



# Fovant Rights of Way

A new guide to paths in the parish

by

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# **Fovant Rights of Way**

# Contents

Introduction.....	1
The Approaches.....	5
Tisbury Road and beyond.....	7
Church Lane.....	12
Dinton Road and beyond.....	16
High Street.....	21
A 30 to the East.....	25
A 30 to the West .....	29
Path 1 (Fir Hill – Compton).....	32
Path 2 (Church Lane – Teffont).....	36
Path 3 (Church Lane – A 30).....	41
Path 4 (Barter’s Lane – Dinton Rd).....	45
Path 5 (Dinton Road – Path 3).....	46
Path 6 (High Street – Green Drove).....	49
Path 7 (Tisbury Road – A 30).....	52
Path 8 (Tisbury Road – A 30).....	55
Path 9 (Hole Lane – Sutton Road).....	58
Path 11 (A 30 – Fovant Hut).....	61
Path 13 (Brook Street – Path 14).....	65
Path 14 (Fifield road – Herepath).....	68
Path 14A (Herepath – Broad Chalke).....	71
Path 15 (Moor Hill – Sutton).....	73
Path 16 (Green Drove – Herepath).....	76
Path 17 (Dinton Rd – Brook St).....	80
Path 18 (The Herepath).....	84
Path 19 (Herepath – Fifield).....	87
Open Access.....	89
Rights of Way.....	90
Scenery and Geology.....	91
Maps.....	94
History.....	96
The Countryside Code.....	100
Appendix A – Useful Web sites.....	101
Appendix B – Changes.....	102

# Introduction

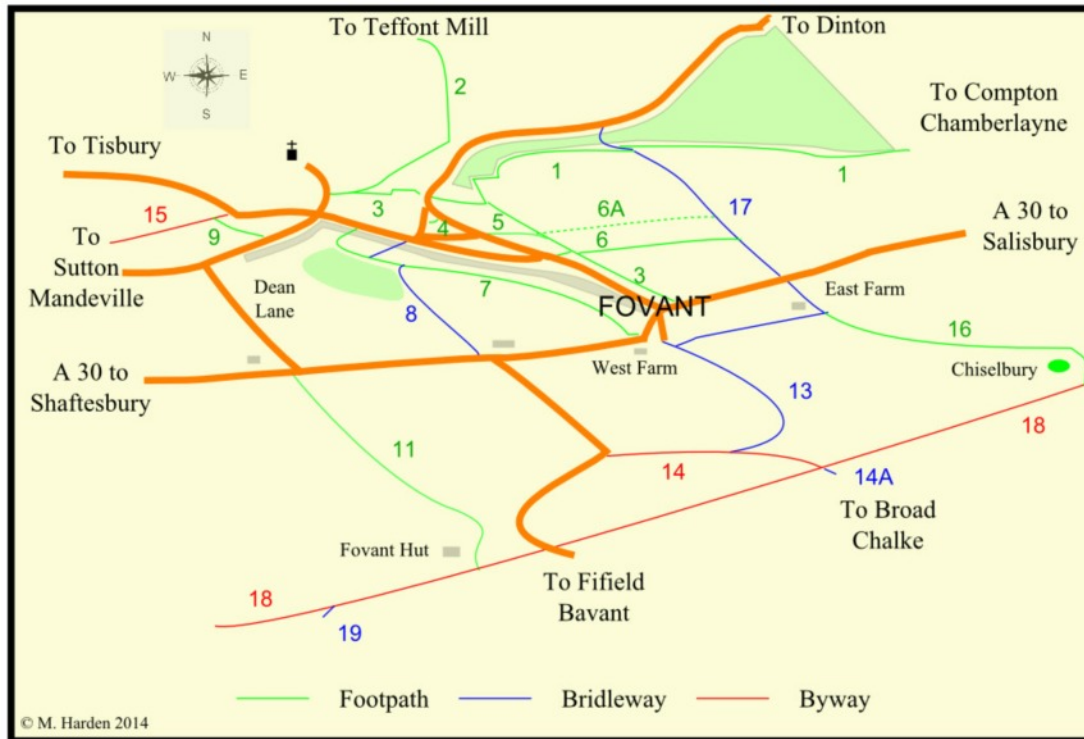
**F**OVANT is a medium-sized village, lying between Salisbury in Wiltshire and Shaftesbury in Dorset. It is ten miles from each and is approached from the A 30 road. There are several Rights of Way in the parish and this booklet aims to help residents and visitors enjoy the surrounding countryside by guiding them along the paths.



*A view of Fovant and the Downs, looking South*

There is, on the next page, a map showing how the paths look to a bird flying over the nearby Fovant Down. You, however, can find more details of the landscape and the paths by consulting the Ordnance Survey maps tabulated on Page 3.

# INTRODUCTION



This map shows the Rights of Way in Fovant.

Type	Scale	Sheet Number	Title
Landranger	1:50 000	184	Salisbury & The Plain
Explorer	1:25 000	118	Shaftesbury & Cranborne Chase
		130	Salisbury & Stonehenge
		143	Warminster & Trowbridge
Ordnance Survey maps covering Fovant.			

But you may prefer an alternative presentation.

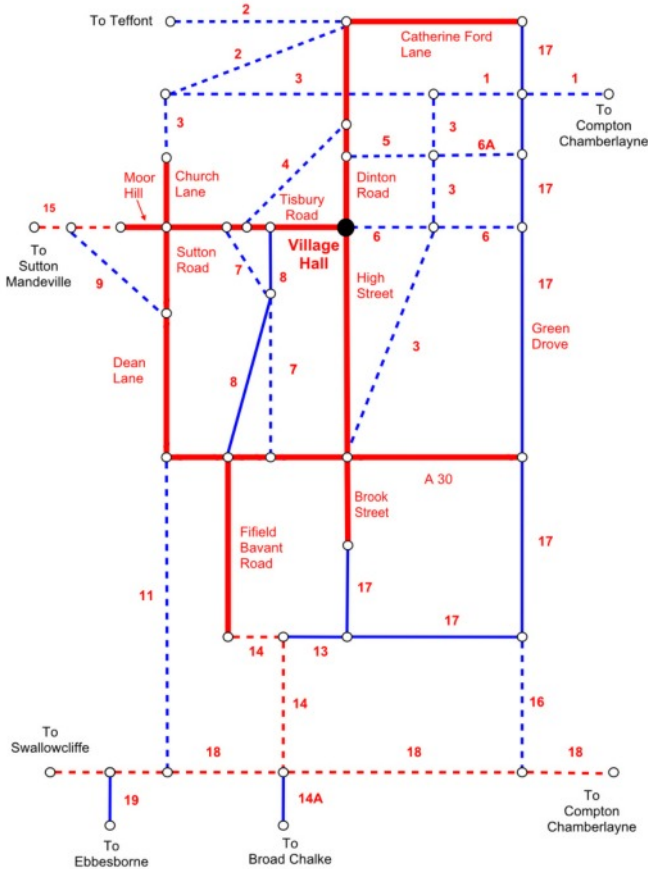
Imagine a net spread over Fovant. Each strand of the net represents a path. The thickest strands are roads or byways. Slightly thinner ones represent bridleways where you can ride a horse or a bike. The thinnest are the footpaths.

This booklet describes those strands, but also shows the ‘knots’ where the strands are joined; and therein lies the possibilities of the net.

You can branch from one path to another, making your own way across the countryside. I hope the route maps included will help you to do just that.

The “net” diagram is on the next page.

# INTRODUCTION



The Fovant Net

The advantage of considering Fovant paths as a net is that there are many ways of travelling within that net. But it is also considered useful in a booklet like this to be able to lay out the path descriptions in their numerical order.

Each path description in this booklet will be preceded by the ‘Definitive Statement’ which describe the routes, dimensions and classifications of each path, together with any conditions, such as the right for them to be partially or wholly ploughed.



## The Approaches

The Village Hall and War Memorial, which are roughly in the centre of the village, make a good starting point for each walk. Most of the directions in this chapter will start from there and, before getting to the beginning of the designated paths, will inevitably pass along village roads, where many of the points of interest can be found.



*Before setting off from the War Memorial it is worthwhile, I believe, to pause and think of what effect the last century had on this and surrounding villages.*

*Inscribed on the memorial are the names of 22 men who left the village for military service and who never returned. All but five were lost in the First World War and the remains of some of them are buried as far away as Norway, Turkey, Iraq and Burma. Eight were lost at sea, with only their names carved on memorials from Portsmouth (three from the Battle of Jutland) to Singapore.*

*Offensives in Gallipoli, Mesopotamia and the Western Front claimed eleven men from the village, six from the county regiment.*

*A further thought, perhaps. There will be similar memorials in mainland Europe and in Turkey, Iraq and Japan.*

## THE APPROACHES

Path No →	1	2	3	4	5	6	6A	7	8	9	11	13	14	14A	15	16	17	18	19	
Tisbury Rd								B	B											
Moor Hill															B					
Hole Lane										B										
Sutton Rd										E										
Church Lane		B	B																	
Dinton Rd	B	X	X	E	B													B		
Mary Barthers Lane				B																
High St						B														
A 30			E					E	E		B							X		
Brook St												B						E		
Road to F Bavant													B							
Green Drove	X					E	E									B				
Herepath											E	E	E	B		E			B	
Parish border	E	E												E	E				B/E	E

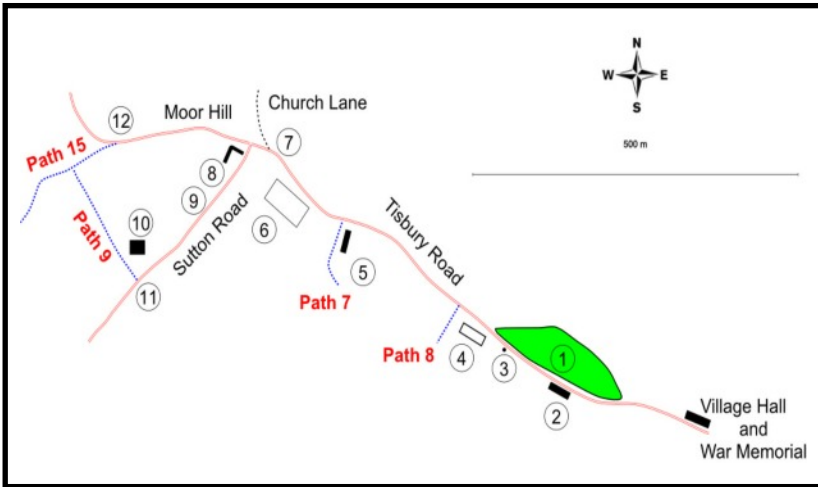
### Key

Beginning of path	B
End of path	E
Crosses road	X

The above table has been prepared to show which roads you need to travel along to get to one end of a particular path, assuming that you will be starting at the Village Hall.

Feel free to ignore the table if you would prefer to follow your own route. After all, there is plenty of choice!

# Tisbury Road and beyond



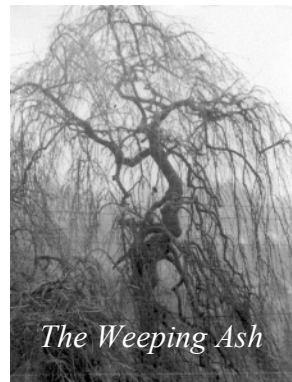
1. Now take the Tisbury Road and walk in a north-westerly direction. You will shortly cross a stream which, from the turn of the 19/20th century fed an extensive watercress bed. Four or five men used to work constantly in the cold water to grow the cress for local restaurants. Later it became a fish farm, but, sadly, that has no longer survived.

2. A few steps further on and, on the left, you will pass a bungalow called Nutwood. Here, in the front garden of which, from the 1920s stood an ex-army hut, known to all as the British Legion Hut, which for many years hosted dances, whist drives and other entertainment. It was removed in 1964.

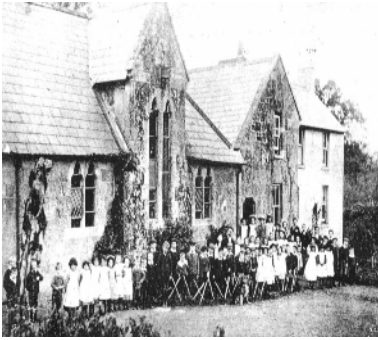


3. Further along, near a bungalow called The Croft, you will see an example of how water used to be distributed through the village. One of a series of standpipes is still visible.

4. The row of houses set back from the road is an example of post World War II social housing. It was given the name of Weeping Ash after the tree that stood on the other side of the road which was felled in 1968.



*An early picture of Fovant School*



5. Mill Lane, turning off to the right, is named after the site of a water mill, now a private dwelling, but you should carry on along Tisbury Road, to pass the site of Fovant School which operated from 1851 to 1997. A lease of life, and a christening of ‘The Rainbow Centre’ enabled it to carry on until 2012.

6. Lying back on the left, before you come to the crossroads, is another post-World War II estate of social housing, this time known as The Elms.



*The Elms (houses)*



*The original Elm (tree)*

7. There was indeed a large elm tree at the crossroads, now replaced by a younger version. A local tale has it that the seat beneath it was occupied by a German airman (and parachute) in 1941, whilst waiting to give himself up. The approach to Dinton Road will tell more of this tale.

At the crossroads, turn right into Church Lane, left into Sutton Road or straight on to Moor Hill.

8. A prominent building at the crossroads is a block of sheltered housing named Clay's Orchard after a previous chairman of Fovant Parish Council, the late Dr RCC Clay.



9. A children's playground and small football pitch is now next to Clay's Orchard. Part of the Poplars estate is shown in the background.

10. The pub that was known as 'The Poplars' has been replaced with Home Close. As can be seen, the poplar tree itself was not allowed to stand in its way.

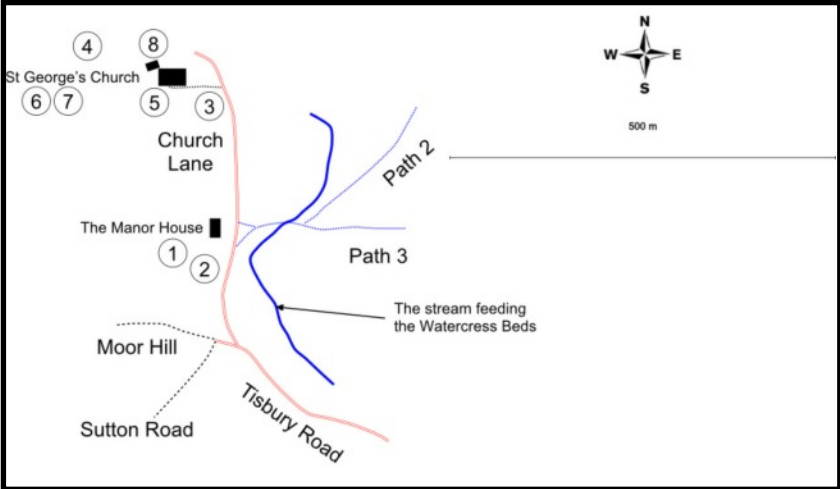


11. Now you can turn through the gate if you wish, to take Path 9 and on the way to Hole Lane.



12. Alternatively, you could go back to the crossroads and then turn left, up Moor Hill, to find another entrance to Hole Lane. But not with a motor vehicle!

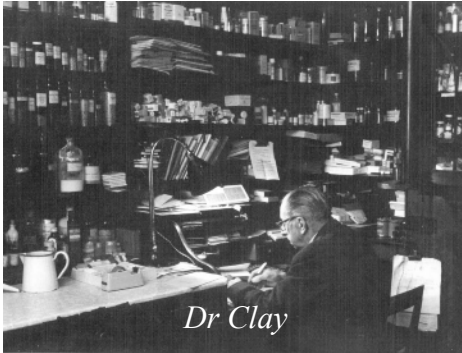
# Church Lane



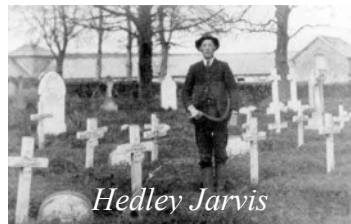


From the crossroads take the road signposted Church Lane.

