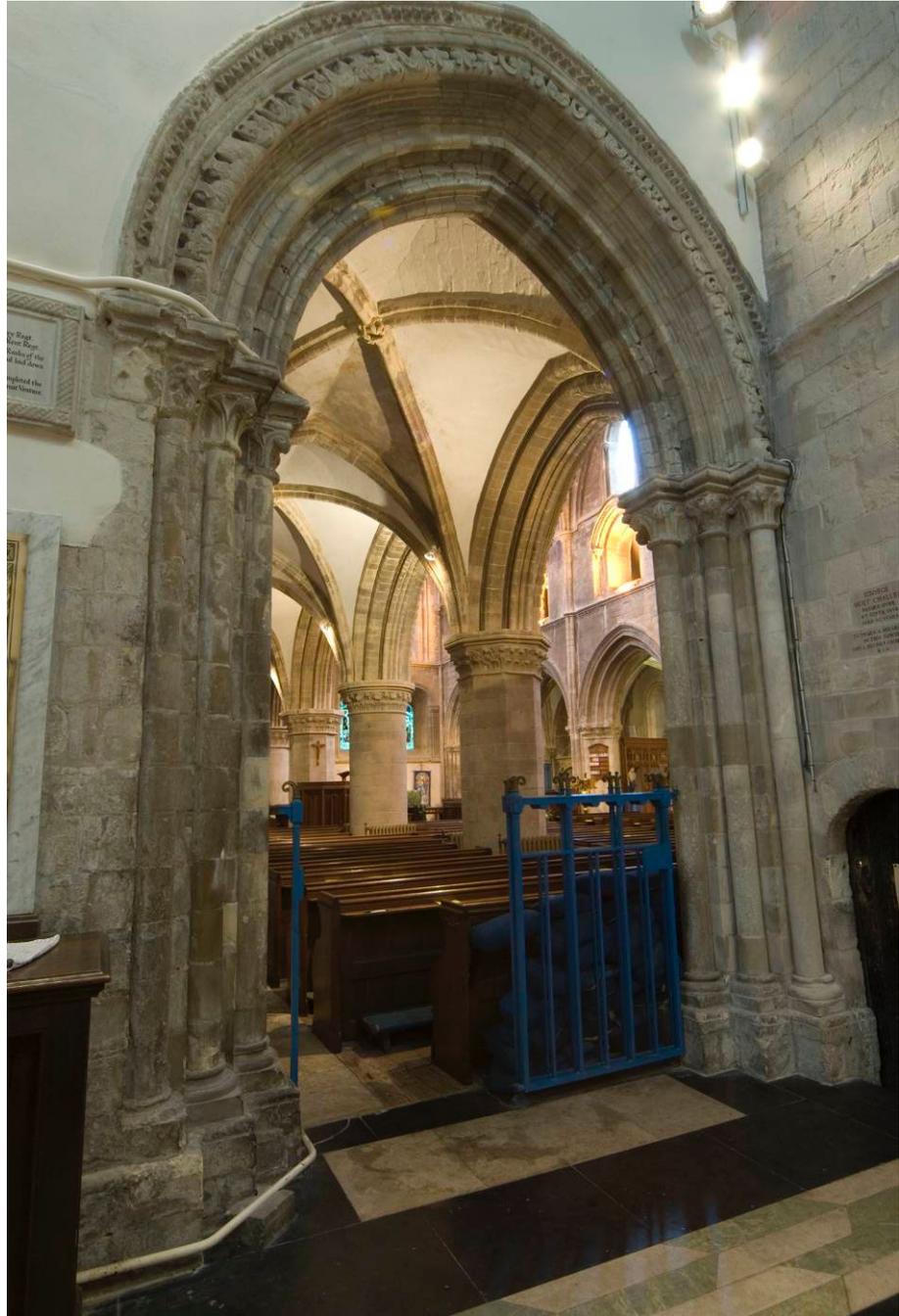


# Shoreham

## Historic Character Assessment Report

January 2009



Sussex Extensive Urban Survey (EUS)

*Roland B Harris*



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## Sussex Extensive Urban Survey (EUS)

in association with Adur District Council



The Sussex Extensive Urban Survey (Sussex EUS) is a study of 41 towns undertaken between 2004 and 2009 by an independent consultant (Dr Roland B Harris, BA DPhil FSA MIFA), supported from January 2008 by a Research Assistant (Elizabeth Ruffell BSc MSc), for East Sussex County Council (ESCC), West Sussex County Council (WSCC), and Brighton and Hove City Council; and was funded by English Heritage.

Guidance and web-sites derived from the historic town studies will be, or have been, developed by the local authorities.

All photographs and illustrations are by the author.

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*Cover photo: St Mary de Haura: view looking east from north transept.*

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## 1 INTRODUCTION

### 1.1 Background to the project

This report is an archaeological, historical, and historic urban character assessment of Shoreham. It is part of the Sussex Extensive Urban Survey (henceforth Sussex EUS) that examines 41 towns across the ancient county.<sup>1</sup>

The Sussex EUS forms part of a national programme of such surveys initiated by English Heritage in 1992. The national programme is already well underway, with roughly half the English counties having been completed or currently undergoing study.

As the surveys have progressed, the approach has developed. In line with recent surveys, the Sussex EUS includes more modern towns, the main significance of which stems from the 19<sup>th</sup> and 20<sup>th</sup> centuries. Another recent innovation is the introduction of the characterization concept, comparable with the map-based techniques adopted by historic landscape characterization. This approach was developed in Lancashire (2000-4), and is further refined in Sussex.

The Sussex EUS has been funded by English Heritage, and supported in kind by the commissioning authorities: East Sussex County Council, West Sussex County Council, and Brighton and Hove City Council. A wide range of stakeholders (including district and borough councils, and Areas of Outstanding Natural Beauty) has supported the project.

In West Sussex the Sussex EUS forms part of the *Character of West Sussex Partnership Programme*,<sup>2</sup> aiming to provide guidance and advice on the protection and enhancement of all aspects of character in the county. Other historic environment projects come under this umbrella:

- Historic Landscape Characterisation (HLC) of Sussex
- Intensive Urban Survey of Chichester and Fishbourne
- Local Distinctiveness Study of West Sussex.

### 1.2 Aims and objectives

#### 1.2.1 Aims

The aim of the Sussex EUS is to deliver a unique and flexible tool to aid the understanding, exploration and management of the historic qualities of 41 of the most significant towns in Sussex with a view to:

- archaeological and historic environment research and management.
- informing strategic and local policy.
- underpinning urban historic land and buildings management and interpretation.
- encouraging the integration of urban historic characterization into the wider process of protecting and enhancing urban character.

