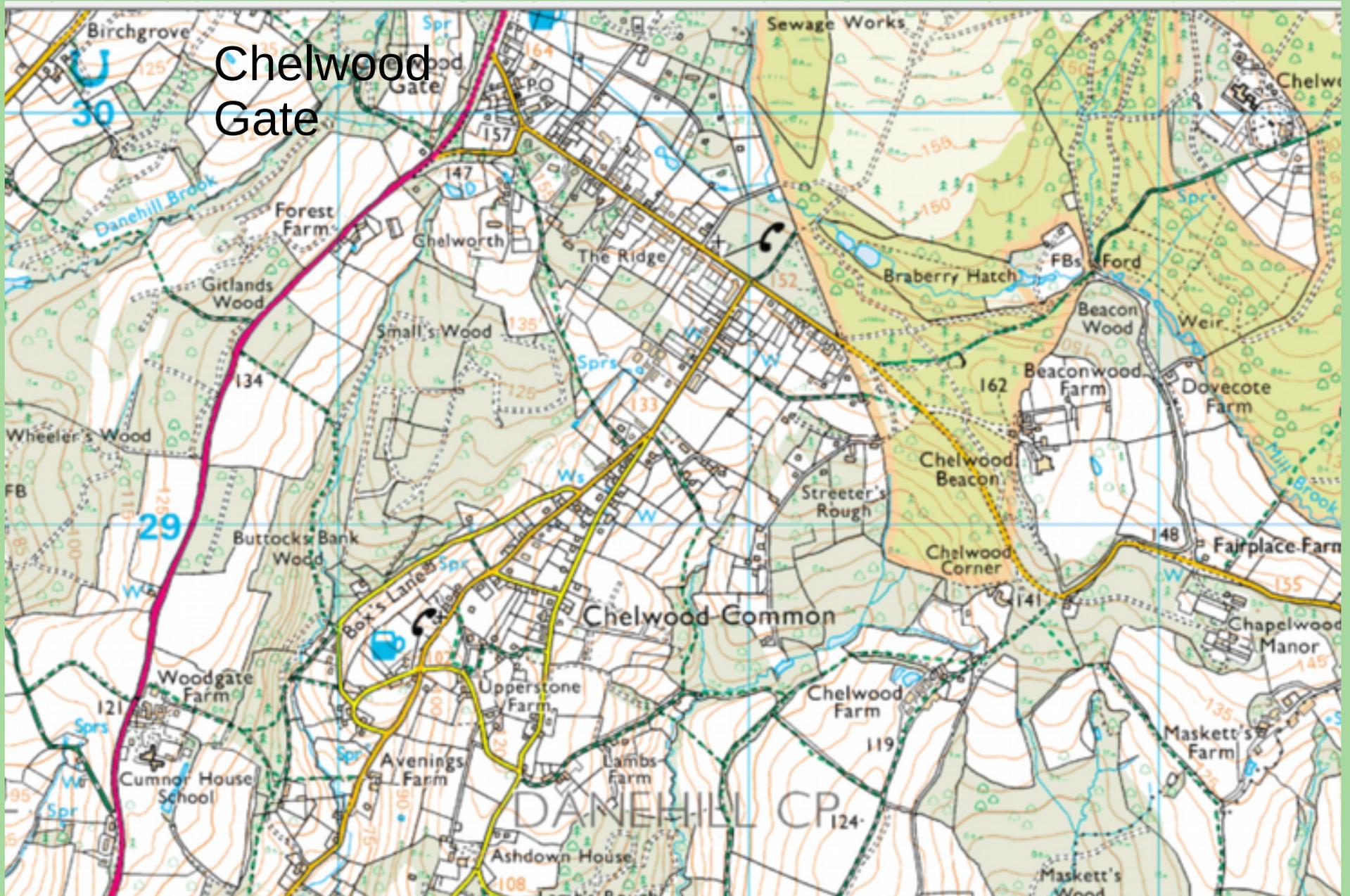


Map Evidence

- Teacher: It is obvious that you have not studied the map at all. What is your excuse?
- Pupil: Well my dad says the world changes every day, so I thought I'd wait until it settles down.
- For the historian the fact the map stays the same is what makes maps very useful! The following slides illustrate how much can be gleaned from old maps about the track system.

