

THE RAMBLERS' ASSOCIATION.

(Southern Area)

REPORT ON THE SURVEY OF FOOTPATHS IN THE PARISH OF STAMMER by Miss I. Pennifold on 2nd August 1951.

All place names are as shown on the 6" Ordnance Survey Maps and/or Schedule of June 1951. The following Marginal Code is used to indicate irregularities:-

- A... Path little used.
- B... Footbridge required.
- D... Path diverted.
- F... Unguarded wire fence.
- I... Signpost required.
- L... Right of way disputed.
- M... Path in foundering condition.
- N... Notices likely to deter pedestrians.
- O... Obstructions other than disputed paths.
- P... Path ploughed.
- R... Bridge requires repair.
- S... Stile or gate needs repair.
- V... Path obstructed by overgrowth.
- X... Other items including paths not on 6" O.S. Map.

Path No.

1.....

LOWER LODGES TO UPPER LODGES STAMMER PARK.

Turned carriage drive from entrance gates by Lower Lodges to north end of village. Then cart track westwards to north-end the Ditchling road at Upper Lodges. Bridle.

Note. This path does not actually enter the parish of Stammer until Oldledge Clump. There are "Right of Way" notices along the village street. A continuation from the Ditchling road south eastwards to the Brighton Borough Boundary is not claimed, but there is a strip left between ploughing. This should in fact form the continuation of the "Ladies Mile" (No.B.41)

2.....

STAMMER VILLAGE TO PARISH BOUNDARY.

A chalky farm track from north end of the village to wood. Then clear woodland track becoming grassy track to parish boundary where it continues onward to Streat Postall as Streat No.28. Bridle road.

There are two barbed wire gates crossing this track and these impede its use by equestrians. The first is inside the wood (above Moon Bottom) and the second is at the parish boundary. There is a stepless stile beside each of these "gates". Nevertheless, the barbed wire is technically an obstruction under the Barbed Wire Act of 1895 and National Parks and Access to the Countryside Act 1949.

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Path No.
3.....

MOON'S CORNER TO PARISH BOUNDARY.

Bridle Road. This is part of a famous and well used bridleway from Palmer Village to Ditchling Beacon. As far as Mary Farm it is a hardened farm track. Open grassy track beyond. Near parish boundary actual route becomes somewhat overgrown and the clear track leads to a point near the now defunct Horsehouse plantation. There is also a barbed wire fence at parish boundary and continuation to Ditchling Beacon only possible by following an unclaimed track leading from No.2 to a wicket gate somewhat west of the point marked on the map. There is a barbed wire gate at Mary Farm.

4.....

MARY FARM TO PLUMSTON BOUNDARY.

Chalk track, hardened with flints. Fenced on west side. Follows the east parish boundary most of the way, but soon crosses to the Palmer side. Barbed wire gate at Mary Farm.

0.

UNCLAIMED PATH.

"A"... FROM DITCHLING ROAD TO BRIGHTON BOROUGH BOUNDARY.

Grass strip between ploughing being a direct continuation of No.1 from point 506. Well used and continues onwards in Brighton as the "Ladies Mile" (No.B.41).

GENERAL REMARKS.

This small parish until recently under the Chichester Estates contains three beautiful and well used routes across it.

It is strongly urged that the barbed wire gates mentioned be replaced by permanent hunting or field gates.

The unclaimed path "A" is recommended for inclusion as this as this is a good path connecting two well known rights of way and has the additional advantage of being considerably safer for pedestrians than walking along the road to Old Post Corner; a particularly unpleasant corner for traffic.

There is another path branching from No.2 near the parish boundary to a wicket gate at the boundary fence. This connects with the Mary Farm-Ditchling path just north of the fence. The latter is somewhat overgrown near the boundary as previously remarked.

A private road through Great Wood from the village was at one time frequently used "permissively" by the public. Closed during the war 1939/45 it has not been restored since, due to the necessity for protecting trees and also possibly danger from falling branches etc. It is hoped that this route can be restored at some future date.

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18th Sept./51.

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