#### 1.2.2 Objectives

Key objectives of the project include the:

- synthesis of previous archaeological and historical work.
- creation of a Geographic Information System (GIS) that maps and allows the analysis of archaeological events, monuments and urban plan components using information obtained from a variety of sources.
- analysis of the origins and development of each town by establishing and examining its principal plan components and existing standing structures.
- identification of county-wide Historic Character Types and attribution of the types to different areas within each town.
- preparation of a Statement of Historic Urban Character for each town, to include assessment of archaeological potential and Historic Environment Value.
- identification of gaps in the understanding of the past occupation and historical development of character of each town through the development of a Research Framework.
- advice to local authorities on the development of guidance derived from the town studies.

### 1.3 Outputs

The principal outputs of the project comprise:

- Historic character assessment reports. Documents (of which this is one) that, separately for each town, summarize the setting and pre-urban activity; synthesize current archaeological and historical research; describe the development from origins to the present day; assess the surviving historic character and historic environment value; and set out a framework for future research on the historic environment of the towns.
- Geographical Information System (GIS) for the historic environment of each town. The GIS underpins the analysis and mapping of the town

reports, and is available to local authorities as a unique tool to support their decision making. The EUS-generated GIS data includes historic buildings and archaeological data, and mapping of areas for which Historic Character Type, historic land use, and Historic Urban Character Areas have been defined. The GIS data will be maintained and updated by the West Sussex County Council *Sites & Monuments Record* (SMR) and the East Sussex County Council *Historic Environment Record* (HER).

- Informing historic environment management guidance specific to each local planning authority, for the 41 EUS towns and Winchelsea, produced under the new Local Development Frameworks, and subject to formal consultation procedures.
- Background papers for the Sussex EUS project. Documents that include the project design, a summary of the methodology and an overall bibliography.

## 1.4 The structure of this report

### 1.4.1 The Setting

This introductory section describes the topography, geology, communications, and pre-urban archaeology of the town.

### 1.4.2 History

The history of Shoreham in this report can be a brief summary only. It aims to synthesize published research, and to provide a chronological overview of the development of the town as seen from documentary sources. The focus is placed on those matters – such as origins, economy, trade and institutions – that are most closely related to the urban historic environment today.

### 1.4.3 Archaeology

The archaeology section of this report draws on published and unpublished reports of excavations, archaeological assessments, and records of finds. This section also includes analysis of historic buildings (listed and non-listed) and the topography, the latter drawing on large-scale maps of Shoreham from 1753 onwards. Again, this section follows a chronological structure, and focuses on aspects of the material evidence of the town's past that relate most closely to the historic environment today.

### 1.4.4 Statement of Historic Urban Character

Whereas sections on history and archaeology (above) explore the development of Shoreham over time, this part of the report considers and defines the physical evidence of the past in today's townscape. It does this by means of a character-based approach, operating at three different scales: areas of common Historic Character Type; larger and topographically familiar Historic Urban Character Areas; and the whole town. Assessment is made of the Historic Environment Value of each of the Historic Urban Character Areas, taking account of the archaeological potential.

## 1.5 Principal sources

Shoreham has been the subject of significant historical interest, but only limited archaeological investigation. The principal sources drawn on during the writing of this report are listed below. Many other sources have been used too, and full references have been given by use of endnotes.

### 1.5.1 History

Shoreham has been the subject of several local histories, but by far the most authoritative historical study has been that undertaken by **Christopher Elrington** for the **Victoria County History**, published in 1980.<sup>3</sup>

### 1.5.2 Archaeology

Although of little archaeological interest until recently, Shoreham has become the subject of investigation, with the recent Ropetackle excavation being the most substantial to date. In chronological order, the published sites comprise:

**42 Southdown Road** – 1971<sup>4</sup>

**Marlipins, High Street** – 2002-3<sup>5</sup>

The as yet unpublished sites comprise:

**Royal Sovereign, Middle Street** – 1993<sup>6</sup>

**17-23 John Street** – 1997-8<sup>7</sup>

**45 John Street** – 1999<sup>8</sup>

**5 John Street** – 2001<sup>9</sup>

**33 Church Street** – 2002-3<sup>10</sup>

**Ropetackle** – 2000 and 2003<sup>11</sup>

**94-6 High Street** – 2006<sup>12</sup>

**St Nicolas's church** – 2003<sup>13</sup>

The **West Sussex Historic Environment Record** (HER) database has been invaluable for providing the pre-urban archaeological context of the area.

### 1.5.3 Historic buildings

Shoreham's historic buildings are not as numerous as many other towns with medieval origins, with only one secular medieval building identified to date at Marlipins, High Street. This has been the subject of study by the author in 1991-4, and more recently by **David** and **Barbara Martin**.<sup>14</sup> While the church of St Nicolas, Old Shoreham, has yet to be the subject of detailed study, St Mary de Haura has long attracted the attention of architectural historians, not least due to the difficulties of interpreting the surviving eastern arm: detailed studies have included an analysis of the architecture and the documentary evidence by **Sally Woodcock**,<sup>15</sup> recording during rebuilding of a bay of the eastern arm vaulting in 2002-3 by **Wessex Archaeology**,<sup>16</sup> and an examination of the polychrome decorative paint scheme by **Catherine Hassall** and **Giles Standing**.<sup>17</sup>

English Heritage's statutory list of historic buildings is also of use, though many of the descriptions date from the late 1940s and mid-1970s and were necessarily produced without internal inspection. Very limited fieldwork only was possible during this assessment and focused on correcting dating derived from such sources, identifying hitherto ignored buildings of

historic interest, and re-evaluating the dating and function of key buildings and monuments.

### 1.5.4 Geology and topography

The contextual discussion of the solid and drift geology has principally derived from 1:50,000 British Geological Survey digital data. Ordnance Survey Historic 25" maps for Epochs 1-4 (1868 onwards) have proved invaluable, especially as these have been used in digital form, allowing overlaying with each other and with other data. The Tithe Maps for New Shoreham and Old Shoreham (1850 and 1851 respectively: *West Sussex Record Office*) and earlier maps (which include those of 1753,<sup>18</sup> 1782, 1789, 1811 and 1844) have been digitized and rectified to fit the National Grid to allow comparison with other maps and data. RAF vertical air photo coverage of 1947 provides a useful snapshot in time, as does the modern equivalent flown for West Sussex County Council in 2001. All analysis and maps utilize the most recent large-scale Ordnance Survey mapping (digital MasterMap data).

### 1.6 Area covered by the report

The Sussex EUS assessment of Shoreham covers the historic cores of the town of New Shoreham and the adjacent village of Old Shoreham (now subsumed in modern Shoreham-by-Sea) as defined by their extent in 1875.