1. Opposite to the Footpath sign that is the entrance to Paths 2 and 3, turn and look at The Manor House.



2. Here, for many years lived and practiced Doctor Clay, the third generation of Doctors Clay to practice in the village, who was also a noted local historian. Several of his publications are stored in the Salisbury Local Studies Library, including his ghost stories.
3. Amongst the graves in the churchyard are those of soldiers, many from Australia, who died whilst patients in the Military Hospital. The photograph shows Hedley Jarvis, a well-known Fovant resident of the past, tending the graves before they were marked with the Commonwealth War Graves Commission grave-stones.





*St George's Church*

4. St George's Church was originally built in the 12th/13th Century but largely restored in the 15th when the tower was rebuilt.

5. A list of rectors is shown on a board at the entrance to the church, and also outside the church can be seen eight 'Mass dials' a type of sundial indicating to the priest the proper time to say Mass.



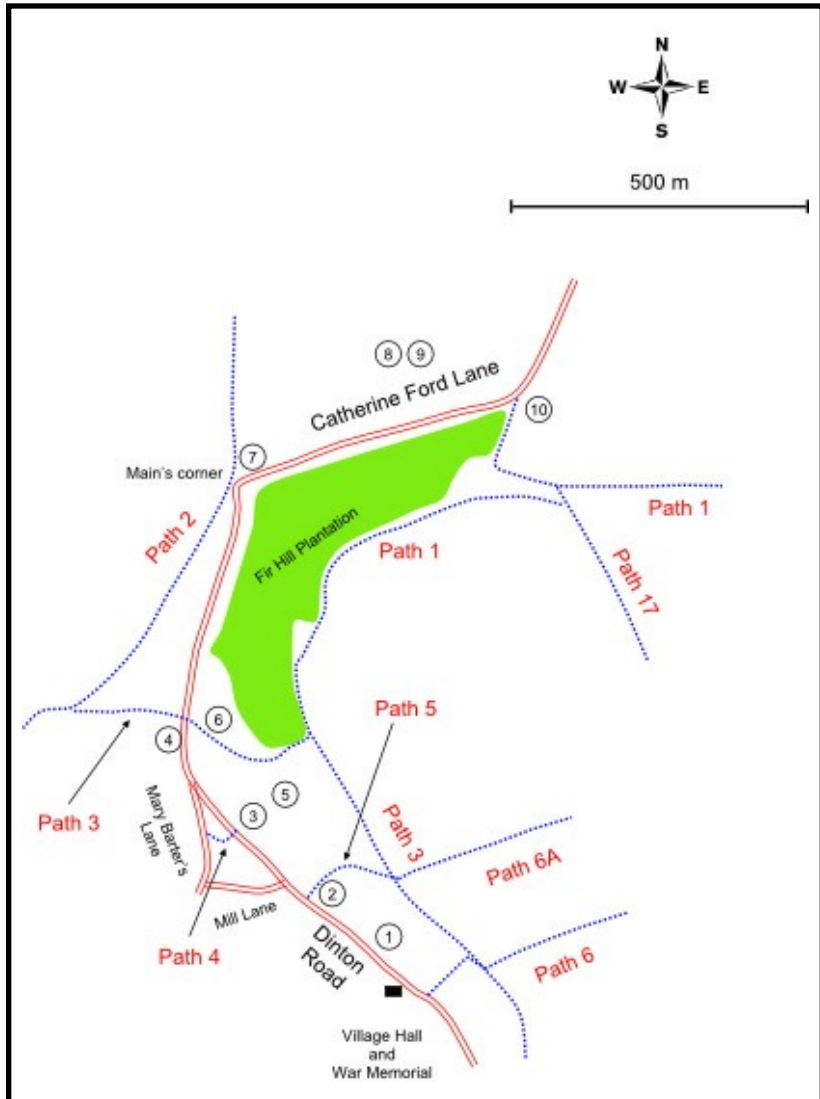
6. The church boasts a peal of bells that are still rung by local and nearby bell-ringers, once for the late Queen Mother's 100th birthday.

7. Also within the church is a brass plate in memory of an incumbent, George Rede, which dates back to 1495. Such brasses are normally set into the floor, but this one is unusual in that it is set into a wall.



8. Close to the church is Manor Farm House, which in 1539 became the house of Dame Cecily Bodenham, the Abbess of a dissolved Wilton Abbey, and twelve of her nuns.


# Dinton Road and beyond



## DINTON ROAD AND BEYOND

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From the War Memorial take the right-hand fork and start climbing along Dinton Road.

1. Shortly you will pass on your right a house called Westwood. (The photograph was taken looking downhill). In the latter part of the 19th century this was the Police House and remained as such until the 1930s when a purpose-built house was built on the A 30. When that became a private house the new owners named it 'Koppergon', although that name is no longer used.
2. Towards the top of Dinton Road there are two footpaths. The first, to the right marked with a Public Footpath sign, is known as Clap Gates Path.
3. A short footpath on the left, starts between the houses named as 'Fir Hill' and 'Foresters'. This cuts off a corner and leads into Mary Barthers Lane.

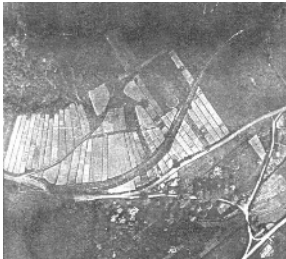


## DINTON ROAD AND BEYOND

There was a sawpit at the top of Mary Barthers Lane. Sawing a tree trunk into planks was a two-man operation. The tree trunk would be rolled over the top of the pit, one man would be down in the pit, the other at the top and between them they operated the large cross cut saw.

4. A military railway was built from Dinton station to serve the Fovant camps in World War I. Long since dismantled, the point where it crossed Dinton Road has been remembered in the name of the house 'Crossing Gate'.

*Locomotive "Westminster"*



5. An aerial photograph shows the track of the camp railway and also shows how it cut across a plot of allotments used for many years by people of the village.

The group of houses now known as Leatler Close was originally built as married quarters for officers stationed at RAF Chilmark.

6. Passing by the footpath sign that shows where Path 3 crosses the Dinton Road, note that in the 18th century there were several paths that are no longer Rights of Way. One was named Nun's Walk. It is now the road leading to a sewage treatment plant.



7. At the sharp bend in the road, known as Main's Corner, it is possible to step a few yards through a wood to get to Path 2 which leads to Teffont Mill.



8. World War II makes its appearance towards the end of this part of the walk as on the night of 16th March 1941 a German Junkers 88 aircraft returning from a raid on Bristol lost all power and crashed into the hill, known as Catherine Ford Lane. The crew all baled out and one man remained free for several days.



9. It was not until 46 years later that a group of aviation enthusiasts excavated the crash which was within the Dinton site of the RAF Chilmark Ammunition Dump.



Several large pieces of the wreckage were excavated, one of which is now displayed in Dinton Village Hall. The ammunition dump was closed in 1995 and is now a secure fireworks storage area.



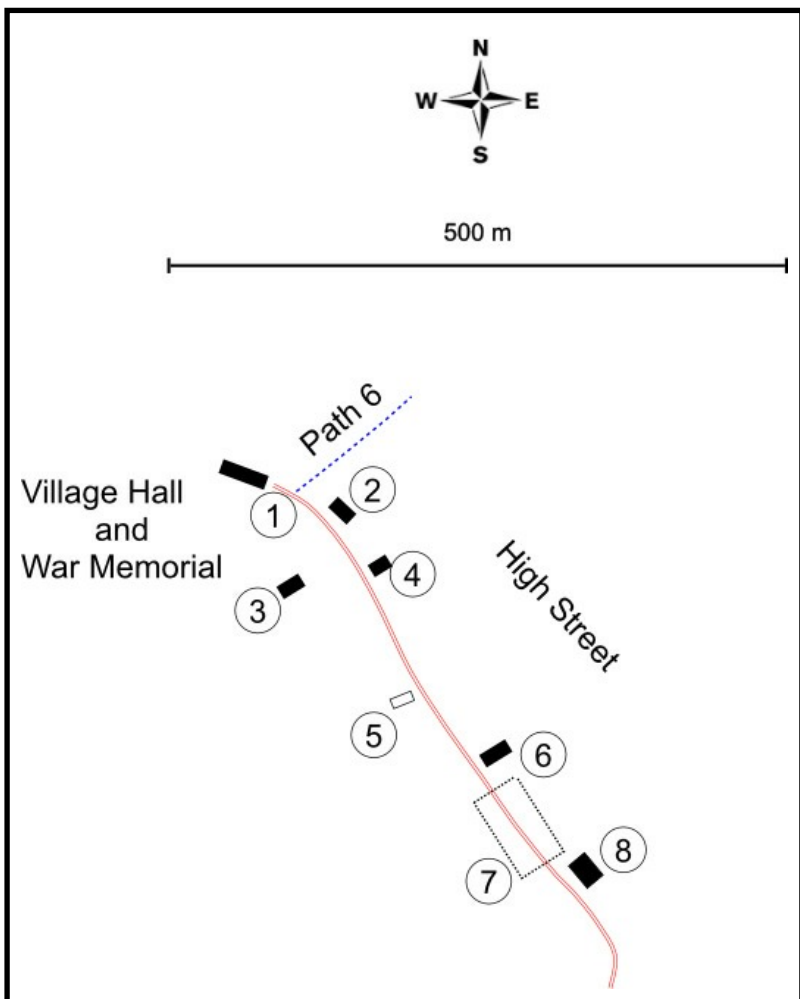
10. Before descending the hill towards Dinton a path to the right is the start of Green Drove.

So why is the road that you are now on known as Catherine Ford Lane?

Two villagers known as Waywardens were appointed under a Statute of 1555 and entries concerning Catherine Ford bridge often appear in their accounts. Before the bridge was built, the ford there was known as St Catherine's Ford.



# High Street





1. Despite being the main axis of the village, only one path starts from the High Street. This is Footpath 6 that climbs up a steep slope, aided by steps.

Walking along the street you will first come to a group of houses. The first of these is “The Gables” which in the 18th century was one of the first beerhouses in the village.

2. Next to The Gables are two small cottages with an interesting history. When the village Post Office reopened after WW I, Mr. and Mrs. Charles Austin ran the business from one of the cottages. Charles was also our first named village postman.



The other cottage (simply known as “The Cottage”), was where in 1815, a group of local people whose religious beliefs differed from those of the Established Church practised their religion.



3. As membership numbers proliferated, they obtained a site opposite to The Cottage and began building a new place of worship.

## HIGH STREET

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4. Vine Cottage, further along the High Street, was the first village shop. Solomon and Rhoda Cowdry, came to Fovant from London in the 1870s and set up a grocery and bakery there. On Solomon's retirement his son and daughter moved the shop to where it is today.



5. In the 1920s a village taxi/bus, owned and run by John Jarvis, a 'safe returner' from WW I, made regular journeys to the local market and was also used at weekends for more leisurely pursuits. Each new bus was housed in a large shed, now the private garage of "River-side".

6. In 1989, Dr. Gordon Morse opened Becher's Brook Surgery. In 2008 he handed over the practice to Dr. Andrew Hall, and with the merger of the Fovant surgery and others at Wilton and Codford, the name of the surgery was changed to "The Orchard Surgery."



*Enter!*

## HIGH STREET

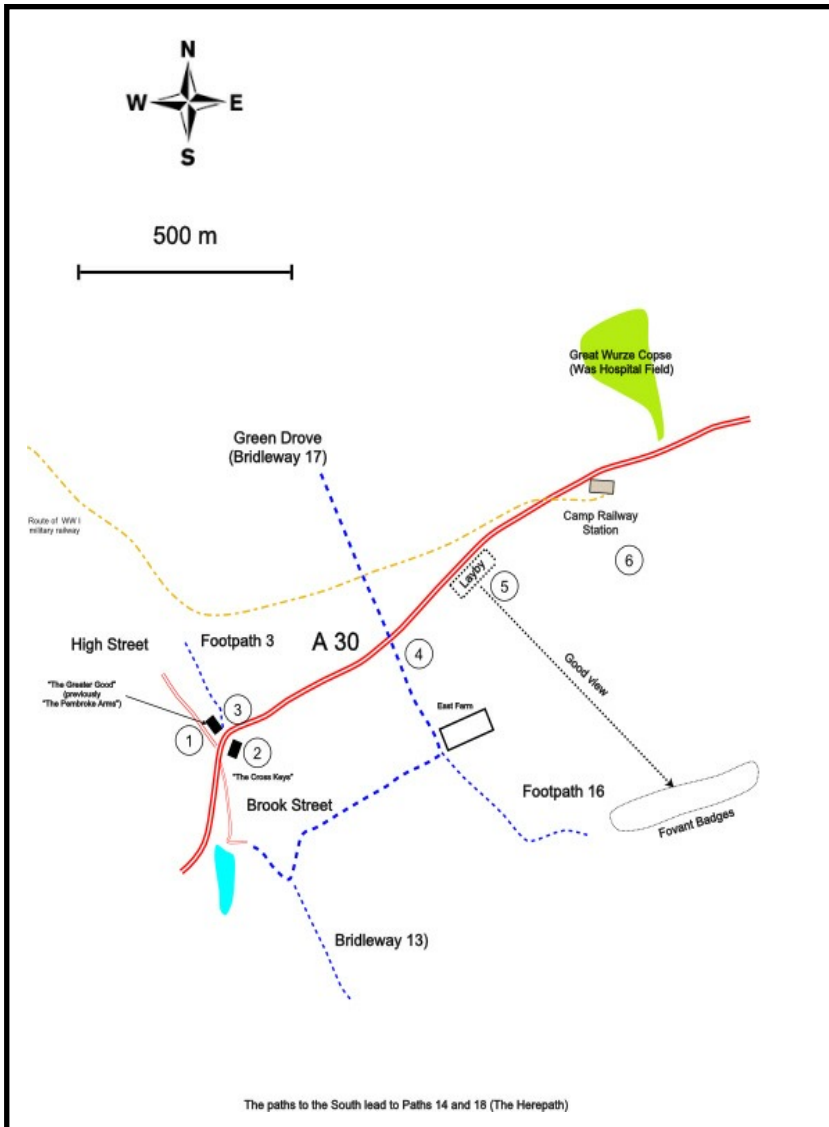
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7. During World War I the High Street abounded with facilities catering for the troops. The picture shows The London City and Midland Bank and Lloyds Bank past the corner of the Forge building in the left foreground. In the middle distance were shops, and the Tipperary Tea Room in the old Rectory garden.



8. Today's shop (and staff!)

# A 30 to the East



## A 30 TO THE EAST

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This photograph was taken from the top of Fovant Down, probably in 1916, and shows the road to the East and its surroundings as they were then.

## A 30 TO THE EAST

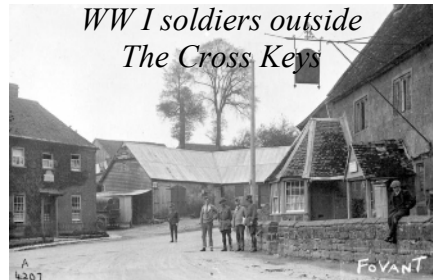
From the High Street you can start at the junction, known on some postcards as Fovant Cross, and follow the A 30 either towards the East or to the West. We start by describing some of the points of interest to the East.



*Stocks by The Forge*

1. Outside the house known as “The Forge” is a replica of the stocks that once stood here (the pillars are original). On the opposite side of the A 30 was the Pound in which stray animals were kept until necessary fines for trespass were collected.

2. The picture shows both The Cross Keys and the Pembroke Arms as they were during the First World War. The soldiers standing outside, some at least Australian, appear to be wearing Hospital Blues, a relaxation for patients perhaps?



*Entrance to Footpath 3*

3. The entrance to Path 3 is up some steps erected by The Ramblers. In spring the bank here has a profusion of daffodils, but for several years the flowers have been hidden by long grass. Thanks to a group ‘Seeds 4 Success’ they are now visible throughout the Spring.

