



RPS NEWSLETTER

RUDGWICK PRESERVATION SOCIETY

AUTUMN 1993

CHAIRMANS REPORT

Many of you will know that the Preservation Society has for a long time been involved with a project to study the many timber framed buildings that we have in our Parish. Although the Society as a whole has been keenly interested in the progress of the study (it has been the subject of no less than 6 articles in the newsletter since spring 1989 and two public meetings) it is the efforts of Diana Chatwin and Stan Smith that have made it happen. The division of labour has been that Stan has located suitable buildings and made initial contact with the owners and Diana has then made an expert study of the building and dated and characterised it. It is almost certainly the first time that such an exhaustive study has been made of the timber framed buildings in a wealden village. The total of buildings now completed stands at about 80 with only a few more to go. The Society has recently suggested to Diana that she should consider publishing the results of the study in the form of a book. Although she is daunted by the prospect, I am pleased to say that she has agreed to do so and the Society for its part has agreed to cover the publication and printing costs, a really daunting task. However we feel that this unique study of our village has revealed much not only about its vernacular architecture but also about its history and development, is far too important to file away without making it available to our members and others, including archaeological and architectural scholars, who will value its fascinating findings.

We need to raise about £5,000 in total and have already bid for an Environmental Action Support grant from the Shell Better Britain Campaign and will also be seeking sponsorship from a number of other organisations. If any of our members know of, or perhaps work for, an organisation who you feel may be able to help, then please let me know. Another way you might help is to tell us if you think you live in a timber framed house. (The item on p7 tells you what to look for). Whilst we think we have identified most of the obvious (and some of the less obvious) timber framed houses, it is not always easy to tell from the facade. A more modern exterior may hide an original timber framed building, which may now form only a small part of the present house.

Whilst on the subject of help you will see that Stan Smith, in his report on this year's guided walks (p2), is appealing for more walk leaders for next year's programme. If anyone is interested in this please do contact Stan.

This year's Autumn meeting is almost upon us. Doris Ashby is talking on the subject "Mainly Sussex - a study of its natural history" I am told by those who know her that Doris is an extremely entertaining and knowledgeable speaker on local wildlife. I'm sure it's a meeting not to be missed, so please make a note in your diary, Monday 1st November

7.30 Rudgwick Hall Bucks Green. I hope to see you there.

Leslie Hawkins

R822967

Planning Matters

There are three important planning decisions which we feel should be reported to members in some detail.

LOWER LODGE SHOOTING FARM

On the 7th September last the area 1 Plans Sub-committee considered the application for an extension of shooting hours to Saturdays and certain Bank Holidays and relocation of tree towers to Lower Lodge Hangar. It is likely to decrease the noise

West Sussex RH12 3

A packed gallery from The Haven heard the decision of the Committee to grant permission for a trial period of one year and that the Environmental Health Officer should monitor noise levels to ensure that these did not exceed 51 decibels. Also permission was subject to the completion of a management agreement, which could take some time to complete.

One Councillor sensibly asked what exactly is 51 decibels - they had just rejected an application for a model aeroplane club which would have created much less noise. Thereupon one or two Councillors tried to explain decibel levels by reproducing noise. This was ridiculous and one must ask why on earth the EHO was not present to explain the technicalities of the subject - a serious omission.

Over the last ten years the applicant has carried out a number of alterations without planning permission, and these unauthorised developments have never been refused. Furthermore this application has been deferred several times, and the applicant has yet another appeal pending to the DoE for an extension to Saturdays and Sundays and is still unresolved. This last appeal has been postponed three times presumably awaiting the outcome of the alternative application now approved.

We have referred to this manoeuvre as "planning by stealth", and naturally residents (not confined to The Haven) feel a deep resentment and open hostility to the applicant, who has done nothing to gain their trust. It is our impression that The Haven Society is determined to continue to oppose this decision in whatever way is open to them.

THE HAVEN GARAGE

The same committee then considered an application from Ron Elliott, who has closed down the garage, to replace this with a single house and garage. Officers recommended refusal on the grounds that the application was contrary to Countryside Policies, in that it did not fulfil an agricultural need or the re-use of an existing rural building.