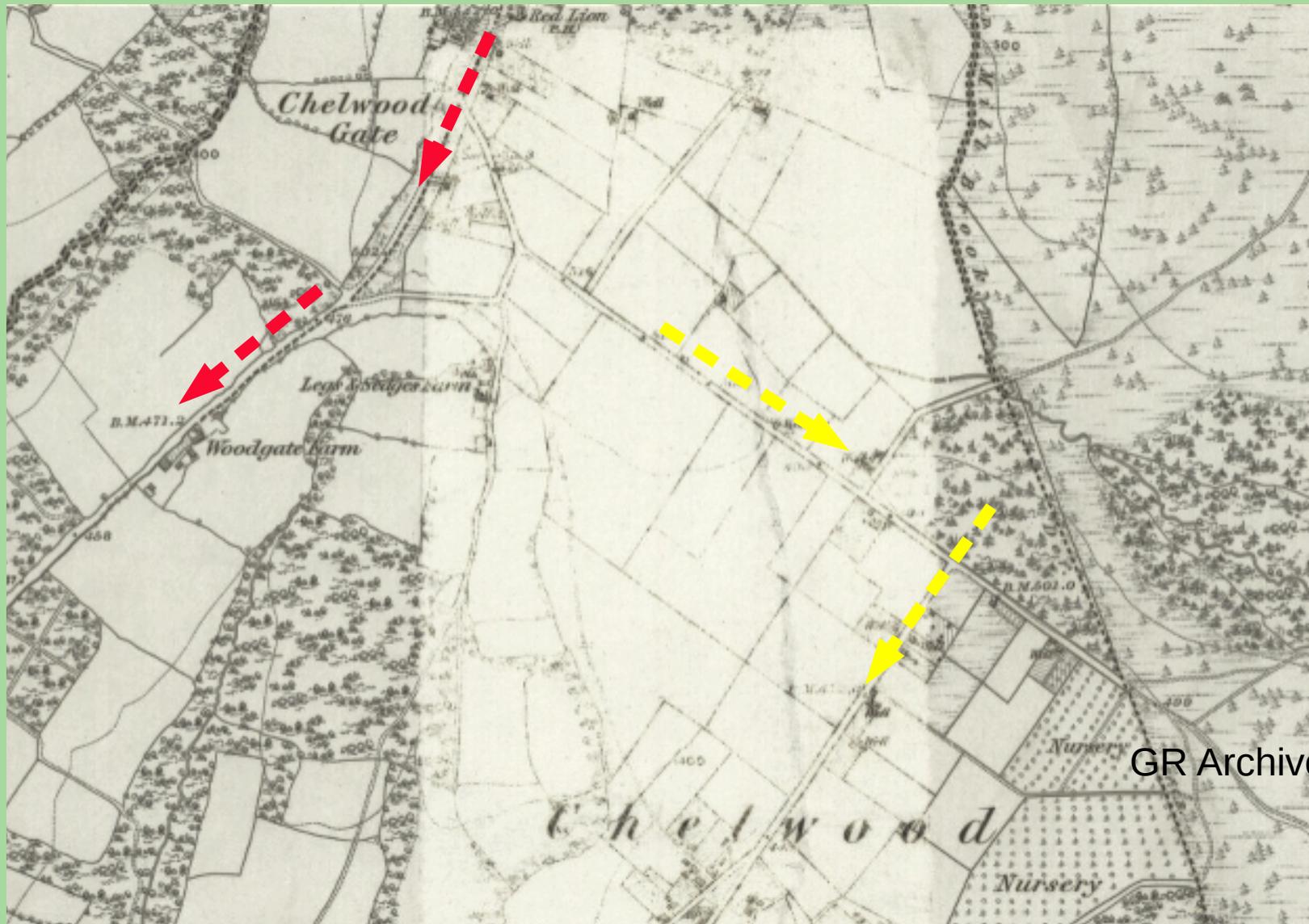
Map Evidence Modern OS Map

Compare this map with the following maps



OS map surveyed 1870's

Almost identical to the modern map



1819 OS Map



This map shows some major changes. There is now a road from Wych Cross heading to Horsted Keynes. There is also a second East-West route across the Forest

Chelwood Common is very different. Beaconsfield Road is two tracks across the common and Stonequarry Road ends near where Baxters Lane (also missing) is now.

