



# RPS NEWSLETTER

SPRING 2006

## THE GREAT HOUSING EXPANSION IN THE SOUTH EAST

**Stan Smith**

### INTRODUCTION

We think it important to record the fact that we are now entering the crucial initial stages in proposed housing development. Provision will be contained in the Horsham District Local Development Framework over the next 12 years to 2018, and the much wider South East Area planned for the next 20 years to 2026. All this is regulated by a new planning act.

### THE NEW PLANNING SYSTEM

The Planning and Compulsory Purchase Act, 2004, has introduced new planning regulations in this Country, which aim to speed up the process of plan preparation whilst allowing greater public involvement.

This replaces the more familiar system which included Regional Planning Guidance, County Structure Plans and Local Plans. This is part of the Statutory Development Plan, and the starting point in the consideration of planning applications for the development or use of land within the District. The Statutory Development Plan also includes the Regional Spatial Strategy also known as the South East Plan.

### PLANNING CONTROL

An important addition to the 2004 Act includes:-

1. Local planning authorities will now have the power under Section 43 of the Planning & Compulsory Purchase Act, 2004, to decline to determine planning applications which in their view are substantially similar to the proposals they have already refused twice. The applicant will have no right to appeal.
2. The default period for full planning permission has been reduced from 5 to 3 years.
3. Economic Impact Reports are now required for major developments of national or regional importance.

### HORSHAM DISTRICT LOCAL DEVELOPMENT FRAMEWORK

Two inspectors, Mr. Alan Foster, D.I.P.T.P., M.R.T.P.I., and Mr David Vickery D.I.P.T.P., M.R.T.P.I., have been

appointed to examine the representations and prepare binding reports for submission to the District Council. They will examine the 'soundness' of the Horsham L.D.F. Core Strategy Submission, and will commence on Tuesday 5th September 2006. An examination into the Site Specific Allocations of Land Submission will be held later, after the Core Strategy submission. The Inspectors will hold the first Pre-Examination Meeting on Monday 22nd May, 2006, at 11.00.a.m.

### ALTERNATIVE DEVELOPMENT SITES

These are sites not put forward by the District Council and do not appear in the Local Development Framework. In Rudgwick, 6 sites have been put forward for consideration by the Inspector. We have opposed all 6 alternative sites.

The Village of Rudgwick is designated a Category 2 Settlement. A definition of such a settlement is that it is a village with a more limited level of services, which should accommodate only small-scale developments or minor extensions, addressing specific local needs. Category 2 Settlements should be strongly justified by both need and sustainability criteria. In May 2004, Rudgwick Parish Council, in partnership with the Rural Housing Trust, undertook a housing needs survey of the Parish. The Rural Housing Trust recommended between 12 and 15 dwellings would meet local needs, and recommend a more detailed second stage survey.

We proposed, in consultation with the Parish Council and Horsham District Council, to agree on a suitable site. Having regard for sustainability, to arrange for planned development.

### A STRATEGY FOR THE WEST SUSSEX LANDSCAPE

It is important that the new Planning Act has indicated the need for more public involvement - this is welcome news. West Sussex County Council has published an impressive document 'A Strategy for the West Sussex Landscape'. Its stated purpose reads 1.4 "The distinctive character of our

surroundings has a fundamental impact on our quality of life. Identifying, protecting and enhancing the natural, historic and cultural elements that contribute to character are key activities contributing to sustainability. Part of sustainable planning and land management is concerned with protecting and enhancing landscapes". The purpose of the Strategy is to protect and enhance the landscape of West Sussex.

## **SOUTH EAST ENGLAND REGIONAL ASSEMBLY**

At a Plenary Session held on 1st March, 2006, it was recommended to submit the draft South East Plan, Part 2, to the First Secretary of State. Subsequent to that ruling, further work has been undertaken in respect of sub-regional strategies. Inter alia under Housing provision, it is stated that it is proposed that there should be an annual average of 28,900 net additional dwellings between 2006 and 2026.

A table setting out the provision local authorities should make in their Local Development Framework documents has been published. Seventy Development Areas are identified but for the purpose of comparison, only those

District / Development Area	Annual Average	Total
Ashford	1,135	22,700
Aylesbury Vale	1,060	21,200
Basingstoke and Dean	825	16,500
Bracknell Forest	539	10,780
Brighton and Hove	550	11,000
Cherwell	590	11,800
Dartford	785	15,700
Fareham SDA		10,000
Milton Keynes	2,440	48,800
Isle of Wight	520	10,400
Medway	815	16,300
Mid Sussex	705	14,100
Portsmouth	735	14,700
Reading	521	10,420
South Oxfordshire	510	10,200
Southampton	815	16,300
Vale of White Horse	575	11,500
West Berkshire	525	10,500
Winchester	522	10,439
Wokingham	523	10,460
<b>LOCAL DISTRICTS</b>		
Horsham	620	12,400
Crawley	350	7,000
Guildford	322	6,440
Waverly	230	4,600
Wealden	400	8,000

districts with a total in excess of 10,000 are here listed. Also included are the numbers allocated to our adjacent authorities.

## **PLANNING GAIN SUPPLEMENT**

In a previous article, we drew attention to the problem of infrastructure, which must be planned before any building takes place on such a vast scale.

It is now proposed to levy a Planning Gain Supplement on new developments. It is calculated that this could raise £1 billion a year nationally. This means a significant income could be raised in the South East, and the Assembly has called for the Supplement to be collected locally to ensure revenue remains in the Region.

## **WATER SUPPLY**

Plans to build 578,000 homes across the South East Region in the next 20 years, leaves the question as to how the Region could possibly support this number of houses, whilst currently facing a severe water shortage - a vital resource. West Sussex, which will have to accommodate 58,000 new houses, is already struggling to cope with the demand for water - it looks set to continue.