However there are a number of arguments that would support this change of use:-

- The County surveyor commented that the proposal would offer an improvement from a highway safety point of view.
- The present buildings consist of a derelict site of breeze blocks and corrugated iron, constituting a rural slum. If built today there would be a public outcry, followed by an enforcement notice.
- A single house of high standard of design, taking account of the surroundings, would have the advantage of reducing the area of buildings and hard standing currently there.
- It cannot be denied that a well designed house could only enhance the environmental setting of a quiet rural settlement (if one excludes the shooting school!)
- A Councillor asked if the Committee's local plan panel could defer a decision pending a policy review. It should not require much ingenuity to find a solution to a variation of existing policies without creating the precedent to which the officers object. All that is required is the will to do so.

Surely, it is not difficult to prove a "planning gain", substituting a dwelling for a derelict commercial site occupying a smaller space. Logically, there is a need to be pragmatic in this case.

One cannot resist drawing attention to the great effort made to accommodate the developments at Lower Lodge Shooting School arousing so much widespread resentment by local residents, compared with the rejection to this modest plan at the Haven Garage that can only bring environmental advantages to The Haven.

ARUN VALE FARM (Pensfold Lane)

An application to create a poultry farm adjacent to Morelands Pensfold Farm and Naldrett House, was refused by the local planning authority.

When the applicant went to appeal local residents organised well attended meetings to find ways of opposing this undesirable development. In an interesting and well argued appeal letter the Inspector set out the three primary matters to be considered:-

- The appearance and character of the rural landscape and the objectives of approved policies for the protection of the countryside
- The use and enjoyment of the bridleway on Pensfold Lane

- Amenities which nearby residents may reasonably expect, by reason of the emission of noise, dust and smells.

There follows a description of the area of attractive rural landscape and a statement that such a chicken farm could be seriously damaging to the appearance and unspoilt open rural character of this pleasant landscape. Furthermore, the Inspector stated that it could be prejudicial to the ready use and enjoyment of the public bridleway. Thereupon he dismissed the appeal. These quotes have been set out in detail, since they exactly reflect the strong arguments of the local residents, who organised themselves so successfully.

This must be regarded as great victory for local objectors whose arguments helped to convince the Inspector that their case against the appeal proved to be well founded.

Stan Smith

GUIDED WALKS - SUMMER 1993

Our programme included 11 walks which proved to be a success once again.

These covered the three months May, June and July and the average attendance was 60. Unfortunately the last walk organised by Bridget Pusey was rained off - our first cancellation. We were all sorry when these popular walks came to an end and we must try to extend our programme through August next year which means we need more leaders. The distance should be limited to about 4 miles and take about 2 hours. There are always volunteers available to help with stewarding and we should like to hear from anyone who would be prepared lead a guided walk.

The summer programme is prepared about Christmas time so please phone me if you would like to take part in this most enjoyable activity in 1994.

The walks are sponsored by West Sussex County Council who produce a brochure covering the whole of the County and they have two benefits - many walkers will come on an organised walk and feel safe and this does ensure that our footpaths are used and kept in good condition.

Stan Smith

R822723



DEER in RUDGWICK

By Geoff Ayres

Any mention of Roe Deer in Rudgwick initiates woeful stories of rosebushes stripped and runner beans destroyed. Fortunately, although the conversation usually includes dark mutterings of shotgun and buckshot, the deer are not generally persecuted in the village.

Although Roe Deer are native, they were hunted almost to extinction during the seventeenth and eighteenth centuries, surviving only in the Lake District and Scotland. At the beginning of the nineteenth century Lord Portarlington reintroduced stock to his estate at Milton Abbas in Dorset where they thrived. By the 1890's they had recolonised the New Forest and probably our own area. They have now regained the status they held throughout England in the Middle Ages.

If Bucks Green is named after the Roebuck it was certainly so named before the early 1800's when the Roe Deer were long gone. Was it named, perhaps, in or before the sixteenth century?

Rutting takes place mainly in August. The buck marks out an area of open ground round a tree or bush by "fraying" the bark of young trees with his antlers and scraping the ground. From time to time he marks his scrapes with scent from glands on his forehead. He chases the doe round and round in a ring or figure of eight, wearing a "roe-ring" on the ground. Implantation is delayed until about December when gestation starts, resulting in the dropping of one or two fawns in May. The doe goes off on her own to give birth and after about two weeks returns to the buck with her young. When disturbed the doe will lead you or your dog away from the young, who will remain quite still under a bush or in long grass.