4. Green Drove an ancient track, now Bridleway 17, crosses the A 30 at this point. To the Northwest it leads to Footpaths 6 & 1, whilst to the Southeast you can find the beginning of Footpath 16 near to East Farm.



*Green Drove crosses the A 30*



*The Fovant Badges*

5. Further along the A 30 is a layby where information on the Fovant Badges is displayed. This is an ideal spot to get a good overall view of the Badges.

Between the layby and the odd-shaped wood to the North, which was the site of Fovant Military Hospital during WW I, if you look carefully on each side you will see a gap in the road's hedgerows. They are staggered and are where Fovant Military Railway crossed the road.

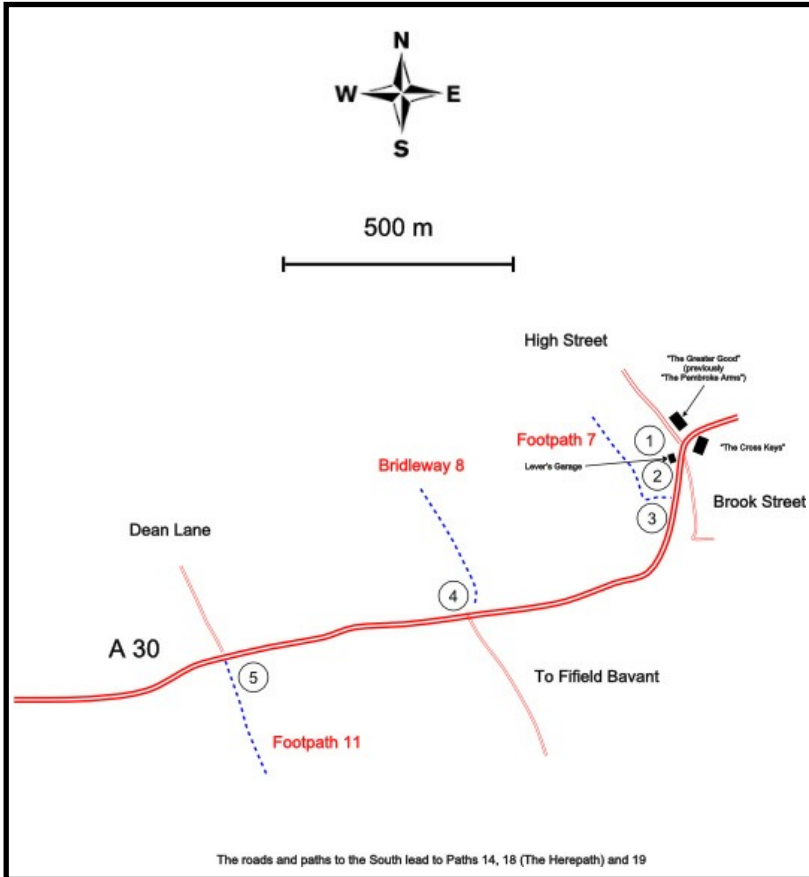
6. Just to show that the railway did exist, here is a photograph of Fovant Camp Station taken at some time during WW I.



*Fovant Camp Station*



# A 30 to the West





*Aerial view of the garage*

1. Lever's Garage was established in 1926, but before then there was a forge roughly in the area of the present garage, hence the name of the house around the corner.

2. The location of our earliest official Post Office is uncertain, but the current garage house, where the outline of the blocked up post box can still be seen, was an early venue. It is almost certainly there where, according to the Kelly's Directory of 1855, our Sub-postmaster at the Post Office was John Lever.



*The early Post Office*



*Entrance to Footpath 7*

3. Footpath 7 starts to the west of The Rectory, although the entrance is somewhat overgrown. Take the straight and narrow path (!) keeping the laurel hedge on your right.



*Entrance to Bridleway 8*

4. Bridleway 8 begins at the A 30 where there is a finger post giving the direction to the Tisbury Road at 3/4 mile. It is opposite to the turning to Broad Chalke and Fifield Bavant.

5. Footpath 11 also starts on the A 30, where there is a metal Public Footpath finger post pointing the way. It is opposite to Dean Lane.

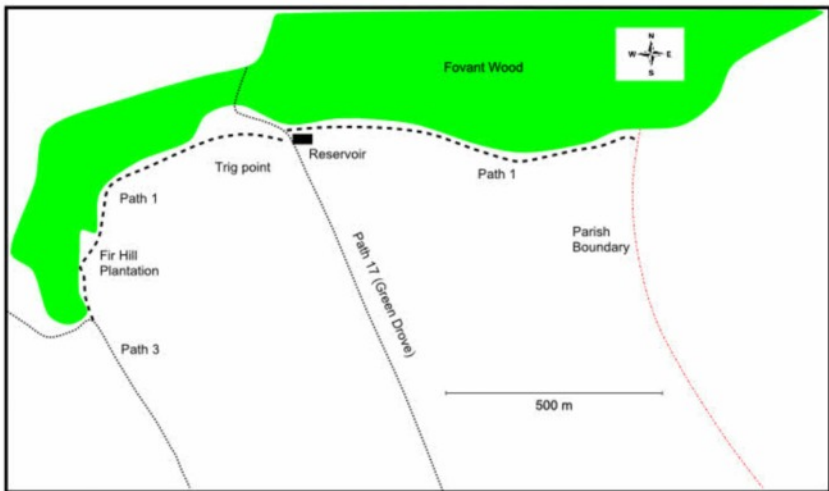


*Entrance to Footpath 11*

# Path 1 (Fir Hill – Compton)

## Footpath

*From path No. 3 at the south-east corner of Fir Hill Plantation, leading north east along the field edge, across Green Drove, path No. 17, and continuing east inside the southern border of Fovant Wood to Compton Chamberlayne parish boundary. Approximate length: 1614 metres. Width: 0.91 metres.*



## West to East

The path begins as a junction from Path 3 by a metal kissing gate at the south-east corner of Fir Hill Plantation (002293).



*West end of Path 1*

Turn left, with a private wood and wire fence on the left and an unfenced cultivated field on the right. You can follow the path by walking round some bends and alongside the side of a field until it meets Green Drove at a stile (006297).

In the field on the right you will see a ‘trig’ pillar; this is one of over 6,000 used by Ordnance Survey to start resurveying the country in 1935. The method of triangulation required careful measurement of angles, and therefore distances, between pillars. Now, satellite technology has made the pillars redundant, but they remain a familiar part of the landscape.



*Look right for the Trig pillar*

Once on Green Drove, take a few steps left and look for a path into the wood immediately by the chain-link fence of the reservoir. It is marked with a Public Footpath disc on a post pointing east towards Compton Chamberlayne.

The path through the wood is then obvious, although only about a metre wide. Keep the wire fence of the field boundary to the right and the extensive wood (unfenced) to the left. Whilst on the path, look right to see the famed Fovant Badges carved on the

## PATH 1: FIR HILL – COMPTON



hillside These originated in World War I and the field to your right contained one of the many camps built in the area then. When you pass the second hedgerow across the right-hand field the obvious path through the wood ends.

(014297), but the path into Compton bears right out of the wood into an open cultivated field, and then continues by turning left along a track. It is interesting to note that the Saxon Land Charters of the Tenth Century described their boundaries in such a way that it does not appear that the present boundary has changed since then.



### East to West

Coming from Compton, pass a sign saying “Please keep dogs on leads” and then look for a gap into the wood on the right immediately before the corner of the field (004297).



Bear left once in the wood and follow the well-defined path, keeping the wire fence on the left and the unfenced wood on the right.

Once past the chain-link fence of the reservoir, you will emerge into Green Drove.

Turn left for a few steps and then look for a stile on the right, up

## PATH 1: FIR HILL – COMPTON

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the bank (006297). Now follow the edge of the cultivated field, keeping the wire fence on your right. After some bends, with a private wood to your right, you arrive at the south-east corner of Fir Hill Plantation where the path ends with a metal kissing gate (002293) and joins Path 3.

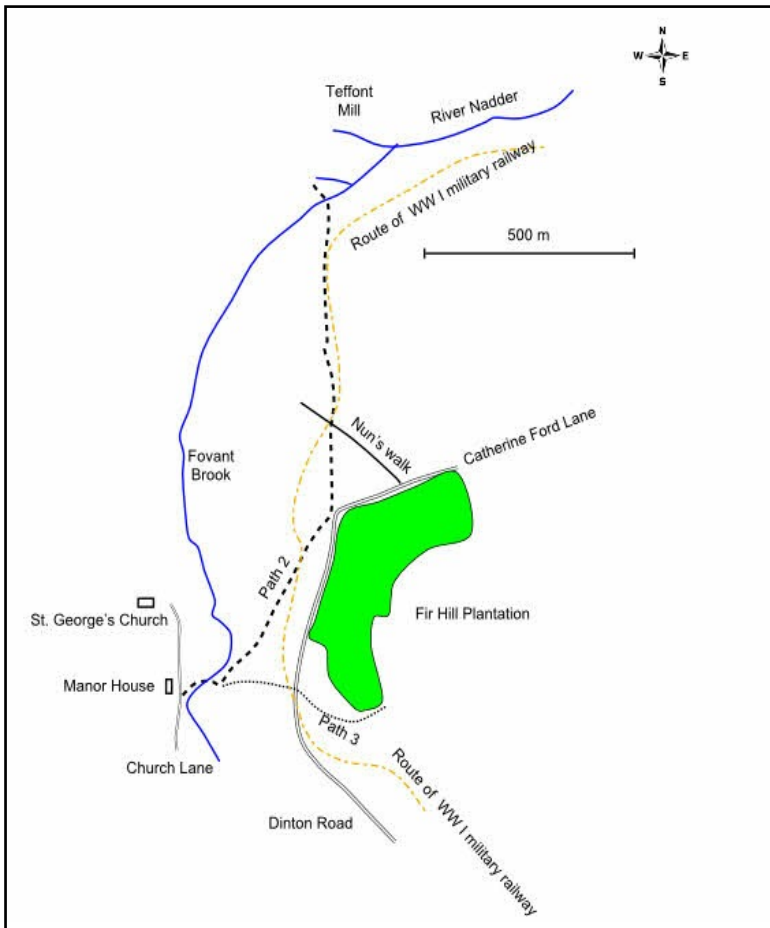


*Help from Wiltshire Council*

# Path 2 (Church Lane – Teffont)

## Footpath

*From Church Lane, opposite the Manor House, leading north-east and then north to the Teffont Parish boundary, south of Teffont Mill. Approximate length: 1371 metres. Width: 0.91 metres. Part subject to ploughing.*





## South to North

The path starts off in Church Lane opposite the Manor House, where there is a metal finger post indicating a Public Footpath to Teffont at 1¾ mile distance (997294). A visit to St



*South end of Path 2*

George's churchyard and its WW I buried soldiers is just a step away.

A wide path in the direction of the finger post crosses a stream on a foot-bridge immediately after which there is a fence and a gap on the left. A yellow arrow points into a

wood where the path is on a raised causeway (built by Wiltshire Council) over a waterlogged area. Towards the end of the wood, bear right up a slope to an old stile (998294) which may be bypassed. Waymarks pointing left (north-east) along the fence show the way to go.

Keeping to the wire fence along the side of an open field, be prepared to see signs of the railway track that served the military camps during World War I. It came across the field to your right and shortly you will come to a wide gap in the hedgerow to your left which was where the track ran. Now used as a farm track, you will be able to see when crossing the next field, that the railway track was on an embankment.

## PATH 2 (CHURCH LANE – TEFFONT)

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However, for now, go along the side of the field and then enter a small wood across a stile



*Aim for the stile*

(001297). There are Public Footpath discs indicating the route fixed to a tree by the stile. A very short well-trodden path goes through the wood to another stile on the step of which is a Public Footpath disc showing the route forward straight across a field to a stile with three crossbars. The

field is very often cultivated. If the crops are short, the stile is easily visible and if the crops are long, there should be a cleared path.

Cross the stile, a wooded boundary and a track (which was once known as Nun's Walk) before passing through an iron gate (001300) into an open field. Bear slightly left, and look for another iron gate beyond the old railway cutting. Turn right after the gate and bear slightly left of the fence on your right across an open field to bring yet another iron gate into view. This gate (001302) is in a wire fence along a thin line of trees.



*Track of old Camp railway*

Passing through the gate, the route of the old Camp railway and a wire fence can be seen on the right. On the higher ground to your right, a German aircraft crashed in 1941, less the crew, one of whom evaded capture for several days. Head towards a slight bend in the fence, aiming slightly to the right of a red-roofed house in the distance.

## PATH 2 (CHURCH LANE – TEFFONT)

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Shortly, the farm buildings of Teffont Mill will become visible and the path will converge on to the old railway embankment, which you should keep on the right until the end of this section (001304) where there should be a cleared path to the left. Then you should aim to the right of the distant farm buildings until a stile appears to the left of scrub.

The stile is waymarked and the path leads down to a good footbridge across a stream. Beyond the footbridge there are two other stiles and open ground with the River Nadder to the right. Signs of the old water meadows can be seen on the left. The path is quite clear to the Parish boundary, where there is another stile (000306) with yellow Footpath signs on the step. This is the start of a Teffont path around Mill Farm.

### North to South

Coming from Teffont Mill (000306) you will cross three stiles with the River Nadder on your left, until you come to a small footbridge. Climb the bank straight ahead from this bridge and cross another stile.



You should then cross a cultivated field, bearing slightly right to the old railway embankment (001304) and having reached it, turn right keeping the old railway

embankment on your left.

As you get near the field boundary, look for an iron gate (001302) and once through it, bear slightly left to cross a field towards another iron gate (001300).

## PATH 2 (CHURCH LANE – TEFFONT)

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Here, you will once again see the route of the old Camp railway, this time in a cutting which you must cross before turning right towards yet another iron gate. Cross the track and climb a stile. You must now head very slightly left towards the wood on the horizon. The field that you are now in is very often cultivated. If the crops are short, look for a stile at the entrance to the wood. If the crops are long, there should be a cleared path.



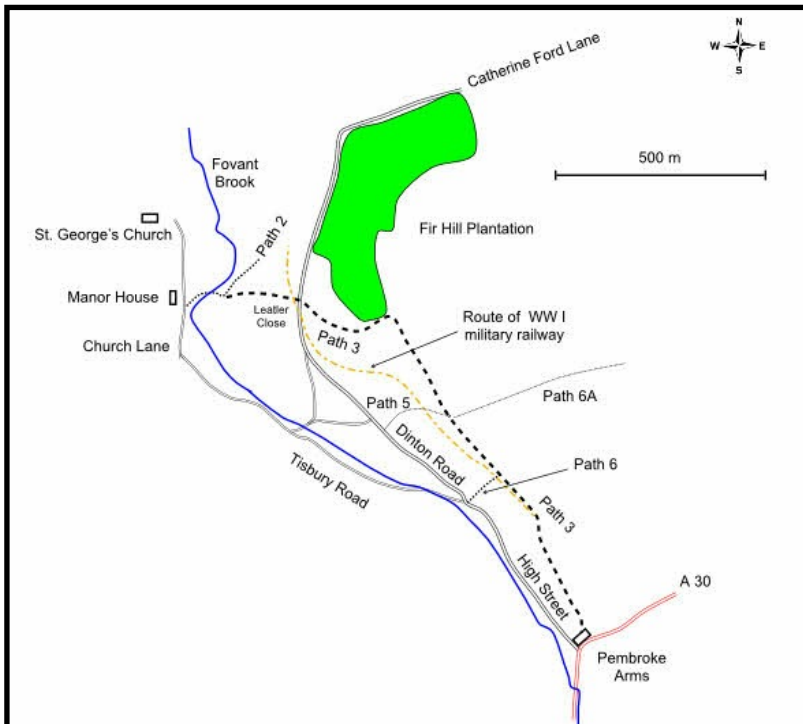
Cross the stiles into and out of the small wood (001297) and follow the side of the cultivated field, keeping the fence to your right. Near the corner of the field (998294) is another stile, which may be bypassed to cross down into a spinney. The path through the spinney should be obvious across the causeway built by Wiltshire Council to prevent the path being waterlogged when the river level is high.