The instillation of water meters is a slow process and will not itself create more water, merely restricting its use. Water companies should increase the renewing of existing systems, where so much is needlessly wasted.

In our last article, it was suggested that desalination was an option worth considering, but that would be very expensive.

In the Lake District, Thirlmere, Ullswater and Haweswater act as natural reservoirs and have been providing water for many years to towns in the North. Rainfall over the U.K. is more than adequate to meet the needs of every household. But in conveying water from wet areas to the drier South, would prove to be very expensive, both in construction and maintenance.

There is a simpler and more cost-effective method in meeting the water shortage. Waste water discharged in large quantities from every household could be made completely safe and wholesome at Water Treatment Works for recycling. This is a system already in use on the Continent and has proved successful. The discharge of large quantities of bathwater and washing machines, rendered clean and wholesome could easily meet any shortfall of rain water.

To convert waste to re-usable clean water is clearly the most promising option.

## **GATWICK AIRPORT**

In an article Brendon Sewill, Chairman of the Gatwick Area Conservation Campaign, has used academic research to show that flying has the biggest impact on climate change. Aviation is set to become the World's most polluting industry, and rapid growth of airtravel is largely due to its tax-free status. The external costs of airtravel, the government agrees, should be paid by the industry - the polluter should pay.

Mike Clasper, Chief Executive of B.A.A. has acknowledged that:- "Across an increasing number of countries, work by

academics, pressure groups, think tanks, political parties, legislators and governments, have drawn attention to greenhouse gas emissions. And all have concluded that something must be done about it. I agree..... As a world citizen, I believe we have a responsibility to protect future generations from our actions today".  
That is the problem, but what is the solution?

## **NATIONAL HEALTH SERVICE**

At last the financial crisis facing the Surrey & Sussex Healthcare N.H.S. Trust is to be examined by teams of financial trouble-shooters. This is a welcome move, and it is hoped that in providing more cost-effective services to tackle the overspend does not mean a reduction in proper healthcare for patients.

At the same time, there is a need to examine the current inadequate hospital provision. The key issue is to fund a much needed acute hospital at Pease Pottage.

## **CONCLUSION**

Of course there is a great deal more to report, but space confines us to essentials. Nevertheless, this article contains all-important matters for consideration and, in outline, sets out policies to be implemented in the next 20 years.

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# **DARKNESS**

**By Malcolm Francis**

Rudgwick now has some light pollution; the village does not seem that dark on a moonless winter's night. One's ability to see the Milky Way sweeping across the sky is not so easy as it was a few years ago. If one moves just a few miles towards Petworth the skies are much darker; I can remember visiting a friend's farm near Kirdford some years ago and seeing a comet in the dark night sky, it was not visible at all at Rudgwick.

We are used these days to a certain amount of street lighting within our village and I have to admit that if a street lamp is not working (or its time switch is confused) that the area of gloom produced is very noticeable. If one remembers to before the 1960's the only place one saw any bright street lighting was the Mercury Vapour lighting that Horsham used .

I understand that the awful orange sodium lighting that became prominent in many towns was more efficient than the earlier Mercury Vapour lighting. Horsham's blue- green lighting was such a contrast to the very old street lighting in Cranleigh . I think that some of the street lamp standards in Cranleigh must have been converted from original gas lighting; due to their shape. The electric lighting was just a pool of light below each lamp post, very atmospheric on a foggy winter's evening.

If one trundled home on the old Aldershot and District bus (two tone green with some sideways seats) and stopped at the top of Church street, our village seemed to be covered in a blanket of darkness. There used to be a telephone box quite close to the bus stop that acted as a little beacon; then as the bus trundled away the darkness was total. A small torch helped but soon one grew accustomed to the darkness whilst overhead, if the weather was clear; there was the swathe of the starlit night sky. Some larger houses had perhaps one lone outside light casting long shadows in the gloom; drawn curtains would give one a little reference as one walked down Lynwick street, but most houses in those days did not have (or need) outside security lighting .

It is easy to forget that part of Rudgwick did not even have mains electricity until the mid 1950's, Lynwick street south of the old railway bridge was one of the last parts to get connected. There was excitement that the days of the oil lamp and candles were over but for many years afterwards Rudgwick had a very intermittent mains supply. I presume it was because parts of the village were literally at the end of the line. People who had not thrown out their old lamps had the last laugh.

One forgets these days just how much illumination we are used to in our homes and their surroundings. The amount of power that is consumed just in our village for lighting must be very high, even though modern energy efficient units must have cut back some of the power consumption. Some years ago one of my relations had a farm that relied on a small petrol generator for all of their power needs; if you were not using the light you switched it off. I think such a lesson regarding power waste could be learnt by many households today

One final observation; it is quite rare these days to suffer from a sustained power cut, but when it has happened and the emergency oil lamp is lit along with a few candles there is a certain charm to the light produced. We will never want to go back to that form of illumination but there will come a time when we will have to turn off a lot of our excess lighting for the sake of Global warming.....

# A CHANGE OF SCENE

By Alan Siney

Do you recognise this scene? No? Well there must be very few old Rudgwickites that would, so I'll give you a clue. The photo below shows the scene from roughly the same spot as it looks today.

It shows Tip Pond, now seen as the swampy morass deep down on the northern side of the Downs-link embankment, a little way down from the Medical Centre. In the sale catalogue of the Lynwick Estate 1922, it was described as "A large sheet of ornamental water affording good coarse fishing". It consisted of 1.306 acres. Tip Pond was part of Greathouse Farm in the ownership of James Braby. It was not shown on the 1844 tithe map, but was there in 1874 when the Ordnance Survey was taken for inclusion on the 1876 sheet. Its name suggests that it was excavated for spoil to build the high railway embankment alongside to cross Greathouse Hanger. If this was the case it would have been included in the compensation paid to James Braby by the Railway Company for the loss of land.

