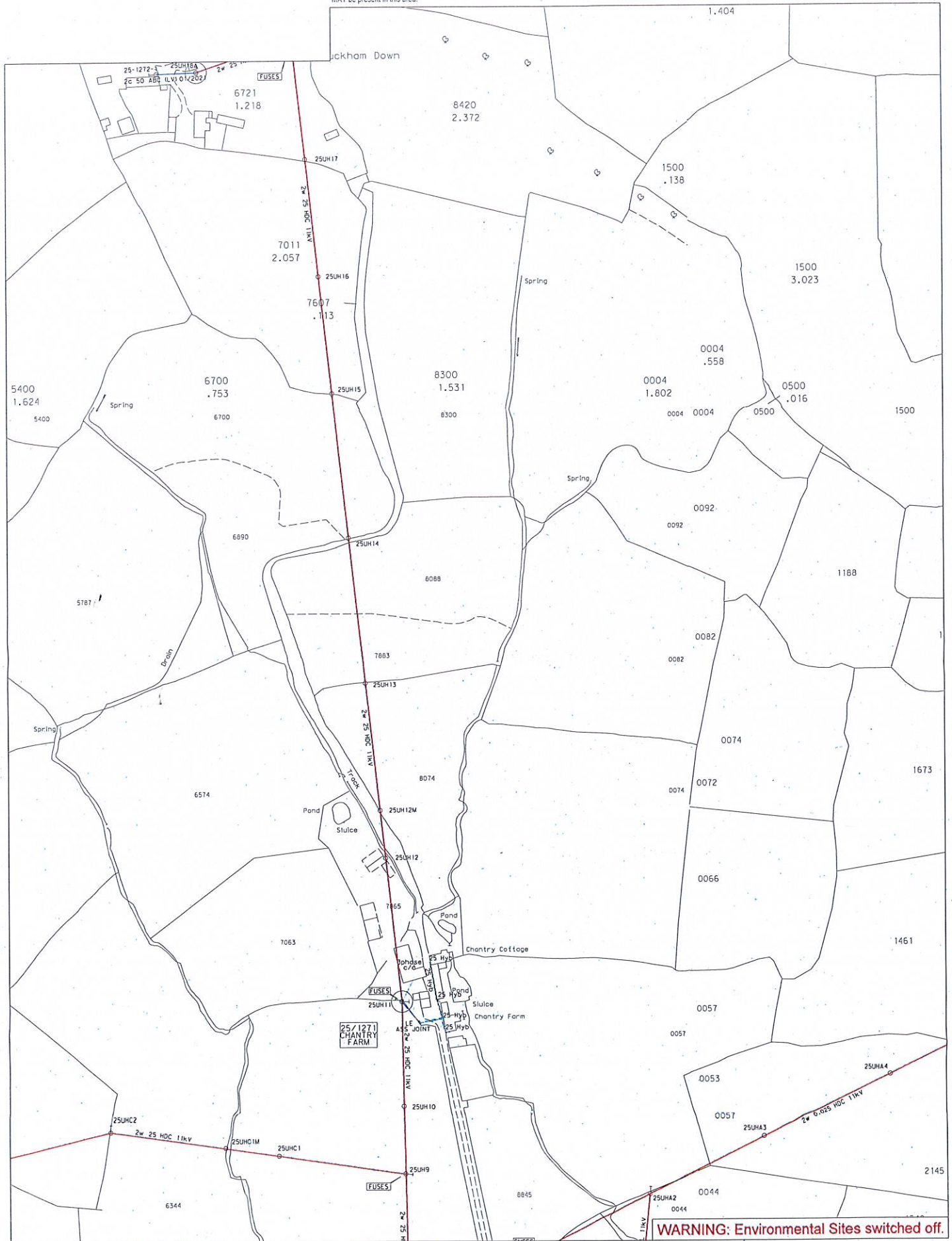
Yours sincerely



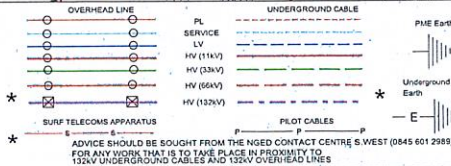
Miss Marianne Pipet
Wayleaves
Bodmin Office

PLEASE NOTE: This plan ONLY shows assets owned by National Grid Electricity Distribution.
Electricity assets owned by IDNO's (Independent Network Operators)
MAY be present in this area.

Information is given as a guide only
and it's accuracy cannot be guaranteed.



Based upon the Ordnance Surveys map with the permission of the Controller of His Majesty's Stationery Office. Crown Copyright Reserved. National Grid Electricity Distribution, Avonbank, Feeder Road, Bristol. BS2 0TB. Licence No. 100022432. CARE SHOULD BE EXERCISED TO ENSURE THE PRECISE POSITION OF THE NGED APPARATUS IF WORK IS TO BE EXECUTED IN ITS VICINITY. If in doubt, contact your local NGED office. Copyright: This copy has been made by or with the authority of National Grid Electricity Distribution (NGED) pursuant to Section 47 of the Copyright Designs and Patents Act 1988 unless that Act provides a relevant exception to copyright; the copy must not be copied without prior permission of the copyright owner.



DATE: 06/03/2023
SCALE 1:2500
DRAWN BY:
TITLE:
PLOT CENTRE: 347841.149,102825.997

@ A3



From: [Griffin, Daniel](#)
Sent: 03 March 2023 13:30
To: [Carol Mckay](#)
Subject: RE: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER
Attachments: RE: P226 CONSULTATION: PROPOSED
EXTINGUISHMENT OF PART OF FOOTPATH 79,
BEAMINSTER & PROPOSED DIVERSION OF PART OF
BRIDLEWAY 80, BEAMINSTER

Hello Carol,

Nothing to add to my email of 13/12/22 (attached), other than any works to the ordinary watercourse may require an ordinary watercourse consent which would be dealt with by the Flood Risk Management Team in Dorset Council, and that you should seek advice from your ecologist on any precautionary measures needed prior to the vegetation clearance works.

Kind Regards,

Daniel Griffin
FCRM Officer

Partnership & Strategic Overview Team
Flood and Coastal Risk Management - Dorset and Wiltshire
Wessex Area
Environment Agency
Internal: 39299
External: 020302 59299

daniel.griffin@environment-agency.gov.uk

Rivers House, Sunrise Business Park, Higher Shaftesbury Rd., Blandford Forum, Dorset, DT11 8ST

PLEASE SEND NEW FRA PERMIT APPLICATIONS TO: Blandford.frap@environment-agency.gov.uk

Further information on the new Flood Risk Activity Permits can be found here:

<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

DO YOU KNOW WHAT TO DO?



<https://www.gov.uk/floodsdestroy>

From: [Claire Pinder](#)
Sent: 03 March 2023 12:14
To: [Carol Mckay](#)
Subject: RE: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Dear Carol

**Historic Environment
Proposed Extinguishment of Footpath 79 (part) and Diversion of Bridleway (part) 80,
Beaminster**

With reference to your email/letter of 3 March, there are recorded archaeological finds and features on and in the vicinity of the routes affected by this proposal.

However, the nature of the recorded archaeology is such that I do not feel that historic environment considerations constitute a constraint in the context of this proposal.

Regards

Claire

Claire Pinder
Senior Archaeologist
Customer Services, Libraries & Archives
Dorset Council

[01305 224921](tel:01305224921)
dorsetcouncil.gov.uk



From: [Carol McKay](#)
Sent: 20 March 2023 16:08
To: townclerk@beaminster-tc.gov.uk
Subject:

FW: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Attachments: [P226 Beaminster consultation letter REVISED PROPOSAL by email.pdf](#)
[P226-23-2.pdf](#)

Hello

The consultation period for the attached revised proposals at Chantry Farm in Beaminster has now ended.

I note that you supported the proposal during the pre-application consultation, and submitted an objection to the first consultation.

I would be very grateful if you would indicate if you support or object to the revised proposals.

Kind Regards

Carol

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team
Economic Growth and Infrastructure
Dorset Council

[01305 225136](tel:01305225136)

dorsetcouncil.gov.uk



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From: [Town Clerk](#)
Sent: 21 March 2023 08:38
To: [Carol Mckay](#)
Subject: RE: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Good morning Carol

Apologies for the delay, members of the Council considered the revised proposals and have no further objections, it would seem a sensible solution.

Kind regards
Christine

From: [Carol McKay](#)
Sent: 21 March 2023 10:11
To: [Town Clerk](#)
Subject: RE: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Many thanks for confirming.
Kind Regards
Carol

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team
Economic Growth and Infrastructure
Dorset Council

[01305 225136](tel:01305225136)
dorsetcouncil.gov.uk



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From: [Richard Meatyrd](#)
Sent: 07 March 2023 21:06
To: [Carol Mckay](#)
Cc: [Jan Wardell](#)
Subject: RE: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Attachments: [AC-W21-Br80+Fp79-2.pdf](#)

Dear Carol,
Please find attached my response on behalf of Ramblers' in respect of the revised consultation.

Regards,
Richard.

Mrs C. McKay
Definitive Map Team
Spatial Planning
County Hall
Colliton Park
Dorchester
DT1 1XJ

Dear Mrs McKay,

RE: Revised - Beaminster Footpath 79 S118 Extinguishment (Part), Bridleway 80 S119 Diversion (Part)

I write in response to the above revised Application consultation.

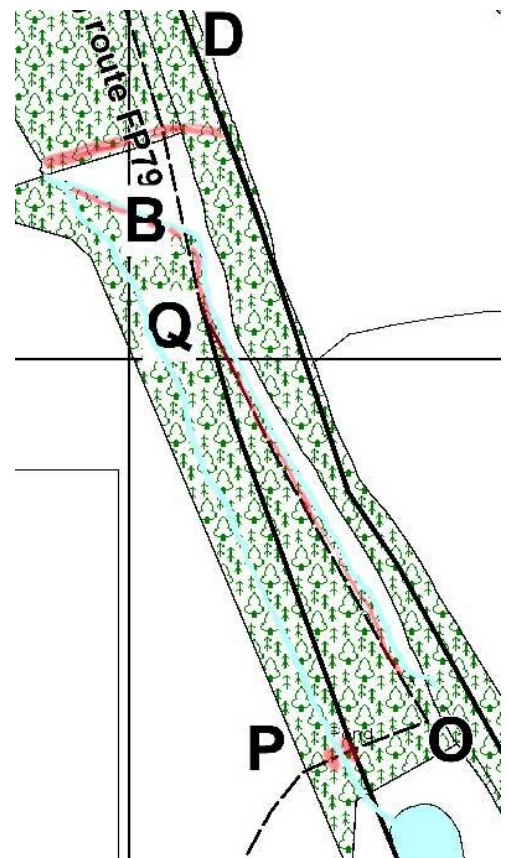
Having inspected the currently recorded route of the bridleway 80, I agree with the Council's view that it would not be possible to reinstate this as a bridleway without removing several mature trees and largely destroying the habitat corridor that has evolved since this route has fallen into disuse. My records show that the route was recorded as unusable in 1997 and my understanding is the period of disuse dates to at least the mid 80s. The use of footpath 79 as an alternative is long established, the bridle-gate at N and the bridleway waymarks were in place when I moved to the area in 2004 and appeared then to have been in place for some time.

The revised proposal relocates the transition of the route from the plantation into the field to a more southerly location, while this addresses one of my concerns in respect of the original consultation it raises fresh concerns that need to be addressed before I would be happy with any resulting Order being Confirmed.

The diverted path (B – Q – O) will run alongside a spring fed stream which has little in the way of the bank and the course of which in places is partially obstructed. In wet weather this will over-top and flood the path. In my view this needs clearing and the bank building up to prevent this.

The diverted path (O – P) will cross the route of a seasonal stream that breaks away from the stream north of point (B). Either this needs a suitable culvert/crossing or to be stopped-up, the pond it feeds into seems to be derelict, the bund has failed and the water is not being retained.

As this diversion formalises the long standing use of part of footpath 79 as a bridleway and in doing so provides a route that is free of any cross path furniture, except at point (N). I am happy, at this time, to support the proposed diversions and extinguishment.



Yours sincerely,

Richard Meatyard

From: [Carol Mckay](#)
Sent: 15 March 2023 15:24
To: [Richard Meatyard](#)
Cc: [Jan Wardell](#)
Subject: RE: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Dear Richard

I am writing to acknowledge safe receipt of your consultation response to the above proposal, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report which may be made to either the Strategic and Technical Planning Committee, or the Executive Director for Place. If the matter is to be considered by the Strategic and Technical Planning Committee you will be notified of the date of committee meeting and sent information about public participation. With regards to the diverted path B – Q – O – P, the seasonal stream will be stopped up near B. The stream alongside B – Q – O is not know to break its banks, but any additional works necessary will be carried out before the Order is confirmed.

Kind Regards

Carol

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team
Economic Growth and Infrastructure
Dorset Council

[01305 225136](tel:01305225136)

dorsetcouncil.gov.uk



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From: [Carol McKay](#)
Sent: 20 March 2023 16:31
To: [REDACTED]
Subject:

FW: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Attachments: [P226 Beaminster consultation letter REVISED PROPOSAL by email.pdf](#)
[P226-23-2.pdf](#)

Hi Sara

The consultation period for the attached revised proposals at Chantry Farm in Beaminster has now ended.

I note that you supported the proposal during the pre-application consultation.

I would be very grateful if you would indicate if you support or object to the revised proposals.