A gap in the fence leads out of the spinney where you may turn right to cross the footbridge over the river and on to the end of the path, on Church Lane (997294). Alternatively, you can turn left, whereupon you are on Path 3.

# Path 3 (Church Lane – A 30)

## Footpath

*From the southern end of path No. 2 leading east for about 137 m, then north and north-east for about 24.6 m and east for about 39.3 m to the Dinton road, and continuing south-east through the allotments to its junction with path No. 1 at the south-east corner of Fir Hill Plantation, then south-east skirting the field edge, across path No. 6 to the Salisbury - Shaftesbury road, A 30, at the Pembroke Arms Hotel. Approximate length: 1370 metres. Width: 0.91 metres. Part subject to ploughing.*



## Northwest to Southeast

**S**tart where the footbridge over the stream near Church Lane leaves Path 2 and go east to near a double step stile (998294) beside a locked gate.

Although the official path crosses an open field on a faint footpath towards a 3-bar stile at the rear of a group of houses, there is now an unofficial, but extremely convenient, diversion alongside the hedgerow to the north, so follow round the narrow path until it emerges on the Dinton road. (TAKE CARE HERE).



The original path was diverted around the houses when they were built as married quarters for RAF Chilmark.

On the opposite side of the road a metal finger post (000294) indicates a Public Footpath to Compton Chamberlayne showing a distance of 1½ miles. Go through the kissing gate leading to an open field where the path goes diagonally to the southern corner of Fir Hill Plantation and turns left along the boundary of the Plantation until another kissing gate is reached (002293). The gates were erected by the South Wilts Ramblers.

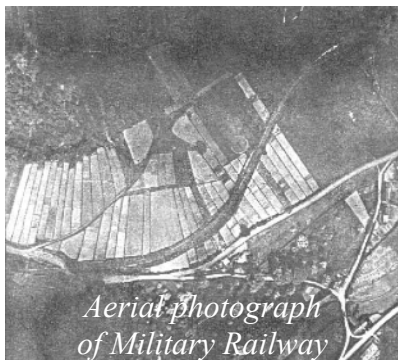
As can be seen from the aerial photograph on the next page, the field used to contain some allotment gardens and the track of the old military railway.

Now you should turn right in a south-easterly direction keeping a wire fence on your right-hand side and a cultivated field on your left.

### PATH 3 (CHURCH LANE – A 30)

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At the junction with Path 5 there is a kissing gate (004291) where the way ahead is confirmed by one of a set of Public Footpath discs pointing through a slightly open farm gate.



Now carry on with an open field on the left and a wire fence, with vegetation, on the right. A good view of the Fovant Badges can be obtained from this field. The fence on the right is interrupted occasionally with private stiles and gates, but a gap (005290) indicates a steep Path 6 leading down to High Street.

Our path passes a large paddock through kissing gates, with farm buildings on the left and then to a gate near the A 30 (007286). A flight of steps (improved by South Wilts Ramblers) leads to the road where there is a metal finger post indicating a Public Footpath to Compton Chamberlayne at a distance of 1¾ miles.

As you emerge on to the A 30, to the right is the Pembroke Arms. In the past this has been called the Lord's Inn, the Cart Wheel or the Catherine Wheel and now The Greater Good. The inn was built in the early



1790s, possibly on the site of a previous hostelry. James Millard, the first landlord, informed the public through the local press that he:

*'has laid in an assortment of good Old wines and other liquors. Good beds. Well aired ... neat Post-Chaise with able Horses and careful Drivers.'*

## Southeast to Northwest

From the start of the path, near the Pembroke Arms (007286), climb the steps and through the gate and then follow a rather indistinct path up through the nettles, keeping the farm buildings on your right.

Go through kissing gates across a paddock and follow the fence on the left that is interrupted occasionally with private stiles and gates.

A gap (005290) indicates a steep Path 6 leading down to High Street.



At the junction with Path 5 there is a slightly open farm gate (004291) where the way ahead is confirmed by one of the Public Footpath discs pointing beyond the gate. Now carry on with an open field on the right and a wire fence, with vegetation, on the left.

When you come to Fir Hill Plantation, turn left through a gate (002293) and keep the boundary of the Plantation on your right.

At the corner of the Plantation cross the field diagonally to the right, aiming for the kissing gate (and the speed limit and footpath signs) on the Dinton road (000294).

Cross the road bearing slightly right (TAKE CARE HERE) and then follow the unofficial path which has been diverted around the houses. At the end of this diversion (998294) you join Path 2 on the footbridge across the stream.



# Path 4 (Barter's Lane – Dinton Rd)

## Footpath

*From near the top of Mary Barter's Lane, opposite Mill Orchard Cottages, leading north-east to the Dinton road. Approximate length: 45.7 metres. Width: 0.91 metres.*

**T**his path is a short-cut between Mary Barter's Lane and Dinton Road. It passes between the boundaries of two private houses (Fir Hill & Forresters).

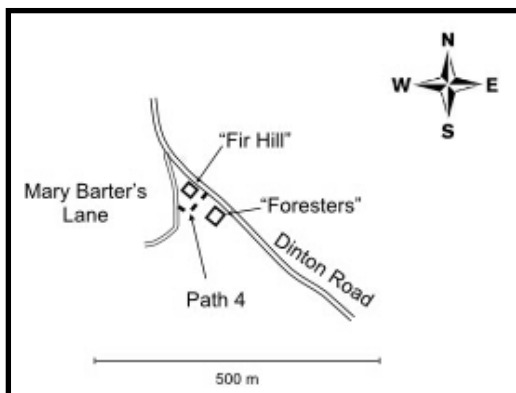
Be careful when stepping into Mary Barter's Lane.



*Mary Barter's Lane*



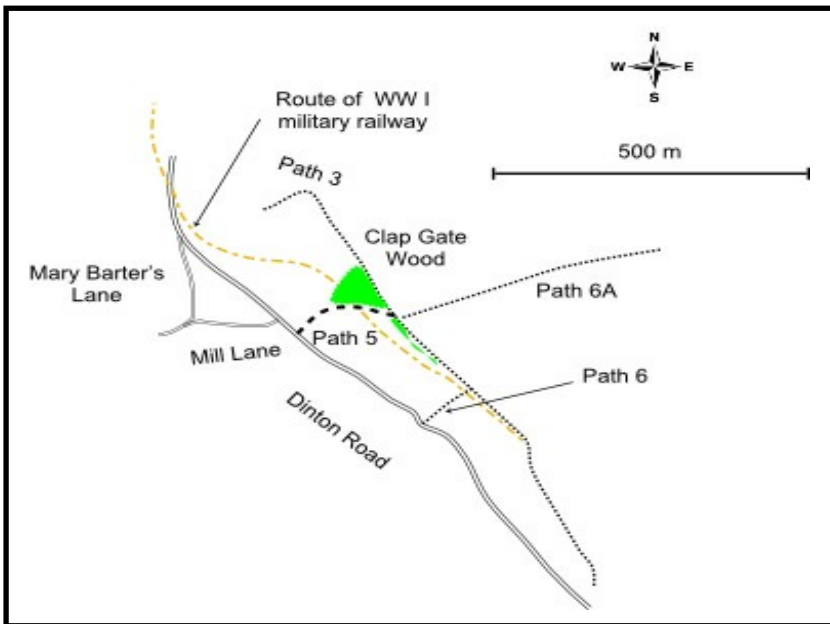
*Dinton Road*



# Path 5 (Dinton Road – Path 3)

## Footpath

*From the Dinton road, near the eastern end of Mary Barter's Lane, leading north-east and east along the southern side of Clap Gate Wood to its junction with path No. 3. Approximate length: 137 metres. Width: 3 metres. The path is known as Clap Gates path.*



## West to East

The start of the path, on Dinton Road, is marked by a metal finger post indicating a Public Footpath (002291). The Definitive Statement is slightly misleading in that the path starts near the eastern end of Mill Lane, rather than Mary Barter's Lane. It quite clearly passes between two private houses, their gardens and outbuildings, before bearing right with open woodland on the left. The track of the old Camp railway is obvious where the path crosses it.



As the path climbs, it narrows before coming to a zigzag stile (003291). A Public Footpath disc on the other side of the stile marks the way back down to Dinton Road and discs point left across a stile and right through a farm gate as the path joins Path 3.



## East to West

When leaving Path 3, go down through a zigzag stile (003291) marked with a Public Footpath disc. As the path widens it crosses the track of the old Camp railway (see the photograph below), before going between two private houses, their gardens and outbuildings.

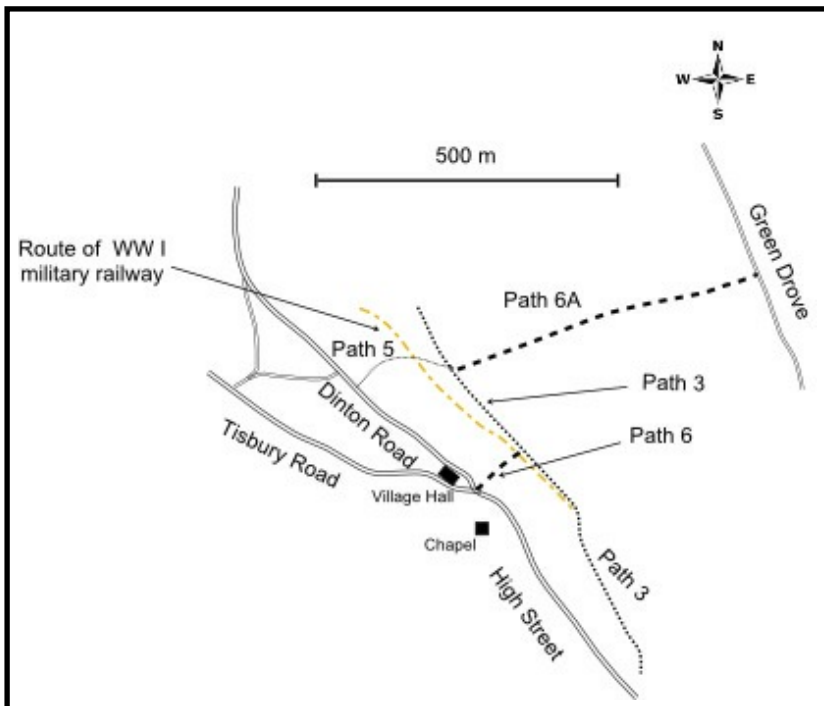
The end of the path, on Dinton Road, is marked by a metal finger post indicating a Public Footpath (002291). The Definitive Statement is slightly misleading in that the path ends near the eastern end of Mill Lane, rather than Mary Barter's Lane.



# Path 6 (High Street – Green Drive)

## Footpath

*HANGING FOOTPATH – From High Street, about 45 m south-east of the War Memorial, leading north-east across path No. 3 to path No. 17 at Green Drive Cottages. Approximate length: 548.5 metres. Width: 1 metre. Part subject to ploughing.*



## Southwest to Northeast

The path leaves High Street between the Village Hall and the Chapel at a metal finger post (004289) showing the Public Footpath to be up steps past a metal safety rail. Climb steeply between gardens on each side and up several flights of steps, amongst which you cross the route of the old Camp railway. The path then reaches a gap in the fence (005290) where you join Path 3.



From this point, the route of the path as shown on the OS maps, and which is waymarked on a power pole is not clear. An alternative route along a parallel hedgerow to the north has come to be used by permission of the landowner.

Turn left to find this route which starts at the junction of Path 3 and Path 5 (003291) and runs along the north side of the hedgerow. It leads to a wide gap in the hedgerow (009292) along Green Drove (Path 17).



## Northeast to Southwest

The path officially starts in Green Drove (Path 17) opposite Green Drove Cottages, but as the route of the path is unclear and not waymarked at this end, an alternative route has come to be used. This starts farther to the north along Green Drove where there is a wide gap in the hedgerow to the west. (009292).



Then follow the edge of the cultivated field, keeping to the north side of the hedgerow. There is a good view of some of the Fovant Badges from this point and the hedgerow will lead you to the junction of Paths 3 and 5 (003291) where you should go through the kissing gate and bear left along Path 3 until you see a gap in the fence on your right.

Go through this gap (005290) and go down several flights of steps, amongst which you cross the route of the old Camp railway (see the photograph below). Continue descending steeply until you come to a guard rail and finger post on High Street (004289).

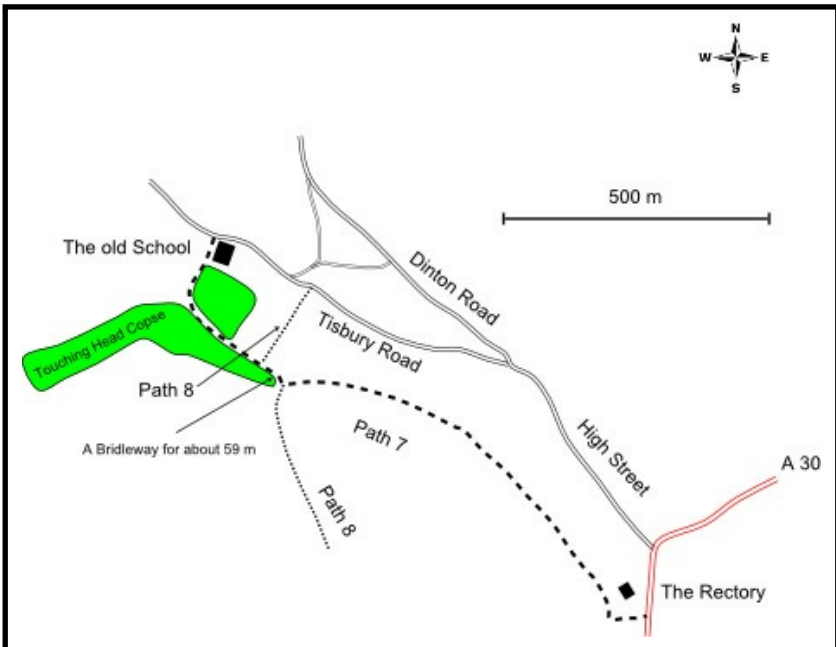
The old Post Office and a Telephone Exchange were near the foot of these steps.



# Path 7 (Tisbury Road – A 30)

## Footpath & Bridleway

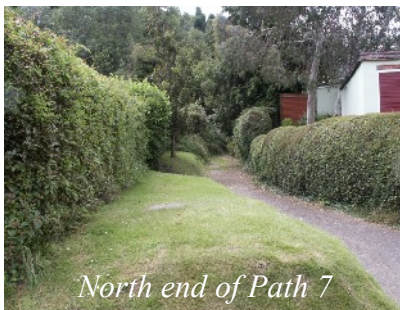
*From Tisbury Road, at the top of Schoolhouse Lane, leading south and south-east through Touching Head Copse to path No. 8, where it becomes a Bridleway for about 59 m and continuing south-east to the Salisbury - Shaftesbury road, A 30, about 137 m north of the renamed Gunvilles. Approximate length: 1207 metres. Width: 1 metre.*



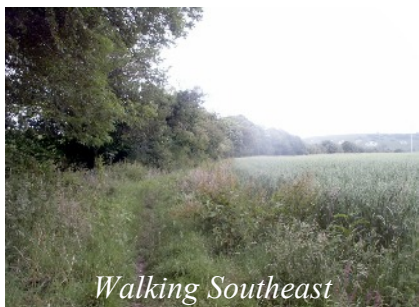


## Northwest to Southeast

The path leaves Tisbury Road by a metal finger post (998291) indicating a Public Bridleway to the A 30 at a distance of  $\frac{3}{4}$  mile. Passing the building that used to hold Fovant School on the left, the paved path enters Touching Head Copse near an old quarry to become rather muddy before turning left along an obvious sunken path, which continues to be muddy in patches. After about 300 metres the remains of a stile can be seen on the left (999289) which is the junction with Path 8.