The water was probably very good for fish, being fed principally by the stream from springs up on the ridge around Hawkshill. There was little time for it to be tainted by iron oxide or clouded by suspended clay



photographs of that year with the same smartly dressed lady with flowery hat hovering in the background, probably the photographer's wife. This is an idyllic scene of Rudgwick a century ago, with Buckhurst Field in the background and the Martlet Hotel behind that. Initially called The Railway Hotel, it was completed and assessed for parish rates with the railway at a vestry meeting of February 1865. (Opening of the line was delayed for six months as Board of Trade inspectors ordered that the bridge over the Arun be raised with a long stretch embankment, otherwise it would have seen its centenary).

Hidden from sight behind the oaks was Buckhurst Farm, which seems to have been built by James Braby about the same time as the railway. It was a dairy and cattle-rearing

holding with only five acres of grassland and therefore allied to Greathouse. Being close to the sidings it may have been built as a convenient place from which to transport all beef and milk from the large Braby Estate to the London Markets. Another lost rural feature is the haystack, which with cornricks with their thatched roofs were dotted all over the countryside until 50 -60 years ago, when they gradually disappeared with the coming of the combine harvester, the hay baler, and the Atcost Barn.

The Martlet Hotel made way for the village shops in the 1960s; Buckhurst Farm was demolished about a decade ago for new housing, and houses at the back end of Foxholes now reach down to edge of the hanger. But long before that, nature had taken over Tip Pond and covered it with wetland trees. (The old photograph is No.116 in the parish collection)



Tip Pond today from the view in the old picture. Below right:  
The remains of the pond

particles so characteristic of Wealden waters. Although it was supplemented by drainage ditches and surface water running down Church Hill, it would have been well oxygenated on tumbling down to the pond. Later in the 19th century it was owned by John Aungier of the Lynwick Estate.

The old photo has "Taken about 1906" pencilled on the back. This can be confirmed, as there are other



# Rudgwick Maps Online – a Feast of Information

## By Roger Nash

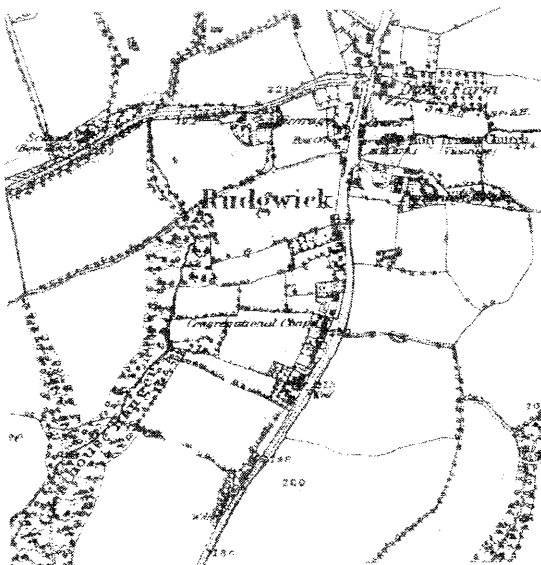
### Ordnance Survey

Most readers of RPS Newsletter will know of or have a copy of the Crawley and Horsham Explorer (2½" to 1 mile) 1:25000 map, Sheet 134. For several years now, Year 7 pupils in county schools have received free personal copies. Many will also be familiar with its online twin, <http://www.ordnancesurvey.co.uk/oswebsite/getamap/>

It is great fun finding maps and air photos of Rudgwick (or anywhere else) on the internet. The Ordnance Survey website has had 1:50,000 and 1:25,000 maps online for several years now. We in Britain are privileged, as few other countries have a comparable source (USA being a notable exception with three<sup>1</sup>). At 'Getamap' click the pink button to agree 'terms and conditions' which brings up a window where you can surf for any post code or place name such as Rudgwick, or any of our other hamlets. However, it will not accept road names. For that you have to go elsewhere – see below.

The first screen you will see is a (1¼" to 1 mile) 1:50,000 **Landranger**, but the more detailed **Explorer** is only a click away, as is the ability to pan north, south, west or east. There is by the way one deliberate disadvantage in that you can only see a small area at a time – OS would rather you bought the whole sheet! You can print copy or save the map extracts from the website. Determined users can print several and glue them together! Note: clicking on the map will zoom to 1:25,000 scale centred on that place. If you wish to right click to 'copy' be sure to click in the centre spot.

### Historic Maps



Lovers of old maps can click on <http://www.old-maps.co.uk/> You will find it gives two options: "Counties containing - 1. Surrey; 2. Sussex". Choose 'Surrey' as the Sussex map fades around the chapel area, but the Surrey one is good right down to The Haven. The OS map you see is dated **1879-80** and is a fascinating glimpse into the past. Some things are unchanged whilst others have totally changed. Rudgwick was a very loose-knit dispersed village in 1880 (though with larger families there were 1122 persons in the 1881 census compared to nearly three times that today). Enlarging the scale, using the five buttons underneath, improves the definition dramatically. Another 'enlarged view' button gives an astonishing level of detail. Pan only with the arrows, not by clicking on the map. Print at any scale. You can also go to the relevant 1:50,000 map or to an aerial photo (see below) from the buttons underneath. However, none of the three will 'copy'.