Kind Regards

Carol

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team
Economic Growth and Infrastructure
Dorset Council

[01305 225136](tel:01305225136)

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From: [Sara Greenwood](#)
Sent: 20 March 2023 16:46
To: [Carol Mckay](#)
Subject: Re: FW: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Hi Carol,

I am in support of this revised proposal for FP79 and BR80 as much of BR80 is impassable and unrideable at the moment this proposal must be an improvement.

Thanks,
Sara

From: [Guy Dickinson](#)
Sent: 16 March 2023 15:42
To: [Carol Mckay](#)
Subject: Submission
Attachments: [FootpathBridleway Beaminster \(W\).docx](#)

Dear Ms McKay

I have attached a submission regarding the proposed changes to Footpath/Bridleway 79/80 in Beaminster

Many thanks
Best wishes

Dr Guy Dickinson

Finally, please note that our submissions in respect of the proposed development. While we have taken every effort to present accurate information for your consideration, as we are not a decision maker or statutory consultee, we cannot accept any responsibility for unintentional errors or omissions and you should satisfy yourselves on any facts before reaching your decision.

Dorset CPRE | Charity no: 211974
PO Box 9018 | Dorchester | Dorset | DT1 9GY
www.dorset-cpre.org.uk
info@dorset-cpre.org.uk Tel: 0333 577 0360

The Campaign to Protect Rural England exists to promote the beauty, tranquillity and diversity of rural England by encouraging the sustainable use of land and other natural resources in town and country.

From: [Carol Mckay](#)
Sent: 16 March 2023 15:58
To: [Guy Dickinson](#)
Subject: P226 CONSULTATION: PROPOSED EXTINGUISHMENT OF PART OF FOOTPATH 79, BEAMINSTER & PROPOSED DIVERSION OF PART OF BRIDLEWAY 80, BEAMINSTER

P226 CONSULTATION: PROPOSED EXTINGUISHMENT OF PART OF FOOTPATH 79, BEAMINSTER & PROPOSED DIVERSION OF PART OF BRIDLEWAY 80, BEAMINSTER

Dear Dr Dickinson

I am writing to acknowledge safe receipt of your consultation response to the above proposal, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report which may be made to either the Strategic and Technical Planning Committee, or the Executive Director for Place. If the matter is to be considered by the Strategic and Technical Planning Committee you will be notified of the date of committee meeting and sent information about public participation.

Regards

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team
Economic Growth and Infrastructure
Dorset Council

[01305 225136](tel:01305225136)

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From: [Nicholas Whitsun-Jones](#)
Sent: 06 March 2023 12:23
To: [Carol Mckay](#)
Subject: Re: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Dear Ms McKay,

Thank you for consulting the Open Spaces Society ('OSS') on these revised proposals. Your letter of 3 March last refers,

The OSS do need further time to respond and I will therefore be grateful for a response extension until 31 March 2023.

I look forward to hearing from you.

Yours sincerely,

Nicholas Whitsun-Jones
Local Correspondent
Open Spaces Society - West Dorset District
[REDACTED]
[REDACTED]
[REDACTED]
Tel: [REDACTED]

website www.oss.org.uk

The Open Spaces Society is a registered charity (no 1144840) and a company limited by guarantee, registered in England & Wales (no 7846516).

Support our Grant a Green Appeal

*and help fund our campaign to protect open space
through voluntary registration as town or village green*

The Open Spaces Society has staff with exhaustive experience in handling matters related to our charitable purposes. While every endeavour has been made to give our considered opinion, the law in these matters is complex and subject to differing interpretations. Such opinion is offered to help members, but does not constitute formal legal advice.

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From: [Carol McKay](#)
Sent: 08 March 2023 13:17
To: [Nicholas Whitsun-Jones](#)
Subject: RE: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Dear Mr Whitsun-Jones
Thank you for your email.
I confirm that we will accept your comments no later than 31 March 2023.
Regards

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team
Economic Growth and Infrastructure
Dorset Council

[01305 225136](tel:01305225136)
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From: [Nicholas Whitsun-Jones](#)
Sent: 29 March 2023 18:02
To: [Carol Mckay](#)
Subject: Re: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER
Attachments: [Beaminster Objection2 - Google Docs.pdf](#)

Dear Carol,

Please see the attached.

Please acknowledge receipt.

Many thanks.

Nick

Nicholas Whitsun-Jones
Local Correspondent
Open Spaces Society - West Dorset District
25a Bell Street
Henley-on-Thames
RG9 2BA
Tel: 07516786079

website www.oss.org.uk

The Open Spaces Society is a registered charity (no 1144840) and a company limited by guarantee, registered in England & Wales (no 7846516).

[Support our Grant a Green Appeal](#)

*and help fund our campaign to protect open space
through voluntary registration as town or village green*

The Open Spaces Society has staff with exhaustive experience in handling matters related to our charitable purposes. While every endeavour has been made to give our considered opinion, the law in these matters is complex and subject to differing interpretations. Such opinion is offered to help members, but does not constitute formal legal advice.

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Please reply to:
Nicholas Whitsun-Jones
Local Correspondent - West Dorset
Open Spaces Society
25a Bell Street
Henley-on-Thames
RG9 2BA
Tel: 07516786079
e-mail: oss.nwhitsunjones@gmail.com
(Please use electronic communication to the above e-mail if possible)



TEL 01491 573535
EMAIL hq@oss.org.uk
WEB www.oss.org.uk

Ms Carol McKay
Senior Definitive Map Technical Officer
Definitive Map Team - Spatial Planning
Dorset Council
County Hall, Colliton Park
Dorchester DT1 1XJ

Your ref: CAM RW/P226

By e-mail only: carol.mckay@dorset.gov.uk

Date: 29 March 2023

Dear Ms McKay

Revised Proposals

Section 118 Highways Act 1990

Proposed Extinguishment of part of Footpath 79, Beaminster

Section 119 Highways Act 1990

Proposed Diversion of part of Bridleway 80, Beaminster

Further to your letter of 3 March last and the extended time for response that you kindly gave me (to 31 March next), I write with reference to the above revised proposals. This document comprises the OSS's representations to Dorset Council (the 'Council') on such proposals.

The Open Spaces Society (the 'OSS') **OPPOSES** the part extinguishment proposal for Footpath 79; The OSS **OPPOSES** the part diversion proposal for Bridleway 80.

Further grounds for the OSS's opposition are given below.

As a preliminary point relevant to both proposals it is suggested that the Council would be well advised to consider the expediency of making the proposed Orders in the context of the costs that will fall to be borne by the Council (and thus the public purse) if an opposed order is pursued.

(A): OSS Opposition Grounds - Proposed Extinguishment of part of Footpath 79 ('FP79') Beaminster - Section 118 Highways Act 1980

1. There is no evidence to show that the current route of FP79 (including that proposed for extinguishment) is not needed for public use.



The Open Spaces Society 25a Bell Street Henley-on-Thames RG9 2BA



Charity no 1144840 Registered in England and Wales, limited company no 7846516

2. It is wrong to suggest (as the Council does in its 3 March 2023 letter)) that the provision of a diverted bridleway is at this stage a proper substitute for that part of FP79 proposed for extinguishment or a lawful expediency consideration to be taken into account in the context of section 118 Highways Act 1980 ('HA 1980').

As currently proposed, the Council seems to be conflating the two statutory procedures under sections 118 and 119 HA. Both proposals should be considered separately with the bridleway diversion proposal considered first. Only if the statutory tests under section 119 HA 1980 are met, with the Council being minded to confirm a made Order, should the bridleway be considered (under section 118 (5) HA) as an alternative to the footpath proposed to be extinguished.

In any case, the effect of the extinguishment will be the loss of a footpath with no like for like replacement. The proposed diversion of BW80 will lead to horse riders and pedestrians sharing the same way, which will inevitably be inconvenient to pedestrian users in terms of the physical condition of the way, especially in wet conditions. Horses and pedestrians (particularly those disabled) do not easily and conveniently share the same way. The upgrading of the existing footpath to bridleway status would thus be detrimental to such pedestrian use.

(B): OSS Opposition Grounds - Proposed Diversion of part of Bridleway 80 ('BW80') Beaminster - Section 119 Highways Act 1980

1. The reason for the proposed diversion of BW80 is because (to quote the Council) "the current bridleway is obstructed by vegetation and impassable due to wet and boggy ground". Not mentioned by the Council are the other physical obstructions to BW80 including barbed wire and fencing, all of which have previously been reported to the Council with no action or no meaningful action being taken.
2. There has been a combined failure by both successive landowners and the Council (and the former County Council) to discharge their legal obligations over BW80, including (but not limited to) the Council's express mandatory duty under section 130 HA 1980. This unlawful failure has led to the current condition of BW80; had the way been properly maintained these proposals would not have been thought necessary, save perhaps by the landowner. In this regard the words of Phillips J in R v. Secretary of State for the Environment ex p. Barry Stewart (1980) (dealing with 'temporary circumstances in section 118) are particularly apposite to this case:

"It seems to me that it would be quite intolerable in the case of an admitted highway in the form of a public path for it to be accepted as a good ground for stopping up that encroachments and obstructions had made it difficult to say precisely to within a yard or so where it ran. *It seems to me the objections are those which I have mentioned earlier, that is to say, that to allow such a ground would be an encouragement to those who improperly obstruct the highways ...*" [italicised emphasis added].

In the OSS's view these comments are equally applicable to a section 119 HA diversion order as they are to a section 118 HA extinguishment order because the 'temporary circumstances' criterion in section 118 HA can be read into section 119. The current state of BW80 is just such a 'temporary circumstance' that the Council and landowner should have addressed. Diversion is a wholly excessive and disproportionate response when the Council has other available statutory powers.

3. Note also the advice of PINS in Advice Note No. 9:

“Whereas section 118(6) provides that, for the purposes of deciding whether a right of way should be stopped up, any temporary circumstances preventing or diminishing its use by the public shall be disregarded, section 119 contains no equivalent provision. However, [it is the Inspectorate’s view] that, when considering orders made under section 119(6), whether the right of way will be/ will not be substantially less convenient to the public in consequence of the diversion, an equitable comparison between the existing and proposed routes can only be made by similarly disregarding any temporary circumstances preventing or diminishing the use of the existing route by the public. Therefore, in all cases where this test is to be applied, the convenience of the existing route is to be assessed as if the way were unobstructed and maintained to a standard suitable for those users who have the right to use it.”
4. BW80 commences at C on the proposed Order map at the point where the public adopted highway ceases. Even if the proposed diversion was effected, the public would still have a right to use the adopted highway to point C, whether by vehicle or otherwise. There is no proposal on the table to close that part of the adopted highway. Traffic of all types will still have a right to pass and repass the landowner’s properties.
5. For a large part of its length, BW80 constitutes a holloway or sunken lane (the terms are interchangeable), meeting the expert definition of such ways opined by, for example, Professor Emeritus John Boardman of Oxford University in his paper *Sunken lanes in southern England: a review* (Proceedings of the Geologists’ Association, Volume 133, Issue 6, December 2022, Pages 481-490, a copy of which has been provided to the Council). BW80 is thus of historical and environmental interest. This is referred to by the Council in its letter to interested parties of 3 March 2023 giving notice of these revised proposals. However, what the Council needs to recognise is that holloways are created and maintained by human and animal use as much as by physical events such as water run off. Continued use as a way is essential for the preservation of the holloway. It will cease to be a holloway without such use because of, for example, detritus and vegetation ingress (which are naturally removed by use).
6. Although the holloway status and associated flora, fauna, geology and physiographical features of BW80 are relevant considerations to which the Council must have regard (section 29 HA 1980), in terms of evidential weight that status can only be a subsidiary issue to the more important highway status of BW80 as a bridleway shown as such on the Definitive Map. A highway that is - or rather should be - open for all to use and enjoy, with the added bonus of its holloway status.
7. The Council seem to be using the holloway as an excuse to do nothing to maintain it as an accessible bridleway. It is quite wrong to talk of the reopening of BW80 when it has not been lawfully closed in the first place. Indeed the OSS has concerns about the fact that BW80 has persistently and misleadingly been shown as ‘closed’ on the Dorset Council online Interactive Map. Were a landowner to do this on the way, it would be an offence under section 57 National Parks and Access to the Countryside Act 1949. For the Council to do it online is at the very least maladministration.
8. In any event there does not seem to have been any quantification by the Council of the costs of necessary remedial works; if there has been, then please can it be disclosed. Neither has

there been any disclosed evidence of the alleged environmental impact on the holloway of such works. The OSS asks what expert opinion the Council has obtained to justify its assertion of detrimental impact on the way? If the Council has obtained such an opinion, then the OSS requests disclosure of the same. If the Council has not got such expert evidence, then the assertions made in that regard can only carry little or no evidential weight.

9. It must surely be possible to draw up a specification of remedial works that would open the way and preserve/protect the holloway with the assistance of, for example, Natural England?
10. It is also of note that the majority (50%+) of the proposed diversion of BW80 is on to an existing footpath, leading to a loss of the footpath status with consequences already mentioned above (see (A) 2).

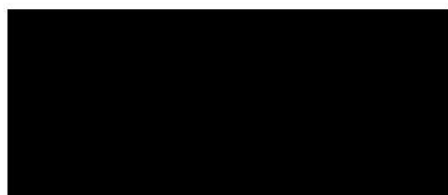
Conclusion

The OSS asks that the Council takes these representations into account in making its decision on these proposals. The OSS will be happy to discuss these issues further.

I will be grateful if you can continue to inform me of developments in this case, including the date of any relevant Committee that will consider these proposals. Please let me have a copy of any officer's report to Committee. If any decision is to be made under delegated powers, then please let me know what this power is and provide a copy thereof.

I look forward to hearing from you.