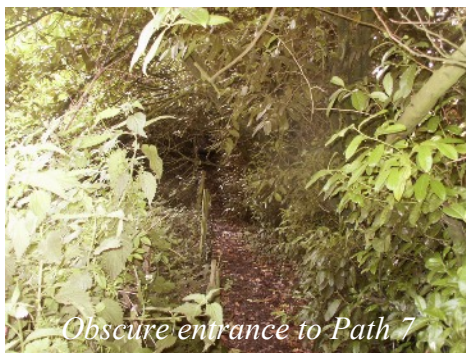
After another 60 metres the sunken path turns sharp right by a large tree on which there are two waymarks, but you should carry straight on through a gap in a holly hedge (000289) and turn left along the side of an open field, with a wire fence and vegetation to its left.



Follow an uncultivated strip along the length of the large field that once housed two WW I camps, and from whence the new “Poppy” badge on the hill may be viewed, until at the end of the field, by a wooden garden fence and in the vegetation, is a displaced V-shaped stile (006284). Turn left here down a few steps to a narrow path, between a garden fence and hedge on the left and a wire fence and scrub on the right. The end of the path on the A 30 (006284) is not marked and there is just a gap on to the road.

## Southeast to Northwest

The path starts on the A 30 to the west of The Rectory (006284). Take the straight and narrow path (!) keeping the laurel hedge on your right. At the top of the slope you will go up some steps where you should turn right into a cultivated field. The path follows an unploughed strip along the length of the large field. Keep the hedgerow on your right and walk the length of the field until, at a corner, you will see a small gap, by a holly tree. Go through this gap and, after a few steps, you will emerge into a wider sunken road.



Path 8 branches left at this point, but you should go straight on, along the sunken road. After about 60 metres the remains of a stile can be seen on the right (999289) which is another junction with Path 8.



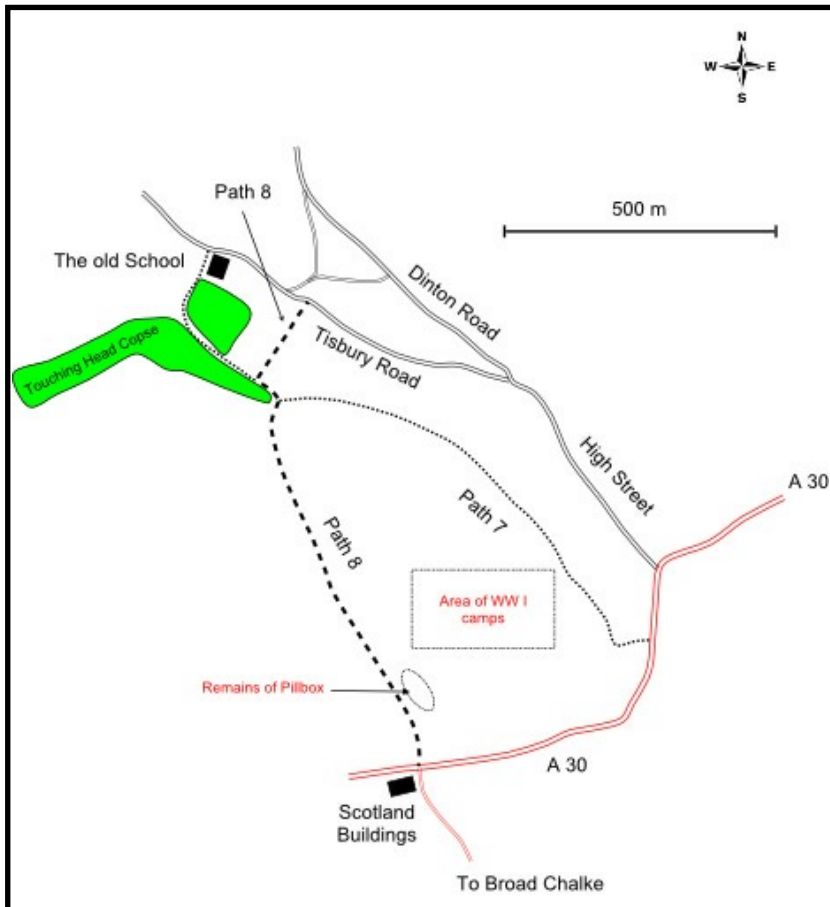
You are now passing through Touching Head Copse where the path becomes rather muddy and turns right to pass the buildings of the former

Fovant School on your right. You will emerge into Tisbury Road by a metal finger post (998291) which indicates a direction to the A 30 at a distance of  $\frac{3}{4}$  mile.

# Path 8 (Tisbury Road – A 30)

## Bridleway

*From Tisbury Road, at the Millhouse, leading south-west across path No. 7 and then south-east to the Salisbury - Shaftesbury road, A 30, opposite Scotland Buildings. Approximate length: 1005 metres. Width: 1 metre. Subject to ploughing.*



## North to South

The path leaves Tisbury Road by a metal finger post (000290) indicating a Public Bridleway and goes between two houses and fenced paddocks on either side.



At the top of the field is a dismantled stile (999289) and once passing through this, turn left along the sunken path until a sharp right turn by a tree on which is a Footpath disc pointing along Path 7 and a Bridleway disc pointing along our path, which climbs slightly before becoming narrower due to the encroachment of vegetation and small trees.

The path then broadens into an obvious green track from which there is a good view of some of the Fovant Badges. Indeed on the left of the path is a large field, now cultivated, which used to contain two of the many WW I camps that were in this area, probably housing some of the men who carved the badges.

The wide path leads down to the A 30 where there is a finger post (002282), indicating the direction back towards the Tisbury Road at  $\frac{3}{4}$  mile.

## South to North



The path begins at the A 30 opposite the turning to Broad Chalke, where there is a finger post (002282), indicating the direction to Tisbury Road at  $\frac{3}{4}$  mile.



Go along a short way along the obvious green track and once again you will find evidence of past wars, this time in the remnants of a WW II pillbox which though demolished, (probably with some difficulty) still lies in the hedgerow to your right.

Carry on along the path until it narrows, due to the encroachment of vegetation and small trees.

Soon you will come to a bend in the path where you turn left to continue (or you can, if you wish, turn right to follow Path 7).

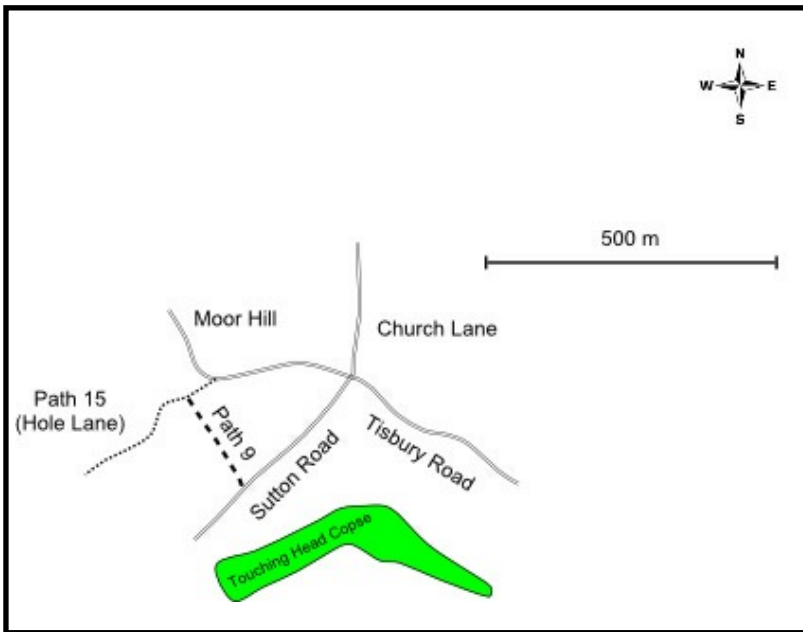
After about 60 metres, there is a dismantled stile on your right (999289). Go through it and, keeping between the two wooden fences, head downhill for the exit of the field. This will bring you, between two houses, to Tisbury Road where the path ends, at a Public Bridleway sign (000290).



# Path 9 (Hole Lane – Sutton Road)

## Footpath

*From Hole Lane, path No. 15, leading south-east to Sutton Road, near Home Close. Approximate length: 183 metres. Width: 1 metre.*



## Northwest to Southeast

The path begins in Hole Lane (Path 15) on its southern side near Orchard House where there is a stile with two steps (994292). It is waymarked with an arrow pointing along Hole Lane and another towards our route. You should cross the stile into the open field, keeping the garden hedges on the left. Although the Definitive Map shows the path as straight, there is no obvious indication of where it used to cross the hedgerow into Sutton Road. In practice the path now bends slightly left to pass through a farm gate where there is a metal finger post indicating a Public Footpath (995291).

There was a proposal a few years ago, launched by the late Tony Pinder, to build a new Village Hall on the adjacent field. But, unfortunately, despite a massive amount of work on his part, the project never materialised.



*Entrance to Path 9 from Hole Lane*

## Southeast to Northwest

Starting in Sutton Road, where there is a finger post next to Home Close (995291), go through the gate and along the field keeping the garden hedges on your right.

Head for the stile with two steps and, on crossing it, you will find yourself in Hole Lane and the end of the path (994292).



*Entrance to Path 9 from Sutton Road*

An 18th Century notebook records a Quaker burial ground on the site of Home Close, but an archeological survey before the building of the new houses there, failed to find any evidence of burials.

There used to be a pub called The Poplars where Home Close now is. When the site was cleared the poplar trees went as well.

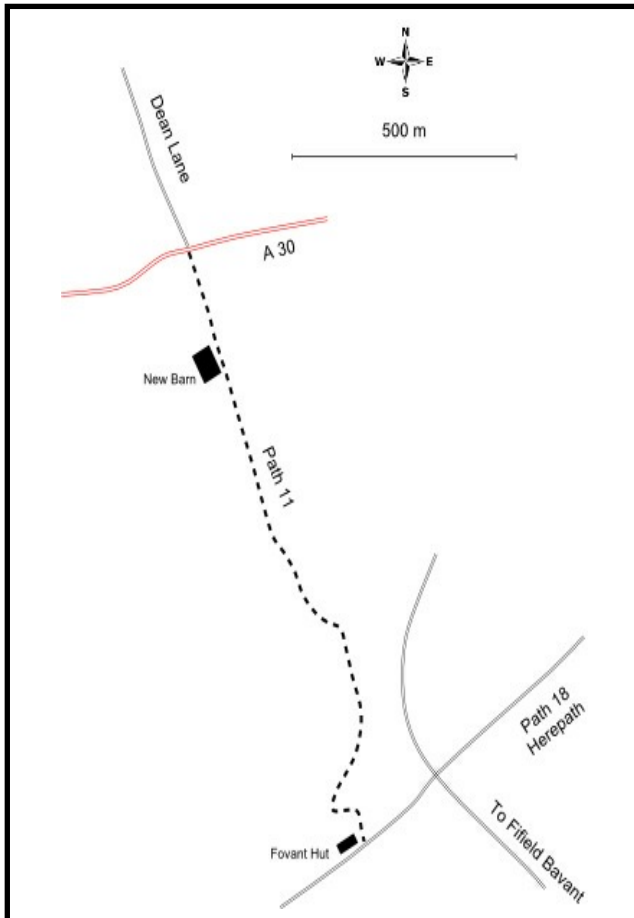




# Path 11 (A 30 – Fovant Hut)

## Footpath

*From the Salisbury - Shaftesbury road, A 30, at New Barn Cottages, leading south-east past New Barn, and continuing south-east and south to the Herepath, path No. 18, at Fovant Hut. Approximate length: 1609 metres. Part subject to ploughing.*



## Northwest to Southeast

The path starts on the A 30, opposite Dean Lane, where there is a metal Public Footpath finger post (996281). Take the wide farm track passing a pair of cottages before coming to farm buildings. A waymark has been fixed to sleepers there.



*Entrance to Path 11 from the A 30*

Go through the farmyard and then take the track leading towards the Downs between two cultivated fields. On reaching a small tree on the right, head towards a stile at the western end of a hedgerow at the foot of the Downs. The direct route is often affected by cultivation, but the line of the path is usually reinstated by the farmer.

The stile (001271) is in a wire fence running south at the foot



*Leading towards Fovant Hut*

of the Downs and is marked with footpath arrows on each side (although they may be broken). This is one of the entries to the designated Open Access countryside (see that chapter), but if you wish to stick to the path you should follow the sunken road that traverses the hill

and which leads to the north-west boundary of Fovant Hut. The more trodden path is on the west shoulder of the sunken road.

## PATH 11 (A 30 – FOVANT HUT)

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There are now no waymarking arrows on the fence of Fovant Hut, but the way to go is to follow around the old boundary hedges. This is where outbuildings used to be in the Turnpike days. You will have to cross a small patch of rough ground before climbing over a stile on the Herepath (Path 18) near a telephone pole (002266) to leave the path and the Open Access area.



Fovant Hut was one of a series of posting houses along the turnpike road, which ran along the ridge of the downs above the village. The Salisbury and Winchester Journal referred to it as ‘new built’ in 1757. William Kennell, the first landlord, advertised that he had:

*‘a stock of neat Wines, rich Cordials, and all sorts of Spirituous Liquors to be sold Wholesale and Retail.’*

The inn did a thriving trade until 1787 when the Lower Road (now the A 30) was turnpiked. It is not known when the inn ceased to trade, but it has long since been a private house.

## Southeast to Northwest

The path starts at a telephone pole to the east of Fovant Hut where there is a waymarked stile (002266). This is one of the entries to the designated Open Access countryside (see that chapter).



Cross this stile and some rough ground, making for the old hawthorn hedges around the area where outbuildings of Fovant Hut used to be in Turnpike days. If you wish to keep to the path, follow the hedge around the corner until the sunken road down the hill comes into view. You will find that the more trodden path is on the west shoulder of the sunken road.



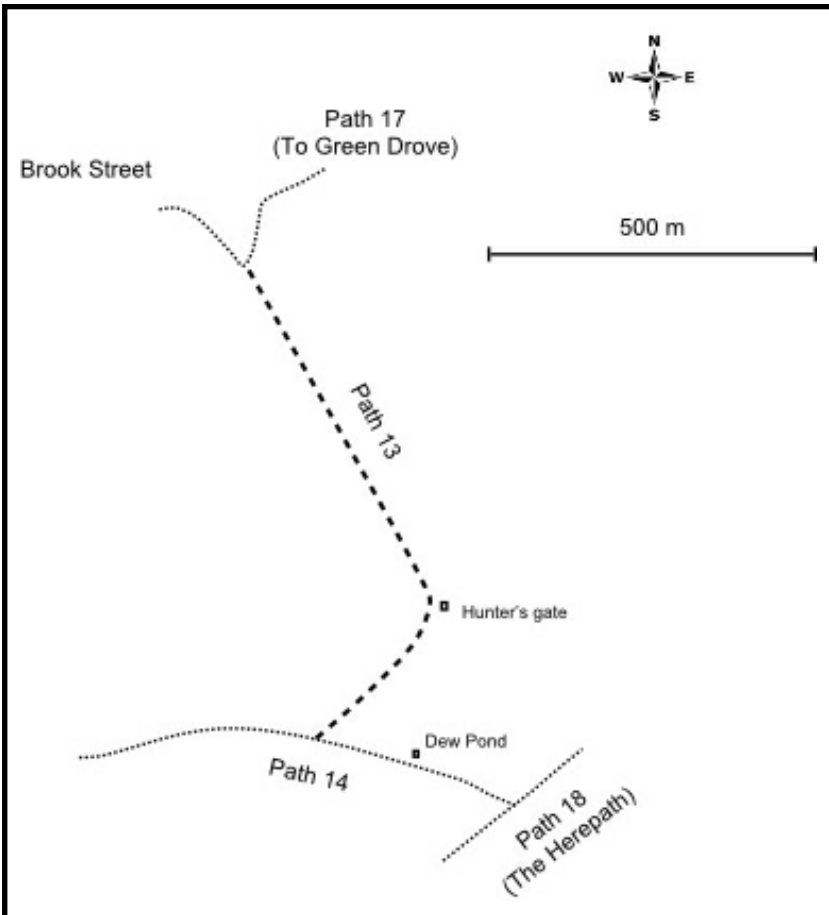
At the foot of the Downs, where you will leave the Open Access area, cross the stile (001271) and head for a small tree in the distance, bearing slightly left. This route is often affected by cultivation, but the line of the path is usually reinstated by the farmer.

