

APPENDIX D

Site Photographs

Existing Bridleway D6



Photo 1: This is the view of Quenby Hall taken from point 1 on the photograph plan, on the existing route of the bridleway. Quenby Hall is a Grade 1 Listed country house in Grade 2 listed Park Land. Building work began on the house around 1620 and completed around 1630.



Photo 2:

A further view of the Hall taken as the bridleway leaves the tarmacadamed track and heads towards the south of the Ha-ha wall.



Photo 3: near the south-western corner of the hall the bridleway passes through a short field gate. This view is looking back towards the access drive leading to the Hall.



Photo 4: A view of the Ha-ha wall as the bridleway passes through the aforementioned gate heading east. The legal line of the bridleway does not follow the wall but swings out in a semi-circle to a maximum of around 30 metres from it but by the gate it is quite close to the wall.



Photo 5: A view of the Ha-ha wall and the Hall from the bridleway which at this point is around 30 metres away from the wall.



Photo 6: A view of woodland and Billesdon Coplow (a local landmark) in the right middle distance as seen from the existing route. This section of bridleway crosses unsurfaced grassland as it passes in a semi-circular fashion around the southern side of the Hall.



Photo 7: Another view of the ha-ha wall and Hall behind.



Photo 8: The view east from the bridleway as it swings passed the ha-ha wall.



Photo 9: This is a view back towards the Hall as the bridgeway swings around in a curve and heads towards the stony track on the eastern side of the buildings.



Photo 10: At this point the bridgeway reaches the stony/gravel track on the eastern side of the hall (point D on the plan). This view is looking back towards the Hall with the bridgeway curving around to the left, eventually swinging passed the far corner of the ha-ha wall just visible in the mid-left part of the picture.



Photo 11: The existing bridleway follows this track eastwards through the open gateway. The gateway marks the end of the proposed diversion (point E on the plan).



Photo 12: This is the view looking back along the existing route of the bridleway (from point E on the plan) looking towards the Hall. The proposed diversion route would head off at 45° from the track, to the left of picture, along a grassy/gravel track, just out of picture.

Proposed alternative Route for Bridleway D6**Photo 13:**

The proposed alternative route of the new bridleway would depart from the existing route at point A on the plan some distance before it reaches this bridge. This is a view from the bridge near point 'I' on the plan.



Photo 14: The proposed route follows a grassy/stony track departing from the original route at around 45° and does not pass as close by the Hall as the original route. The hall cannot be seen close up but rather viewed as it sits in the wider landscape.



Photo 15: The proposed alternative route follows this track down hill on a gentle gradient that does increase to around a 1 in 5 slope at its maximum for a short distance.



Photo 16: There are fine views of the surrounding countryside available from the alternative route.



Photo 17: However the Hall is now more distant.



Photo 18: A view looking back up the proposed alternative route towards point 'I' on the plan and the aforementioned bridge.



Photo 19: A view looking down the alternative route, with Billesdon Coplow in the background. This is the steepest section of the alternative path.



Photo 20: The alternative route then passes through this bridlegate at point 'G' on the plan.



Photo 21: Photos 21, 22 23 and 24 represent various different views of the countryside from the alternative path.



Photo 22:



Photo 23:



Photo 24:



Photo 25: This view of the Hall is taken from the alternative route at the closest point the route comes to the south-eastern side of the building. In winter the Hall can be seen but in summer it would be obscured by trees.

Summary.

From the above photographs it can be seen that the existing route offers good views of Quenby Hall. The alternative route provides less good close up views of the Hall but in many respects better views of the landscape and surrounding countryside. The question is therefore does the gain of the latter compensate sufficiently for the loss of the former?

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