Yours sincerely



(Digitally signed)

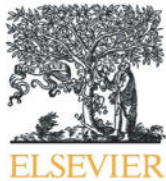
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Review paper

Sunken lanes in southern England: A review

John Boardman*

Environmental Change Institute, Oxford Centre for the Environment, University of Oxford, South Parks Road, Oxford OX1 3QY, UK
 Department of Geography, University of the Free State, PO Box 339, Bloemfontein 9300, South Africa

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ABSTRACT

Sunken lanes or hollow ways are widely recognised in southern England but have rarely been considered in the geological or geomorphological literature. They occur more frequently in internet sources and guides to walking routes and Green Lanes. Archaeologists have also described hollow ways at excavated prehistoric sites. The current review suggests that they are concentrated on certain soft Mesozoic lithologies but that any survey is likely to grossly underrepresent their frequency. However, high density areas in Somerset, the Chilterns, East and West Sussex, Dorset and the Weald can be identified. The sunken lanes are important elements of the cultural landscape with a close relationship to the underlying geology. Other factors, especially a long history of usage by people, animals and the development of tracks and roads, help to explain their distribution. Their importance as sites of biodiversity, geological and historical value suggests that more should be done to investigate, protect and record the sunken lanes of southern England.

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1. Introduction

Sunken lanes (SLs) or 'hollow ways' in the UK, have been recognised and named in many countries, for example, 'chemin creux' (French) and 'Hohlweg' (German). A SL is 'understood as a road deepened, compared to the adjacent land surface, by at least 0.5–1.0 m' (Zgłobicki et al.,

2021). Referring to the UK, Boardman (2013) defines them as, 'roads or tracks that are incised below the general level of the surrounding country, often by several metres. They are formed by the passage of people, animals, vehicles and the action of water and gravity (mass movements)'. However, it is humbling to acknowledge that Gilbert White understood and described the SLs around Selbourne as being due to 'the traffick of ages and the fretting of water' (Letter to Thomas Pennant ca., 1767 (White, 1788)); and also appreciated the impact of storms and runoff such as that of 5 June 1784: 'The hollow lane towards Alton was so torn and disordered as not to be passable till mended'

* Environmental Change Institute, Oxford Centre for the Environment, University of Oxford, South Parks Road, Oxford OX1 3QY, UK.
 E-mail address: John.Boardman@eci.ox.ac.uk

Table 1
Sunken lanes in southern England (geology from *Geology of Britain viewer* BGS, n.d.).

Site, area, geology	Comment	Reference
1 West Sussex Midhurst, Hythe Formation, Lower Greensand, Cretaceous Hungers Lane (SU 966210) Petworth, Sandgate Formation, Lower Greensand see text for details Halnaker Mill (SU 910083) Clayey gravels over Chalk East Grinstead Blackwell Hollow (TQ 397384) Hermitage Lane (TQ 396378) West Hoathly Road (TQ 389364) Ardingly Sandstone Member Cretaceous	Hydrological importance: muddy flows to River Rother (pollution) Abandoned as road in 1790: re-routed by Capability Brown in redevelopment of Petworth Park and house	Boardman (2013) Greenfield (1976); Vine (1985) Meier (2014) Dr Chris Manning (pers. comm.) Henderson and Bird (1958)
2 Somerset Yeovil area, Bridport Sand Formation, Lias, Jurassic Montacute (ST496168) Bridport Sand Formation, Lias, Jurassic Nynehead hollow, Nynehead (ST 140228), near Taunton Otter sandstone, Triassic	Frequent muddy flooding of Shepton Beauchamp via sunken lane network Muddy flooding of village Created by local men in winter, mid nineteenth century	Boardman (2014a); Morgan (1980) Prudden (n.d.) https://www.geograph.org.uk/photo/1394415 Simon Ratsey (pers. comm.)
3 Dorset Bridport region – valley side slopes on the Brit and Asker valleys Bridport Sand Formation Stonebarrow Lane (SY 378933), Charmouth, periglacial mass flow deposits consisting of chert rubble diamicton and sorted, reworked Greensand North Chideock (SY 423940) Eype Clay and Down Cliff Sand Member, Jurassic Symondsburry (SY 444937): Shute's Lane connecting Symondsburry to North Chideock Bridport Sand Formation, Jurassic Dinah's Hollow (ST 883205), Melbury Abbas Shaftsbury Sandstone Member, Cretaceous	Vertical, well drained sides Originated as a Roman road. Novel: <i>Rogue Male</i> (Household, 1939) takes place partly in SL at Chideock Pre 1900, former main road north from Poole Harbour	Professor Jim Rose (pers. comm.) Professor Jim Rose (pers. comm.) Macfarlane (2008) Gee (2020) Vallins (2015)
4 Devon Wood Lane (SX 826453), Slapton Periglacial frost-shattered deposits, Quaternary over Meadsfoot Group, Devonian Man Sands, Devon (SX 915534) Bovisands Formation, Devonian Thorverton, East Devon (SX 924021) Thorverton Sandstone Formation, Permian North Devon South Devon		J.Boardman (pers. observation) Munton (n.d.) Hoskins (1955): Plate 13 p. 68 Appendix 1 for SLs mentioned by Belsey (2008) Appendix 1 for SLs mentioned in Belsey (2009)

- | | | |
|---|--|---|
| <p>5 East Sussex
Winterbourne Hollow, Lewes (TQ 406098) Upper and Middle Chalk, Cretaceous;
Ashcombe Hollow, Kingston (TQ 390090) Upper and Middle Chalk, Cretaceous</p> | | J Boardman (pers. observation) |
| <p>6 Surrey
Surrey hills
Lower Greensand, Cretaceous
Hascombe to Hambleton (SU 999400) Sandgate and Hythe Formations, Lower Greensand;
Church Lane: Bramshott to Waggoners' Walk (SU 843331)
Sandgate and Hythe Formations, Lower Greensand
Witley (SU 946397)
Sandgate Formation, Lower Greensand</p> | | J Boardman (pers. observation)

Matthews (1911). Includes two photographs of sunken lanes
Barton (1987) Figure 1
Barton (1987)

Wikipedia (n.d.), includes pictures |
| <p>7 Wiltshire
Vale of Pewsey
Upper Greensand, Cretaceous
Lane from Huish (SU 145638) to Gopher Wood, near Oare, Upper Greensand and Chalk, Cretaceous</p> | Speculates that SLs 200 yrs. old: 2 cm/yr gives lane 4 m deep; diagram p. 95 | Barron (1976)

Macfarlane (2013) |
| <p>8 Hampshire
Selborne (SU 741337)
Upper Greensand Formation, Cretaceous
Steep Marsh (SU 751269)
Gault (?) and Upper Greensand, Cretaceous
Water Lane near Alton (SU 735375)</p> | Possible carriage wheel marks in base | White (1788) letter V; Farrant (2002)

Steep Marsh (n.d.)

Doherty (1981) p. 9
Sevenoaks (n.d.) |
| <p>9 Kent
Sevenoaks
Seal Hollow Road (TQ 539560)
Lyminge (TR 148414)</p> | Well dated and described | Bell et al. (2020) |
| <p>10 Chilterns
Dunstable
Chalk, Cretaceous
Dame Alice Farm (SU 692925) to Seymour Green;
Turville (SU 767912) to Northend
Piddington (SU 807944) to Studley
Piddington (SU 814942)</p> | Picture of SL on National Trust website | Boardman (2017) |
| <p>11 The Weald, East and West Sussex and Surrey
SLs widespread on Lower Greensand, Lower Tunbridge Wells Sand, Upper Greensand and Chalk (all Cretaceous)</p> | See 'Holloway Lane' Northend
Once old coach road to Oxford
Considerable damage to SL gravelly surface in one storm | Holloways of the Chilterns Ap 09/20, n.d.
Holloways of the Chilterns Ap 09/20, n.d.
Holloways of the Chilterns Ap 09/20, n.d.
Oakley (1946) |
| <p>12 Devon/Somerset
Nr Luppitt (ST 166047)
Mudstones and sandstones of Dunscombe Mudstone Formation, Triassic
Tiverton area, Devon/Somerset: Permian and Carboniferous sandstones, marls and breccias</p> | | Gallois (1965)

Gallois and Porter (2006)

Professor Tim Burt (pers. comm.) |
| <p>13 Suffolk
34 'hollow ways' listed by County Council</p> | | Suffolk County Council Archaeological Service Sites and Monuments Record (2022) |

Note: web links are available in the list of references.

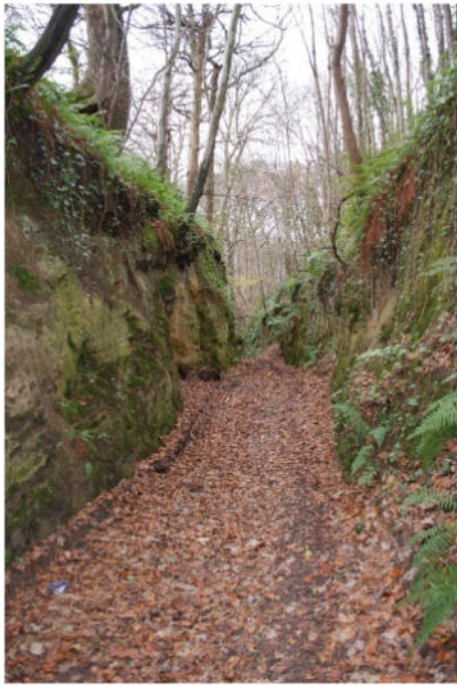


Fig. 1. Bradford Hollow, Yeovil, Somerset.

(Letter LXVI, 25 June 1787: White (1788)). The impressive SLs around Selborne are much as they were in Gilbert White's time except that many are now metalled and erosion is unlikely (Plate 1, Farrant, 2002).

A recent review of SLs in Europe suggests that they occur in all countries but that their frequency and density is varied (Zglobicki et al., 2021). By far the most detailed information is from Poland and Belgium and a comprehensive inventory of ancient tracks including SLs exists for Denmark (Bang, 2013). Surprisingly few records are from countries such as Spain, France and Italy. The interests and number of researchers in part explains the distributions. But for many, the primary explanation would be that SLs are associated with loess deposits and their frequent occurrence in Belgium and Poland would support this supposition. However, the case of Britain suggests other factors are of importance. In Britain, loess deposits are of limited extent and thickness (Catt, 1978), and yet SLs are not uncommon. There are few publications devoted to SLs in Britain (Barton, 1987; Boardman, 2013, 2014a) although others mention them *en passant*, for example,

geological memoirs and histories: Barron (1976); Farrant (2002); Gallois (1965); Gallois and Porter (2006); Matthews (1911); White (1788). The internet and the literature on Green Lanes is, however, a rich source of information on SLs, often in relation to walking routes e.g., Belsey (2001, 2003, 2008, 2009).

The aim of this short review is to indicate the areas in southern England where SLs are frequently encountered and to explore their possible age and likely controls on formation by considering lithology, human trafficking, animal herding and proximity to archaeological features. The review cannot be comprehensive because of the paucity of publications but access to the web suggests that they have been described frequently and photographed often. The inventory of SLs (Table 1) should be regarded as an indicator of areas where these features are significant landforms and in those areas are likely to be far more common than generally acknowledged.

2. Formation of Sunken Lanes: factors

2.1. Geology

Certain lithologies are clearly susceptible to the combined action of running water, people, animals and wheeled vehicles. In the absence of loess in any substantial quantities, it is the softer formations of Triassic, Jurassic and Cretaceous ages on which SLs are most frequently developed. It is however those lithologies which under most circumstances are permeable but which also have sufficient structural integrity due to compaction, cemented layers, or intercalated hard bands, to support high gradient walls of the SLs. The Bridport Sands and the Upper Greensand are good examples of these qualities.

2.1.1. Upper Greensand: Selborne area and Vale of Pewsey

The Upper Greensand Formation (UGF) is a calcareous sandstone and siltstone. Locally it is referred to as malmstone. It is of limited extent particularly outcropping in the western Weald around Selborne (Hampshire) and around Bignor (West Sussex), at the foot of the Chilterns near Monks Risborough and in the Vale of Pewsey (Wiltshire). In the latter two areas, the BGS classify it as undifferentiated UGF and Gault Formation. Around Selborne and in the Vale of Pewsey SLs are often deeply incised and frequently encountered on the UGF.

2.1.2. Bridport Sands: Somerset and Dorset

The Bridport Sands are a fine-grained silty sand, weakly structured and friable (Prudden n.d.). It outcrops around Yeovil, Shepton Beauchamp and Montecute in Somerset and around Bridport in Dorset. Sunken Lanes are frequent in these areas with fine examples such as Bradford Hollow (Fig. 1) and Shute's Lane (Fig. 2). On the Bridport Sands arable fields are susceptible to erosion (Colborne and Staines, 1985), and muddy runoff is concentrated in SLs leading to flooding

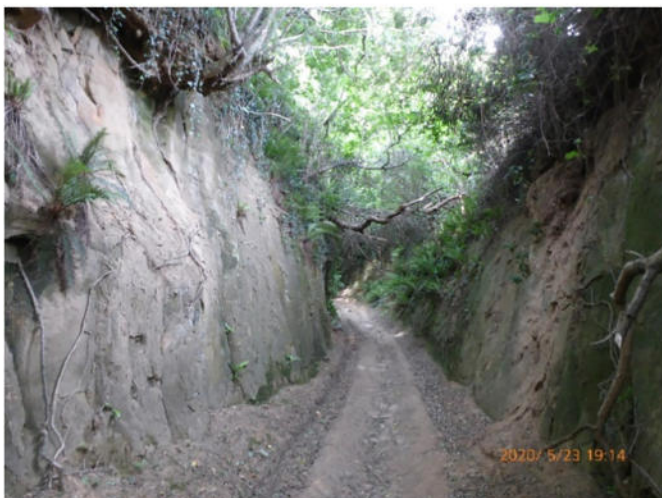


Fig. 2. Shute's Lane, Symondsburry, Dorset.