From the small tree you can take the track which heads towards the farm buildings. Go through the farmyard on to a wide farm track passing a gate and a pair of cottages. You will then be on the A 30, opposite Dean Lane, where the path ends (996281).

# Path 13 (Brook Street – Path 14)

## Bridleway

*From path No. 17, approximately 170 metres south-east of the southern end of Brook Street, leading south-east to the foot of Fovant Down, then south-west to its junction with Eastern Holloway, (Fovant 14). Approximate length: 900 metres. Width: 1.8 metres.*



## North to South

The path starts in the rough track extension of Brook Street (Path 17) at an unmarked farm gate (008282). Go through a paddock to another gate before heading for the foot of Fovant Down. A waymark has been fixed to a post in the paddock indicating that you should take the route to the west of the hedgerow until the foot of the Down, where you should turn



left through the gap in the hedge before going through the hunter's gate (011277).

This is one of the entries to the designated Open Access countryside (see that chapter), but if you wish to stick to the path, bear right into a sunken green track climbing obliquely across

the face of the Down.

The bridleway, after climbing about halfway up the Down, meets Path 14 (009275) to continue towards the top to meet the Herepath (Path 18).



## South to North

The path starts some way down Path 14 which you join on the Herepath (Path 18). At this junction (009275) branch right, down a sunken path dropping obliquely across the face of the Down.



*The junction of Paths 13 & 14*

At the foot of the Down go



*Downwards on the bridleway*

through the hunter's gate (011277) leaving the Open Access area and then take a few steps to the left through the gap in the hedge so that you are on its west side.

Now follow the verge of the cultivated field until you come to a gate leading into a

paddock. Another gate leads out of the paddock at the end of this bridleway on to Path 17 (008282) and Brook Street.

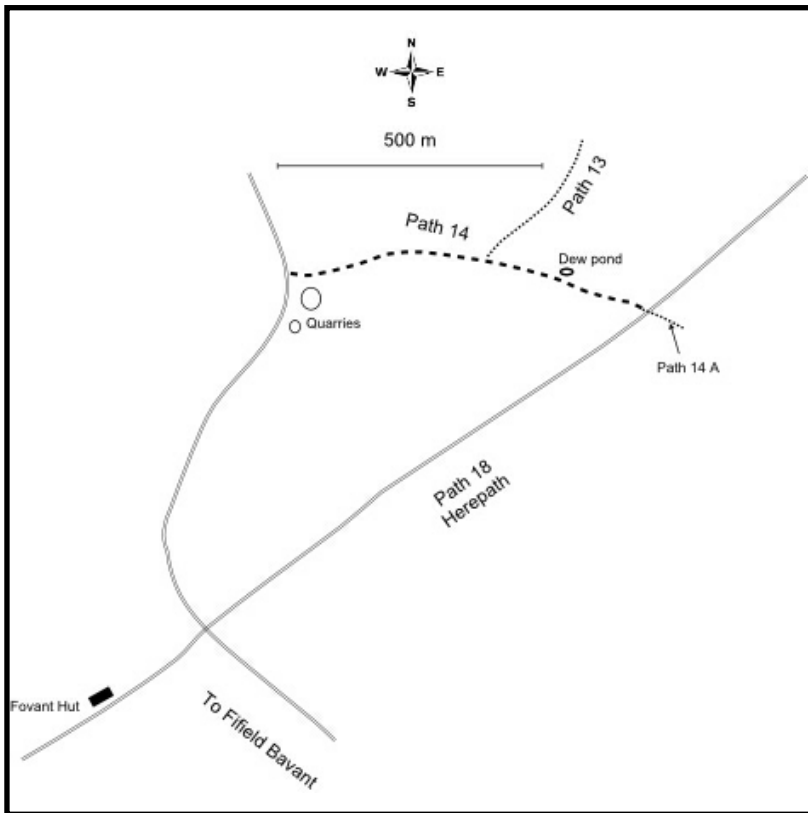


*Along the hedge to Brook Street*

# Path 14 (Fifield road – Herepath)

## Byway open to all traffic (with a Traffic Regulation Order)

*EASTERN HOLLOWAY – From the Fifield Bavant road, at Limbway at the foot of Fovant Hollow, leading east and south-east across Fovant Down to the Herepath (Fovant 18). Approximate length: 650 metres. Width: 4 metres.*





## West to East

The path leaves the Fifield Bavant road by a sharp corner at a metal Byway sign (005274).

Go through the unlocked gate there, on which is a sign banning all 4-wheeled vehicles except those used for agriculture.

This is one entry to the designated Open Access countryside (see that chapter), but if you wish to stick to the path, follow the sunken grass track rising across the Down.



At the junction with Path 13 (009275), which goes down to your left, carry on to the top of the Down and go between thick scrub on each side, passing an old dew pond on your left.

the Open Access area.

The sign post there points the way back to a Public Foot-path along Path 14 (erroneously) and a Public Bridleway (correctly) along Path 14A.



## East to West

Start from the Herepath (Path 18) at a gate (011274) on which is a sign banning all 4-wheeled vehicles except those used for agriculture. The sign post there, erroneously, indicates a Public Footpath, but it does give the right direction and the gate is one entry to the designated Open Access countryside (see that chapter).



If you want to follow the path go between thick scrub on each side at the end of which is an old dew pond, on your right. The path broadens out on to the open Down and you should take the left fork where it branches out from Path 13 (009275).

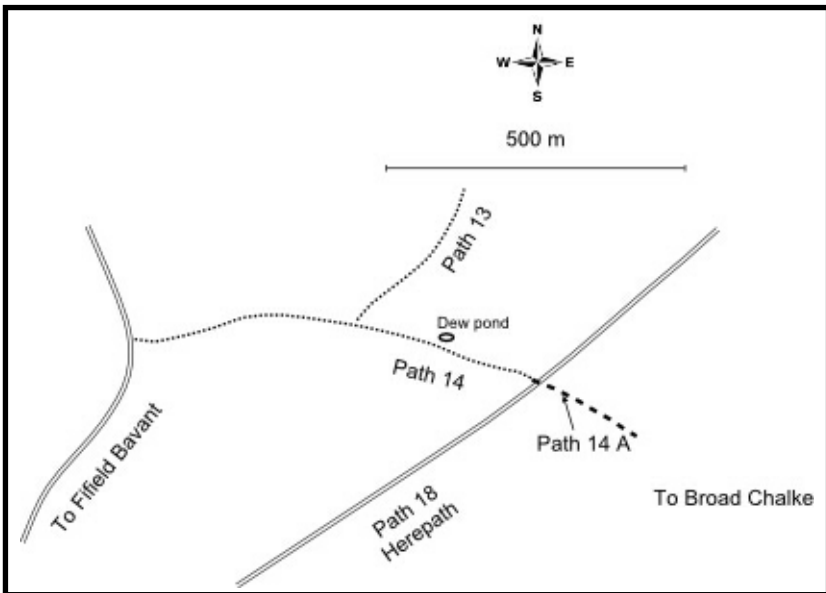


Now follow the sunken grass track going left obliquely across the Down until you come to the gate at the bottom, on the Fifield Bavant road (005274), leaving the Open Access area.

# Path 14A (Herepath – Broad Chalke)

## Bridleway

*From the Herepath, path No. 18, leading east-south-east to Broad Chalke path No. 21 towards Broad Chalke. Approximate length: 27 metres. Width: 2.43 metres.*



## PATH 14A (HEREPATH – BROAD CHALKE)

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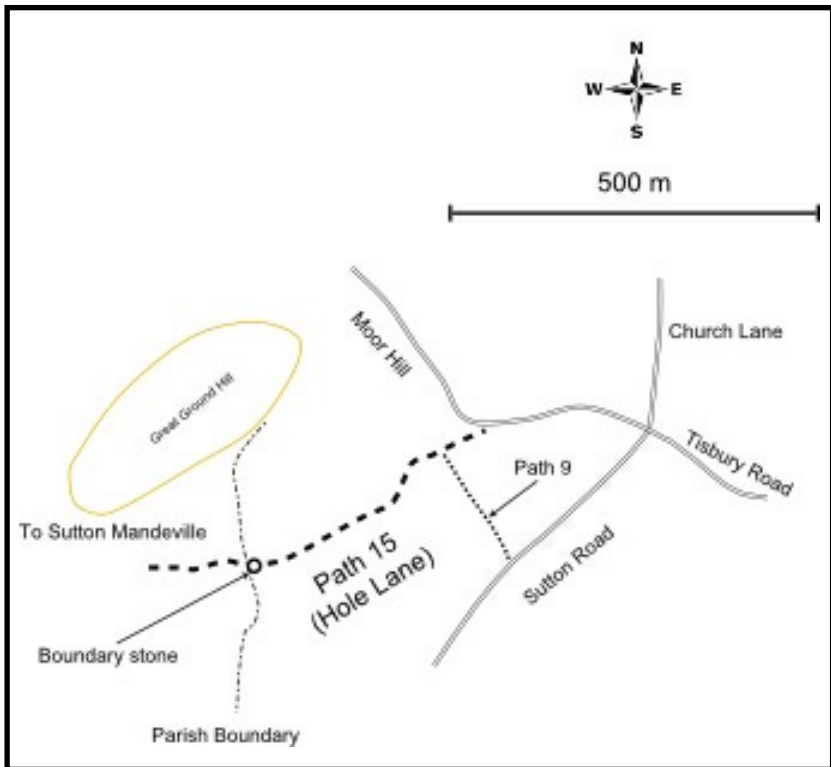
The path is effectively a continuation of Path 14 taking it the very short distance from the Herepath to the Parish boundary. It is clearly signposted as a Public Bridleway at the end of Path 14 (011274) and crosses the Herepath to a wide track between scrub, then to a gate that has been locked, but which can be walked (and ridden?) round (012274). The continuation of this track forms a good route to and from Broad Chalke.



# Path 15 (Moor Hill – Sutton)

## Byway Open to All Traffic (With a Traffic Regulation Order)

*HOLE LANE – From the Chilmark road, at Moor Hill House, leading south-west to the Sutton Mandeville Parish boundary, south of Great Ground Hill. Approximate length: 229 metres. Width: 2.43 metres.*



## Northeast to Southwest

The path leaves the road to Tisbury near Moor Hill Cottage by the Byway and Traffic Regulation signs (994292).

It coincides at first with gravel drives to two private residences and you should then leave a holly hedge to your right and the stile at the beginning of Path 9 to your left to follow the path of between 2 and 3 metres width until you reach the stone marking the Parish boundary (991291).

The continuation of this path will take you to Sutton Mandeville.



Following a public inquiry in 2003 the path was confirmed as a Byway open to all Traffic. However a Traffic Regulation Order was immediately imposed on the byway by Wiltshire Council prohibiting all forms of motorised traffic.



## Southwest to Northeast

Coming from Sutton Mandeville, you will find a boundary stone marking the start of this path (991291).

Carry on along the path, between hedgerows on either side, and you will emerge into a wide graveled path, serving two private houses on your left. Path 9, to Sutton Road, is over a stile to your right.

The path ends on the road to Tisbury at Moor Hill (994292).

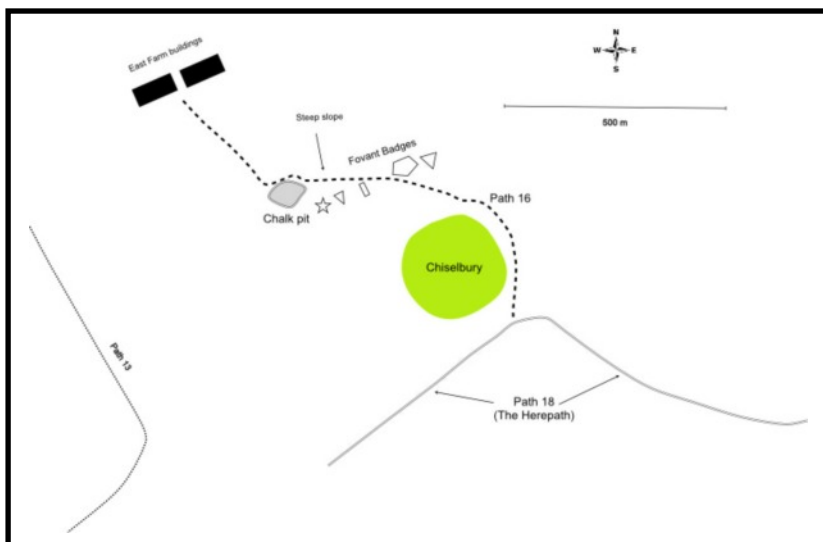


*Approaching the Boundary Stone*

# Path 16 (Green Drove – Herepath)

## Footpath

*From Green Drove, path No. 17, at East Farm House, leading south-east to the Chalk Pit then east up the escarpment to Chiselbury Rings and round the Camp to its junction with the Herepath, path No. 18. Approximate length: 1005 metres. Width: 0.91 metres.*





## Northwest to South

The path leaves Path 17 by continuing towards the Down in the same direction as the approach road from the A 30 to East Farm, through an unlocked farm gate (012285).



The path follows a wide strip between two fences and heads towards the chalk pit and LRB badge straight ahead.

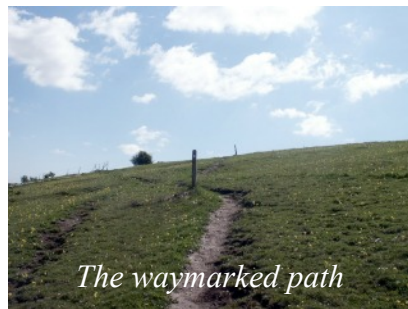
At the end of the strip and to the right of an unlocked gate (014283) note that there is no Right of Way along the path at the foot of the Down, but that the way ahead is one of the entries to the designated Open Access countryside.



If you wish to stick to the path, leave the chalk pit on your right and take a narrow, steep chalk path diagonally

left across the Down, passing directly beneath the chalk figure of Mercury the badge of the Royal Signals.

The path has been well marked by the Fovant Badges Society. and Wiltshire Council and is the closest approach to the Fovant Badges from the paths described in this booklet.



**Please note that the Badges have been fenced in for their protection and those areas should not be entered.**

## PATH 16 (GREEN DROVE – HEREPATH)

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After passing above the badge of the Australian Imperial Force (a 'sunburst'), you should aim for the left-hand side of Chiselbury. At this point you leave the Open Access area.

The path as marked on the Definitive Map now skirts the eastern side of Chiselbury near a slight ditch and then follows an open track towards the Herepath (Path 18) where there is an unlocked gate and a stile (019280).

Although Chiselbury was named in the Anglo-Saxon Charters as a Camp, an excavation in the 20th Century did not reveal any signs of habitation. It was probably a large enclosure for sheep.



*The view westwards from near Chiselbury*

## South to Northwest

The path starts on the Herepath (Path 18) near Chiselbury (and the Compton Chamberlayne parish boundary).



Go through the gate or over the stile (019280) on to an open track which skirts the eastern side of Chiselbury near a slight ditch, according to the Definitive Map.

Once to the north of Chiselbury you can enter the designated Open Access countryside (see that section) and also to start making your way down the slope. The path has been well marked by the Fovant Badges Society and Wiltshire Council, but you can also use East Farmhouse as an aiming point, so that the path can be picked up at the corner of the fence surrounding the ‘sunburst’ badge.



**Please note that the Fovant Badges have been fenced in for their protection and those areas should not be entered.**

The path will become progressively steeper, particularly after passing directly beneath the chalk figure of Mercury, the badge of the Royal Signals.

At the foot of the Down, near the chalk pit, turn right, through a gate (014283) out of the Open Access area and into a wide grass strip leading to an unlocked gate (012285).