Only the buck has antlers, having one point for each year of life to a maximum of three points.

Both the buck and doe give a short sharp bark, but during

the breeding season the doe repeatedly utters a high pitched squeak or whistle. When attacked the doe produces a quavering high pitched scream. This was most effective in summoning me to the assistance of a doe brought down by traveller's dogs. A large stick was quite helpful.

A typical family group includes buck, doe, new-born and yearling. Each animal eating 3-4% of its body weight daily. Although the adult can leap up to 2 metres high and up to 7 metres long, it will only do so when chased. They will not jump a 1.5 metre fence to reach food. They will however push through any hedge!

In recent years Roe have drowned in swimming pools in Rudgwick. This is a new hazard. They swim well, but are unable to climb out and become exhausted.

THE LOST LAND

Alan Siney's reconstructed map (p5) is an illustration of what this area looked like in the late 18th century. It probably altered very little over the next 150 years, but after the second world war changes became much more rapid. Growth in industry, road transport, and population and changes in agricultural practice and land use have brought about huge changes in the rural landscape. The Council for the Protection of Rural England, of which this Society is a member, has just published the results of a study of rural land use between 1945 and 1990. This has revealed that the South East is changing much faster than most people had imagined.

Urban Development

The urban area of the South East has grown by 188,000 hectares since 1945. This is an area larger than Greater London and almost twice as much as any other region. Over a quarter of all the land lost to urban development in England since 1945 has been in the South East.

Nearly 23% of the South East is now urbanised and at current rates of development this will rise to over 30% by the year 2050. This means that 820,000 hectares will be urbanised, an area larger than the six counties of Bedfordshire, Berkshire, , Surrey, Hertfordshire and the Isle of Wight combined. (Recently announced plans to build 1 million new houses in the South East - 55,000 of them in W.Sussex suggest even this might be an underestimate)

West Sussex has seen an increase of 11,400 hectares of urban development since 1945, an increase of 52%. However most of the South Eastern counties have increased much more than West Sussex, only Surrey (46%) and Kent (37%) have increased less.

Farmland

The South East has lost more than twice as much farmland as any other region - 167,000 hectares. The bulk of this

has gone to housing and other built development.

Farmland is an important economic and environmental resource. The CPRE comment that if we are to reduce the damaging environmental impact of intensive farming practices and conserve and improve the countryside, more sustainable agricultural practices will have to be developed. This is likely to require at least as much, if not more, land. Our farmland is not in surplus and it needs stronger protection from development.

Woodland

The South East is easily the most wooded region in England with over 12% of its area covered by trees. It has experienced one of the slowest rates of woodland expansion. The woodland area has grown by just 9% to 335,000 hectares since 1945.

Some native woodland has been lost due to forest clearance, conifer conversion and urbanisation. There is less pure broadleaved woodland in England now than there was in 1945.

Rough Grazing

The South East contains some small but important areas of rough grazing, especially lowland heath. Over one third of these have been lost (48,000 hectares) and counties such as Berkshire, Essex, Surrey and the Isle of Wight have seen their rough grazing more than halved. Much of this loss has been to urban development, tree planting and conversion to managed land.

As the CPRE say "It is clear to everyone who cares about and enjoys the countryside in the South East that it has been changing at an alarming rate. Some new development is both necessary and welcome. It can bring environmental as well as social and economic benefits. But it is the scale and rate of change which causes concern. Across the region from the urban fringes of London to the chalk downlands and across to the edge of the Cotswolds the face of the countryside is being permanently altered by new roads, houses and quarries and changes in agriculture, woodland and forestry practices.

The official statistics on land use change at a regional level are scant and unreliable but by painstakingly combining all the available data on land use change the CPRE has produced better information which highlights the real scale of the countryside loss in the South East. The results present a serious challenge to the Government, local authorities and other policy makers - your region's countryside is disappearing faster than we had thought and urgent action is needed to protect it for future generations"

Leslie Hawkins

Regional Lost Land Leaflets, (July 1993) are available from CPRE, Warwick House, 25 Buckingham Palace Road, London SW1W 0PP. Price £2.50 each.