### Aerial photography

The millennial project by Getmapping PLC has the site of the Rudgwick Steam Fair which gives a clue as to the date the plane flew over Rudgwick. Although there are links from a number of internet sites, you can of course go directly to the images at [www.getmapping.com](http://www.getmapping.com), but note that 'Getmapping' is designed for sales only and will only produce a quality image if you put a postcode into the 'Print' box (not 'digital download'), and then follow the link on the next page. The advantages of 'Getmapping' for free users are a scroll facility on the air photo, and quick links to any postcode in the UK. For commercial reasons there are no ways to save the image, as far as I can tell.

### Street Maps

[www.streetmap.co.uk](http://www.streetmap.co.uk) is perhaps most useful to tell visitors how to find your house. This site takes you to the OS Landranger map but go up a scale for the street map. The cover is national, and has the A-Z map of London. Search by postcode or place name. I have also used it to search possibilities from lists of similar names where my family history turns up a difficult to verify location. For example, a search for Rudgwick gives Rudgwick Grange as well as the village. Always print from a printer-friendly page if one is available, as here.

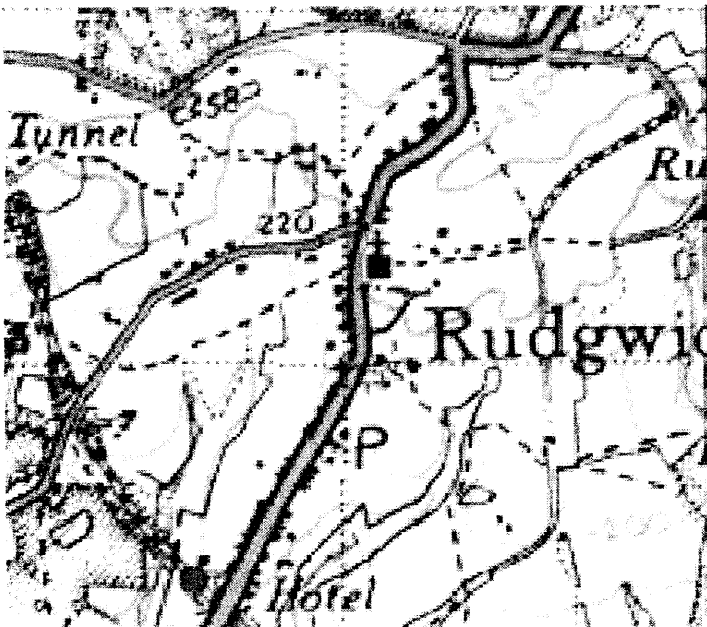
[www.multimap.com](http://www.multimap.com) has been around for some years now, and is a slick and powerful **street map**, with worldwide coverage and a useful free service giving **directions** in text and maps eg from Rudgwick to, well, anywhere in UK. Interestingly it will direct you to the M25 via Rowhook and Dorking. Many of us know better short cuts. I think the map of Rudgwick on '**Multimap**' at 1:50,000 is aesthetically pleasing, as street maps go, showing every road in simple graphics, naming country lanes clearly. Confusingly though the 1:25,000 scale brings up an enlarged version of the OS Landranger!

Another good 'Multimap' feature is that it provides Getmapping **air photos** with map overlays, which follow your cursor around, with the facility to get a variety of scales not obtainable on the websites mentioned so far. You can even choose the size of the screen image, which is useful for panning wider areas. The buttons for these are all above the map.

### Other Historic Maps

For members of the Preservation Society, [www.visionofbritain.org.uk](http://www.visionofbritain.org.uk) is very interesting, not least because it contains real historical documents and statistics relating to Rudgwick, but there is also a set of historical maps from different periods. Type 'Rudgwick', and click on 'search'. Up comes an inset map of our area.

Click on the map to get the default **New Popular** (1" to 1 mile) OS map from the 1940s. Some members may own a copy, but for those who don't, this maps Rudgwick before any of the housing estates were built and when the



**OS Map of 1940** was still open. Further clicks will enlarge or pan the map. Further clicks allow you to use 'tell me more' about a place. Click on 'Select Map' to go back in time to the **OS 1<sup>st</sup> Edition** map (also 1" to 1 mile). This is older than the one on 'Oldmaps' but not so detailed. An annoying line across Rudgwick occurs because we are on the junction of two sheets.

Another (and rarely seen) resource on **Vision of Britain** is the **Land Utilisation Survey** map, again at 1" to 1 mile, from the 1930s, showing land use at the time. This was a national survey by Professor Dudley Stamp using grammar school pupils as volunteer field workers. It portrays Britain at a time of agricultural depression, which in our area meant there was a lot of pasture, much of it under used (not so different from today!). Incidentally, a repeat in the 1960s ran out of money, and no map of our area was ever printed, though I believe the raw data may exist somewhere. The nearest paper sheet from the 1960s is for the Brighton area, reprinted by the University of Sussex for the Millennium.

### Google

The fast website at [www.maps.google.co.uk](http://www.maps.google.co.uk) is a joy to use, and so straightforward and uncluttered. First, type 'Rudgwick', or your post code, and there it is in a nanosecond. However you do need a large scale map to get road names, and then it is only a **street map**. There are **satellite images** too, one up on 'Getmapping' because these are from space! For Rudgwick, there is currently a much better image for the north of the parish (though it is several years old). Try London for a contrast. Whose cars were in the Kings Head car park that day? The map and satellite images are full screen too. You also have an option of a map overlay (called '**hybrid**') on the image (not at the largest scales), which, unlike Multimap, covers the whole screen. Try 'click and drag' to move the image; for speed of panning, you can't beat it. Alternatively, use the navigation buttons above the scale slider, within the image top left. You can also get **directions** from Rudgwick on Google. This site is improving, so is worth revisiting Try also the North American [www.maps.google.com](http://www.maps.google.com) where USA and Canada are covered in exactly the same format. Other US sites are listed below<sup>1</sup>

You can also obtain **digital plans** online by visiting the **Horsham District Council** website at [www.horsham.gov.uk](http://www.horsham.gov.uk). Click on Plans (Planning Applications System), then on the light blue PA button at the bottom of the new screen. Enter a post code (or address) and properties are listed. Choose one and click on MAP on the right. You will see a digital OS plan of a small area around the property. You can use the zoom and/or pan to get what you are interested in. You may like to click 'legend' for the key to understand any shading on the map, which is of course primarily for planning purposes. A useful tip: if all you want is a large-scale map, zoom out in several clicks until the overlain planning shading disappears. What you see is still more detailed, accurate and up to date than any other available, and it is a printable map. Similar arrangements are in place for other council areas on their websites, but they may not use the same mapping software as Horsham, which makes Horsham a very useful site.