There are no houses on the common other than those

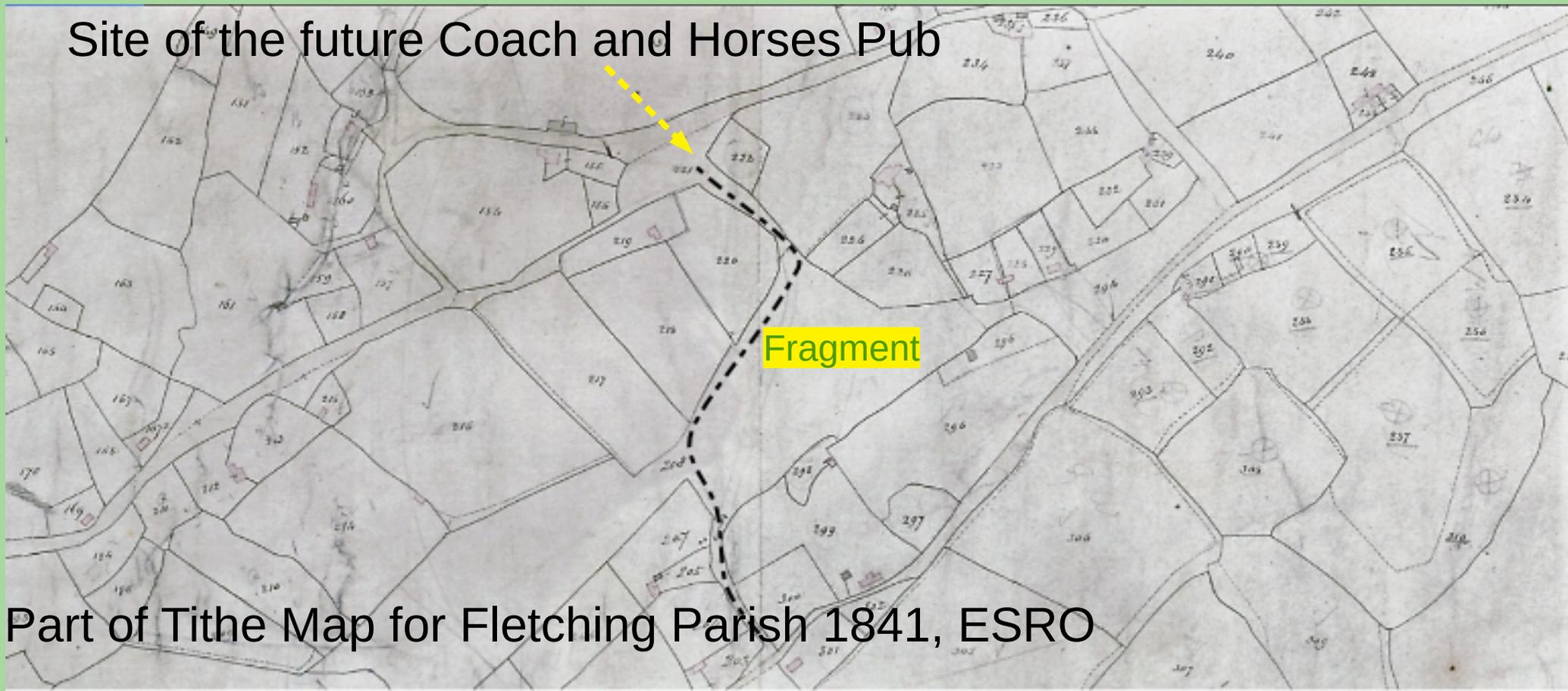
along the roads in the South West corner.(Box's Lane and Stonequarry Road stubs)



The Making of a New Track

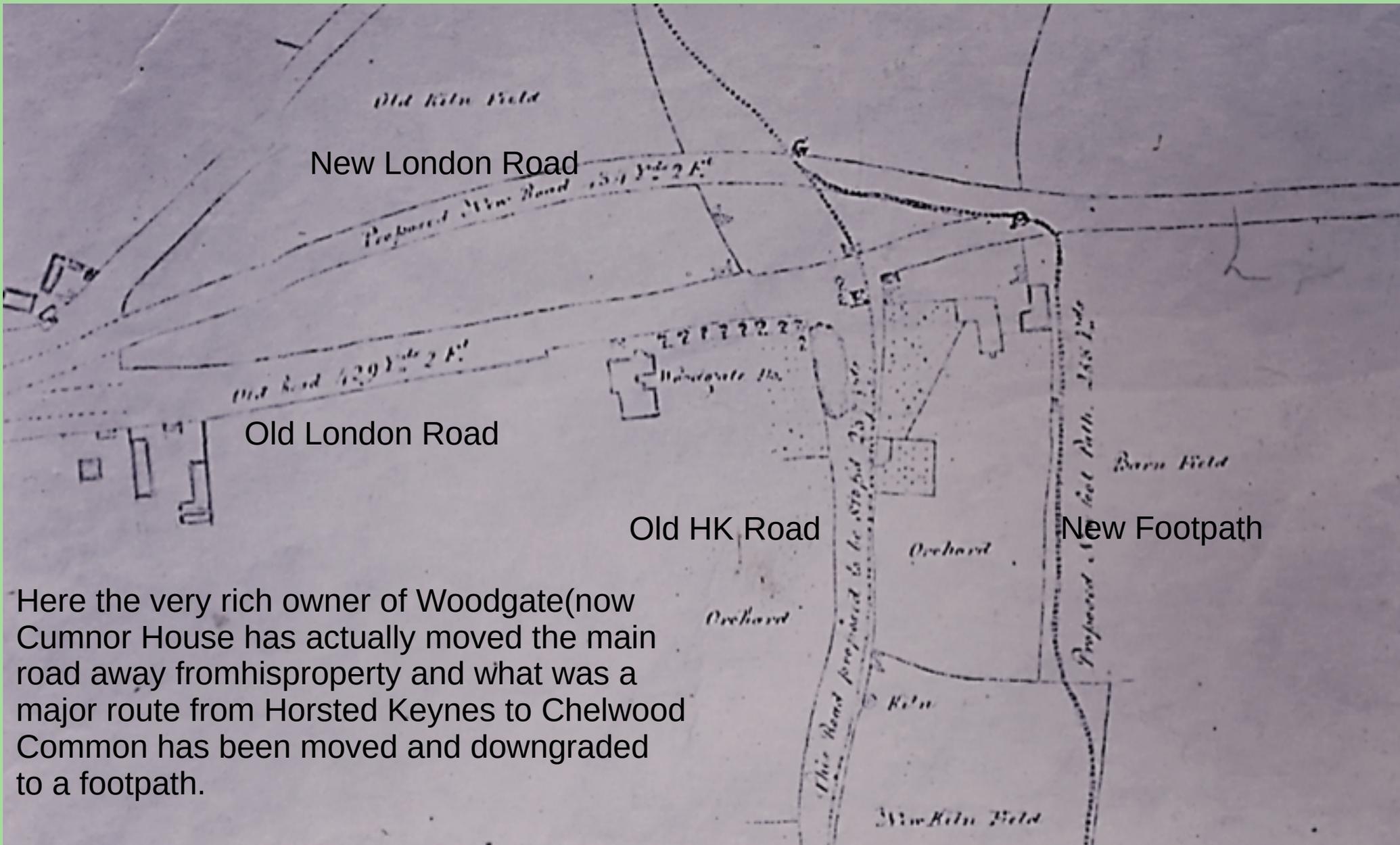
By 1841 most of Chelwood Common has been enclosed. A small piece of common remains. There are two ways onto this fragment of common. These will become the start and finish of Coach and Horses Lane, when the fragment is finally enclosed