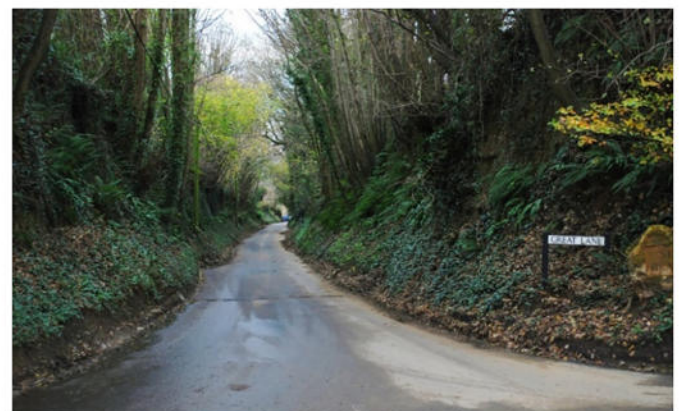


Fig. 3. Great Lane, Shepton Beauchamp, Somerset.



Fig. 4. East Coker, Somerset.

of Shepton Beauchamp and Montacute (Morgan, 1980; Boardman, 2014a; Prudden, n.d.) (Figs. 3 and 4).

2.1.3. Chalk, East Sussex and Chilterns

SLs are common on the Chalk of both the South Downs and the Chilterns. This may seem curious as Chalk landscapes, in general, lack surface water drainage systems. However, the early settlement of these regions (from the Neolithic onwards) and therefore continued usage in some cases for at least 6000 years may be part of the explanation. Also, it is worth considering the former cover of loess (at least 1 m thick in many places) that would have encouraged runoff and erosion (Favis-Mortlock et al., 1997). Routeways formed on the loess cover would have been superimposed onto the underlying Chalk. Similarly, in some areas, the formerly more extensive cover of Clay-with-flints would have led to routeways being superimposed onto the Chalk. However, a superficial cover is not necessary: gully incision and ancient wheel-tracks are seen in SLs developed on chalk (Martin Bell, pers.

comm.), and present day gullying is not uncommon on arable fields in chalk landscapes (Boardman, 2003).

2.1.4. Lower Greensand: Surrey hills; West Sussex around Midhurst

These are 'classic' areas for SLs eroded into Lower Greensand lithologies especially Hythe and Folkestone Formations. High densities of SLs are found in the area of Surrey around Leith Hill stretching westwards to Hascombe and Hambledon, a region that Matthews (1911) rather grandly designates 'The Highlands of South-West Surrey', likewise the Lower Greensand in the Rother valley, West Sussex, has a high density of SLs (Boardman, 2013).

However, the geology of the SLs is not always straightforward. Oakley's (1946) description of a storm in the Chilterns describes the role of a SL in directing runoff and sediment to the valley bottom. He makes clear that in this chalk landscape, damage to the lanes was effected by flinty gravels and sands from the chalk, Clay-with-flints and the Reading Beds.

2.1.5. Other lithologies

Wood Lane in Slapton, south Devon, is incised into 2 m of periglacial frost-shattered slates down to Lower Devonian slates bedrock. This is typical of SLs in similar geological situations with incision slowing or halting once bedrock is reached.

Areas mentioned in the text where SLs are concentrated are shown on Figure 5.

2.2. Other factors

Apart from the role of geology, local relief plays an important part in the location and morphology of SLs. The lanes are found where trackways descend slopes or escarpments rather than on plateaux or clay vales. However, it is the interaction of geological, relief and usage factors that combine to produce the variety of SLs we find in southern England.

The movement of animals and associated products between lowlands and highlands, often seasonally, is attested by the numerous north-south patterns of tracks and roads in southern England, particularly in the Weald. These are referred to as 'cross topography routes' which linked zones with differing resources, the higher ground with river valleys and the coastal plain (e.g., Bell et al., 2020). Many of these

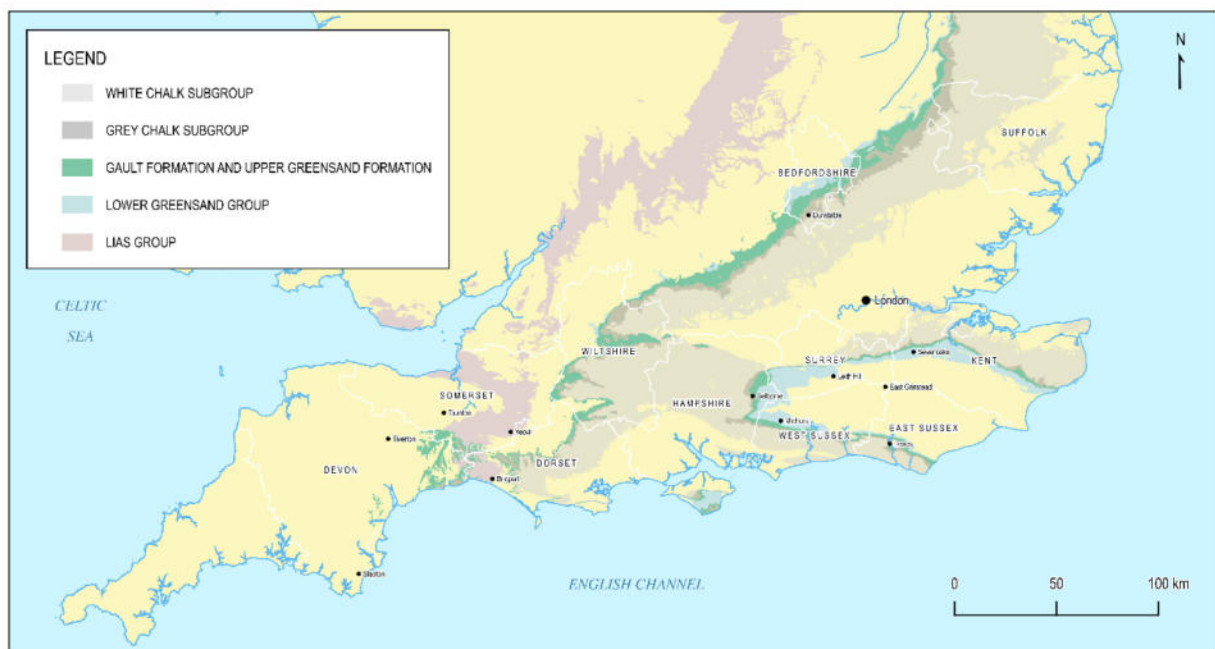


Fig. 5. Areas of southern England where sunken lanes are concentrated (see text for details). Geological data from: <https://www.bgs.ac.uk/bgs-intellectual-property-rights/open-government-licence/>, <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>.

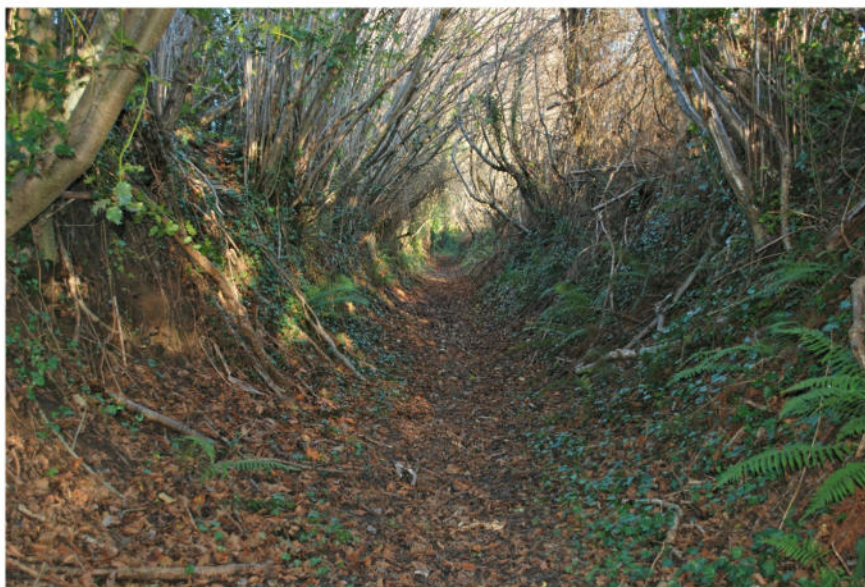


Fig. 6. Hungers Lane, near Petworth, West Sussex.

routes became sunken due to frequent use. In the High Weald the pattern is especially striking and it is suggested that the practice of pannage in which farmers from a village took their pigs to the same woodland each year to pig pastures or dens was important. Domesday records (1086) show 150,000 pigs being driven to and from woodlands in the High and Low Weald (Highweald.org, 2021). Frequent use of the routes as 'drove roads' would lead to incision. Drove roads have been described in Wales (Godwin and Coulson, 1978) and in Scotland (Haldane, 2019) and for their role as prehistoric trackways, see Bell (2020). The importance of drove roads is noted by Cobbett when he visited the fair at Wyhill near Andover (Hants.) in 1826 with 200,000 sheep brought from Wiltshire, Dorset and Somerset (quoted by Doherty, 1981). Recent work by Margetts (2021) shows the importance of cattle movement in the medieval economy of southern England.

In the Midhurst area of West Sussex, villages along the River Rother were established in Saxon times and it seems likely that north–south routes from the villages to woodland and heathland on higher ground, represent lines of stock movement since at least that time. Many of these SLs are now incised to as much as 10 m (Boardman, 2013). Animal movements between lowlands and uplands at different seasons are common to many countries and are generally known as 'transhumance'. In northern England the system endured for hundreds of years and is described in some detail by McDonnell (1988). In the south, transhumance survived locally until WW2 with summer movements of cattle and goats to Burnham Beeches and Farnham Common in Buckinghamshire (Belsey, 2001 p. 43).

In some cases in continental Europe, SLs are attributed in whole or part to excavation, that is the quarrying of rock (Zgłobicki et al., 2021). Such an origin seems uncommon in England with an exception being that at Nynehead, Somerset (Table 1) although the reason for its cutting remains unclear. Hoskins (1955, Plate 13) shows an East Devon SL which he suggests demarcates an important Anglo-Saxon boundary between estates: 'a double ditch was dug out by slave-labour, and the earth thrown up to form hedgebanks on either side'. This is an alternate form of SL.

3. Discussion

Reference is made below to the detailed mapping of SLs in East Hampshire by Hampshire County Council; this mainly in relation to their value as historic features of the cultural landscape but more specifically as sites of biological importance. Equally impressive is the

database of Suffolk County council in which hollow ways and sunken lanes are recorded as features of archaeological significance. Thirty four sites with SLs largely of presumed medieval origin are listed (Suffolk County council archaeological service sites and monuments record, 2022). Detailed discussion and description of the sites in these county council documents is beyond the scope of this article. They appear to be databases that are unique in southern England

The development of SLs is an example of positive feedback. Once a depression formed, probably most frequently as a track for people, animals and vehicles, runoff will be concentrated along the depression and incision will occur. Both Rowntree (2013) and Boardman (2014b) have described the development of gullies in South Africa from initial farm tracks or waggon routeways. In some cases negative feedback will take over: as the depression deepens, passage along it becomes more difficult or uncomfortable and it is abandoned and an alternative route-way is created. This would explain the cases of multiple hollow ways, for example those descending the chalk scarp of Marlborough Downs in Wiltshire (Bell, 2020 Figure 8.5) and similarly those on the chalk scarp at Saddlescombe in East Sussex (Bell, 2020 Figure 10.7).

The long-term development of a SL may be influenced by factors such as usage, abandonment or metalling. Abandonment would in some cases be related to the decline in transhumance systems in the medieval period as independent farms and villages developed e.g., in the High Weald (Martin Bell, pers. comm.). However, many SLs in England have been metalled and have effectively ceased to erode. Exceptions such as Hungers Lane (Fig. 6) continue to operate as footpaths and intermittent erosion has occurred since it was abandoned as a Turnpike Road in 1791 (Vine, 1985). Losses from the lane, over an unknown period of time, amount to around 17,400 m³. At its southern termination some of this material is stored in a fan on the floodplain of the Rother at Rotherbridge Farm (SU 967204), but most is likely lost to the river. There seems little possibility for significant incision along its length at the present time, with the flood plain acting as base level. The SL also has a low average gradient (1 in 34 or 0.029), the lowest of those listed in Boardman (2013, Table 3). It may be that most SLs are now geomorphologically inactive having developed under conditions of usage that no longer apply and many are used now principally as footpaths. But this needs to be confirmed especially at times of rainstorm events and flash floods. Incision, of course, is not the only erosional influence: mass movements on the sides of SLs and the actions of burrowing animals also affect their morphology and supply sediment for runoff in the lanes (Fig. 7).



Fig. 7. Landslip in sunken lane, Stedham, West Sussex.

Sunken lanes differ from conventional water-eroded gullies in that they lack 'a strong correlation between initiation slope and contributing area' (De Geeter et al., 2020 p. 1). This suggests that other factors – specifically human influences – are important controls on their location and morphology.

The morphology and details of the geomorphological location of SLs has not been widely researched. Many lanes are the result of human choices about routeways rather than preferred hydrological pathways. Those around Midhurst are strikingly aligned along dry routes avoiding the valleys (Boardman, 2013). The more general point is that southern England is essentially a periglacial landscape adjusted to high peak discharges on an unvegetated landscape and mass movement on slopes (Jim Rose, pers. comm.). The different regime of Holocene temperate conditions leads to a different set of processes and responses (e.g., gully-ing), with the further complication of extensive agricultural influence on the landscape. It is under these conditions that SLs have developed.