### Other sites

<http://www.uk.map24.com/> (formerly 'Easymap'). '**Map 24**' is capable of some clever graphics using Java (right of screen), such as showing Rudgwick as though from a balloon over Slinfold! This is a **3-D** view. You can also **measure straight-line distances** (e.g., Cox Green to A281 is 1.3 miles). For **directions** there is a fast and well-explained route-finding text and map, which takes you to the M25 via Shere. However, overall, this site is too slick for me.

Going to France? [www.mappy.com](http://www.mappy.com) is worth a look. **Mappy** is not up to British standards, but there is a selection of city **air photos** across the continent from the air. You can find a **street map** of Rudgwick too, but there is nothing to better the British sites.

1. at [www.maptech.com/](http://www.maptech.com/), at [www.terraserver-usa.com/](http://www.terraserver-usa.com/) and [www.topozone.com](http://www.topozone.com).



## By Malcolm Francis

I wonder how many people that live in Rudgwick are familiar with the area located to the west of Tismans Common known as Monkton Hook. It was once I understand an isolated hamlet that has now vanished. One of the summer guided walks led by Keith Linscott was very informative as he had lived there as a child at Brick Kiln Farm that was on the old road that led to Monkton Hook. He pointed out the locations of various houses that eventually became uninhabited and were then demolished by the then landowner about fifty years ago. There is not much to indicate the former presence of the buildings at all. The whole area today has an air of mystery and seclusion that is such a contrast with the busyness of Rudgwick, Loxwood and the surrounding villages. The dereliction of Monkton Hook set me wondering how Sussex would appear, in the future, to a visitor if a disaster, natural or man made, overtook our green and pleasant land. The following story is my imagination running a little wild.....

"I had promised myself since retiring a visit to Sussex. I was born in Scotland and have visited over the years most of the continents but never have been to the county where my great grandfather grew up. I had found some very old photographs of Sussex villages and a lot of Rudgwick. The south of England is of course a lot different than it was at the beginning of the 21<sup>st</sup> century but I thought it would be interesting to see if I could look at the locations in the old photos and also on some very old recordings that were made on DVDs. Sussex was once, like all of the south of England, heavily populated but the French nuclear accident and the southerly gales on that fateful day had caused the worst environmental accident in history. The radiation levels were now claimed to be safe but it will be many decades before the South of England has a sizeable population. One would never have imagined that Scotland would have absorbed so many refugees from the south over a hundred years ago whilst many who had survived sought refuge in the USA and Canada.

World climate change has been the other factor in changing the whole nature of Southern England. The 22<sup>nd</sup> century is witnessing a swing back to a cooler Britain. The appearance of the landscape is a lot different than it was even a hundred years ago. I have looked with fascination at the old DVDs of Sussex back in those times. The landscape appeared to be thick with oak trees and lush meadowland, what a difference to the scrubland of today. The oaks couldn't adapt to the lack of water and the steady rise in temperatures so now one sees just the final remains of so many fallen trees gently mouldering away.

I decided to take an old track from my lodgings north of Rudgwick and head south. The track must have been made centuries ago, from my information it was part of an old railway line. It had been in later times adapted to carry a monorail system, but now that was also derelict. A lot of the houses in this area were not inhabited and nature had

taken over. The reason for all this damage must be the many years of the hot Mediterranean, many old brick built houses that had been uninhabitable because of the radiation levels, were just falling down.

Houses built on stony sub soil had been less affected; the odd thing was that old timber frame houses had survived with a lot less damage. It will be interesting to see what has survived in Rudgwick.

The old map that I had acquired indicated that there had been a railway tunnel close to a station. I came across the ruins of the station and also a row of cottages that were all now derelict with large cracks in their walls. Nearby there had been an avenue of large fir trees, a lot of them had fallen down across what had been once farmland, now it was mainly scrubland.

The old trackway did show signs of use, but I saw nobody on my exploration.

I looked from my vantage point across the Weald that seemed to still be quite green with vegetation. The old woodland seemed to be very much now just scrubland with the remains of larger trees lying everywhere.

The sun's heat forced me to look for shade so I set off from the ridge towards the remains of a railway tunnel. It was evident that it had collapsed a long time ago, as the brick parapet that was leaning at a dangerous angle had thick bushes growing out through the shattered masonry. The dark interior of the tunnel entrance was strewn with thousands of bricks that had fallen from its roof.

The old map I was using was nearly 150 years old, as I noticed it had a date of 2005 when first published; I thought it would be interesting to see how things had changed in the village and to compare it to my old family DVDs

I passed the remains of another brick bridge that appeared to have been demolished deliberately as there was a small lane passing straight through the old railway track. Along side there was again the remains of a large brick house that must have slipped into the railway cutting. The sight of so much dereliction was quite sad as I knew that the village would be in a sorry state. The centre of the village appeared to be deserted, a lot of the houses had suffered from subsidence; there was the remains of a block of flats that appeared to have been built close to the old rail track. Some roofs still had solar arrays glinting in the strong sunlight; which was rather poignant; if solar and all green energy alternatives had been used to more effect in the world would have been a different place.

