

Applicant's Evidence – submitted with the original application.

Maps and text received by the Council by email from the Applicant with the application and collated below by the Council.

**Evidence that there is a right of access for walkers, riders and cyclists along the  
Old Toll Road at Barcombe Mills.**  
Map ref: TQ434147 to TQ433149  
by Mary Parker MSc

This is an ancient highway. The Roman road from London to Brighton crossed the river where Pikes Bridge now stands. (See photograph from 'Roman Roads of Sussex' by Alex Vincent. Also shown on Ordnance Survey Maps.) Ivan Margary's book, Roman Roads in Britain is featured on [http://saxonhistory.co.uk/Ivan\\_D\\_Margary\\_Roman\\_Roads.php](http://saxonhistory.co.uk/Ivan_D_Margary_Roman_Roads.php). and shows this road and the Roman road known as the Greensand Way branching off here going west to Hardham near Chichester.

Mills have been worked here since Saxon Times (Sussex River, McCarthy, p.50). Fulling Mill in the 16thC. Flour mill mentioned in the Domesday Book (East Sussex Village Book, Rupert Taylor), Oil mill, corn mill and button manufacturers.

The tow path crosses the river here in connection with the navigation. (Upper Ouse Navigation Act 1790)

The disused railway from Lewes to Uckfield is close by.

The Old Toll Road at Barcombe Mills must have been a busy highway serving an historic industrial hub until 1939 when the button mill caught fire and other mills were closing.

During WWII, the army built a bridge over the river and altered the route of the main road from Wellingham to Barcombe Cross, thereby bypassing the Old Toll Road.

In 1947 ESCC entered into an agreement with the River Ouse Catchment Board in which there were exchanges of land and ESCC was obliged to apply to Quarter Sessions for a Road Closure Order for the OTR. A Freedom of Information Request to ESCC has failed to produce any evidence that this RTO was ever made. Also a search through the index of stopping up orders etc from 1835 to 1953 failed to show any Order relating to Barcombe Mills. Therefore it is possible that access rights for vehicles - both motor and horse drawn - may still exist.

The OTR is shown as the main road through Barcombe Mills on several old maps, e.g:  
Gardner and Gream 1795 (see scanned extract)  
O.S 1st edition 1813 (see scanned extract)  
Greenwood 1825 (see scanned extract)  
Mudge O.S 1st edition 1831  
O.S. map 1912. (see scanned extract)  
O.S. map 1922 (see scanned extract)  
O.S. map Revised 2010 (see scanned extract)

Today the Old Toll Road serves an important recreational purpose. It links FP Ringmer 4, which passes through the car park, to Barcombe 24 which goes alongside the river. The Sussex Ouse Valley Way is aligned along part of the OTR. (See photo showing waysign pointing along OTR) This area is now a very popular recreational asset. One day in early August, I counted 60 vehicles in the car park On Sunday 27th August the car park was full and another 20 or more cars were parked along the road.

An email from the Environment Agency reads: "The Environment Agency own most of the land at the Barcombe Mills complex, including the short toll road up to the point where it crosses the river, past the old toll hut (please see attached map). There are public rights of access to this land but there is no public right of vehicular access."

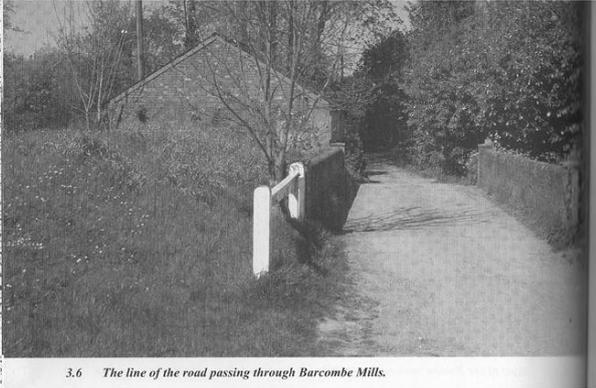
Only recently has an effort been made by the EA to prevent use by motor vehicles. Gates were closed across the road in April 2017. Prior to that there was a notice "No unauthorised vehicles". However this was sited sideways

on by the entrance in such a way that it was not really visible to motorists entering from the main road. As a result few people were aware of the restriction and so drove along the OTR believing they had the right to do so.

It has been very quick and easy to collect evidence of use. 39 people have signed forms, several of them covering a period of more than 50 years.

The OTR features in a number of published walks books - (see list) The ESCC's circular walks web site details a route along the OTR.

This collection of historic information, usage forms and published walking routes clearly indicate that the Old Toll Road at Barcombe Mills should be registered on the Definitive Map as a public bridleway.

	<p><b>Roman Road</b></p>	 <p>3.6 The line of the road passing through Barcombe Mills.</p>
	<p><b>Footpath photograph</b></p>	
	<p><b>Garner and Gream Map</b> <b>1795</b></p>	

	<p><b>Greenwood map</b></p>	 <p>A black and white Greenwood map of the Barcombe area. The map shows a network of roads and paths. Key features include 'Red Bridge' at the top, 'Barcombe' in the center, and 'Wellingham' to the east. The Roman numeral 'XXVIII' is prominently displayed in the center. Other locations like 'Ringmer' and 'Norrington' are visible at the bottom.</p>
	<p><b>OS map 1813</b></p>	 <p>An Ordnance Survey map from 1813 of the Barcombe area. It shows a more detailed road network and some buildings. 'Barcombe' is centrally located, with 'Wellingham' to the south and 'Norrington' to the east. The map includes various geographical features like 'Loch' and 'Cay Hill'.</p>
	<p><b>OS map 1912</b></p>	 <p>A color Ordnance Survey map from 1912 of the Barcombe area. It features contour lines and a more extensive road network. 'Barcombe' is clearly marked, along with 'Wellingham' and 'Ringmer'. The map shows significant changes in infrastructure compared to the 1813 version, including a railway line and several bridges.</p>

OS map

1922