RUDGWICK 18TH CENTURY MAP

By Alan Siney

The Dorking and Kingston (Surrey) map, and the Brighton and Chichester (Sussex) map of the first edition one inch ordnance survey were cut and edged through the centre of Rudgwick. The map I have reconstructed (page 5) was produced by joining sections of the two; superimposing sections of edging to give the longitude west of Greenwich; and doubling the scale to two inches to the mile.

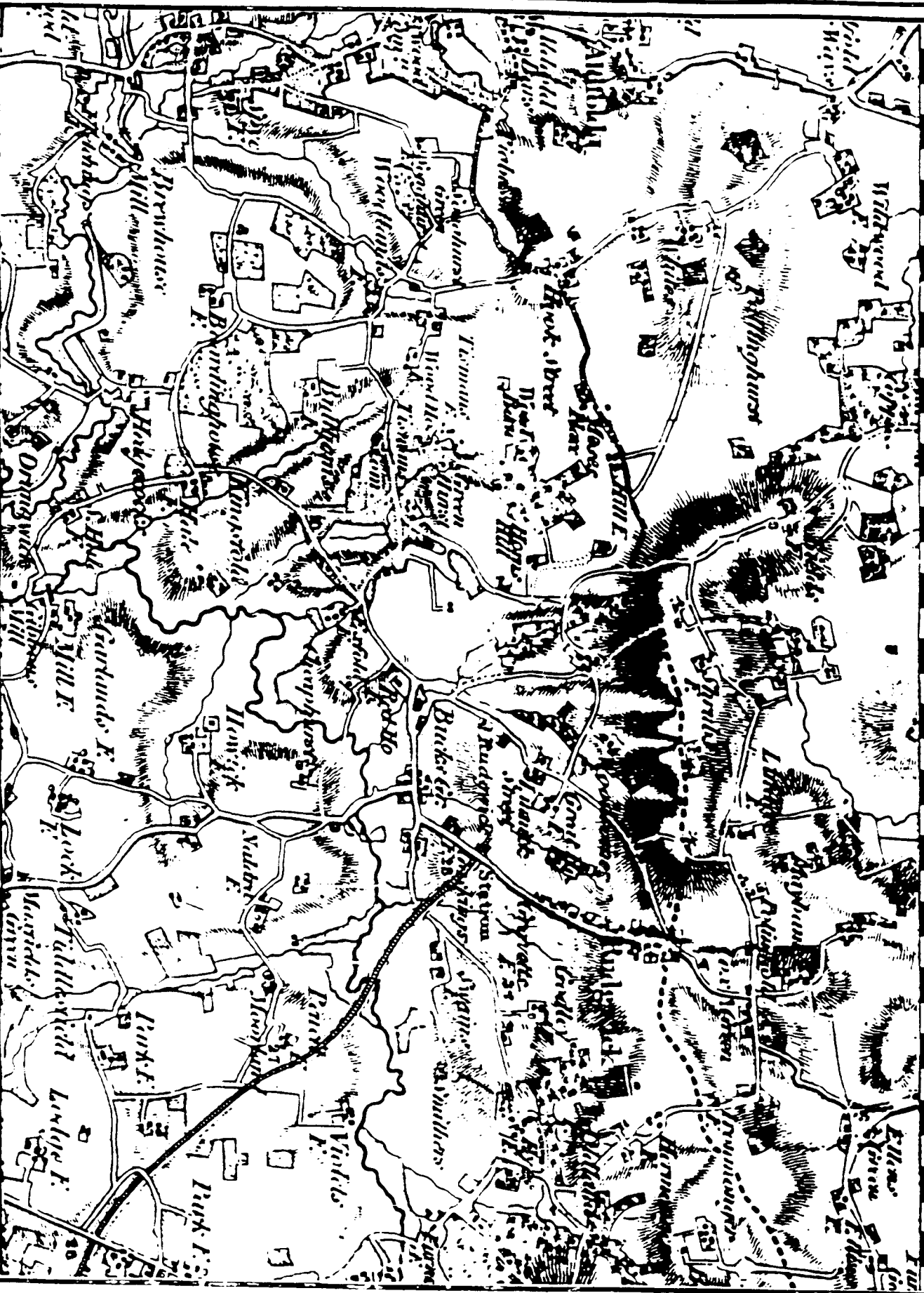
The nationwide survey was commenced in 1791 and took several years. With the many amendments to drawings and the subsequent engraving of the finals on to copper plates, the first maps were not published until 1816. Various revisions were made throughout the 19th century, particularly to areas of rapid urban development such as Brighton and Aldershot town with the military camp to give two examples. Railways were also added and we see here that the Guildford to Horsham line was added to the Sussex map only with 'Rudgwick Station' added to the extreme edge. A possible reason as to why it was not added to the Surrey map could be that by 1850, when conversion commenced to electrotypes production, the Surrey plate was somewhat worn, which is evident by the poor printing and heavy overprinting of gradient hachures reproduced here. The Alford to Horsham turnpike road built in 1809 was not added and with no dominant features noteworthy of revision in this rural area, we can suppose it to be a good representation of the 18th century.