I stopped and spoke to a local inhabitant and mentioned that I had connections with the village. He told me that only about a hundred people had come back to live in the village and were residents who had legal claim to the properties, being descendents of the original owners who were either killed or fled after the nuclear accident. The houses have stood derelict for well over a hundred years. He told me that the old timber framed houses had suffered a lot less from the local unstable underlying clays as they just moved and flexed as they had done for

centuries. A lot of the houses now had scrub growing all over what had been well kept gardens, with branches of fallen trees still pointing skywards. Some buildings had holes in their roofs most likely caused by the tropical storms ripping away at rotten roof timbers, nature was in charge.

I studied the map and made my way up the main street towards the church that stood behind a pub that was now derelict. The tower of the church appeared to be not damaged though its roof had some wooden shingles missing with the rest curled up giving the appearance that the roof was covered in pine cones. I wondered what damage had been done to the belfry and the rest of the church. The graveyard was high with weeds; there was evidence that some of the scrub had been recently cleared away from the exterior walls indicating that an attempt had been made to rectify the ravages of a hundred years of neglect. I opened the porch door and looked inside, remarkably the interior did not show any signs of damage though there was a smell of dampness; it looked as though the church had survived in spite of being abandoned.

I wondered about the many generations that had been associated with the church in better times, what a shock it would be if they could see Sussex as it was now.

In the far distance I could see a range of islands with water glinting in the strong sunshine, I then realised from my little knowledge of the area that they were the South Downs. I looked at them with binoculars and saw that there was a large expanse of water where I presumed the sea had swept in to form a new coast line. I had read that the river Arun used to be tidal up to the town of Arundel, I presumed that with the rise in level of the oceans the sea had now isolated the South Downs. One had grown up with the ever rising sea levels around the British Isles; I had known of the destruction on the South coast but to see the sea north of the Sussex Downs was quite a surprise.

I walked back down through the village just taking in the images of a lost village; wondering just how many years will have to pass before this village will come alive again as its population attempts to return.. I can imagine that a lot of the houses that are derelict will be cleared if there is no claim of ownership. When that time comes Rudgwick will then again have the same appearance as it must have done many centuries before the Industrial Revolution except that it will be at least five miles closer to the coast....."

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## Cranleigh Brickworks - Update

Controversial plans to build 170 houses on the former Cranleigh Brick and Tile Works site in Knowle Lane, Cranleigh, have been given a huge thumbs down by local people.

More than 240 individuals and organisations have written to Waverley Borough Council expressing their opposition to the planning application by the American clean-Up company Cherokee. Not a single letter was received supporting the application which is due to be debated by the Joint Planning Management Committee of Waverley Borough Council at 6pm on Wednesday, May 10<sup>th</sup>.

Among those who objected to the scheme are the Rudgwick Preservation Society, the Campaign to Protect Rural England and Surrey County Council's Highways Department. The MP for Guildford, Anne Milton, and the former MP for Guildford, Sue Doughty, are also opposing the application.

Cherokee, an American investment company, bought the Knowle Lane site four years ago. The company claims that an enabling development of 170 houses is the only way to fund a clean up of the heavily polluted site.

Local people say that if the development goes ahead it will have a devastating effect on the surrounding countryside and lead to rapid further development. Over the last few weeks the campaign against the development has received widespread coverage in the local press, TV and radio.

The spokesman for the Cranleigh Brickworks Action Group, Richard Rhydderch, said that the campaigners had been heartened by the support which they had received from the Rudgwick Preservation Society and Rudgwick villagers.

"The plan for housing at the brickworks is one of the biggest threats to the Rudgwick and Cranleigh area in recent years. If this development went ahead it would effectively create an entirely new village on the doorsteps of Rudgwick, Cranleigh and their surrounding villages. We are really grateful to all those who have opposed this development and we hope that Waverley Councillors will reject this highly destructive planning proposal when it comes before them."

Further information from Richard Rhydderch on 01403 823392



# RAINFALL WEYHURST COPSE TISMANS COMMON 2005

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In 2005 no monthly records for rainfall were broken but only in two months (July & October) did we get above the average rainfall although August came very close. In four of the months (January, February, May & June) we had less than half the average rainfall. This resulted in a very low total for the year. At 587.25mm (23.12 ins) this was the lowest annual rainfall in my 35 years of records. The previous record low was in 1973 when 619.25 mm (24.38 ins) was recorded.

The year started badly. November & December of 2004 had only half the expected rain. By March a hosepipe ban looked inevitable and by the end of June with only half the average rainfall for the six months the ban was in full swing and we were in water supply trouble. The second half of the year was not so dry but still below average and insufficient to alleviate the drought of the previous eight months.

The year 2006 has not started well. January had 20.5 mm. and February 48mm less than half the rainfall we would expect. The first six days of March have been dry. The hosepipe ban will be with us for quite a while yet and we can only hope for a very wet Spring and Summer.