Site of the future Coach and Horses Pub



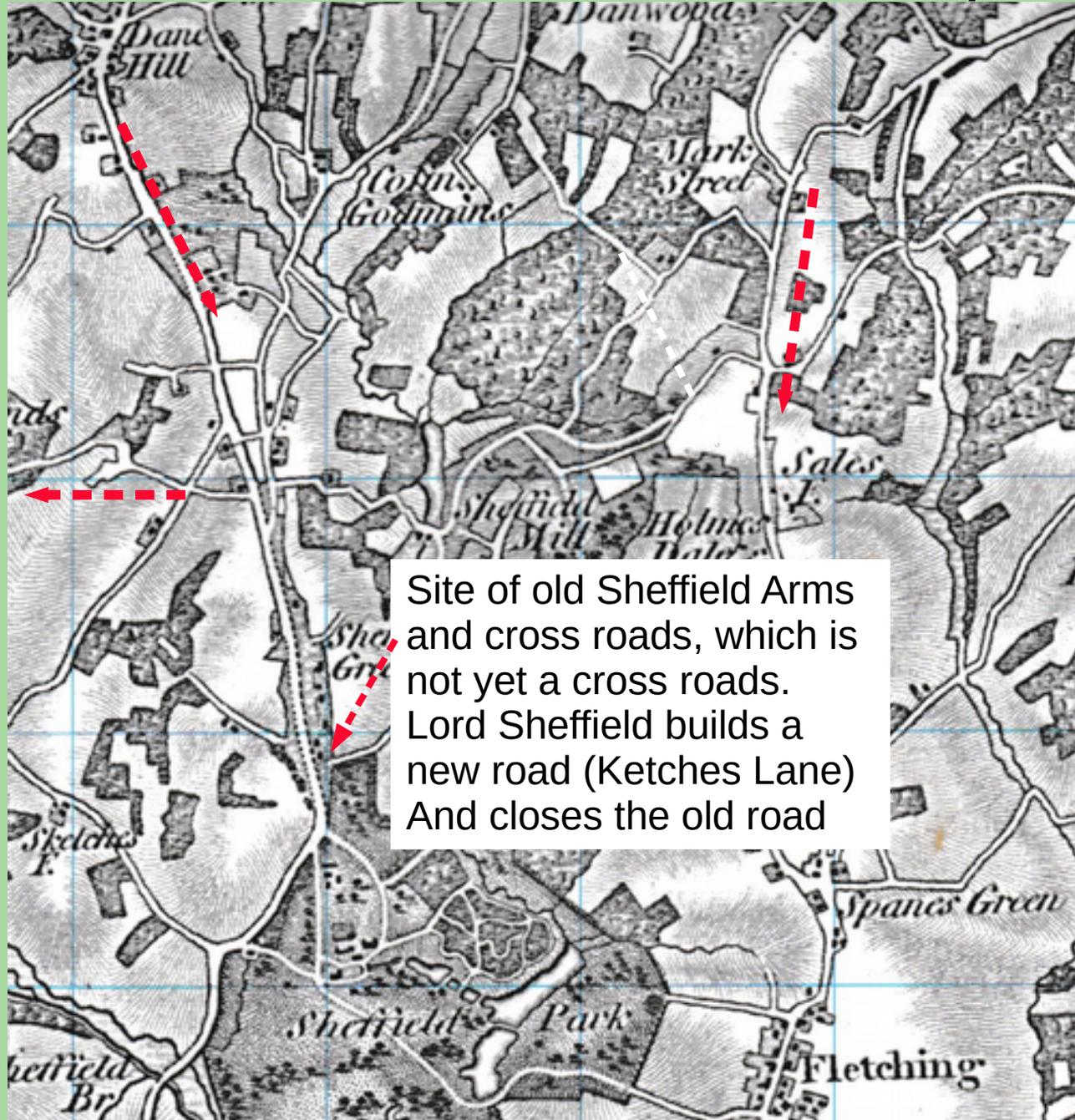
Part of Tithe Map for Fletching Parish 1841, ESRO