I am particularly interested in what I call 'the forgotten triangle' westward out from Tismans Common towards Loxwood and Alford. This area, once a maze of roads, farms and cottages, is now uninhabited. I have found the sites of most of the former buildings and all the old roads are now bridleways or footpaths and are easily distinguishable from later farm tracks by the width between the original enclosure banks, in places opening out into wide greens. Hook Street - later called Monckton Hook - stood on the county boundary road between Alford Bars and the top of Cooks Hill. It passed Moses Plate - later Pallinghurst (not the farm) and now the site of Rikkyo School. The Fox Inn stood in the middle of Bucks Green when it really was a green; and when was Maxfields Green renamed The Haven?

The publishers of the maps have given their permission for this map to be reproduced in the Rudgwick Preservation Society Newsletter but it remains copyright and is not for sale.

The one inch first edition ordnance survey maps are available from David and Charles, Brunel House, Newton Abbot, Devon. TQ12 4PU. Price (Sept 1992) £3.95.

Rudgwick 18th Century.



18th Century Rudgwick produced by Alan Sney by kind permission of David and Charles, Brunel House, Newton Abbot, Devon, TQ24 4PL. Publishers of the reprinted first edition of the one-inch Ordnance Survey map which a section of the Dorking and Kingston map has been joined with a section of the Brighton and Chichester map. Shown for the interest of Rudgwick Preservation Society only and is not to be copied for sale.

WE DELIVER

By Malcolm Francis

Rudgwick has seen a lot of changes throughout the last thirty to forty years. This is not an article about "the good old days" because a lot of facilities and services have improved, but on the other hand some have vanished completely!

I grew up in the village in the fifties, as I have mentioned in earlier articles, and have seen a lot of changes. In fact Rudgwick in the fifties seemed "ahead" of other villages, as I will recall later.

Rudgwick used to have, after the second World War, a Main Post Office, a Sub Post Office, 5 Grocery shops (at least three with off licences, and "Flemings" with a rare 'on-licence' was also the newsagent); 2 Butchers, a Dairy service from quite a few local farms, 1 haberdashery, 1 Radio repair shop, 5 Motor repair garages and a coal merchant; most shops then had a delivery service.

Lets start with the Dairies; there were three farms that supplied milk to the village, Chephurst Farm, owned by Mr Ireland, Canfields Farm, owned by Mr Kensitt, and Dukes Farm, owned by Mr (Harold) Bailey. Milk was delivered in bottles with a much wider neck, with a cardboard top printed with the local dairy's name. The blue tits really approved of them, so easy to push in with their beaks! In earlier years milk was delivered in portable churns to the customer; I can remember as a child, while visiting my grandparents at nearby Dunsfold, seeing their local milkman filling up their jugs with a half pint measure straight from a portable churn. This must have been the practice previously, in Rudgwick..the standard of hygiene was not as good as today (although personally I think the EC has gone "over the top"). One of the local suppliers delivered so late that they were known as the "midnight milkmen". My father recalled that it had been known for money (put there by the customer in the empty bottle for payment) to be found in the bottom of the freshly delivered milk, the coins having been missed in the dark, hence the "Midnight Milkmen" title!