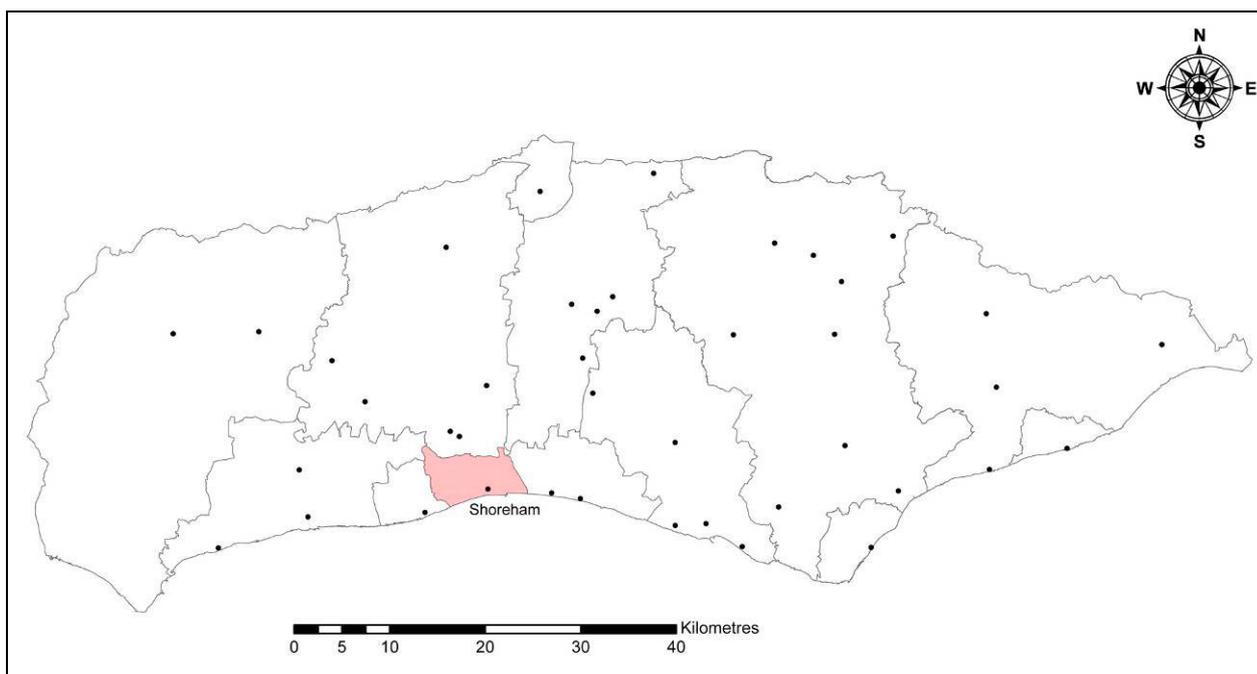


Fig. 1. Location of Shoreham within Sussex. Adur District is highlighted and points locate the 41 Sussex EUS towns.

## 2 THE SETTING



Fig. 2. View towards New Shoreham from the footbridge across the River Adur.

### 2.1 Topography (Map 2)

Shoreham is located on the east side of the lower valley of the River Adur, which flows southwards through a gap in the South Downs and which is deflected eastwards by a shingle spit (on which is located the modern development of Shoreham Beach) before debouching into the sea at Kingston by Sea. The town is thus bounded on its west and south by the River Adur. The historic parts of the town of New Shoreham and the former village of Old Shoreham (the two settlements being joined only in the 20<sup>th</sup> century) sit below the 10m OSBM contour. To the north, the South Downs rise reaching a height of c.50m OSBM along the A27 bypass: to the north of this the Downs rise further to 104m OD at Erringham and 216m OSBM at Truleigh Hill.

The principal shopping street of the town is the east-west High Street, with other notable concentrations of shops in East Street and Brunswick Road.

Suburbs extend to the north (up to the modern bypass) and to the east Southwick, forming part

of a continuously built-up coastal strip that extends as far as Brighton Marina. South of Shoreham and the River Adur, Shoreham Beach is a seaside suburb, linked by a footbridge.

The town of New Shoreham was cut out of the early parish of Old Shoreham, with the modern settlement – known since 1910 as Shoreham-by-Sea – occupying the southern central part of Adur District (created 1974).

### 2.2 Geology (Map 2)

#### 2.2.1 Solid geology

Along with the whole of Sussex, the rocks in the vicinity of Shoreham are sedimentary. The town lies on and adjacent to the South Downs, so that the entire area is underlain by the relatively pure White Chalk limestones of the Upper and Middle Chalk Formation (Upper Cretaceous). The uplifting and gentle folding of the chalk began 70-75 million years ago and continued beyond the end of the Cretaceous period (65 million years ago) until as recently as 1.8 million years ago.

#### 2.2.2 Drift Geology

The drift geology of the Shoreham area shows alluvium marking the location of the former marshy estuary of the Adur, immediately west of the historic settlements of Old Shoreham and New Shoreham. Within this, beach and tidal flat deposits mark the location of the present channel. The historic town and village – and indeed most of the modern suburbs – lie on undifferentiated soliflucted head, while extending east of pre-railway New Shoreham there are discrete areas of brickearth. South of the River Adur, the spit on which Shoreham Beach is located comprises storm beach deposits.

### 2.3 Communications

#### 2.3.1 Water

Shoreham is located directly on the River Adur, near to its mouth. Inland communication along the river has been significant, although this is no longer the case. Reclamation of the valuable alluvial soils of the river valley, the associated management of freshwater drainage in the Weald, and the prevention of tidal ingress (through creation of sea walls) increased silting so that the Adur had ceased to function as a significant communications route upstream of Shoreham by the 14<sup>th</sup> century. Revival of the Adur as a navigable route was attempted, however, with canalization between Shoreham

and Baybridge (West Grinstead), from 1807.<sup>19</sup> Although the fortunes of New Shoreham as a sea port from its foundation c.1100 have been varied – most notably there being a late medieval decline – seaborne trade appears unbroken. Modern Shoreham harbour, however, is focused to the east of the town itself, with locks at Southwick forming the western limit of the non-tidal commercial docks of the east arm.

### 2.3.2 Road

Since 1968 Shoreham has had a bypass and now lies just off the A27: previously this east-west coastal trunk road passed over Old Shoreham bridge (first built 1782), and along the Upper Shoreham Road. The addition of a bridge at the west end of the High Street of New Shoreham in 1832 provided a coastal road to Lancing thence Worthing (A259). The principal road inland was the route over Beeding Hill (surviving as the minor lane of Mill Hill): this was turnpiked in 1764, but superseded by the present river valley route to Bramber and Steyning (A283) in 1807 (see section 3.3.1).