R		2005 (mm)	Average	Record High	Record Low
	January	34.50	90.07	211.83	13.00
	February	20.50	58.69	149.86	5.50
	March	49.90	60.94	133.35	4.80
	April	43.00	57.70	129.50	4.06
	May	22.25	54.72	127.25	1.78
	June	23.50	55.37	152.91	8.64
	July	69.00	49.68	130.05	3.50
	August	60.25	60.81	153.92	1.00
	September	36.50	71.11	190.75	5.00
	October	106.75	96.19	270.51	8.64
	November	66.00	86.17	198.00	19.81
	December	55.50	88.55	166.88	13.50
	Annual in mm	587.25	830.00	1178.50	587.25
	Annual in Inches	23.97	32.68	46.40	23.97

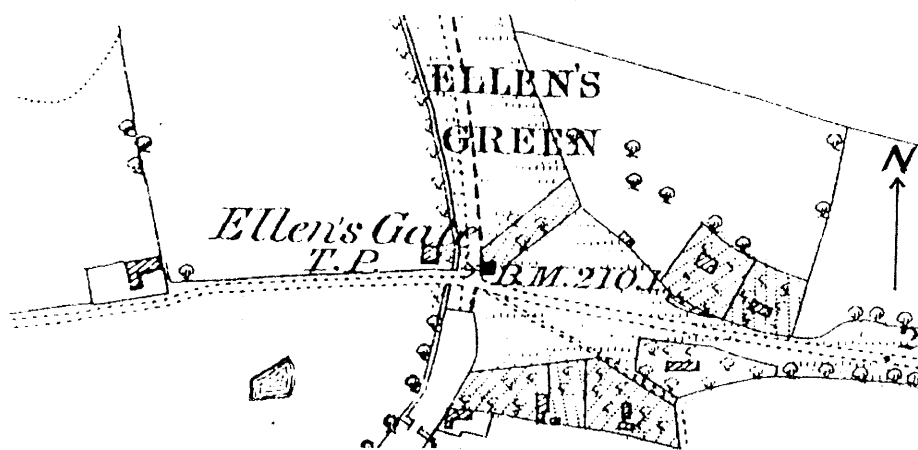
# A Picture of Ellens Green

Alan Siney

Going on from my feature of Cox Green in the last issue of the newsletter, Michael Miller, the chairman of Cranleigh History Society, gave me this charming picture of Ellens Green Toll Cottage some time after the turnpike was disbanded in 1871, taken on a bright spring afternoon. The heavy slanting shadows show that frontage faced south overlooking the entrance into Furzen Lane at the road junction.

The map, taken from the 1876 Ordnance Survey sheet, shows the cottage as being almost square and therefore had four tiny rooms, with a strip of garden extending across the width of the green. A stone path had been laid from the door and over the muddy verge

as he charged one shilling and seven pence halfpenny for a herd of 65 cows, less than half of the pro rata. A ticket was issued and shown on exit for payment to be exacted on those that had joined the road between gates, and the system was always unpopular and a cause of annoyance and disputes. The total receipts for the week was a modest one pound one shilling and eleven pence three farthings, from which he deducted three shillings 'wegers'. This was less than half the wage set by the Agricultural Wages Board, and it was quite usual for the man to work at his usual occupation and leave his wife to attend the gate during the day, provided of course that they both had a basic degree of literacy. This was not a busy tollgate.



The map depicts the old characteristics of Ellens Green, which combined with the accuracy achieved by the ordnance surveyors at this time is historically revealing; it shows the road as formerly a swathe of common land triangulating at the junction with old enclosures around the edge. The road and the cottage were brought together to hang the gate from the end wall, and the garden was strategically placed as a barrier to prevent animals from crossing the

to the edge of the lane. Mother is seen at her front door wearing her best starched apron for the occasion, between the couple stands a little girl looking or reaching up to a cat or puppy at the man's shoulder.

green and the surreptitious avoidance of tolls. Only Lords of the Manor had the power to encroach on wastes and commons, but the Turnpike Acts did empower the trustees to invoke compulsory purchase, and as with Enclosure Acts, could overrule ancient rights and customs of manor that still existed from feudal times.

Mr. Miller also included a copy of a page from the toll keeper's book for the week beginning on Sunday May 1st 1831. This shows that the toll charged on this section of the Bramley and Rudgwick Turnpike Road was a farthing (quarter old pence) per sheep, half pence per cow, two pence per horse, six pence per cart or gig with one horse, and an additional six pence per horse in a team. The toll keeper could apparently use his discretion,



The annotation B.M.210.1 was a bench marker chiseled on the cottage wall in 1874 by surveyors of the Ordnance Survey, as commonly done on houses and bridge parapets etc. They consisted of a War Department arrow topped with a horizontal bar, which was the bench mark for the height in feet above mean sea level to within one decimal point. (The one on the southwest buttress of Rudgwick Church is B.M.278.1).

Taking the map out to Ellens Green today, one can see how little it has changed since 1876; the green has retained its original shape bordered by the same enclosures and mostly the same buildings - if since enlarged - with those on the south side having been long previously encroached on the common. The 1898 O.S. shows that the Toll Cottage had gone and had been replaced by the existing Corner Cottage, set across the angle of the corner and further back from the road, but with the same garden plot as allotted to the toll keeper.

Going north to the Wheatsheaf, one can look through the trees on both sides of the road and see that there has been no encroachment on the wastes. This is a characteristic of Surrey which is seen less often in Sussex, partly because Col. Robert Dawson, the Assistant Enclosure Commissioner for the County of Sussex in the mid 19th century, was too eager to take roadside wastes and allot them to adjoining freeholders. The road leading westward from the junction linked Mabbins (later Maybanks) Farm to Sansomes Farm when they were both part of the Churchman Estate in the 18th and early 19th centuries. There is now no sign that it was a firmed trackway, but it is a public footpath.

An area covering the older enclosures at the southeast corner of the junction and immediately on the southern side, was the site of a glass furnace set up by Huguenot glassmakers in the late 16th - early 17th centuries, so it may be possible to unearth glass fragments and earthenware crucible sherds over the locality.

*(Glass Industry of the Weald by G.H.Kenyon, Leicester University Press 1967, page 200 with other references)*

## Walks Programme Summer 2006

All walks are on Tuesday evenings, are open to all and start at 7-00pm.