The typical landscape position of SLs is described and illustrated by Poesen et al. (1996). They envisage the lane as the final element in a

hydrological cascade in which runoff and sediment is transferred from fields in the upper catchment to be interrupted by, or to pass through, field boundaries (Fig. 8). In an arable landscape, rills on eroding fields and ephemeral gullies in valley-bottom locations play an important part in this process. The fields do not have to be directly adjacent to the SL but simply 'well connected' as Figure 8 makes clear. The challenge of modelling the combination of runoff processes and landscape elements (hedges etc.) has recently been addressed by Favis-Mortlock et al. (2022). Figure 8 also shows 'bank gullies' developed in the banks of SLs and representing another form of connection between the field and the lane (Poesen et al., 1996). These have not been described or mapped in southern England. They are referred to by Farres et al. (1993) as 'head cut forms'. Bank gullies occur in SLs in West Sussex e.g., along Stedham Lane near Midhurst (SU 871229).

The age of the SLs has long been a problem. Across Europe the suggested ages vary with few having been securely dated (Zgłobicki et al., 2021). Those in the Meerdaal Forest of Belgium are related to Iron Age and Roman settlements and routeways (Vanwallegem et al., 2003).

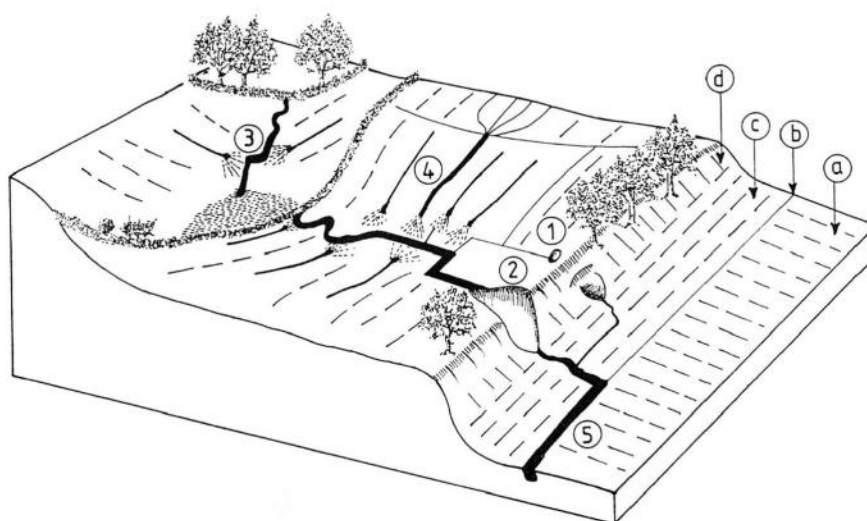


Fig. 8. Erodible landscape showing role of sunken lane (from Poesen et al., 1996). 1. Pipe inlet 2. Bank gully 3. and 4. Ephemeral gullies 5. Sunken lane; a. tillage direction b. limit of headland c. headland d. bank (lynchet).

In southern England, there is evidence for wheeled traffic in the vicinity of Iron Age forts which implies the development of trackways for around 3000 years (Bell, 2020 p. 184). Bell reports hollow ways and wheel ruts in excavations at Cobham, Kent, dating from the Bronze Age to Iron Age and also an Iron Age/Roman hollow way at Saltwood Tunnel, Kent, both associated with excavation for HS1 (Booth et al., 2011). Belsey (2009 p.162) describes a 'deeply sunken section of Roman road' at Ideford in Devon. Rackham (1986), quoted in Ockenden and Rose (1999), points out that 'holloway', (old English 'hola weg'), frequently occurs in Anglo-Saxon chronicles. Both Belsey (2009) and Ockenden and Rose (1999) use hedge-dating approaches to suggest minimum ages for SLs – usually of several hundred years.

Bell (2020) makes it clear that the evidence for hollow ways in pre-history may be adduced by their association with datable features such as hill forts. However, many are only revealed by sometimes fortuitous excavation as the above examples show. They may be buried by later colluvial or alluvial deposition. By far the best dated example of an English SL is that at Lyminge in Kent where Bell et al. (2020) use a multiple dating approach to show a late prehistoric or Romano-British origin. They date a 3 m sequence of colluvium adjacent to the SL using OSL, uranium series, molluscs and artefacts. The possible relationship of sediments from SLs to valley-bottom alluvial sequences is illustrated in Bell et al. (2020 Figure 1) and exemplified at the Hungers Lane/Rotherbridge Farm site discussed above.

The rate of development of SLs has rarely been assessed in contemporary times. However, in the Polish Carpathians, Froehlich has monitored unmetalled roads which 'over several centuries of agriculture have evolved into ravines several metres deep' (Froehlich, 1991, p. 21). Recently they were used for the transport of logs and incision during flash floods of up to 60 cm and an annual average rate of 6.6 mm is recorded. In southern England, Barron (1976) suggests speculatively a rate of downcutting of 2 cm/yr to give an age of 200 years for SLs typically 4 m deep.

On the continent, SLs have been recognised as sites of value in terms of biodiversity and as of geological importance. In southern England such concerns are rare although Belsey (2001, chapter 4) is eloquent on the ecology of green lanes which include sections that are sunken. Detailed and ongoing work on SLs is that by the Hampshire Biodiversity Information Centre which has produced reports and an inventory of lanes in east Hampshire including a map. The focus here is on the botanical features and particularly the lower plants (bryophytes and lichens) which are favoured by the high humidity, microclimates and shading of

the SLs. Around 70 SLs were surveyed of which 40 were on the Upper Greensand (UG), 10 on Chalk (Ch) and 20 on Lower Greensand (LG). Some were assessed as being of high biodiversity value, three of note are Cheesecombe Lane on UG (SU 747287), Warren Lane on Ch (SU 735288) and that south of Oakhanger on LG (SU 770351).

In some countries SLs have been lost to landscape reorganisation schemes and this has led to calls for their preservation as important elements of the cultural landscape. Some SLs are of historical significance: those around Hinton Ampner in Hampshire, played a role in the key Parliamentary victory of the Battle of Cheriton (SU 583286) on 29th March 1644 in the English Civil War (Battlefields Trust, 2004). The cultural and historic importance of SLs is rarely acknowledged and therefore is in danger of being neglected in landscape planning. Exceptions are the reports from Hampshire Biodiversity Information Centre and the local plan for the village of Selborne, Hampshire, which recognises the value of SLs, asks for them to be preserved, and links their importance to the writings of Gilbert White (Selborne Village Design Statement, n.d.). The threats to SLs in east Hampshire are detailed in a hard-hitting report which lists and discusses the problems of neglect, mismanagement, agricultural practices and traffic (Ockenden and Rose, 1999). The responsibility lies with landowners, farmers and local councils (highway authorities) and the lack of regulation in terms of protection for valued sites. Some protection for SLs has been instituted by Hampshire County Council with the designations of some sites as Sites of Importance For Nature Conservation (SINCs) and Road Verges of Ecological Importance (RVEIs) (Nicky Court, pers. comm.).

The importance of SLs as walking trails has also been acknowledged. Belsey's monumental works on the green lanes of Devon include many references to sunken sections. The overlap between the broadly defined Green Lanes and SLs is not surprising (Belsey, 2001, 2003, 2008, 2009). In north Devon, on 51 walking routes, 22 sunken or hollow way sections are noted in Belsey (2008) and these are listed in Appendix 1.

Sunken lanes are frequently the means by which runoff generated on slopes is transferred to valley bottoms (Fig. 8). In east Hampshire, Doherty (1981) notes the frequent diversion of field drainage into sunken lanes. If the source area of the runoff is arable fields these flows are likely to carry soil, thus the term 'muddy floods' (Boardman et al., 2006). In areas of high population density, muddy floods may impact on habitations, transport links and freshwater systems. The connection between the damage resulting from muddy flooding and SL systems is illustrated in Belgium by Evrard et al. (2007) and in



Fig. 9. Damage to sunken lane, Hammer Lane, Iping, West Sussex.

southern England by reference to the Rother valley around Midhurst, West Sussex (Boardman, 2013) and the village of Shepton Beauchamp in Somerset (Boardman, 2014a). In the former case muddy flows along SLs affect the ecology of the river and in the latter case they cause damage to the houses in the village (Morgan, 1980). White (1788), as has been noted, described the damage associated with runoff in a SL. Even metalled roads are not immune when flints or cherts are transported along SLs as bedload and cause physical abrasion to the road surface (Fig. 9).

It is of course likely that muddy flooding associated with SLs has greatly increased due to the widespread metalling of SLs. Muddy flooding in both Shepton Beauchamp and the Midhurst area, is predominantly from metalled SLs.

Prior to metalling, the SLs were a formidable obstacle to travel: this is clear from the writings of Gilbert White. The difficulties of traversing the SLs increased the sense of isolation that those living in villages such as Selborne experienced. The writer James Mudie had described the difficulties of reaching the village in 1835 in a carriage: an alternative 'properly surfaced road' was built to Alton in 1847 (Mabey, 2006).

In view of the broad scope of this review and the lack of detailed studies of SLs in southern England, it is worth commenting on the need for future research. A more complete recording of SLs in specific areas would be welcome. The most detailed surveys are probably those by Hampshire Biodiversity Information Centre (Doherty, 1981; Ockenden and Rose, 1999). Such surveys could be done by local geological, historical, biological or walking groups. Local councils should have an interest in the preservation of SLs as historic features of the cultural landscape. Surveys should include descriptions of the geology and morphology of the mapped features. The lanes have been particularly neglected as sites of botanical value (see Ockenden and Rose, 1999). Of concern is the lack of information of the age of SLs. Many are simply referred to as 'medieval' but archaeological evidence suggest that some originate as Bronze and Iron Age trackways. A multi-disciplinary approach is needed to solving the problem of their age with a concentration on sediments emanating from, or associated with, SLs (see Bell et al., 2020).

4. Conclusions

This survey has arbitrarily covered several counties in the south of England with records of SLs. This has inevitably focused on Mesozoic rocks, relatively soft and therefore susceptible to erosion. It is likely that older, harder rocks in the north of the country also contain SLs for example, mining tracks in the Lake District. But that is not the subject of this review.

There can be no all-encompassing explanation for sunken lanes. To a large extent we are dealing with equifinality. Similar forms are the result of a combination of factors operating on very different lithologies, from loessic deposits in continental Europe, to relatively soft Mesozoic lithologies in southern England. The balance between the factors, especially the role of running water, must vary from place to place. While geology and topographic position are important factors, the role of human usage and that of the movement of livestock, is crucial to the development of SLs. The long history of many of the lanes suggests that development factors probably varied through time. Many SLs are now metalled and serve an important function as routeways for runoff connecting valleysides with river valleys.

The contribution to the study of sunken lanes and hollow ways from archaeology, especially the interest in ancient trackways, is substantial and reveals the long history of some of these features (Bell, 2020). Geology and geomorphology have a part to play in explaining the distribution, development and cultural significance of SLs.

The current review represents a first attempt at describing the main areas where SLs are commonplace and gives an indication of the geological and other reasons for their frequency. Detailed mapping and a search of documentary sources is likely to aid in unravelling

their history. The recent development of LiDAR imagery has aided the mapping of SLs, for example in Denmark (Bang, 2013) and in the wooded areas of the South Downs, England (Manley, 2016). The age and therefore the rate of development of all but a few SLs in southern England remain a mystery.

Declaration of competing interest

None.

Acknowledgements

I thank Professors Jim Rose, Ian Foster and Martin Bell for comments on the text, Professor Rose for Figure 2 and Dr. Toby Tonkin who drew Figure 5. I thank IAHS for permission to use Figure 8; the full paper is available on their website. I particularly thank Nicky Court of the Hampshire Biodiversity Information Centre for access to internal reports and information on the biodiversity of sunken lanes in east Hampshire. Similarly, James Rolfe of the Suffolk County Council Archaeological Service provided access to SL records for Suffolk.

Appendix 1. Sunken Lanes in Devon

Sunken lanes and hollow ways lanes: from Belsey (2008) *Exploring Green Lanes: north and north-west Devon*.

Route no. and area	Page	Grid reference for SL
1. Copplesstone	24	SS 762060
12. Bampton	69	SS 993214 and SS 995215
12. Bampton	70	SS 975224
13. Morebath (A)	76	SS 955250
14. Morebath (B)	78	SS 950260 (Hawkridge Lane)
18. Combe Martin	96	SS 598465 (Badgaver Lane) and SS 588468 (Pentice Lane)
19. Ilfracombe	100	SS 533472
21. Bishop's Tawton	108	SS 590296
24. Croyde	120	SS 440400 (Stentaway Lane)
26. Saunton	130	SS 472385 and SS 467380
28. Great Torrington	140	SS 447195
32. Abbotsham	159	SS 422265
33. Buckland Brewer	164	SS 425160
34. Parkham	168	SS 383235
35. Hartland (A)	174	SS 250231
40. Highhampton	193	SS 502047
44. Lydford	210	SS 514845
45. Cookbury	214	SS 423072
51. Tedbury St Mary	238	SS 820955

Sunken lanes and hollow ways lanes: from Belsey (2009) *Exploring Green Lanes: south and south-east Devon*.