### 2.3.3 Railway

The London and Brighton Railway Company (from 1846 the London Brighton & South Coast Railway – LBSCR) opened the first railway line in Sussex in 1840, linking the port at Shoreham to Brighton. This branch enabled construction to proceed from both ends of the county's first main line, between London and Brighton, approved in 1837 and opened in 1841. The coastal line was then extended westwards from Shoreham to Worthing (1845), Chichester (1846) and Havant (connecting to Portsmouth: 1847). In 1879, the Cliftonville spur opened, bypassing Brighton station and allowing through trains to London from Hove and stations, such as Shoreham, to the west. The Brighton-London and the coastal lines remain in use and were electrified in 1933-5.<sup>20</sup>

The LBSCR was authorized to build a line from Shoreham to Horsham in 1858, and this opened in 1861. The Steyning branch line was often used as a diversionary route when the Brighton to London main line was blocked. The single track was doubled in 1880, but never electrified. Stations included those at Bramber, Steyning and Henfield. The line was identified for closure in the Beeching Plan, and service stopped in 1966. A single line only was maintained from Shoreham to the Beeding cement works, however, until final closure in 1981.<sup>21</sup>

## 2.4 Evidence for pre-urban activity

### 2.4.1 Prehistoric

Excavations within the EUS study area have produced limited evidence of prehistoric archaeology:

- Ropetackle site – a sherd of possible Bronze Age or Iron Age pottery, and numerous residual prehistoric struck and fire-cracked flints were recovered during excavations in 2000 and 2003.<sup>22</sup>
- St Nicolas's church – excavations in 2003 produced a single prehistoric (possibly Late Bronze Age) calcined flint tempered ware sherd that was residual.<sup>23</sup>

Elsewhere in or near the EUS study area, there have been prehistoric find spots, which include:

- High Street – Neolithic (4000 BC to 2351 BC) flint axe found in 1915 about 1m below the ground surface when excavating for a gas main [HER reference: 3680 – MWS514].
- South side of Upper Shoreham Road – Late Bronze Age (1000 BC to 701 BC) looped and socketed axe found c.1952 [HER reference: 3713 – MWS529].
- Shoreham (unspecified location) – Iron Age (800 BC to 42 AD) coins found in the 19<sup>th</sup> century [HER reference: 3697 – MWS521].

Outside the EUS study area, a significant prehistoric archaeological site was excavated nearby at Slonk Hill in 1968-74. This revealed Bronze Age barrows and, most significantly, a Middle Iron Age Settlement.<sup>24</sup>

### 2.4.2 Romano-British

Excavations within the EUS study area have produced limited evidence of Romano-British archaeology:

- Connaught Avenue and playing fields to the north-east – investigations during the digging of an electric cable trench in 1965 revealed a Romano-British ditch, Roman pottery (including Samian), pits, charcoal and occupational debris [HER reference: 3709 – MWS863].
- 42 Southdown Road – excavation in advance of construction of a garage in 1971 revealed a well containing pottery, including Samian, dating from the 1<sup>st</sup> to 4<sup>th</sup> centuries, and a red tessera.<sup>25</sup>
- Ropetackle site – pits and gullies were revealed during excavations in 2000 and 2003 possibly forming part of an enclosure. Discovery

of briquetage suggests that salt-making was being undertaken in the area.<sup>26</sup>

- St Nicolas's church – excavations in 2003 produced several Roman sherds, comprising of grog tempered East Sussex Ware and two sand tempered sherds (possibly of Anglo-Saxon date).<sup>27</sup>

Elsewhere in or near the EUS study area, there have been Romano-British find spots, which include:

- 52 Adur Avenue – coin of Constantine II found in back garden in 1957 [HER reference: 3686 – MWS515].
- Shoreham (unspecified location) – denarius of Antoninus Pius found c.1930 [HER reference: 3696 – MWS520].

Margary suggested that the (pre-bypass) route of the A27 represented a Roman road from Chichester to the Brighton area, with a crossing of the River Adur at Old Shoreham, just upstream of the present trestle bridge. While a coastal plain route is likely, there is no evidence that this road is earlier than medieval, and it has been suggested more recently that a Roman route may have followed a coastal route south of the A27. Although the presence of the putative Roman port at Copperas Gap (Aldrington: c.4km east of New Shoreham) has yet to be demonstrated,<sup>28</sup> 1<sup>st</sup>-century Southwick villa lies 2.5km east of New Shoreham between the two possible Roman routes and has been reliably attested through excavation.<sup>29</sup>

### **2.4.3 Early Anglo-Saxon**

There have been no discoveries of Early Anglo-Saxon finds or features in or near the EUS study area.

### **2.4.4 Implications of pre-urban archaeology**

The implications from all the pre-urban finds are clear: although – with the exception of the Ropetackle site – excavations have been limited within the EUS study area, together with findspots these show that there was human activity in the area from the prehistoric period onwards and the possibility of pre-urban finds and features should be anticipated in any archaeological excavations in Shoreham.

### 3 HISTORY

#### 3.1 Origins: 11<sup>th</sup> and early 12<sup>th</sup> centuries

##### 3.1.1 Place-name

The origin of the name *Shoreham* is not entirely resolved. Early renderings of the name are Sorham (1073), Soraham (c.1075) and Sore(s)ham (1086). It is most likely – not least on analogy with Shoreham in Kent – that the first element derives from an Old English word meaning slope and here relating to the downs.<sup>30</sup> It is most probable that the second element derives from Old English *ham* (settlement) as there is no evidence in medieval renderings of Shoreham for the Old English *hamm* ('land hemmed in by water or marsh; wet land hemmed in by higher ground; river-meadow; cultivated plot on the edge of woodland'<sup>31</sup>), although – on topographic grounds – this must remain a possibility.

##### 3.1.2 Churches

The church at Old Shoreham is almost certainly pre-Conquest (see below section 4.1.1). Its existence is implied by the inclusion of the tithes of Shoreham in the grant by William de Braose of c. 1073 to support a college of secular canons (i.e. the church of St Nicholas) at Bramber castle, and Shoreham church was included in the grant when St Nicholas was made over to the Angevin abbey of St-Florent-près-Saumur by 1080.<sup>32</sup>

The church at New Shoreham was first recorded when the church of the port (St Mary de Haura) was added by Philip de Braose to the possessions previously granted by his father to St-Florent-près-Saumur. St Mary de Haura was, until the late 12<sup>th</sup> or 13<sup>th</sup> centuries, a subordinate chapel of Old Shoreham church.<sup>33</sup> The grant of St Mary de Haura has been often cited as c.1096, or c.1096-1103,<sup>34</sup> but there are considerable problems with this dating – and its doubtful association with Philip's otherwise unrecorded participation in the first Crusade – and it more probably dates to the 1120s or 1130s. Another charter of c.1130 grants all the tithes of the port to the chapel and suggests that there may have been an earlier chapel on the site: thus, late 11<sup>th</sup>-century origins may not be ruled out, and the documentary records of c.1130 may relate to the large-scale building campaign of which evidence remains (see section 4.1.1).<sup>35</sup>