Due to a shortage of leaders we have only 13 walks this year. We may announce some more during the summer. Full details of the walks are published by WSCC in their booklet, obtainable from libraries (e.g. Billingshurst) at £1. We may have some copies available via the RPS. The average walk is 4 miles in 2 hours. Dogs on leads please. These walks are fun, and often end in the pub. Our thanks go yet again to the Claytons for their kind permission for our annual pilgrimage to Baynards Station. Thanks also to our excellent local pubs: please support them with your custom.

2006 Sunsets: May 9<sup>th</sup> 20.38; June 20<sup>th</sup> 21.23; Aug 8<sup>th</sup> 20.37.

Bank Holidays: 1<sup>st</sup> & 29<sup>th</sup> May.

Tuesday	Leader(s)	Starting at	Grid Ref TQ-
May 2 <sup>nd</sup>	David Buckley	The Fox (Bucks Green)	078330
May 9 <sup>th</sup>	Roger Nash	Mucky Duck (Tismans Common)	067323
May 16 <sup>th</sup>	Geoff Ayres/ Malcolm Francis	Pephurst lay-by (Loxwood Rd.)	056318
May 23 <sup>rd</sup>	Steve & Barbara Kenward	Kings Head	090343
May 30 <sup>th</sup>	Geoff Ayres/ Malcolm Francis	Kings Head (to Baynards Stn.)	090343
June 6 <sup>th</sup>	Steve & Barbara Kenward	Dedisham Farm (Roman Gate)	109329
June 13 <sup>th</sup>	Bridget & David Cozens	The Red Lion (Slinfold)	118315
June 20 <sup>th</sup>	Eric Slade	Kings Head	090343
June 27 <sup>th</sup>	Anne-Marie Nash	Whitehall lay-by (Cranleigh)	078380
July 4 <sup>th</sup>	Roger Nash	Onslow Arms (Loxwood)	042312
July 11 <sup>th</sup>	Bridget & David Cozens	Chequers (Rowhook)	122342
July 18 <sup>th</sup>	Geoff Ayres/ Malcolm Francis	The Blue Ship (The Haven)	084305
July 25 <sup>th</sup>	Geoff Ayres/Susan Bostock	Lime Burners (Newbridge)	073255

Aug 1<sup>st</sup> TBA?

Aug 8<sup>th</sup> TBA?

Please park considerately. At the Blue Ship & the Mucky Duck- park in the lane beyond the pub. At Rowhook the parking is up the lane next to the pub *not* at the front. At the King's Head use the far end of the car park. The Whitehall lay-by is at the bottom of the dip before Cranleigh, on E side of the B2128. At Dedisham Farm- park as directed, on the grass verge near the bridge over the Arun. Take *great care* turning off A281; recommend you approach entrance from E. At the Onslow Arms- use the Canal car park on the far side of the pub car park. The Red Lion at Slinfold was previously called The King's Head and the Village Inn. Dogs will *not* be allowed onto Baynards Station.

**Geoff Ayres**

# New Committee

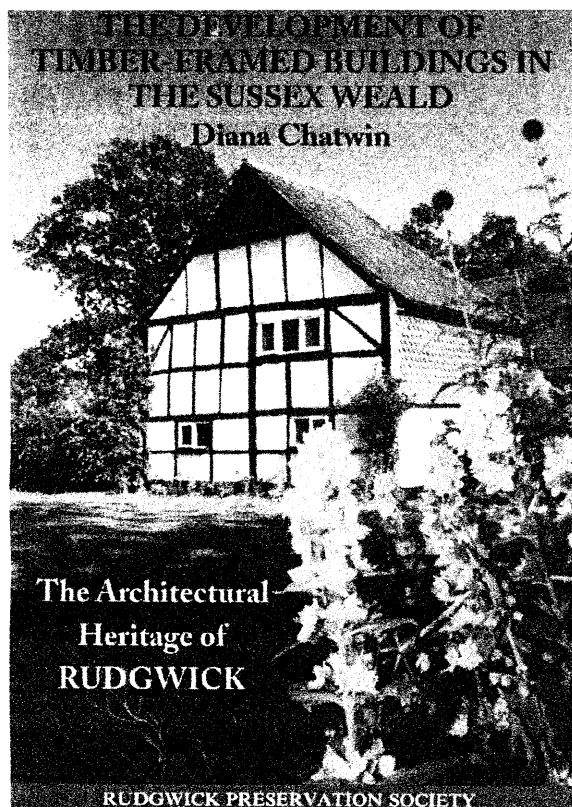
At the AGM on Monday 24th April the following were elected members and committee for the forthcoming year.

Chairman	Leslie Hawkins
Vice Chairman	Vanessa Lowndes
Hon Secretary	Geoff Ayres
Planning Secretary	Judy Knights
Membership Secretary	Judy Buckley
Hon Treasurer	Vacancy
Committee	John Cozens
	Malcolm Francis
	Roger Nash
	Vanessa Sanderson
	Eric Slade

If you want to raise any matter with the Society please contact any of the Committee.

## Vacancy for Treasurer

The Society is indebted to Michael Knights for temporarily looking after the books. However we do need someone to sit on the committee and take over the role of Hon Treasurer. If you would be interested in joining us in this capacity please contact the Chairman Leslie Hawkins on R 822967



Our book by Diana Chatwin continues to sell well. If you would like a copy please contact Leslie Hawkins on R 822967 or [lesliehawkins@tiscali.co.uk](mailto:lesliehawkins@tiscali.co.uk). If you are buying for someone else we can send them anywhere at cost. The price is £12 (plus postage and packing if required)

## Editorial

We would welcome items for the newsletter. Please contact the editor Leslie Hawkins on R 822967 or send material by e-mail to [lesliehawkins@tiscali.co.uk](mailto:lesliehawkins@tiscali.co.uk). The next edition will be in the Autumn.