Route no. and area	Page	Grid reference for SL
5. Feniton	40	SY 105996
10. Uffculme	69	ST 088141
11. Ashill	74	ST 089110
12. Culmstock	78	ST 120149
17. Kilmington	104	SY 268983
21. Beer	122	SY 223896
23. Newton Popplesford	132	SY 090883 and SY 094877
27. Ottery St Mary	150	SY 115974
28. Teignmouth	155	SX 958748
30. Ideford	162	SX 884779
31. Dawlish	170	SX 962767
33. Whilborough	179	SX 875659
35. Woodland	186	SX 794701
39. Staverton	206	SX 766681
46. Modbury	242	SX 653516

The grid reference quoted is the best estimate of the location of the SL based on the text in Belsey's books.

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From: [Carol Mckay](#)
Sent: 03 April 2023 14:06
To: [Nicholas Whitsun-Jones](#)
Subject: RE: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

P226 CONSULTATION: PROPOSED EXTINGUISHMENT OF PART OF FOOTPATH 79, BEAMINSTER & PROPOSED DIVERSION OF PART OF BRIDLEWAY 80, BEAMINSTER

Dear Nick

I am writing to acknowledge safe receipt of your consultation response to the above proposal, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report which may be made to either the Strategic and Technical Planning Committee, or the Executive Director for Place. If the matter is to be considered by the Strategic and Technical Planning Committee you will be notified of the date of committee meeting and sent information about public participation.

Regards

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team
Economic Growth and Infrastructure
Dorset Council

[01305 225136](tel:01305225136)

dorsetcouncil.gov.uk



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From: [Nicholas Whitsun-Jones](#)
Sent: 14 July 2023 10:47
To: [Carol Mckay](#)
Subject: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF FOOTPATH
79, BEAMINSTER & PROPOSED DIVERSION OF PART
OF BRIDLEWAY 80, BEAMINSTER
Attachments: [Beaminster Objection_FurtherReps.docx - Google Docs.pdf](#)

Dear Carol,

Please see attached letter of today's date.

I will be grateful if you can acknowledge receipt.

Kind regards,

Nick

Nicholas Whitsun-Jones
Local Correspondent
Open Spaces Society - West Dorset District
25a Bell Street
Henley-on-Thames
RG9 2BA
Tel: 07516786079

website www.oss.org.uk

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Nicholas Whitsun-Jones
Local Correspondent - West Dorset
Open Spaces Society
25a Bell Street
Henley-on-Thames
RG9 2BA
Tel: 07516786079
e-mail: oss.nwhitsunjones@gmail.com



TEL 01491 573535
EMAIL hq@oss.org.uk
WEB www.oss.org.uk

Ms Carol McKay
Senior Definitive Map Technical Officer
Definitive Map Team - Spatial Planning
Dorset Council
County Hall, Colliton Park
Dorchester DT1 1XJ

Your ref: CAM RW/P226

Date: 14 July 2023

Dear Carol,

Revised Proposals

Section 118 Highways Act 1990

Proposed Extinguishment of part of Footpath 79, Beaminster

Section 119 Highways Act 1990

Proposed Diversion of part of Bridleway 80, Beaminster

I write with reference to the above proposals. This letter comprises the Open Spaces Society's ('OSS') further representations to Dorset Council (the 'Council') on such proposals and should be read in conjunction with our previous letter of 29 March last.

The OSS continues to **OPPOSE** the part extinguishment proposal for Footpath 79;
The OSS continues to **OPPOSE** the part diversion proposal for Bridleway 80.

We have carefully considered what we discussed with you and Russell Goff at our 'without prejudice' meeting on site. This meeting was a useful exercise and we are grateful for the opportunity. However, our position on these proposals remains unchanged. We cannot agree to the loss of BW80 along its present path. Further, we continue to maintain that BW80 should be opened up for public use and enjoyment.

You have kindly disclosed an Ecological Survey dated April 2023 prepared for Russell Goff. Your Council's duty under section 29 Highways Act 1980 does not extend to maintenance of ways and opening up BW80 is maintenance, not creation. The nature conservation interest is therefore not a lawful consideration in that regard. In any case, there is nothing in this report to show the actual presence within BW80 of protected species. Further, although part of BW80 is within a Council designated SNCI, this is not a statutory designation overriding your Council's mandatory duties for BW80 under highways law and legislation. There is also nothing to show that opening up BW80 as a usable right of way will prevent or deter species such as bats or badgers from using the way, as they will do with many other ways. The quite ordinary nature conservation interest of BW80 cannot



The Open Spaces Society 25a Bell Street Henley-on-Thames RG9 2BA



Charity no 1144840 Registered in England and Wales, limited company no 7846516

override its statutory designation on the definitive map as a right of way that is available for public use and is required to be maintained as such.

You also sent me Russell Goff's costs estimate for opening up BW80 for the full length of the way, which he gives as between £50,000 - £80,000 with no breakdown. With respect, this is a somewhat wide and imprecise figure and certainly not a costed specification. Further, some of the things he mentioned are not needed, e.g. licences to disturb species - there are none identified. In any case, cost and budgetary concerns cannot be a relevant factor overriding your Council's mandatory legal obligations to maintain the way, as case law has established

With regard to FP79, we reiterate what we said in our letter of 29 March 2023 and have nothing further to add at this stage.

In synopsis, we oppose the current proposals. In particular we oppose the loss of BW80, a historic way that is also a part holloway as defined by expert opinion. The OSS is of the view that it is important for the public to be able to have continued access to BW80 as a right of way and for associated amenity reasons.

Yours sincerely

A large black rectangular redaction box covering the signature area.

(Digitally signed)

Nicholas Whitsun-Jones
Local Correspondent
West Dorset



The Open Spaces Society 25a Bell Street Henley-on-Thames RG9 2BA



Charity no 1144840 Registered in England and Wales, limited company no 7846516

From: [Carol McKay](#)
Sent: 14 July 2023 12:03
To: [Nicholas Whitsun-Jones](#)
Subject: RE: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Dear Nick

I am writing to acknowledge safe receipt of your email, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report to the Strategic Planning Committee.

You will be notified of the date of committee meeting and sent information about public participation.

Please do not hesitate to contact me if you have any queries.

Kind Regards

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team
Economic Growth and Infrastructure
Dorset Council

[01305 225136](tel:01305225136)

dorsetcouncil.gov.uk



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From: [REDACTED]

Sent:

16 March 2023 16:09

To:

[Carol Mckay](#)

Subject:

Re: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Attachments:

[Submission to CM on revised proposals.docx](#)

Dear Carol

Attached my comments on P226 Revised Proposals

Please can you confirm that you have received.

Please consider my previous comments made on the original application date 1st December 2022

Please keep me informed of any subsequent developments and details of a relevant Committee meeting.

Thanks for your help.

Yours sincerely

[REDACTED]

To Carol McKay,

Senior Definitive Map Technical Officer

Diversion of Footpath 79

Thanks to Dorset Council and the landowner for considering a compromise solution where Footpath 79 remains within the woodland O – B after diverting around the landowners property G-H-I-J-P-O. Footpath A-Q would then be Extinguished. I fully support this revision to the application.

Diverting Bridleway 80 and merging Footpath 79 and Bridleway 80

I cannot support this application. The route will become unsafe and unusable if it is used by horses / bicyclists and walkers, as suggested in the application. As the ground can be muddy, horses / bicycles will churn up the ground thus making the Footpath, unsafe and unusable especially between points Q-B-M-N. I believe this is why the Bridleway and Footpath are separate and should remain so.

I would like to see some estimate of the amount of equestrian / bicycle (riders) traffic likely to use this path. Is it the occasional recreational rider, a pony club holiday trek, an off road cycling group or the local hunt?

I would like to see evidence to support the claim made in the Revised Proposals that Bridleway 80 cannot be rehabilitated and a cost analysis of the cost of the rehabilitation versus the cost of the Revised Proposals.

Blocking and lack of maintenance

Although I am sympathetic to the work needed to make the Bridleway safe and usable, I would have thought it is the responsibility of Dorset Council and the landowner to maintain a Public Right of Way in safe and usable condition. My questions and concerns about the blocking of B80 with vegetation and barbed wire started over a year ago in January 2022, by email to Alastair Beaven in the Definitive Map Team. He passed on my question to Russel Goff, Senior Ranger who has never responded. I have made a number of subsequent enquiries to which I have not received a response.

I attended a site meeting with Dorset Council and the Landowner, on 25th January 2023, where the condition and status of B80 was part of the discussion. Dorset Council refused to discuss and now claim that this was not part of the subject for discussion. As B80 has remained blocked and not maintained and inquiries ignored, naturally it has deteriorated and is now in a condition where, “officers consider it would become unsafe and unusable without extensive invasive works”.

I am concerned that it is possible to divert an historic route and Right of Way by lack of maintenance and then ignoring public concern and observation, that the Right of Way has been blocked. This is a dangerous precedent if Right of Ways are to be maintained.

Wildlife and ecology

I am also sympathetic to the wildlife and ecology of the “ Holloway “ but would point out that this is an historic route, clearly marked on the 1843 Beaminster Tithe Map and the current Definitive Map. Recent research indicates that regular use of Holloways, as routes, will keep them clear and allow them to establish their own eco-systems which may be beneficial to certain species of flora and fauna. Blocking them will create a different habitat. This is a complex subject and requires detailed research before declaring that rehabilitating the Holloway “negatively impacts upon the wildlife along its length “. I would also point out that there is a similar “ natural “ habitat less than a hundred yards to the west of B80 which is more likely to remain “ natural “ if walkers and riders use the

historic route B80. The proposed route allowing riders through O-Q-B-M-N-F will also impact the environment.

Benefits to Beaminster public

The proximity and ease of access of B80 to Beaminster Town Centre and especially to Beaminster and Mountjoy Schools makes it an important local educational and recreational resource for the public. The other Holloway, I know of, in Beaminster at Coombe Down Hill can only be reached on foot by a rather perilous journey on the A3066 south of Beaminster.

Categorisation by Natural England

There is a current project financed by Natural England researching Holloways in West Dorset see <http://www.bbc.co.uk/news/uk-england-dorset-64322794>

One of the aims of the Natural England project is to look into the feasibility of giving Holloways a separate classification as a Right of Way distinct from Footpath or Bridleway, so their historical significance and ecology can be protected. If this proposal to divert B80 is supported, then B80, the landowner and Dorset Council may become a case study in extinguishing a “Holloway” rather than rehabilitation.

Possible solution

The best scenario is the rehabilitation of B80 so that this historic route and Public Right of Way is reopened for the public. This will keep P79 free of riders so that walkers can safely enjoy the route.

This also has the advantage of giving walkers the option of using B80 instead of having to walk through fields that may contain livestock. This is also advantageous for the landowners / farmer who may not want walkers / riders in their fields that may also contain livestock.

A survey carried out to establish the frequency of use of the route for riders.

An ecological survey to establish the environmental impact of the proposed changes versus the rehabilitation of the existing route.

A cost analysis to estimate the relative costs of the proposed changes versus the cost of rehabilitation of the existing route

B80 could be rehabilitated so that is safe and usable for walkers but not for riders.

The southern section of B80 from point C-D which is the “Holloway” opened and the northern section E-F and down to the bend of the Bridleway opened, as it is in safe and usable condition. The section of the Holloway from next to point M to the bend between M and E is in the most unsafe and unusable condition. This could be bypassed on the existing Footpath 79 between M and the bend between M and E.

In summary

- I support the diversion of F79 G-H-I-J-P-O-B and Extinguishment of F79 between A-Q
- Merging the Footpath and Bridleway will make the route unsafe and unusable for walkers due to horses / bicycles churning the muddy, narrow path. Data is needed to assess the likely usage. I cannot support this proposal to divert B80 C-D-E-F.
- The environmental impact of the proposal may be more significant than rehabilitating the current Bridleway, at least to Footpath standard.
- Cost analysis is needed of the Revised Proposal v. Rehabilitation of Bridleway 80, at least to footpath standard.
- B80 is an historic Right of Way and “ Holloway “ of educational and recreational importance to Beaminster.
- Reopening Bridleway 80 would have the additional advantage for walkers and the landowner of the section north of point N,E, in that it would separate walkers from livestock which are often in the field
- It is a dangerous precedent that Dorset Council and the landowner have allowed a Right of Way to deteriorate, by blocking the path and ignoring public comments, so it requires extensive works to rehabilitate it.

In cases such as this, I think it is often prudent to seek guidance and offer this paragraph.

Quote from The Rights of Way Review Committee Practice Guidance Notes revised 2007 - Securing agreement to public path orders:

“ Applicants for orders should bear in mind there must be good reason for wanting to make changes to the existing network. Public rights of way and private ownership should not be interfered with lightly. The “ do nothing “ option should always be evaluated alongside any proposals for change. It may prove to be the best option even though the existing situation may be inconvenient for the owner or inadequate for the user “

Please inform me if the case is brought before the Strategic and Technical Planning Committee.

Yours sincerely

[Redacted signature]

BSc Zoology - University of Southampton

[Redacted address line 1]

[Redacted address line 2]

From:

[Carol McKay](#)

Sent:

17 March 2023 08:25

To: [REDACTED]

Subject:

RE: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF FOOTPATH
79, BEAMINSTER & PROPOSED DIVERSION OF PART
OF BRIDLEWAY 80, BEAMINSTER

P226 CONSULTATION: PROPOSED EXTINGUISHMENT OF PART OF FOOTPATH 79, BEAMINSTER & PROPOSED DIVERSION OF PART OF BRIDLEWAY 80, BEAMINSTER

Dear [REDACTED]

I am writing to acknowledge safe receipt of your consultation response to the above proposal, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report which may be made to either the Strategic and Technical Planning Committee, or the Executive Director for Place. If the matter is to be considered by the Strategic and Technical Planning Committee you will be notified of the date of committee meeting and sent information about public participation.