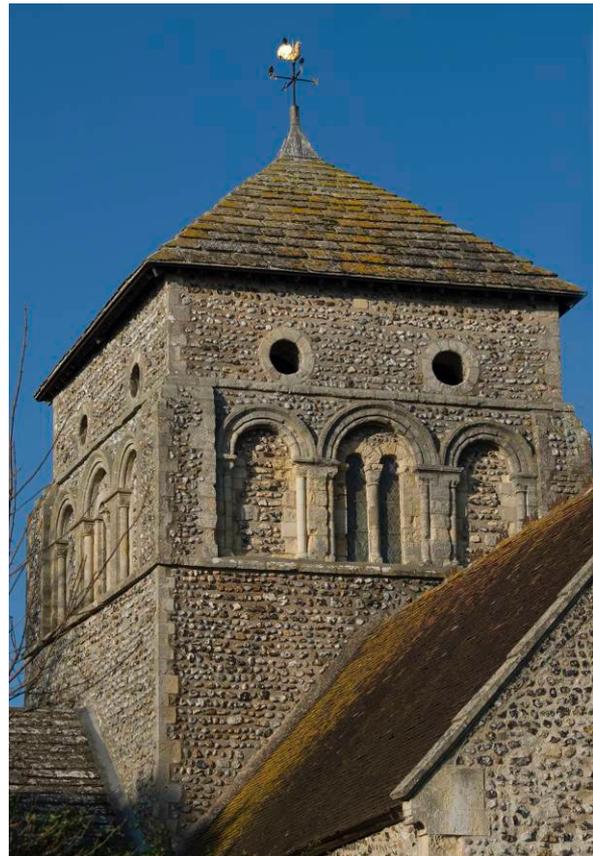


Fig. 3. St Nicolas, Old Shoreham: view of crossing tower from the south-east.

##### 3.1.3 Old Shoreham

The origins of Shoreham – only acquiring the prefix 'Old' to differentiate it from the new port carved out of its parish (see below) – are unclear, but it is evident that in the Late Saxon period it was an agricultural village. Domesday Book (1086) records 26 villagers and 49 smallholders at Old Shoreham (excluding Erringham).

It is extremely unlikely that Old Shoreham had any significance as a port in the pre-Conquest period, given the association of New Shoreham with a port from the outset.<sup>36</sup> A reference to the port of 'Brembre', dating to between 1070 and 1087,<sup>37</sup> has been suggested as simply deriving its name from the Rape of Bramber, and thus possibly relating to Shoreham or Steyning.<sup>38</sup> It is most probable, however, that the reference, which concerns a port of refuge by the sole surviving ship of a fleet of 15 ships carrying stone from Caen for building projects in England,<sup>39</sup> relates to Bramber itself: at Bramber, William de Braose was establishing his new town and castle and, with the nearby port and the borough of Steyning in the rival hands of Fécamp Abbey, his own port was essential.

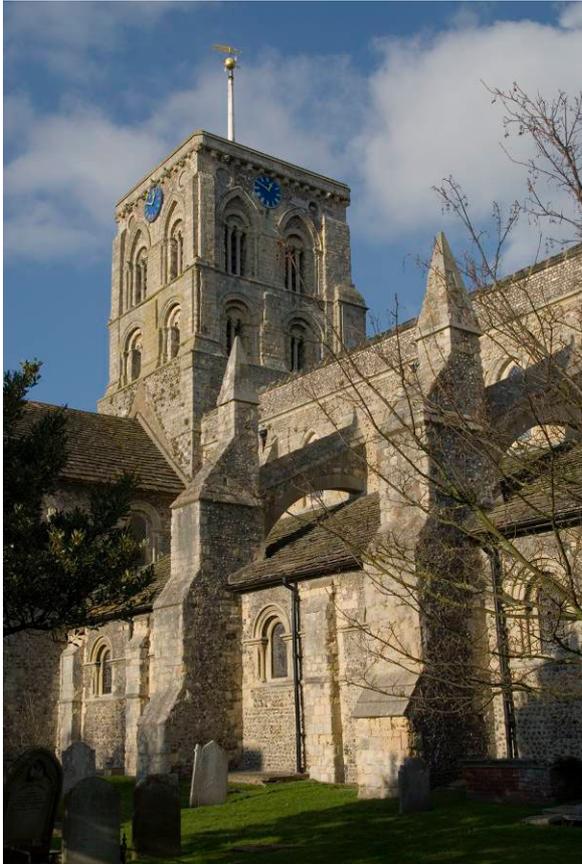


Fig. 4. St Mary de Haura: view from the south-east.

### **3.1.4 New Shoreham**

The origins of New Shoreham appear to lie in the rivalry between William de Braose (who had been granted the lordship of the Rape of Bramber) and Fécamp Abbey (who had been granted – but might not have received – the manor of Steyning by Edward the Confessor, but had its gift confirmed by William I and held it for the next two centuries). The foundation of William’s castle (by 1073), major river-crossing, town and port at Bramber, and the introduction of tolls for Steyning-bound ships (by 1086), challenged Steyning’s role as the primary urban centre and port in this populous part of Sussex. Fécamp responded robustly: for example, in 1086 William I himself presided over a plea from the abbey that sought to stop the temporal and spiritual encroachments of Bramber into Steyning, effectively carving out a parish and the privileges that went with it. William I ruled in favour of Steyning and Fécamp, with a decision that included the requirement for de Braose to exhume 13 years’ worth of burials at Bramber and to return them for lawful burial to ‘the church of St Cuthman’. He was also ordered to destroy a road built on the abbey’s land.<sup>40</sup> In short, the resistance of Fécamp Abbey had prevented de Braose from carving out a parish at Bramber

from one already in existence. This set back is likely to have driven William, or his son Philip, to found New Shoreham on an unchallenged site in preference to further development of Bramber. The continuing rivalry, which included the blocking of the river channel at Bramber in 1103, explains Fécamp Abbey’s transfer of attention, after 1100, to its other Sussex ports of Rye and Winchelsea.<sup>41</sup>

Conventionally, the date of the foundation of New Shoreham has been reliant on its absence in Domesday Book (1086) and the grant by Philip de Braose c.1096-1103 of the church of the port – St Mary de Haura to St-Florent. However, as we have seen above, the c.1096-1103 date of the grant of the church by Philip is doubtful, and is perhaps most likely to date to the 1120s or 1130s. While this dating accords with the earliest surviving fabric of St Mary de Haura, the fact that a second charter of c.1130 suggests an earlier – less well endowed – chapel on the site is significant as it implies an earlier town. Certainly the late 11<sup>th</sup> century provides the most convincing context for the origins of the port and town, and, in the absence of any firm evidence to the contrary, this must remain the probable date of the foundation of New Shoreham. That the town was well established by the early 12<sup>th</sup> century is further supported by a grant of William II de Braose to Lewes priory c.1130 of land and houses in Shoreham.<sup>42</sup>