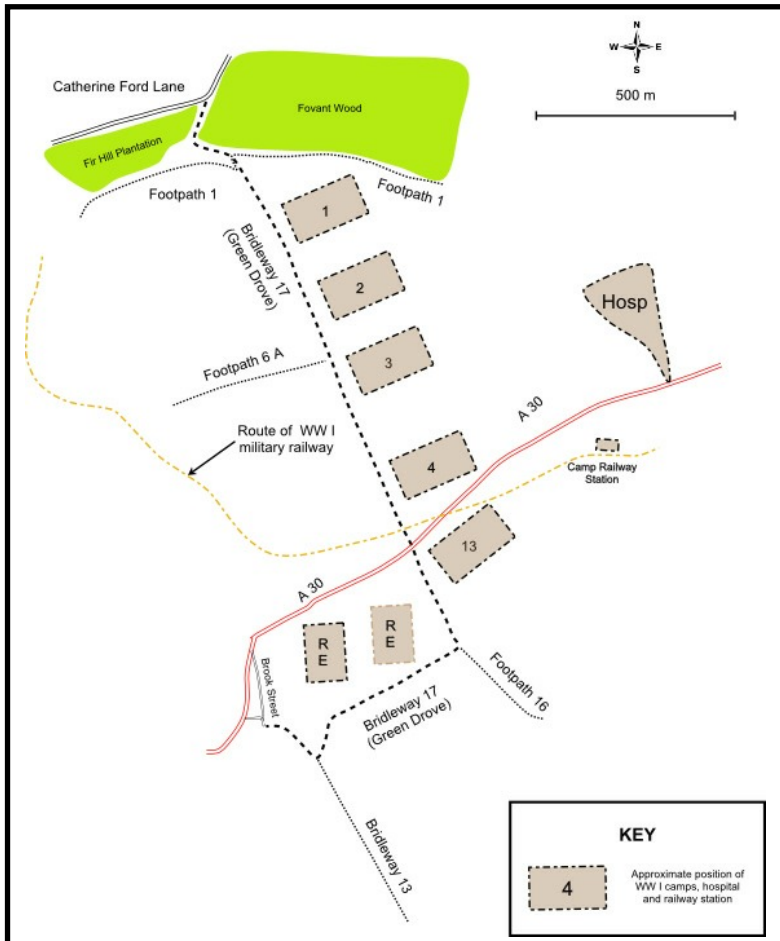


The path then ends and joins Path 17 near East Farm.

# Path 17 (Dinton Rd – Brook St)

## Bridleway

*GREEN DROVE – From the Dinton road, leading south-east across path No. 1, past path No. 6 at Green Drove Cottages, across the Salisbury - Shaftesbury road, A 30, to East Farm then south-west, south and north-west to the southern end of Brook Street. Approximate length: 2230 metres. Width: 6.09 metres.*



## North to South

The path leaves the Dinton road at a metal finger post (005299) indicating a Public Bridleway to the A 30 at a distance of 1 mile. About 80 metres after leaving the road, you should ignore the track to the right, as the route turns left up a rise through a wood with a rock



*Entrance to the Bridleway from the road to Dinton*

face on the right.

At the top of the rise you will emerge into a long,

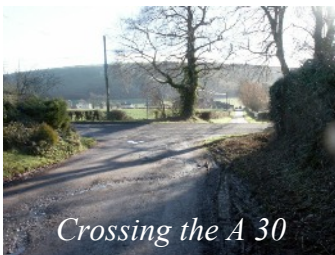


*Path 1 to your right*

straight, 5 metre wide track that leads between hedgerows to the A 30. It crosses Path 1 and passes Path 6A to the



*And Path 6A also to your right*



*Crossing the A 30*

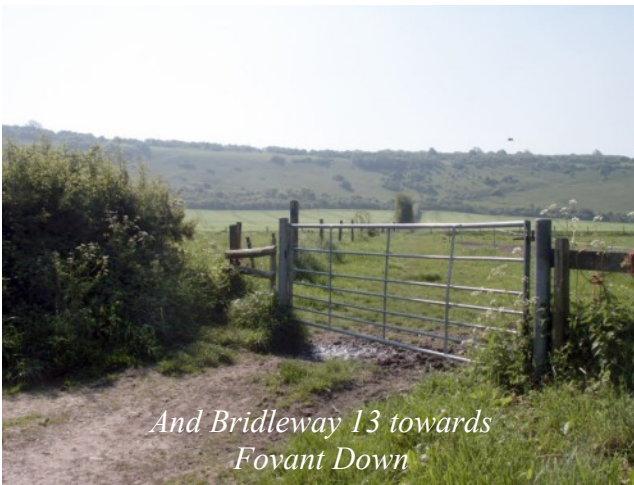
right (although the latter is not marked).

The track becomes progressively more made up as it nears the road, passing residences on the left. After crossing the A 30 (TAKE CARE HERE), where there is a metal finger post (011288) fitted with two signs, both indicating a Public Bridleway, go straight ahead down the Bridleway which coincides with the approach road to East Farm.

PATH 17 (DINTON RD – BROOK ST)

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Turn right there behind the farmhouse, (Path 16 goes straight ahead at this point), and then go past the cricket ground and barns, before bearing left and then sharp right into Brook Street by the telephone exchange (008282).

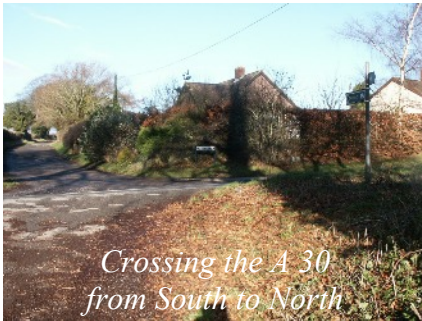


(Path 13 is off to the left).

The Bridleway ends officially at the south end of the paved part of Brook Street near the bridge over the stream. (007283).

## South to North

**G**o along Brook Street as far as the telephone exchange (008282) and then bear left (Path 13 is straight ahead of you at this point, through the gate). Follow the wide track past the barns to your right and the cricket pitch to your left, until you come to East Farm where you should turn left up the made-up approach road.



Cross the A 30 (TAKE CARE HERE), by the two Bridleway signs (011288), and carry on straight ahead up the long wide track. You will pass Path 6 on your left (although it is not waymarked) and will cross Path 1 before dropping down through a wood to the road to Dinton and the end of

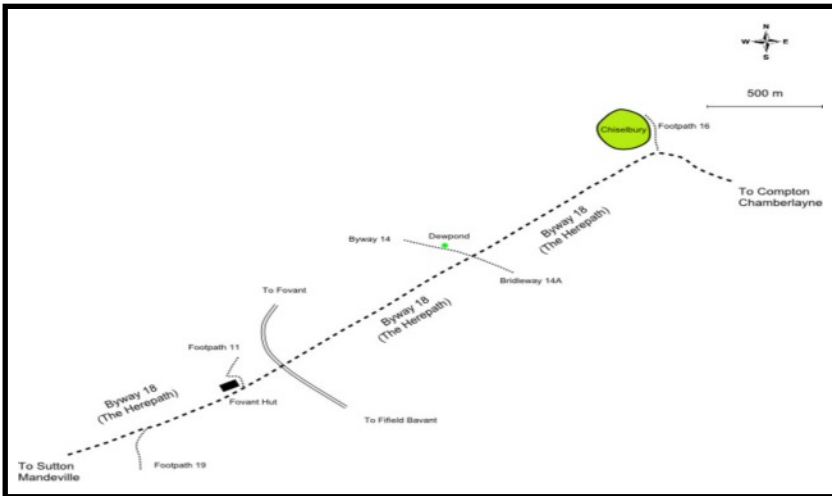
the Bridleway (005299).



# Path 18 (The Herepath)

## Byway Open to All Traffic

*THE HEREPATH – From the Sutton Mandeville Parish boundary leading north-east, parallel with the Ebbesborne Wake and Broad Chalke Parish boundaries, past path No. 11 at Fovant Hut and across the Fifield Bavant road, to the Compton Chamberlayne Parish boundary, east of Chiselbury Camp. Approximate length: 3220 metres. Width: 7.31 metres.*





## PATH 18 (THE HEREPATH)

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This byway runs on the crest of the Downs following an old Turnpike road and long before that, recorded on the Anglo-Saxon charters. It is an obvious track throughout, clearly much used by all forms of traffic.

At the parish boundaries at either end (994262) and (021279), there are no waymarks, nor are they necessary. Where the Fifield Bavant road crosses the track (TAKE CARE HERE) you will see a metal finger post (004268) labelling the track as a Byway with arrows pointing along the track both ways.

Several paths join this Byway. From west to east they are Path 19, Path 11 (just past Fovant Hut), Paths 14 & 14A and Path 16 near Chiselbury.

Paths 11, 14 and 16 will enable you to get to the designated Open Access countryside (see that section).



*Exit to Path 19*



*Cross the Fovant to Fifield Bavant road*



*Exit to Footpath 11*

## PATH 18 (THE HEREPATH)

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*Exit to Byway 14*



*Exit to Bridleway 14A*

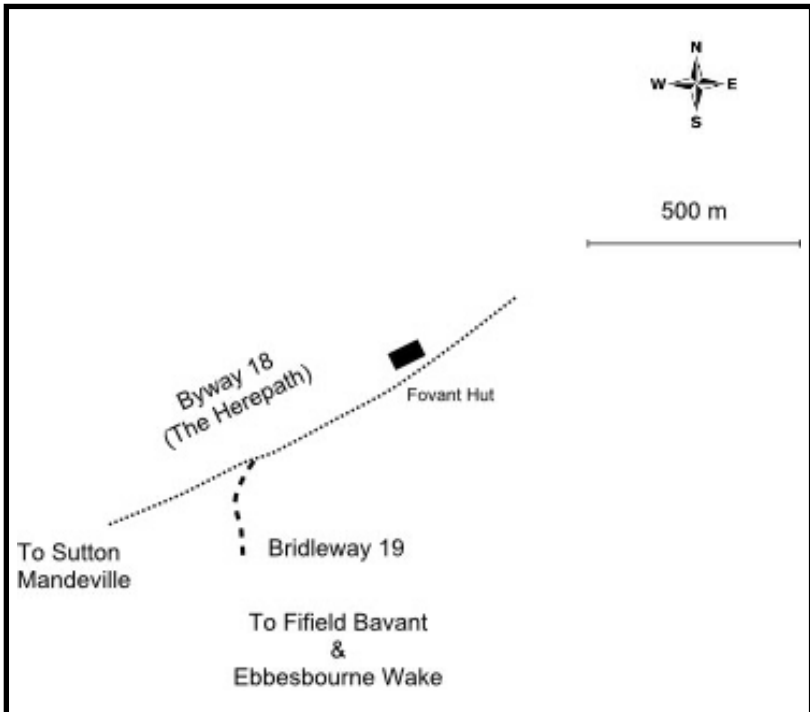


*Exit to Footpath 16*

# Path 19 (Herepath – Fifield)

## Bridleway

*From the Herepath, path No. 18, about 460 m south-west of Fovant Hut leading south-west to the Ebbesborne Wake path No. 6 towards Fifield Bavant. Approximate length: 82 metres.*

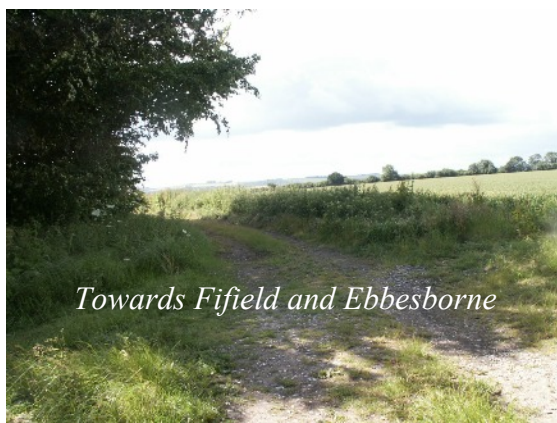
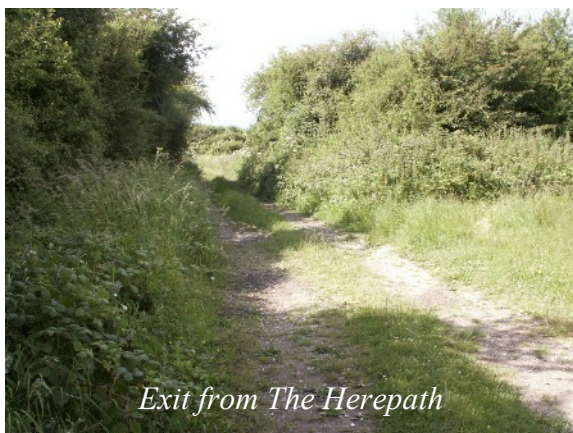


## PATH 19 (HEREPATH – FIFIELD)

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This is a very short path which provides a branch from the Herepath (Path 18) to paths leading to Fifield Bavant and Ebbesborne Wake. It clearly branches (998264) towards the south-west from the Herepath about 460 metres from Fovant Hut, as the Statement shows and soon reaches some gateposts (997263), on the westernmost of which is a Public Bridleway disc. The easternmost gatepost is broken.

This is the Fovant parish boundary.



# Open Access

Since October 2005 many areas of ‘mountain, moor, heath, down and common’ have been mapped in order to provide open access to **walkers**.

All types of ‘access land’ are shown on the new Ordnance Survey Explorer Maps which carry an access symbol.



This symbol may, in due course, be displayed at the entry and exit points to help guide you. The Explorer Maps themselves show all types of access land with a light yellow tint surrounded by a light orange border.

In the Fovant area, the downland to the south of the village has been so designated and access may be gained from the following paths:

<b>Path</b>	<b>Access points</b>	
Footpath 11	SU001 271	SU002 266
Bridleway 13	SU011 277	Joins Byway 14
Byway 14	SU005 274	SU011 274
Footpath 16	SU014 283	SU018 283

These points have been included in the path descriptions.

## Rights of Way

**R**IGHTS OF WAY are classified as Footpaths, Bridleways or 'Byways open to all traffic', but it has been convenient to refer to them just as 'paths'

Ordnance Survey maps show the classification of the paths in a distinctive style and colour. As is obvious from their titles, footpaths should only be traversed on foot (although pushchairs, prams and wheelchairs are allowed), bridleways on foot or by horse (leading or riding), and also since 1968 by cyclists, as long as they give way to others.

The route of each path is officially defined by a map known as the Definitive Map. Each map is based on the Ordnance Survey map published at a scale of 1:10 000 in which 1 cm represents 100 metres. They are held in the Wiltshire County offices, and copies may be inspected at the Salisbury Reference Library. The Parish Council holds a set of four which covers all of Fovant and part of the surrounding villages.

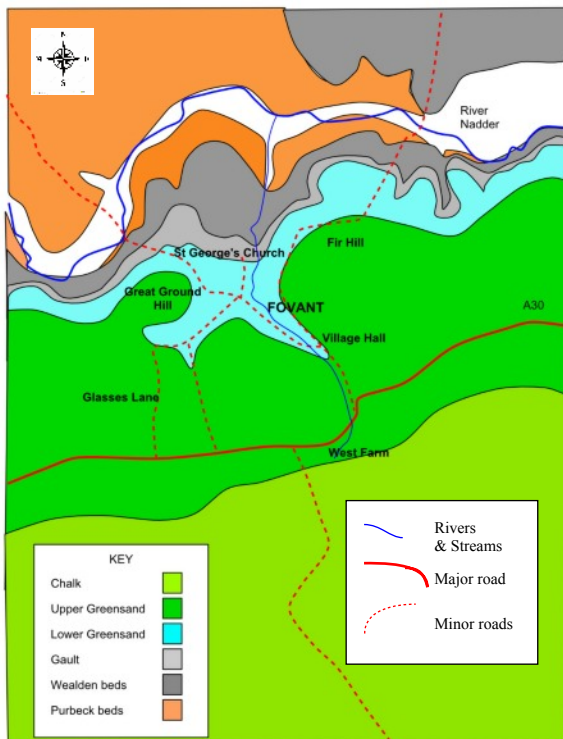
The Definitive Maps are accompanied by Definitive Statements, which describe the routes, dimensions and classifications of each path, together with any conditions, such as the right for them to be partially or wholly ploughed. These have been included at the head of the path descriptions. A six-figure map reference from the National Grid has also been included at landmarks along the path.