The dairy rounds were, in later years, taken over by Mr Davison, who had a large business to supply all the village, that was based at the Victoria Farm Dairy in Church Street. We are lucky, may I comment, to have local dairies that give the village a good service today. Rudgwick is fortunate in having a Post Office, when one sees closures in other villages.

If we now think of the grocers that existed, "Humphreys" next to the King's Head was a thriving business, having an off licence, also the original site of the main Post Office and manual telephone exchange and in earlier years a bakery as well. The shop always took orders and delivered all round the parish, right up to its closure in the late seventies.

There was also the grocery shop and Sub Post Office in Bucks Green (now Morgan's Organs) and Park View Stores,



A bit before Malcolm's time, but an interesting old photograph of F.C.Cowdery's store and Post Office taken at about the turn of the century. It became Humphrey's in 1911.

both giving a good service.

"Flemings", in Church Street, owned by Mrs Fleming was a small grocery shop, tobacconist and newsagent; it supplied a large part of the village for many years, delivering papers all over the parish since the 1920's. The organisation, to drop countless bundles of papers and Magazines, by car, to the outlying parts of the village at the crack of dawn always amazed me. (I married Mrs Fleming's Granddaughter). The shop also sold paraffin for heating and lighting; one forgets that electricity was not available to some parts of the village until the late fifties. Paraffin was also delivered, weekly in a small tanker by "Howletts" of Cranleigh to Rudgwick and all the surrounding villages; the tanker has different grades of oil on board with a variety of containers and jugs to "decant" it, I'm sure that today that vehicle would be emblazoned with many "Hazardous Cargo" notices!

It is of interest that paraffin was very cheap in relation to the price of petrol, being a by product of the petrol industry; the demand of modern jet aircraft, whose fuel is a type of paraffin, has ended all that.

The Bakery, as it was known (now Catchpole's) supplied bread to the village for many years. I remember it being run by a Mr Birchmore; the bread was delivered in a small brown Ford van that smelt of new bread, driven by Mr Verall, was always to be seen briskly doing his rounds, with a large bread basket squeaking under the weight, on his arm. Another bakers, Hampshires, from Ewhurst, supplied bread to the village for many years. I must not forget to mention Loxwood Stores, the shop delivered groceries and bread to Rudgwick for many years.

Rudgwick had two butchers, (both also supplied fish) the one at the top of the village was at "Southdown House" close to the little village hall. In former years animals were slaughtered on site, as was the practice in all villages. The business was owned for many years by Mr Butcher; a lovely coincidence! (Mrs Butcher, our Postmistress, is his daughter in law.) In later years Mr Haine ran it. The Clarke family, on the Loxwood road, had the other butchers business. Both shops of course delivered daily; what a contrast with today.

Coal, as I mentioned in previous articles, was, before the advent of oil and gas heating, used in the village in large quantities, even though here in our Sussex Weald wood has always been an available substitute. Rudgwick had a coal merchant based in Bucks Green, where there is now a builder's yard, opposite the police station, also there was, of course, a coal office at the Station, all coal coming in by rail. The business was owned for many years by the Francis family (not related to my family, we were immigrants from the Hyes Estate) and finally by Mr Hempstead, who also had a local removals business; he had a large lorry with his name emblazoned in large letters. Local boy scouts were transported to their camps in the back of his lorry; I'm sure today's regulations would not allow that. Mr Hempstead was also the village carrier; a person that would carry or collect goods, groceries etc. for all the area; in earlier years there was a service to Cranleigh once a week, Horsham twice a week. Every village had a carrier, the service went back for many generations. Coal was also supplied for many years from small companies in Cranleigh and Wisborough Green.

Rudgwick did have for some years, during the sixties, good

service from Mr Val Botting with his mobile greengrocery, the dark red van was a familiar sight; more recently a similar service has become available to the village.

In the nineties, we are told that everything must be economically viable, nobody can afford to deliver; the fuel bills would be too high to run a service, they cannot afford to employ a delivery man, etc. I think one day there may be a return to an older style of commerce, we were known as a Nation of shop keepers weren't we?

DO YOU HAVE A TIMBER FRAMED BUILDING?