There have been sporadic suggestions from Horsfield onwards for a fortification at Shoreham, the most recent proposing a late 11<sup>th</sup>-century motte and bailey castle on the northern side of New Shoreham. This appears to be based on a single and confusing 14<sup>th</sup>-century reference and is implausible.<sup>43</sup>

## **3.2 The later medieval town**

### **3.2.1 Economic history**

New Shoreham’s rise eclipsed Bramber (and Steyning) during the 12<sup>th</sup> and 13<sup>th</sup> centuries, during which period it became one of the principal channel ports.<sup>44</sup> Records of shipping arrested in 1205-27 show Shoreham slightly below Winchelsea, but substantially ahead of the other Sussex ports, and, indeed, all Kentish ports except Sandwich.<sup>45</sup> By the late 13<sup>th</sup> century the port was at its peak, with accounts for 1287-90 showing Shoreham as the leading Sussex port for export of wool.<sup>46</sup> The second main trade was the import of wine (in the 13<sup>th</sup> and 14<sup>th</sup> centuries from Gascony), and records include nine Shoreham men fined in 1248 for selling

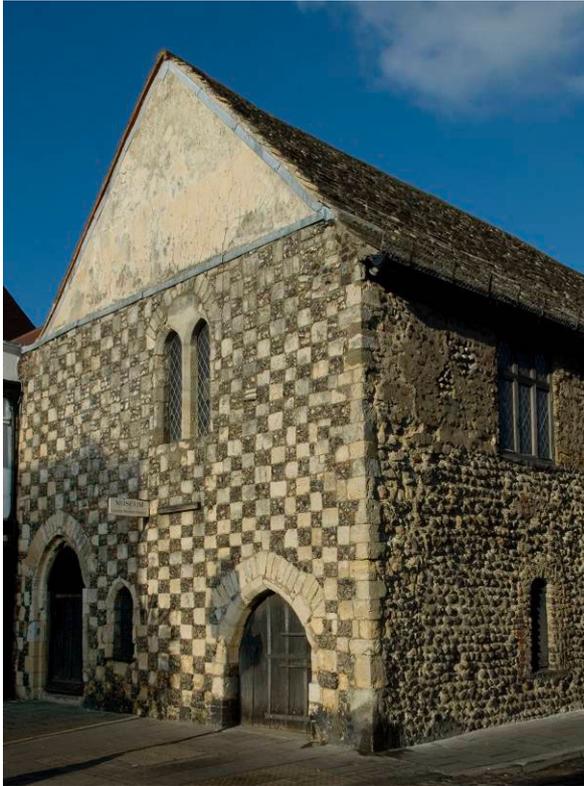


Fig. 5. Marlipins, High Street: Shoreham's only surviving medieval townhouse.

wine contrary to the assize, followed by 11 in 1263. Other lesser imports include figs, grapes and wax in 1238, and records of other exports include timber (1181), hemp (1212), woad (1225 and 1325) and cloth (1347 and 1349). There is also some evidence for export of Wealden iron.<sup>47</sup> The importance of the new port is reflected in its royal use on the route to the continent: the treasury was carried to Normandy via Shoreham in 1155, 1187 (when much of the treasury was lost on the crossing to Dieppe), 1191 and 1198;<sup>48</sup> in 1167 Henry II's daughter Matilda (or Maud) sailed to Saxony from Shoreham;<sup>49</sup> and in May 1199 John sailed from Dieppe to Shoreham to be crowned king at Westminster, retuning via the same route a month later.<sup>50</sup>

There is only limited evidence of the medieval fishing industry at Shoreham, with export of herring recorded in 1223, reference to fishing in Irish waters in 1227, and to the fleet in 1311. It is likely that the Shoreham fleet took part in the autumn cod and herring fishery off the east coast:<sup>51</sup> certainly men from Shoreham were attending the Yarmouth Fare in the 13<sup>th</sup> century, although they lacked the privileges of the Cinque Portsmen. Shoreham was also licensed in 1227 to send boats to the fishery of 'Doggedraggh', which may refer to the Dogger Bank.<sup>52</sup>

Shipbuilding at Shoreham included royal works, with galleys being repaired for the king in 1210

and 1212, and Shoreham shipbuilders travelling to Portsmouth in 1231 to repair the king's 'great ship'.<sup>53</sup> Shoreham also supplied numerous ships for the king's service, including three for Richard I for the Third Crusade (1189-92), and as many as 21 ships at a time for the campaigns of the 1340s.<sup>54</sup> By this date, however, the port at Shoreham was in decline and there are few references to Shoreham ships in the late 14<sup>th</sup> and 15<sup>th</sup> centuries, although shipbuilding is recorded in 1368 and 1400. The decline of trade with Normandy and the increasing difficulty of access to the harbour seem to have been key factors: for example, the outlet of the Adur was blocked in 1368. The eastern part of the town was being washed away by tides in 1348 and by the early 15<sup>th</sup> century part of the town had been lost to the sea.<sup>55</sup>

The rise and fall of the port was mirrored in the fortunes of the town. By 1204 the town was ranked 19<sup>th</sup> amongst places assessed for the 15<sup>th</sup> of merchants. The town was of sufficient scale to attract a Jewish money-lender (1261), a goldsmith (1288), and merchants from Italy and France. In 1209 the lord of Shoreham's income from the town was a substantial £70.<sup>56</sup> In 1327 Shoreham's ranking by wealth of Sussex towns (excluding the Cinque Ports) was as high as second, only slightly behind Chichester. The town had already passed its peak, however, and was noticeably declining by 1334: by the 15<sup>th</sup> century, its deterioration was severe and is reflected in the cutting of its tax quota by two-thirds in 1433. By 1524 New Shoreham was ranked only 14<sup>th</sup> of the Sussex towns, again excluding the Cinque Ports.<sup>57</sup> Other evidence of decline includes the fall of the lord of Shoreham's income to less than £20 in 1368, £17 in 1403 and just over £5 in 1424,<sup>58</sup> and the late 13<sup>th</sup> and 14<sup>th</sup>-century lay subsidies: the latter show 90 taxpayers for New Shoreham in 1296, 43 in 1327, and 56 in 1332.<sup>59</sup> The declining population is reflected in the fact that in 1368 a large area of the town was lying waste, although the cause is not recorded.<sup>60</sup> In 1421 there were only 36 residents, although this may reflect households,<sup>61</sup> and there were only 20 taxpayers in 1524, suggesting a total population of nearly 100.<sup>62</sup>