Loss of an Old Track



Here the very rich owner of Woodgate (now Cumnor House) has actually moved the main road away from his property and what was a major route from Horsted Keynes to Chelwood Common has been moved and downgraded to a footpath.

South of Parish 1819 map



Main Road into Danehill is still Church Lane. The new bypass is built a few years later.

Road now lost from Sliders Lane to Northlands Wood.

Lindfield to Fletching road goes south east to what is now the entrance to Sheffield Park

Old road north from Fletching to Wych Cross via Chelwood Gate. Mark Street is just a footpath today. On this map it is an important route north.

Site of old Sheffield Arms and cross roads, which is not yet a cross roads. Lord Sheffield builds a new road (Ketches Lane) And closes the old road

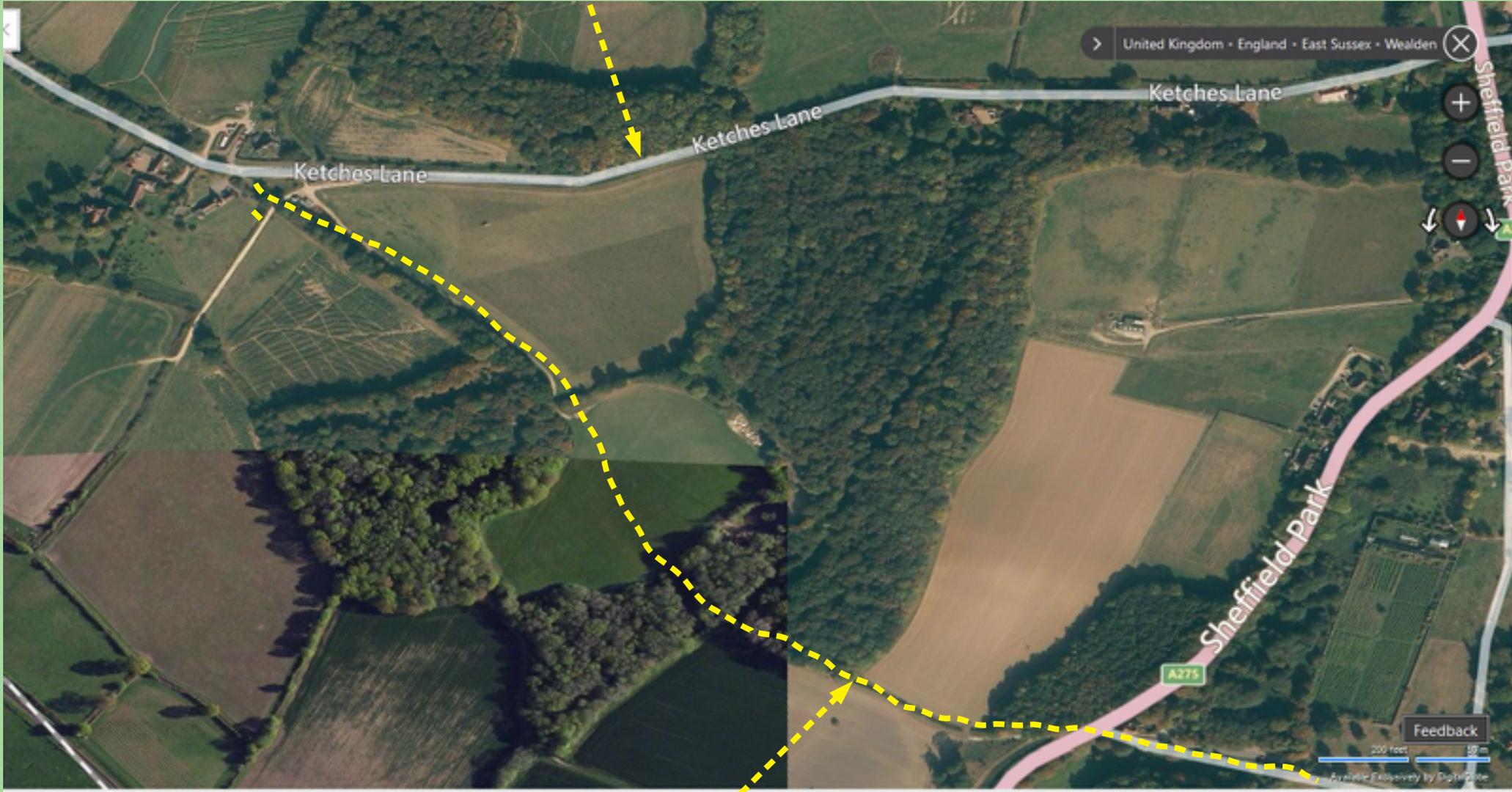
Lewes Quarter Sessions 13 Sept 1781

Excerpt from proceedings:

We do hereby order that the said Bridleway be diverted and turned through the Lands aforesaid and being satisfied that the new Bridleway is properly made and fit for the reception of travellers do hereby order the old Bridleway thro' the said park to Fletching to be stopped up.

Aerial Photo South of Ketches Lane

New Road to Sheffield Cross



Old Road to Fletching

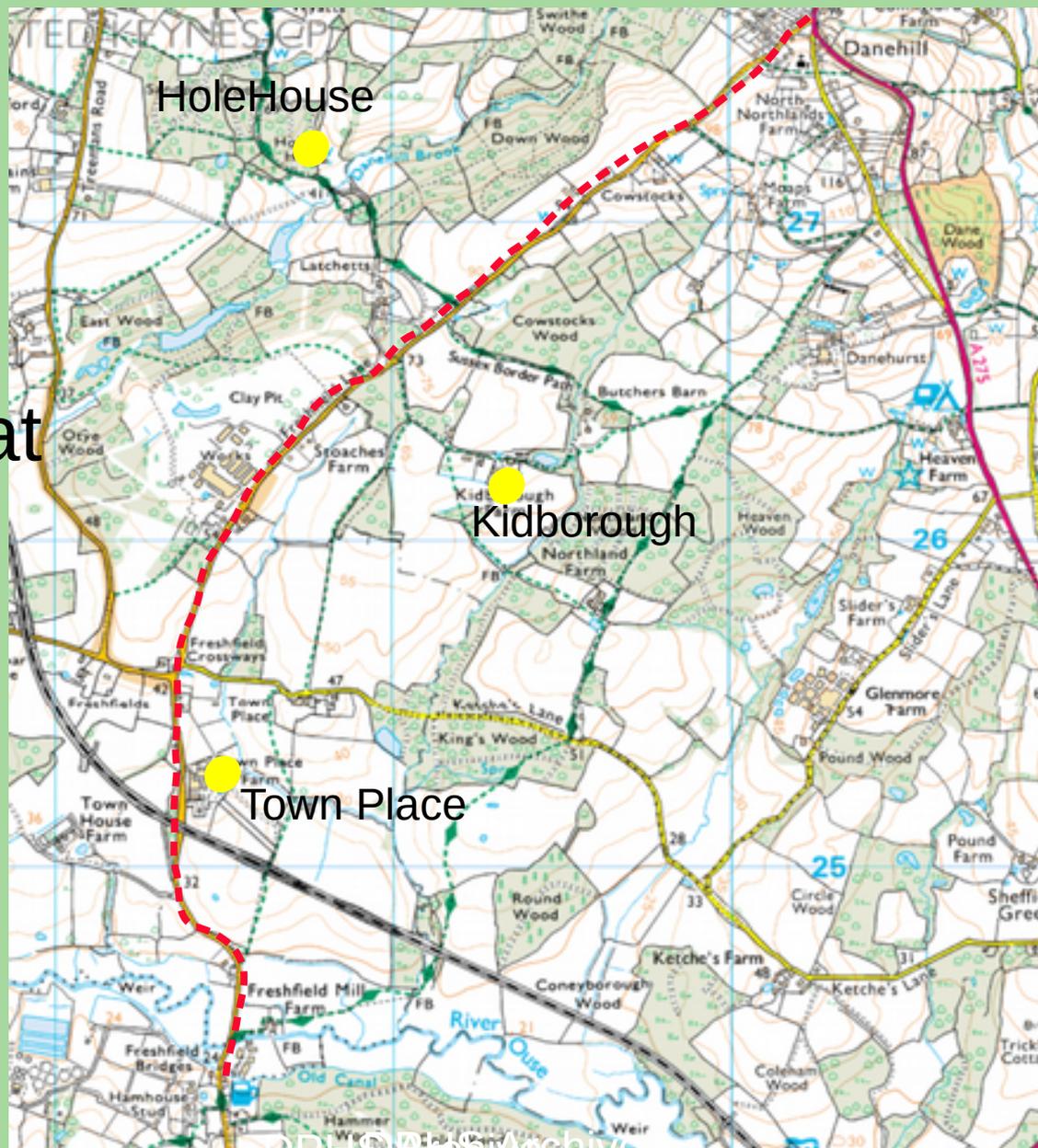
Freshfield Lane

Likely to be an ancient long distance track (Margary)