Regards

Carol McKay

(My pronouns: She/her/hers)

**Senior Definitive Map Technical Officer
Definitive Map Team**

**Economic Growth and Infrastructure
Dorset Council**

[01305 225136](tel:01305225136)

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From: [REDACTED] >
Sent: 16 March 2023 16:51
To: Carol McKay
Subject: Re: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

Dear Ms. McKay,

I am writing to you with reference to P226 Revised Proposals: Consultation, etc.:

I would like to state that I support the diversion of P79 G-H-I-J-P-O

I also support the Extinguishment of P79 from A-Q

However, I do not support the proposed new route of B80 from G-H-I-J-P-O-Q-B-M-N-F

Nor do I support the diversion of B80 from C-D-E-F

In my view, allowing horse riders or mountain bikers to use the same Right of Way as walkers, particularly where the ground is boggy or waterlogged (as is often the case here) would make the going tricky and less than pleasant for walkers, spoiling their overall enjoyment of their walk along this Right of Way.

B80 is, I understand, an historic route and is marked a Bridleway on the Definitive Map, and I believe it should therefore remain open.

Dorset is fortunate in having a number of very interesting and historic "Holloways", or sunken lanes (probably drovers' roads in the distant past), and the south section of B80 C-D-E is one such "holloway", and one that Beaminster residents should be able to enjoy and appreciate for its historic interest. It has been allowed to become overgrown, and I believe that this is not a reason for it to be diverted.

Just to refer back to my original comments, sent to you on December 30th regarding the then proposal to divert the footpath in question:

> I am writing to state my opposition to the proposal to extinguish part of Footpath 79, Beaminster, and to divert part of Bridleway 80, Beaminster, at Chantry Farm.

>

> I wish to state that the proposal to divert Footpath 79 where it runs through a small woodland alongside a stream (from M southwards) would negatively impact a walk I very much enjoy. I would also add that it is precisely the section that is proposed to be diverted that brings the greatest pleasure in the walk.

>

> I would also, if I may, query the proposal to "clear vegetation to 3 metres between points L - B - M - N", since, in my view, this would have a detrimental impact on both vegetation and soil structure and beneficial micro-organisms.

Many thanks.

Yours sincerely,

A solid black rectangular box used to redact the sender's name and signature.

From:

[Carol McKay](#)

Sent:

17 March 2023 08:26

To:

Subject: RE: P226 REVISED PROPOSALS - CONSULTATION:
PROPOSED EXTINGUISHMENT OF PART OF
FOOTPATH 79, BEAMINSTER & PROPOSED
DIVERSION OF PART OF BRIDLEWAY 80,
BEAMINSTER

P226 CONSULTATION: PROPOSED EXTINGUISHMENT OF PART OF FOOTPATH 79, BEAMINSTER & PROPOSED DIVERSION OF PART OF BRIDLEWAY 80, BEAMINSTER

Dear [REDACTED]

I am writing to acknowledge safe receipt of your consultation response to the above proposal, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report which may be made to either the Strategic and Technical Planning Committee, or the Executive Director for Place. If the matter is to be considered by the Strategic and Technical Planning Committee you will be notified of the date of committee meeting and sent information about public participation.

Regards

Carol McKay

(My pronouns: She/her/hers)

**Senior Definitive Map Technical Officer
Definitive Map Team**

Economic Growth and Infrastructure

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[01305 225136](tel:01305225136)

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From: [REDACTED]
Sent: 17 March 2023 07:08
To: [Carol McKay](#)
Subject: Footpath 79 and Bridleway 80, Beaminster - please acknowledge receipt

Dear Ms McKay

Thank you for your e-mail dated 9th March with attached revised proposals for diversion/extinguishment of these rights of way. I am pleased to see that the criticisms lodged in response to the original proposals have been taken on board to an extent, but am still concerned that some of the flaws identified have not been addressed. Without repeating, or diminishing in any way, what I said in my earlier submissions regarding the original proposals attached to my e-mail to you dated 31st December last, perhaps I could summarise below my own perspective on the critical issues still at stake as follows:

- 1) I support the diversion of Footpath P79 between points G-H-I-J-P-O, and likewise extinguishment of the existing path between points A-Q, as these measures address the concern that an important part of the walk would be lost for no justifiable reason on the part of the landowners, and their own interests would not be prejudiced by taking a less drastic approach to diversion and extinguishment
- 2) However, I am afraid I cannot support the proposed new route of Bridleway B80 between points G-H-I-J-P-O-Q-B-M-N-F, and its diversion through points C-D-E-F. The reasons for this are practical, as well as historical, and as a matter of principle and precedent.

Dealing with the practicality, as seems to be accepted by all parties (and indeed this was one of the reasons given by the landowners to support their application) a lot of Footpath P79 is across boggy ground, particularly at this time of the year. That is not necessarily a problem for walkers if it remains a footpath, but, with respect, it seems nonsensical to allow horses, and possibly cyclists, to use this route as well, as the only result will be that the path really is churned up, and will become very muddy indeed, and possibly even impassable to the walkers it is supposed to serve.

My second concern is, I would suggest, at least as important, and could have considerably wider implications for other rights of way. Bridleway B80 is particularly interesting as it is an ancient "holloway" apparently dating back at least 200 years. Dorset is lucky to have a number of these rights of way, which are becoming of increasing historical and ecological interest, and must, in my view, be carefully protected and conserved. I am afraid I cannot

accept your contention that "*Officers consider that the existing bridleway would become unsafe and unusable without extensive invasive works which would remove the character of the route and negatively impact upon the wildlife along its length.*" Surely the "character of the route" has already been removed by allowing it to become overgrown, and clearing it would in fact restore its character?

I also cannot accept that the clearing of this route would have a negative impact on wildlife sufficient to override the benefits of restoring it to the state which had existed for centuries previously. The whole area is wooded and relatively unspoilt, and the habitat provided by the undergrowth on either side of the holloway, if it were cleared, would continue to be substantial. With respect, if that argument were to be used elsewhere, there would be no justification for clearing ancient Dorset heaths of invasive scrub in order to restore them to their original state, or, for example, clearing the rhododendrons on Brownsea Island, which by the 1960s had covered the whole island, and made it largely impassable.

My final point about B80 is that it should not have been allowed to get into this state in the first place, as both the Council and the landowners have a legal obligation to keep it clear. I am concerned about the precedent that would be set for the future if a feature as important and historically-interesting as this were allowed to disappear by default. To clear the holloway would take some time or effort, but, for example, there are a number of local conservation groups which might be prepared to assist, leaving aside the obligation of the landowners themselves to maintain public rights of way over their property. I have some personal experience of this from my previous house, which had a long footpath running around its boundary, and every year I had to ensure that the hedge was cut back so the right of way was not impeded. The present landowners would have fully known about these rights of way when they purchased, and were no doubt advised by their solicitors of their obligations, so they can have no cause to complain if they are now asked to fulfil those obligations.

I hope that assists. Restoring and maintaining the holloway might not be seen as the easy or expedient option, but is that the right way to approach this situation? If action is not taken, it seems likely that problems are simply being stored up for the future if walkers and riders have to share the same route over wet ground. Further, if the holloway is lost, an important part of local history disappears; indeed, I am slightly surprised the landowners apparently do not feel any pride in having such a feature on their property, and as such would want to ensure its preservation for future generations in any event.

Yours truly



Netherbury

From: [Carol McKay](#)
Sent: 17 March 2023 08:36
To: [REDACTED]
Subject: RE: Footpath 79 and Bridleway 80, Beaminster - please acknowledge receipt

P226 CONSULTATION: PROPOSED EXTINGUISHMENT OF PART OF FOOTPATH 79, BEAMINSTER & PROPOSED DIVERSION OF PART OF BRIDLEWAY 80, BEAMINSTER

Dear [REDACTED]

I am writing to acknowledge safe receipt of your consultation response to the above proposal, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report which may be made to either the Strategic and Technical Planning Committee, or the Executive Director for Place. If the matter is to be considered by the Strategic and Technical Planning Committee you will be notified of the date of committee meeting and sent information about public participation.

Regards

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team
Economic Growth and Infrastructure
Dorset Council

[01305 225136](tel:01305225136)

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From: [REDACTED]
Sent: 17 March 2023 08:42
To: [Carol Mckay](#)
Subject: Re: Footpath 79 and Bridleway 80, Beaminster -
please acknowledge receipt

Thanks for your prompt response, much appreciated.

Sent from [Outlook for Android](#)

From: [REDACTED]
Sent: 06 July 2023 07:55
To: [Carol McKay](#)
Subject: Bridleway and Footpath Hazlehursts/ chantry

Dear Carol

Find below my letter with reference to my support to the the Hazlehurst's re routing the bridleway and footpaths proposal!

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

5 July 2023

Carol McKay

Dorset Council

RE: P22 Revised Proposals- Consultation Proposed Extinguishment of Part of Footpath 79, Beaminster and Diversion of Bridleway 80, Beaminster .

Dear Carol ,

I am writing with reference to the above and would like to support the proposals made by the Hazlehurst's for the following reasons.

I am a horseman who lives in [REDACTED].

The bridleways are extremely important passages for riders such as myself that needs diversity in their exercise program for the physical and mental well-being of the horses. It is also important to me as I try to promote horse riding tourism in West Dorset that bridleways are open and able to link up within the network.

I know that the Hazlehurst's are also passionate about this and value it's importance to the area.

This particular Bridleway is of importance to me and I believe many of the other riders in and around Beaminster because it easily links up when you reach the top with the Monarchs Way and the Ridgeway Bridleway where you can ride to Lewesdon woods near Broadwindsor or to Mosterton and far beyond.

The alternative to access these two areas is the dangerous track used by 4x4's at the end of Bowgrove Rd or riding up along the very busy Tunnel Rd and join the Bridleway at Northlea Farm.

I have seen the condition of the original Bridleway at Chantry and I believe it would be difficult and perhaps an environmental risk to reopen this section because it hasn't been used for many years. I also noticed it was extremely narrow and quite treacherous in places for any rider. This is also a very sensitive area for flora and fauna and habitats are now well established here and it would seem insensitive to disturb them.

The suggested re routing is a fantastic option for me as a horseman and lover of the countryside and I believe for walkers. I have ridden through this permissive section and it really is a more beautiful option and a wonderful passage with minimal impact to the flora and fauna where one can really take pleasure in the beautiful Dorset Countryside.

As the landowners of the [REDACTED] we know how sensitive and important the wildlife is here which is a common view we share with the Hazlehurst's .

The Hazlehurst's have worked hard to make it the best option for all to enjoy and I see no relevance trying to open up the old Bridleway which will have a disturbing and destroying effect on all that thrive here. Being diverted around the working farm also gives the walker and the rider a higher level of safety which is a important consideration.

I therefore strongly support their proposal and trust my reasons are enough to justify a suitable conclusion.

Yours sincerely,

[REDACTED]

mobile [REDACTED]

[REDACTED]

From: [Carol Mckay](#)
Sent: 07 July 2023 09:21
To: [REDACTED]
Subject: RE: Bridleway and Footpath Hazlehursts/ chantry

Dear [REDACTED]

I am writing to acknowledge safe receipt of your email, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report to the Strategic Planning Committee. You will be notified of the date of committee meeting and sent information about public participation.

Please do not hesitate to contact me if you have any queries.

Kind Regards

Carol

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team
Economic Growth and Infrastructure
Dorset Council

[01305 225136](tel:01305225136)

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From: [REDACTED]
Sent: 05 July 2023 13:53
To: [Carol Mckay](#)
Cc: [REDACTED]
Subject: Letter of support for: P226 Revised Proposals -
Consultation Proposed Extinguishment of Part of
Footpath 79, Beaminster and Part Diversion of
Bridleway 80, Beaminster

Dear Carol

My husband and I wanted to put something in writing to you, to let you know that we fully support the diversion/extinguishment of the bridleway and footpath at the above.

We live in a property within the same postcode ([REDACTED]) and have since 2009. We explored the local footpaths and bridleways when we moved in during May 2009, and are sad to report that we've hardly ever used the route that passes through Chantry Farm since. We revisited the route during our lockdown walks, only to find them still very boggy and dangerous on foot/horseback.

To have the new proposals in place would open up a whole new route for us as keen walkers, riders and nature lovers. I have always in the past tried to avoid bridleways which pass through farmyards as there are often too many potential hazards on horseback.

We've looked at the proposed route in great detail, and as far as we are concerned, we can only see positives.

Please let me know if you require anything further.

Kind regards

[REDACTED]

[REDACTED]

Sent from [Mail](#) for Windows

From: [Carol McKay](#)
Sent: 07 July 2023 09:22
To: [REDACTED]
Subject: RE: Letter of support for: P226 Revised Proposals - Consultation Proposed Extinguishment of Part of Footpath 79, Beaminster and Part Diversion of Bridleway 80, Beaminster

Dear [REDACTED]

I am writing to acknowledge safe receipt of your email, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report to the Strategic Planning Committee. You will be notified of the date of committee meeting and sent information about public participation.

Please do not hesitate to contact me if you have any queries.

Kind Regards
Carol

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team
Economic Growth and Infrastructure
Dorset Council

[01305 225136](tel:01305225136)
dorsetcouncil.gov.uk



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From: [REDACTED]
Sent: 10 July 2023 09:54
To: [Carol Mckay](#)
Subject: P226 revised proposals...part of footpath 79

From Maureen Green July10th 2023

[REDACTED]

I have lived [REDACTED] for 15 years
These are my comments

The walk through the woods was lovely but over time the underground spring has caused the entrance to the woodland walk to become completely impassable and very boggy

Dominic and Anna have been very sensitive to the walkers and the suggested alternative path is just a pleasant short diversion and joins the woodland walk as before....avoiding the boggy ground.