New Shoreham was granted an eight-day fair in 1202. A fair is recorded in 1230, but in 1279 was a two day fair at the Exaltation of the Cross (14<sup>th</sup> September). A fair at this time was also recorded in 1368, but its later medieval fate is unknown. Weekly Wednesday and Saturday markets at Shoreham were claimed in 1279.<sup>63</sup> Evidently markets would have existed before this, and the earliest reference to Shoreham's borough-like

status was in 1208-9, although the earliest use of the word borough to describe Shoreham was in 1235.<sup>64</sup>

The town was important enough to send two representatives to parliament from 1295 onwards.<sup>65</sup>

Throughout the medieval period Old Shoreham continued as an agrarian village, separated from the new town carved out of its parish, though doubtless the two were interdependent. Although population fluctuated, the village was more consistent than its urban neighbour, with 17 taxpayers recorded in 1296, 10 in 1332 and 19 in 1524.<sup>66</sup> In addition to agriculture, salt-making was a distinctive land-use in the parish. At least 58 salterns had been recorded in Domesday Book along the Adur valley, where the sand-impregnated silt and access to wood fuel provided the raw materials for the industry. Specific references to salterns in Shoreham include the grant by William de Braose (died by 1096) with salterns that appear to have been at Shoreham; and the grant to the Knights Templars of a saltern at Shoreham in the late 12<sup>th</sup> century. Salt-making almost completely died out south of Bramber during the 14<sup>th</sup> century, partly as a result of inning of the marshes (especially active during the 13<sup>th</sup> century) and the depopulation of the agricultural settlements (such as Erringham, within Old Shoreham parish) engaged in this seasonal activity.<sup>67</sup>

### 3.2.2 Churches

A vicar of Shoreham was recorded in 1222, but it is unclear as to which church this relates.<sup>68</sup> A rectory house at Old Shoreham was recorded in 1229. The church of St Mary de Haura appears to have been a subsidiary chapel of Old Shoreham as late as c.1195, but had become independent by 1252, at which date the church was appropriated to Sele priory (Upper Beeding). A vicarage was ordained in 1261, and there was provision for a vicarage house, which may have been on its later site at 25 Church Street (see below, section 3.3.2).<sup>69</sup>

The success of New Shoreham attracted other religious foundations. By c.1170 the Knights Templars had established an oratory and burial ground; by c.1190 the Knights Hospitallers had a chapel (and gained the Shoreham possessions of the Templars when suppressed at the beginning of the 14<sup>th</sup> century); the hospital of St James was in existence by 1249 (its buildings surviving as late as 1574); the hospital of St Catherine was in existence by 1366 (and may have survived into the 16<sup>th</sup> century); and a Carmelite friary was founded in 1316 (removed

in the 15<sup>th</sup> century due to threat of erosion).<sup>70</sup> A chapel of St John the Baptist is recorded in 1348, which may have succeeded – or even have been – the Hospitallers' chapel.<sup>71</sup>

### 3.2.3 Urban institutions

The king's prison at New Shoreham is recorded in 1221,<sup>72</sup> but this appears to have gone by 1355 when Shoreham men took two pirates that they had arrested to Bramber castle, as the nearest prison.<sup>73</sup>

Bailiffs were recorded from as early as the 1220s, and in the early 14<sup>th</sup> century the bailiffs and a mayor governed the town. References to mayors cease after 1346, and by the 15<sup>th</sup> century New Shoreham was governed by a court, at this point appointing two constables.<sup>74</sup>

In 1254 the county court was being alternated between Lewes and Shoreham, rather than Lewes and Chichester, although evidently Chichester had been reinstated in preference to Shoreham by the 1270s.<sup>75</sup>

A school at New Shoreham is implied by the record of a schoolmaster in 1302.<sup>76</sup>

## 3.3 The town c.1540-1840

### 3.3.1 Economic history

Although the port was not considered sufficiently important to merit defences in 1539, modest trade continued in the 16<sup>th</sup> century. In the 1570s there were eight Shoreham ships, of up to 50 tons, with most of the trade being coastal. The River Adur was evidently used for transport between Shoreham and inland Sussex, as in 1570 Beeding bridge was damaged by boats passing through. Exports included timber, iron (including ordnance), grain and malt, with imports comprising wine, dried fruit, shipbuilding materials and manufactured goods. The number of ships and type of trade continued into the early 17<sup>th</sup> century, although there were increases in the proportion of timber exports, cargoes to London and cargoes to and from more distant ports. In 1636 Shoreham was assessed for half the ship money of Arundel and a 15<sup>th</sup> of Chichester. The fishing industry at this period was modest, with only four boats recorded in 1581, and only three fishermen listed in the 1670s.<sup>77</sup> Shoreham harbour was again used for a royal embarkation, albeit furtive, when Charles II used it as his point of departure in 1651.<sup>78</sup>

Despite its diminished importance as a port, Shoreham continued to be significant for its shipbuilding, with ships of over 100 tons being



Fig. 6. Old Shoreham bridge: view from the south-east.

built in the 1570s. In the early 17<sup>th</sup> century Shoreham was the main shipbuilding centre in Sussex, with ships including a man-of-war and vessels for London merchants, with an average size of over 200 tons. Although difficulties accessing the harbour appear to have caused a lull in the mid-17<sup>th</sup> century, these appear to have been resolved by 1673 (when the Navy Board advised on the use of Shoreham for embarking troops in preference to Newhaven on the grounds of the depth of water<sup>79</sup>), and the industry was very active by the 1690s, with 17 warships built in 1690-6. The industry continued into the 18<sup>th</sup> century with, in 1732, 15 merchant ships under construction apparently being typical of the output of the shipwrights. By the 1780s the industry was in decline, but carried on into the 19<sup>th</sup> century, with construction of vessels of over 500 tons. Associated industries include rope and sail making, recorded from the late 16<sup>th</sup> century, and in evidence from the Ropetackle site at the west end of the High Street (recorded with this name from the 17<sup>th</sup> century).<sup>80</sup>

In 1701 the Port of Shoreham handled 21% of all the Sussex seaborne traffic, rising to 25% in 1789-90 and 36% in 1843, during a period in which totals increased 15 fold. The Port of Shoreham, however, extended from Heene (i.e. just west of Worthing) to Brighton, and the beach at the latter provided a second significant landing place accounting for some of the trade recorded under the port. In the late 16<sup>th</sup> century 40% of the cargoes of the Port of New Shoreham were carried by Brighton vessels,<sup>81</sup> and in the late 17<sup>th</sup>

century the beach at Brighton handled about 40 cargoes per annum, or two-thirds of the trade at nearby Shoreham. With the revival of Brighton and its expansion as a sea resort from the mid-18<sup>th</sup> century a higher proportion of the Port of Shoreham traffic would have been beach-based trade at Brighton. The completion of the turnpike road between Shoreham and Brighton under an act of 1822, and improvements to the harbour, saw the demise of the Brighton beach trade so that it had almost ceased by 1833.<sup>82</sup>

At the same time as the reviving harbour strengthened its economic relationship with Brighton, its spatial relationship weakened with New Shoreham. The eastwards extending spit – a result of longshore drift – at Shoreham harbour had extended to 2.5 miles by 1700, but the spit does not seem to have caused problems for shipping until c.1720. In 1760, when the spit was four miles long, a harbour Act established a Harbour Commission, which immediately set about creating an opening at Kingston. This failed due to unscrupulous contractors,<sup>83</sup> and the eastwards shift of the entrance was only halted again with a renewed scheme at Kingston, c.1.75km east of Shoreham itself, in 1816-18 (which remains the harbour entrance).<sup>84</sup> Despite the eastwards shift of the harbour and the strengthening relationship between the port and Brighton, even the works of 1816-21 had a significant impact on Shoreham itself, with an increase in population in the 1820s (see below).<sup>85</sup>



Fig. 7. St Mary de Haura: view from north-west showing remaining bay of demolished nave, and blocked openings to former aisle.