We would like to include as many of the timber framed buildings in Rudgwick as we can, in the survey that Diana Chatwin is conducting and will be publishing in collaboration with the Preservation Society. Unfortunately they are not always as obvious as the one above. Often they are hidden by a more modern exterior or by extension and modification to the original building. There are tell tale signs to look for:

- Are there structural timbers in any of the walls?
- Is the roof built without a ridge piece?
- Is there evidence of sooting or smoking in the roof space?

If you think you may be able to help please contact Stan Smith on R822723

SECOND RUNWAY AT GATWICK AIRPORT

Local councils and environmental groups have joined forces with the Gatwick Area Conservation Campaign (GACC) to oppose the building of a second runway at Gatwick Airport, one of ten possible ways of increasing runway capacity in the south-east that have been highlighted in the recent RUCATSE report. Horsham District Council, together with those of Mole Valley, Reigate and Banstead and Tandridge have contributed a total of £10,000 to the Campaign.

It was suggested in the Horsham DC debate that the British Airports Authority "don't want to develop Gatwick". However, this cannot be relied upon. In August, the managing director of Gatwick said, "Realistically it is between Gatwick and Stansted and the odds are more in favour of Gatwick". It is therefore important that all local residents concerned by the environmental impact of the proposals make their views known and their voices heard.

According to the report:

- Passenger throughput at Gatwick would be increased to 80 million per year, four times the present size.
- About 10.5 square miles of countryside would be urbanised to provide the estimated 27,000 houses needed for the additional airport workers.
- A huge road building programme, devastating more countryside, would be needed and would include a cutting through Stanhill 100 feet deep and two thirds of a mile wide. The soil removed from this cutting alone would be 18 million cubic metres, or nine times the amount shifted at Twyford Down.
- People in Horley would be directly in line with the new runway, about a mile away; Newdigate, about the same distance away, would be under the flight path; Charlwood would be marooned and 'uninhabitable' between the two runways; 55 listed buildings would be among the 558 demolished or made uninhabitable.
- By the year 2025, 7,700 more people would suffer regular annoyance from aircraft noise, assuming that aircraft will be quieter than now and that an assurance that no planes will fly over Horley will be honoured.
- The government does not feel bound by the legal agreement between the British Airports Authority and West Sussex County Council that no new runway shall be built at Gatwick for 40 years from 1979.

Objections to the report include:

- Existing runways at Stansted and Luton should be fully used before additional runways are built anywhere. The report itself says that this would put off the need for a new runway until 2015 at the earliest.
- More traffic could be handled at regional airports now and landing fees, now higher at Gatwick and Stansted than at regional airports, should be

standardised to encourage this.

- Its conclusion about passengers' benefits, effect of noise and flight path direction are all based on selective and doubtful assumptions.
- The proposed design of the new facility is poor. For example, aircraft using the new runway would have to taxi three miles from the existing terminals to the take off point.
- Official forecasts show that about 7,000 new airport jobs will be provided by 'natural' increased use of the existing Gatwick runway over the next few years. New jobs consequent upon the new runway would probably not make an impact before 2015 and would require a largely out of area work force.


The GACC's opinion is that the environmental cost alone, to say nothing of the human cost in anxiety and general area blight until the issue is resolved, is so high that the notion should be dropped. Instead, consideration should be given to a new airport in the Thames estuary. This was the same conclusion that was reached when the decision to build the third London airport at Cublington was scrapped just over 20 years ago.

The government has announced a lengthy period of consultation, ending on May 1st 1994. It is vital that the organized expression of public opinion, which was the significant weapon in the battle to overturn the Cublington decision and the recent defeat for the government over increased night flying at Gatwick, is brought to bear on the government during this period.

Members may wish to know that copies of the RUCATSE report can be obtained for £5 from the Department of Transport Publications, Government Buildings, Eastcote, Middlesex, HA4 8SE and that GACC can be contacted at their Campaign Office at Stanhill, Charlwood, Surrey RH6 0EP: phone and fax No. 0293 863369

John Cozens

AUTUMN MEETING



MAINLY SUSSEX
(A study of its natural history)
DORIS ASHBY

Monday 1st November at 7.30 pm.
Rudgwick Hall, Bucks Green