Iron Age pottery found at Freshfield Brickworks

Most direct route to the Wharf on the Ouse

Does not cross any streams





Town Place south of Freshfield Crossroads

Note the width of the road compared with the modern carriageway and the banks at either side to prevent livestock straying

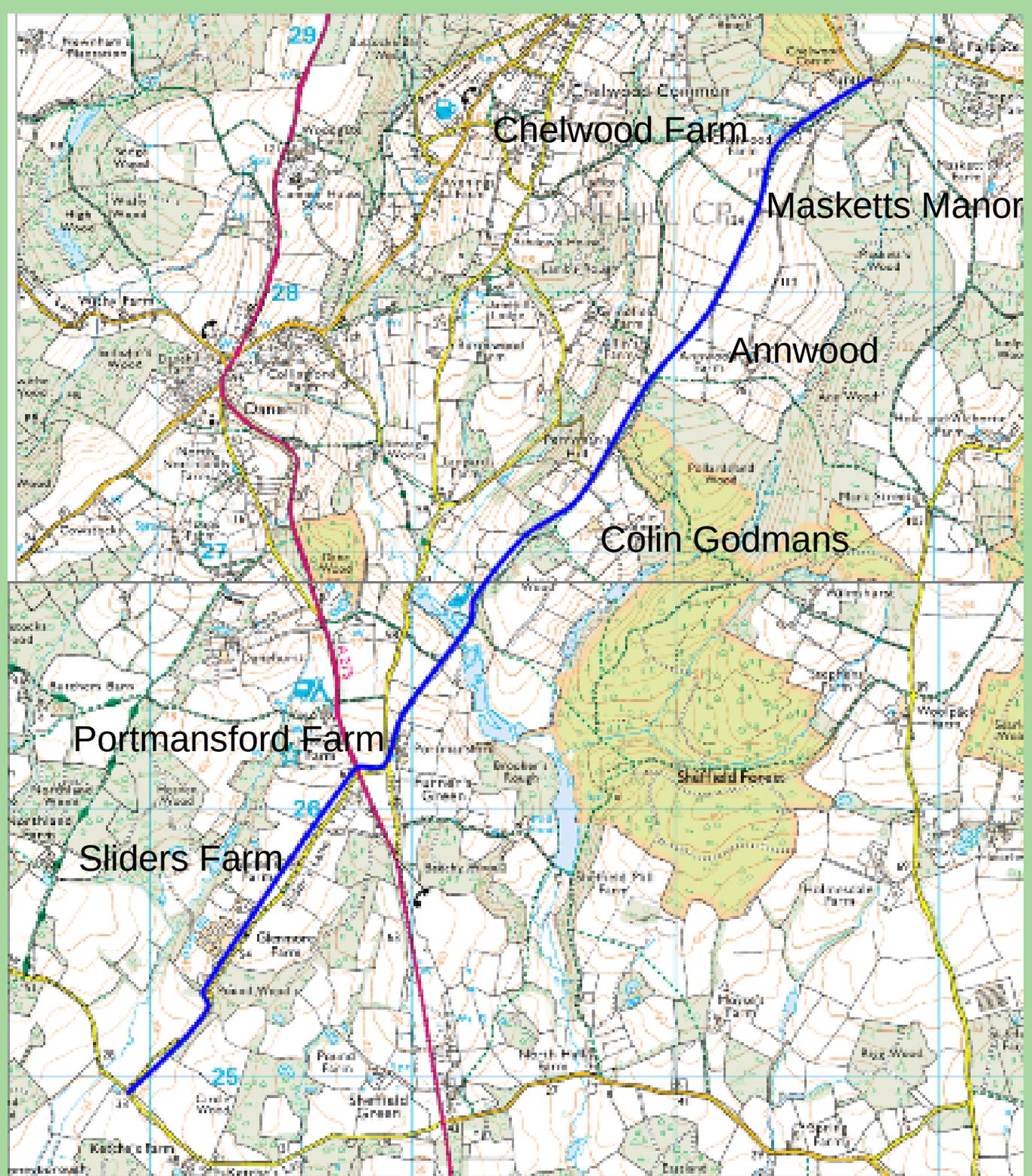


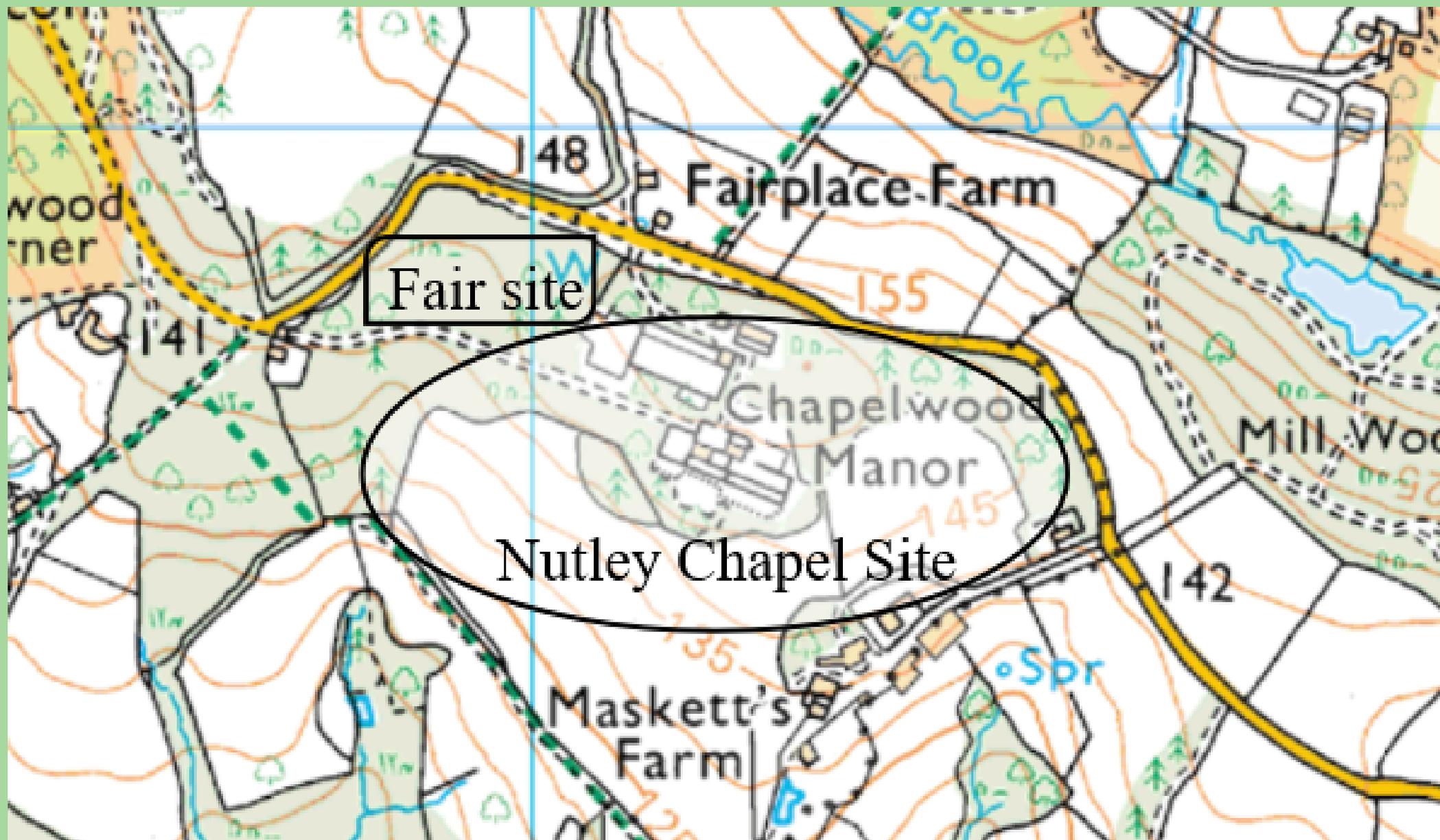


This cottage has been built on the 'waste' At the edge of Freshfield Lane. In parts the garden is only two metres wide.

This trackway runs almost straight along Sliders Lane and then up to Chelwood Corner. On the way it passes close to six old farmsteads, suggesting it has been an important thoroughfare.

Chelwood Corner was close to the site of Nutley Chapel and there was also an annual fair in this area. It suggests that Chelwood Corner has been a settlement at some time, perhaps even the original Nutley!!





Fair site

Fairplace-Farm

Chapelwood Manor

Nutley Chapel Site

Maskett's Farm

Mill Wood

Brook

Spr

Wood
ner

148

155

145

142

141

135

Portmansford



DPHS Archive

Colin Godmans Farmhouse



Summary

- Through routes date back millenia
- The local trackway network was more extensive with more East-West routes than today
- The parish had less of a western bias than today and was much more self sufficient
- In the north of the parish enclosure had a major effect on the development of today's local roads and the subsequent development of Chelwood Gate along the new roads
- The road system has been fixed since the final enclosures of Chelwood Common
- Before the final enclosure there were stronger links with Horsted Keynes
- Some important old routes have gone out of use. The reasons why are not known