I have described eighteen useful paths in all, three byways, five bridleways and the remainder footpaths. Each one has a number, as marked on the map in the Introduction. Paths which are not used have been omitted from this guide.

# Scenery and Geology

An appreciation of the varied scenery surrounding the village, from rolling downland to flat terraces and wooded slopes, can be gained by walking some of the paths, from the top of the downs to the southeast of the village, where there was once a turnpike road, down the steep chalk slope and across the gently-rising terrace, where agriculture is prominent, before again walking down over the steep north-facing wooded slope towards the River Nadder and its alluvial soils, water meadows and mills.

This scenery reflects the underlying geology, which is interesting, as the village straddles the boundary between rocks typical of the Vale of Wardour, such as Chilmark limestone, and those of the chalk countryside.



Fovant owes the shape of its landscape to happenings of up to 20 million years ago, when movements in the earth's crust, as the continents collided, resulted in the uplift of the Alps. In England the ripples produced arch-like structures, or anticlines, connected by shallow troughs. The arches are characterised by steep northern limbs, the southern limbs having only a gentle inclination.

To the south, the underlying rock is most obviously Chalk, that landscape feature which is apparent from the Dorset Downs, across Salisbury Plain and to the Marlborough and Berkshire Downs and beyond. Chalk hill-figures, of which Fovant has more than its fair share, are common in this landscape.

The village itself is mainly in a north-south valley and a wide terrace of Greensand bounds it on both east and west. This terrace was ideal on which to site military camps during World War I, signs of which may still be seen. The green-tinged stone was obviously used to build many of the older cottages in the village and several overgrown quarries are still discernible.

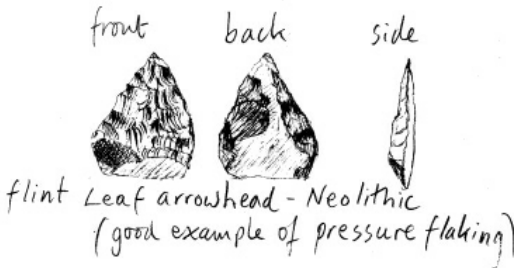
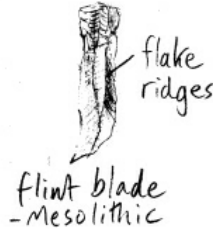
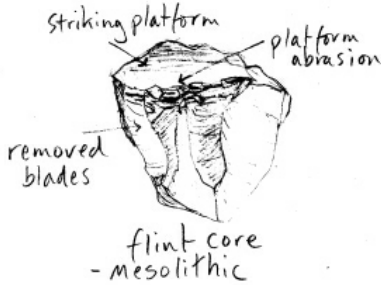
The brook running through the village, which rises in springs at West Farm, has eroded the Upper Greensand, exposing clays, and sandy beds. It contains water that is pure enough for the cultivation of watercress and old records speak of water mills. It contributed to the presence of irrigated water meadows and is now a popular fishing stream, accompanied by artificial shallow lakes.

The erosion continues in the valley of the River Nadder into which the stream flows, exposing other rock, and deposits north of the village represent the most easterly exposures of the rocks known as the Purbeck beds. These limestones are common in the nearby Vale of Wardour, together with the older Chilmark stone. They were deposited some 170 million years ago.



Evidence of Early man has been found in the Avon and Stour valleys and, judging by the flints found locally, it is likely that the Nadder valley and nearby areas were similarly visited.

Examples of worked flint -  
found in Forant  
2002-2004.



excerpts from  
field notebook.  
Nick Cowen.  
05.

*Excerpts from Nick Cowen's field notebook*

# Maps

**R**OADS, tracks and paths have appeared on maps for centuries. One of the early maps was published in 1773 by John Andrews, a geographer, surveyor, engraver and map seller, and Andrew Dury a publisher and bookseller.

A copy of this beautifully drawn map is held in the County Record Office at Chippenham and is well worth looking at, showing as it does so many of the tracks that are still evident today. Some, of course, have evolved into roads.



Later maps continue the story, for example those accompanying the Fovant Enclosure Award in 1785.

With the coming of the Ordnance Survey, maps were based on carefully measured baselines and accurate triangulation, but, as a glance at their successors today will prove, they are no less works of art than their predecessors.

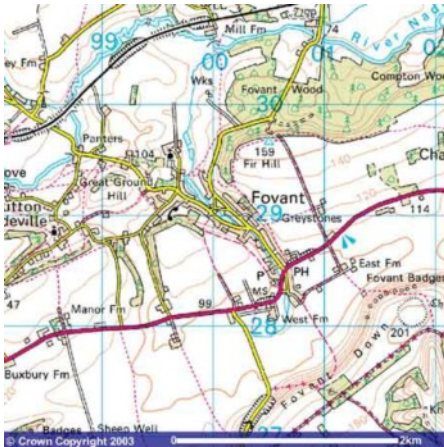


Image produced from the Ordnance Survey Get-a-map service. Image reproduced with kind permission of Ordnance Survey and Ordnance Survey of Northern Ireland.

An example of the care taken in producing these maps is evident from a first edition (1817) of our area that shows the original baseline from Beacon Hill, near Amesbury, to Old Sarum being measured, in feet, to an accuracy of four places of decimals. The end of the baseline at Old Sarum was marked until recently on O.S. maps as ‘Gun, End of Base’ a phrase which puzzled me for years before I went and looked at it and found that there was indeed the barrel of a gun buried vertically in the ground.

The spot is now marked by a commemorative stone at SU 142 329.

Until the 1950s the phrase ‘The representation on this Map of a Road, Track or Footpath, is no evidence of the existence of a right of way.’ was tucked away, in very small print, in one corner of each Ordnance Survey map.

In 1947 a Special Committee on Footpaths and Access to the Countryside recommended that all public rights of way should be surveyed and recorded on maps.

Recommendation was one thing, achievement was quite another and government proposals for the completion of this task are still under way, more than fifty years later.

However, it did enable Ordnance Survey to amend their proviso and current maps now bear the legend, in bolder print, ‘The representation on this map of any other road, track or path, is no evidence of the existence of a right of way.’

A warning to users is also printed to the effect that rights of way are liable to change and may not be clearly defined on the ground.

# History

What about the history of these paths? As usual, I turn to the late Dr. Clay on these matters <sup>1</sup>. He considered that Green Drove (BW 17) was very ancient, writing ‘... in this district the prehistoric roads all ran north and south.’ Green Drove is probably an extension of Sigewine’s Dyke, which descends the downs to the east of Chiselbury and curves westwards at the foot of the hill’. Certainly, Sigewine’s Dyke is mentioned in an Anglo-Saxon charter of A.D. 901, the one by which King Edward the Elder gave Fovant to a nobleman of King Alfred’s court.



That charter also mentions BR 18 as it describes one of the boundaries of Fovant ‘*Thæt swa uest on Here Pathe anlang Hrygges*’ or ‘Then so west on the Highway along the ridge’. The Herepath is variously described as a military or army path – a road along which

several mounted men could ride abreast.

Later this became a turnpike road, indeed according to one source it was the first turnpike in England. In the early 1920s there was a small grass covered rectangular excavation that was the site

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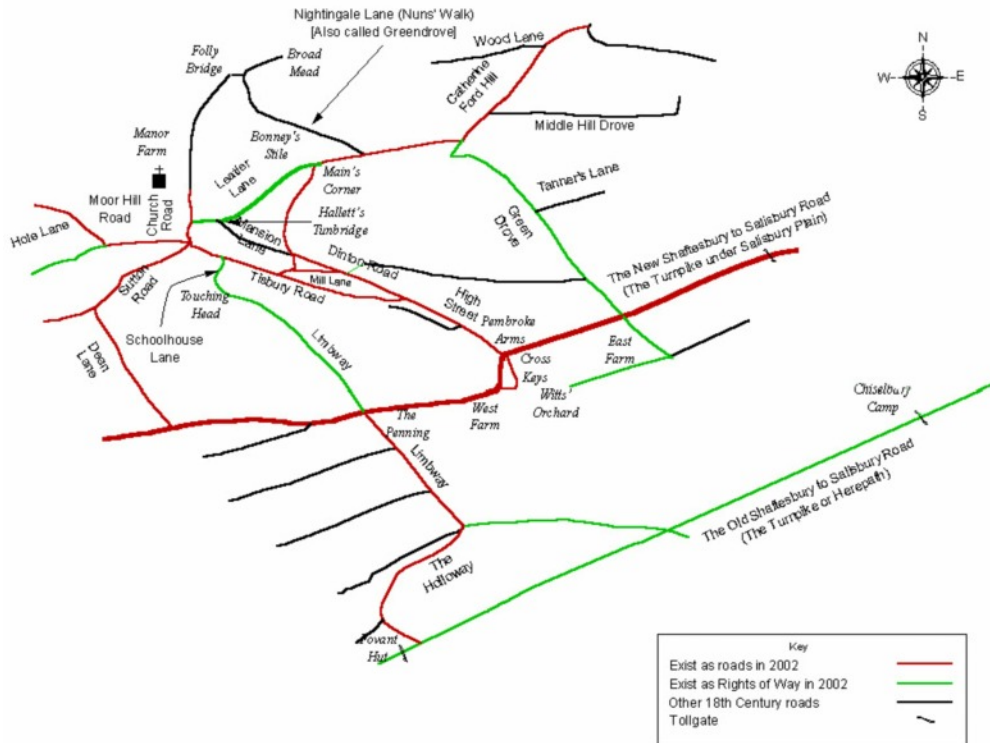
<sup>1</sup> ‘Some Notes on the History of Fovant’ – Dr. R.C.C. Clay. Copies are held in Salisbury Reference Library.

of the turnpike house opposite the south-western corner of Chiselbury Camp, but I haven't been able to find it today. Still evident though are banks and ditches which were erected to prevent travellers from nipping across the slope and evading payment of the tolls. A bit difficult with a coach and horses though, I would have thought.

The Enclosure Awards in 1787 mentioned several of the existing paths and, as many villagers will be aware, have been used in the past to challenge the status of some of our paths. BW 13, BR 14, and BR 15 were reclassified after Public Enquiries were held in the village. Others mentioned in the Enclosure Awards were BW 8, part of FP 11, FP 12, part of BW 17 and BR 18, and also the roads which are now the A 30 and Dean Lane. BW 8 was known as the Limbway and that continued up over the hill as the present road to Fifield Bavant. Most of the others noted are no longer visible. Dr. Clay mentioned other paths, some of which still exist, such as FP 2 to Teffont Mill, part of which was called Leatler Lane and BR 15 (Hole Lane).

Others are no longer rights of way and some are not even apparent on the ground. They include Nightingale Lane that now forms part of the private road to the sewage plant, Middle Hill Drove that went into Fovant Wood from halfway down Catherine Ford Hill, and Wood Lane which ran in a westerly direction from the foot of that hill. There was also Tanner's Lane that went eastwards from Green Drove and Mansion Lane from Turnbridge to the top of Mary Barter's Lane. The latter was made at some time between 1773 and 1787.

# HISTORY



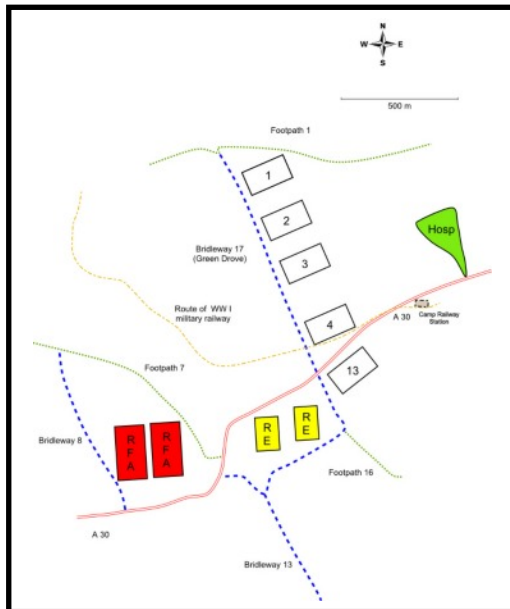
*Roads and Paths, past and present*

## HISTORY

In more recent history, an invasion of Fovant took place about a hundred years ago. This time it was of the Australian and British armies, resulting in a building of several camps, a hospital and a military railway. The invasion also resulted in the appearance of several army badges carved into the hillside of Fovant Down.

A map showing the approximate size and location of the camps with relation to some of the Rights of Way is shown below.

Where traces of the railway track can still be seen, and where the view of the Fovant Badges can best be appreciated has already been described in the individual path descriptions, but in addition while driving along the A 30 look for gaps in the hedgerow on each side of the road. This is where the Camp Railway crossed the road.



RFA = Royal Field Artillery  
RE = Royal Engineers

# The Countryside Code



## Respect other people

- Consider the local community and other people enjoying the outdoors
- Leave gates and property as you find them and follow paths unless wider access is available

## Protect the natural environment

- Leave no trace of your visit and take your litter home
- Keep dogs under effective control

## Enjoy the outdoors

- Plan ahead and be prepared
- Follow advice and local signs

A list of useful web sites can be found on the following page.

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To report problems on any of the paths please contact Wiltshire Highways at 0300 456 0105. Or if you find errors or omissions in this booklet I can be contacted at [mclharden@gmail.com](mailto:mclharden@gmail.com)



## Appendix A – Useful Web sites

Countryside Code	<a href="http://www.gov.uk/government/publications/the-countryside-code">www.gov.uk/government/publications/the-countryside-code</a>
Cycling UK	<a href="http://www.cyclinguk.org">www.cyclinguk.org</a>
Fovant Badges Society	<a href="http://www.fovantbadges.com">www.fovantbadges.com</a>
Fovant History Interest Group	<a href="http://www.fovanthistory.org">www.fovanthistory.org</a>
Fovant Parish Council	<a href="http://www.southwilts.com/site/Fovant-Parish-Council/">www.southwilts.com/site/Fovant-Parish-Council/</a>
Open Access land	<a href="http://www.gov.uk/right-of-way-open-access-land/overview">www.gov.uk/right-of-way-open-access-land/overview</a>
Ramblers	<a href="http://www.ramblers.org.uk">www.ramblers.org.uk</a>
Salisbury Library	<a href="http://www.wiltshire.gov.uk/artsheritageandlibraries/librarieshome/librarylocations.htm">www.wiltshire.gov.uk/artsheritageandlibraries/librarieshome/librarylocations.htm</a>
Wiltshire and Swindon History Centre	<a href="http://www.wshc.eu">www.wshc.eu</a>
Wiltshire Archaeological & Natural History Society	<a href="http://www.wiltshiremuseum.org.uk/society">www.wiltshiremuseum.org.uk/society</a>
Wiltshire Bridleways Association	<a href="http://www.wiltshirebridlewaysassociation.co.uk">www.wiltshirebridlewaysassociation.co.uk</a>
Wiltshire Council (Rights of Way)	<a href="http://www.wiltshire.gov.uk/communityandliving/rightsofway.htm">http://www.wiltshire.gov.uk/communityandliving/rightsofway.htm</a>

## Appendix B – Changes

<b>Date</b>	<b>Change</b>
24 Aug 17	Initial version





**T**he author of this booklet, Mike Harden, has lived in Fovant since 1964 and served some years as a Parish Councillor, specialising in the preservation of Rights of Way of which there are eighteen in the parish, divided between Byways, Bridleways and Footpaths.

Here he describes the route of the paths in each direction, drawing attention to areas that have figured in the history of the village. The descriptions are accompanied by photographs of parts of the paths.



[www.fovanthistory.org](http://www.fovanthistory.org)