The freedom to walk through the farm is very intrusive for them.

Yours sincerely

[REDACTED]

Sent from my iPad

From: [Carol McKay](#)
Sent: 11 July 2023 16:03
To: [REDACTED]
Subject: RE: P226 revised proposals...part of footpath 79

Dear [REDACTED]

I am writing to acknowledge safe receipt of your email, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report to the Strategic Planning Committee.

You will be notified of the date of committee meeting and sent information about public participation. Please do not hesitate to contact me if you have any queries.

Kind Regards
Carol

Carol McKay
(My pronouns: She/her/hers)

Senior Definitive Map Technical Officer
Definitive Map Team

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From: [REDACTED]
Sent: 11 July 2023 12:31
To: [Carol Mckay](#)
Subject: Beaminster Bridleway 80 and Footpath 79 Proposals.
Attachments: [Support for Path Letter _249529084_1.pdf](#)

Dear Mrs McKay,
Please see my letter attached in support o the proposals for the paths 79 & 80 between Beaminster and Buckham Down.
Many thanks
[REDACTED]

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Please [click here](#) to view our email disclaimer.

[REDACTED]

Carol Mckay
DCC
By email only: carol.mckay@dorsetcouncil.gov.uk

Dear Mrs McKay

RE: Beaminster Bridleway 80 and Footpath 79 Proposals.

I am aware of the proposals to extinguish part of footpath 79 and divert part of bridleway 80 at Beaminster. I support both moves.

I used to live at [REDACTED], Beaminster and am well aware of the paths and tracks from the town up to the ridge at Beaminster Down. I used to frequently ride along them and still do as far as possible. The trouble with the current route is that the bridleway is completely impassable. Only last year I tried to go along the bridleway and had to abandon the official path. Not only is it overgrown but the going is so eroded or boggy that it is unsafe for horses (and dangerous on foot). That said, it is a haven or wildlife so its reinstatement for public access would be counterproductive.

The proposed alternative routes are a great improvement and would actually provide a more open and pleasing ride or walk out of harms way and without imposing on the farm yard.

I look forward to the proposals being put into effect as soon as possible.

Your sincerely

[REDACTED]

[REDACTED]

10 July 2023

From: [Carol McKay](#)
Sent: 11 July 2023 16:05
To: [REDACTED]
Subject: RE: Beaminster Bridleway 80 and Footpath 79 Proposals.

Dear [REDACTED]

I am writing to acknowledge safe receipt of your email, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report to the Strategic Planning Committee. You will be notified of the date of committee meeting and sent information about public participation.

Please do not hesitate to contact me if you have any queries.

Kind Regards
Carol

Carol McKay
(My pronouns: She/her/hers)
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From: [REDACTED]
Sent: 11 July 2023 13:27
To: Carol Mckay
Cc: [REDACTED]
Subject: P226 Revised Proposals - P226 Consultation
Proposed Extinguishment of Part of Footpath 79,
Beaminster and Part Diversion of Bridleway 80,
Beaminster.

Dear Ms McKay

My husband and I own [REDACTED]
[REDACTED]

I am sorry it has taken so long for me to write to you regarding the proposed plan to move the foot and bridle paths, especially as I have enjoyed, more than I can possibly say, walking up through the field that skirts the farm for the last year or so, instead of through a farmyard, a wellington boot height bog and finally a stoney, unlevel, hazardous foot path that has now also become a funnel for the water that spills down from the hills above.

Without hesitation, this proposal has our strongest support. We have owned [REDACTED] for many years and in fact the presence of a bridlepath giving access up onto the hills behind was a reason for our purchase. However I remember having the forethought to walk the bridlepath first before taking my horse up there and I never did it again. It is positively dangerous for humans, let alone animals. This was utterly impassable 12 years ago and so has blocked access for horses for as long as we have been there and I'm sure, before.

The most practical solution to this is what has been proposed...to combine the rerouted foot and bridlepath together around into the field behind Chantry Farm and back into the wood at the top. As I mentioned I have walked the proposed new path many times over the last year and having been extremely familiar with the infuriating obstacles the other way, I think to myself, all the time, how very fortunate we are as a community of walkers and horse riders, that the landowners are willing to set aside a pathway through their lovely field for us and to reopen access for horses, after all these years.

We have been waiting far too long for this to happen. Please would you very kindly make our feelings known to the Committee.

Yours sincerely
[REDACTED]

From: [Carol McKay](#)
Sent: 11 July 2023 16:06
To: [REDACTED]
Subject: RE: P226 Revised Proposals - P226 Consultation
Proposed Extinguishment of Part of Footpath 79,
Beaminster and Part Diversion of Bridleway 80,
Beaminster.

Dear [REDACTED]

I am writing to acknowledge safe receipt of your email, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report to the Strategic Planning Committee. You will be notified of the date of committee meeting and sent information about public participation.

Please do not hesitate to contact me if you have any queries.

Kind Regards
Carol

Carol McKay
(My pronouns: She/her/hers)
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From: [REDACTED]
Sent: 13 July 2023 18:42
To: [Carol Mckay](#)
Subject: P226 Revised Proposals - Consultation Proposed Extinguishment of Part of Footpath 79, Beaminster and Part Diversion of Bridleway 80, Beaminster.

Dear Carol

I feel the need to write to you regarding the re-routing the footpath and bridleway.

Footpath 79

I have often used the footpath in the 30 years I have lived in and around Beaminster. The path is a important route for many dog walkers including myself, who have enjoyed the bluebell wood for years.

For privacy, I understand why the owners of the Chantry Farm would want the path diverted, especially with livestock in the farm yard. This would make perfect sense, specifically from a safety point of view. The proposed route for the footpath takes in a beautiful field full of wild flowers, cutting in to the bluebell wood, which is stunning in the spring. The bluebell wood path in its current location is away from the stream (The current disused bridleway) and is perfectly situated. If the path was moved closer to the stream, I would fear the path would become un-useable due to boggy mud and the fear slipping over and endangering lives. The bank along the stream has been taken over by the wildlife and is weak in places. Moving the path closer to the stream would be detrimental to the wild life which has made much of the area home.

As a dog walker who regularly uses this path, in my opinion, the proposed route would be the best and safest solution for all.

Bridleway 80

I am a keen horse rider who owns several horses, I've ridden for several decades, a BHS Member and I'm on the local Pony-club committee. Approx 29 years ago, I made the mistake of walking down this bridleway to see where the path went, I'm not sure how I survived! The overhanging trees, jagged rocks, boulders and very deep muddy sections would be suicidal to a horse and rider. Why would anyone consider disturbing the wildlife, insects, trees, flora and fauna at huge expense for a few occasional horseriders, when a safe, non-invasive alternative solution has been offered? Nature has taken over this section of the bridleway and it should stay that way.

As a dog walker, horse rider and countryside loving local resident, I support the changes proposed by Mr & Mrs Hazelhurst.

I look forward to a positive outcome.

Kind regards

██████████

From: [Carol McKay](#)
Sent: 14 July 2023 12:06
To: [REDACTED]
Subject: RE: P226 Revised Proposals - Consultation Proposed Extinguishment of Part of Footpath 79, Beaminster and Part Diversion of Bridleway 80, Beaminster.

Dear [REDACTED]

I am writing to acknowledge safe receipt of your email, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report to the Strategic Planning Committee. You will be notified of the date of committee meeting and sent information about public participation.

Please do not hesitate to contact me if you have any queries.

Kind Regards

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
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From: [REDACTED]
Sent: 14 July 2023 16:56
To: [Carol McKay](#)
Subject: P226 Revised Proposals - Consultation Proposed
Extinguishment of Part of Footpath 79, Beaminster
and Part Diversion of Bridleway 80, Beaminster.

[REDACTED]

Dear Mrs McKay,

RE: Beaminster Footpath 79 and Bridlepath 80 Proposals.

I am writing to ask you to consider my opinion in regards to the above proposals.

As a regular user of both the footpaths and bridlepaths in and around Beaminster for the last 30+ years I am very much in favour of the new routes proposed at Chantry. They would provide a safe and enjoyable route up on to the downs for both walkers and riders.

At present the original footpath is washed out resulting in a deep bog at the entrance to the woods that rarely dries up making it difficult to navigate. The proposed path would be more accessible and inclusive to all including families with young children, those with walking difficulties / physically impaired and the elderly.

The bridleway is completely overgrown and washed out and has been for as long as I can remember. I have tried to walk it in the past but had to turn around. In my opinion even if the overgrowth was cleared, which I would think would incur vast costs to do so, the path itself would still not be safe to walk up let alone ride. It would also be a shame to disturb all the wildlife that have created habitats within the old path. I feel it is important to preserve these natural habitats where possible as they play an important part in improving the ecosystem and protecting biodiversity.

Re-routing both paths behind the buildings and through the field eliminates all of the above issues as well as avoiding farm traffic and disturbing any animals within the farmyard, yet still incorporating the beautiful woods which many enjoy.

As a rider especially, the proposed route would open up safe access to bridlepaths on the downs as at present the two alternatives are also difficult to navigate. The path through the picnic site is washed out and rocky making it unsafe meaning riders have to dismount and the road is very steep and slippery. The path through Mr Clunes is also a steep slippery road, busy yard and then yet another rocky washed-out path. I would be very appreciative of the new proposed path allowing a safe and peaceful route.

I would like to thank Mr and Mrs Hazelhurst for offering a safe, practical and appealing path that is suitable for all to use and look forward to a what I hope will be positive outcome.

Yours sincerely,

██████████

From: [Carol McKay](#)
Sent: 17 July 2023 08:22
To: [REDACTED]
Subject: RE: P226 Revised Proposals - Consultation Proposed Extinguishment of Part of Footpath 79, Beaminster and Part Diversion of Bridleway 80, Beaminster.

Dear [REDACTED]

I am writing to acknowledge safe receipt of your email, which has been placed on file. Your comments will be treated as public information (please refer to the Data Protection information below) and may be incorporated into the report to the Strategic Planning Committee. You will be notified of the date of committee meeting and sent information about public participation.

Please do not hesitate to contact me if you have any queries.

Kind Regards
Carol

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team
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From: [REDACTED]
Sent: 18 July 2023 14:52
To: [Carol McKay](#)
Subject: P226 REVISED PROPOSALS - Consultation Proposed
Extinguishment of Part of Footpath 79, Beaminster
and Part Diversion of Bridleway 80, Beaminster

Dear Ms McKay

Please could you include this as my letter of support for the proposed changes to the Rights of Way at Chantry Farm, Beaminster.

I have been walking for several years in the area and have found the permissive footpath through the field, into the woodland on the far side and joining the bridge at the top of the wood to be far more enjoyable than walking through the farmyard, across the very boggy patch and up the stream. I hope this route will be adopted as a permanent route.

Bridleway 80 has not been accessible for as long as I have known it. There are several points along the new permissive footpath that allow a view into the old route, but it looks so overgrown with thick hedges to the sides I would feel quite claustrophobic. I can't imagine what would happen if one passed a horse coming the other way, there is not enough width available.

In my opinion, the views from the walk as one climbs out of Beaminster on the north side, are some of the best in Dorset. I very much hope everyone (walkers and riders) can continue to enjoy the scenery along this lovely route without disturbing nature. I see no reason to open up Bridleway 80 when the route running parallel is far more pleasant and already available.

Yours sincerely

[REDACTED]

From: [Carol Mckay](#)
Sent: 18 July 2023 15:57
To: [REDACTED]
Subject: RE: P226 REVISED PROPOSALS - Consultation
Proposed Extinguishment of Part of Footpath 79,
Beaminster and Part Diversion of Bridleway 80,
Beaminster

Dear [REDACTED]

Thank you for your email. I have not been able to include your comments in my committee report as the deadline was yesterday. However, your comments will be treated as public information (please refer to the Data Protection information below) and may be summarised in the update sheet circulated to members ahead of the committee meeting.

The application to extinguish part of Footpath 79, Beaminster and divert part of Bridleway 80, Beaminster is due to be considered by the Council's Strategic and Technical Planning Committee on Wednesday 26 July 2023 in the Council Chamber, County Hall, Dorchester at 10.00am.

The Committee meeting will be held in public so you are welcome to attend if you wish. Anyone who wishes to speak on a particular item will normally be allowed up to three minutes. Please contact the Democratic Services Team on 01305 251010 / email democraticservices@dorsetcouncil.gov.uk or email the Democratic Services Officer, Elaine Tibble, elaine.tibble@dorsetcouncil.gov.uk **before 8.30am at least two clear working days before the meeting** to register to speak. Full guidelines relating to public participation at the Committee meetings can be found on the website [Getting Involved - Dorset Council](#)

The Committee report has taken into account all of the relevant responses received following an extensive consultation process. The report will be available shortly via the following link [Agenda for Strategic and Technical Planning Committee on Wednesday, 26th July, 2023, 10.00 am - Dorset Council](#). The minutes of the meeting will also be available approximately two weeks afterwards via the same webpage. The meeting will also be live streamed and a link is available on the same webpage.

If you experience any difficulties in locating the report or minutes please contact Democratic Services as above.

If you have any questions regarding the contents of the report please do not hesitate to contact me.

Regards

Carol McKay
(My pronouns: She/her/hers)
Senior Definitive Map Technical Officer
Definitive Map Team



**Economic Growth and Infrastructure
Dorset Council**

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