Although the late medieval markets may not have survived, a weekly Tuesday market was granted in 1607. This appears to have lapsed later in the century, although there was a Saturday market recorded in 1792. There was a Tuesday – mainly corn and malt – market in 1798, and when moved to Monday in 1830 it was chiefly for corn. Likewise the fair may have lapsed in the late medieval and early post-medieval periods, but one was in existence for pedlary in 1784 and thereafter, on 25<sup>th</sup> July.<sup>86</sup>

The turnpiking of the London road was undertaken for the Horsham to Beeding Hill section in 1764. This was followed by creation of a more direct turnpike road from Upper Beeding to Shoreham along the east side of the Adur valley, replacing the old road over Beeding Hill (1807).<sup>87</sup> The east-west route was improved by the building of a bridge at Old Shoreham in 1782 (see Fig. 6),<sup>88</sup> the re-establishing of a coast road in the 1780s,<sup>89</sup> and with the Brighton to Lancing road turnpiked under an Act of 1822.<sup>90</sup> The coast route was further improved in 1832 with the opening of the Norfolk suspension bridge at the west end of the High Street linking, via a new road to the west, to the existing road at South Lancing, thence Worthing.<sup>91</sup>

The good road access and, above all, the port made New Shoreham an important centre of communications throughout this period. Increasing coach travel in the 17<sup>th</sup> century saw development of inn accommodation, with provision for guest beds (28) and stabling (44) recorded in a survey of 1686 placing the town on a par with Steyning and Arundel.<sup>92</sup> Records of Shoreham's inns go back to the 17<sup>th</sup> century: the King's Arms was recorded in 1662, and may have been succeeded by the Castle before 1724; the George (later divided into the Old George and the New George) was in existence from the late 17<sup>th</sup> century to 1938; the Bell was a banqueting house in 1700, surviving until c.1770; and the Dolphin and the Star, both recorded in 1686, were the town's main inns during the 18<sup>th</sup> century, with the Fountain – in existence by 1789, being a third coaching inn.<sup>93</sup>

Although a coastal town with good communications, Shoreham failed to develop as a seaside resort. Some attempts were made to stimulate such development, such as the leasing of the beach near modern-day Coronation Green for bathing machines,<sup>94</sup> and building of lodging houses in New Road.

The population of New Shoreham recovered in the late 16<sup>th</sup> and early 17<sup>th</sup> centuries, rising from c.100 in 1524 to c.400 in 1662-70, and c.650 in



Fig. 8. 55-7 New Road: early 19<sup>th</sup>-century 'seaside' housing.

1676.<sup>95</sup> Growth appears to have continued with 160 families recorded for New Shoreham in 1724, suggesting a total population of c.720. The population for Old Shoreham parish in 1676 and 1724 appears to have stayed constant at c.100.<sup>96</sup> By 1801 the population for Old Shoreham was 188, and for New Shoreham was 799. Growth in the early 19<sup>th</sup> century was modest at Old Shoreham, with the population total at 224 in 1841. New Shoreham, however, saw an initial fall in population to 770 in 1811, followed by an increasingly rapid rise to 1,047 in 1821 and 1,503 in 1831, then to 1,998 in 1841.

Corrupt electoral practices at this rotten borough led to a disputed by-election in 1770, followed by an enquiry and an Act that broadened the franchise beyond the borough. New Shoreham retained its two seats in the first electoral Reform Act (1832) and only lost them under the Redistribution of Seats Act (1885).<sup>97</sup>

### 3.3.2 Church and religion

The parish churches continued in use throughout this period. St Mary de Haura, however, fell into considerable disrepair, resulting in the loss of all but one bay of its large nave. Despite a recent attempt to clarify the dating of the loss of the nave, this remains ambiguous, but appears to have occurred in or by 1714-20.<sup>98</sup>

A small vicarage house was recorded at Old Shoreham in 1636, which had been enlarged by 1662. Described as 'wholely ruinate' in 1686,<sup>99</sup> it was replaced in 1723, but Old Shoreham was without a vicarage house again in 1823.<sup>100</sup> New Shoreham's vicarage appears to have been located on the site of 25 Church Street in 1636, and may have been so in the medieval period: it was certainly there in 1789.<sup>101</sup>

Although a house in New Shoreham was licensed for Presbyterian worship in 1672,<sup>102</sup> in the national religious census of 1676, 500 adult conformists were recorded, but no Nonconformists. At Old Shoreham there were 73 conformists and one Nonconformist.<sup>103</sup> Likewise, although houses were registered following the Toleration Act (1689), for Presbyterian worship in 1694, 1714 and 1720, and for Quaker worship in 1719,<sup>104</sup> Bishop Bowers' diocesan survey of 1724 records that there only three Nonconformist families in New Shoreham and none in Old Shoreham.<sup>105</sup> Particular Baptists are first recorded meeting in New Shoreham in 1785,<sup>106</sup> and an Independent (later Congregational) chapel was founded under the Countess of Huntingdon's Connexion in Church Street, in 1800.<sup>107</sup> There was a Methodist society at Shoreham by 1807, the impetus coming from



Fig. 9. Former customs house, High Street.

Methodists amongst the soldiers then flooding the coastal area, but the society does not appear to have survived the disappearance of the soldiers after 1815.<sup>108</sup> With a revival of Methodism in Shoreham, a Wesleyan chapel was built in New Road in 1829. Four papists were recorded in the two parishes in 1767.<sup>109</sup>

### 3.3.3 Defences

Although not meriting defences in 1539 (see above, section 3.3.1), a Survey of the Sussex coast in 1587, in obvious response to the greater Spanish threat, proposed one demi-culverin and two sacres on a site just east of the town, over looking the mouth of the River Adur.<sup>110</sup> Cannon shot was delivered to the port in 1588 and gunpowder in 1634. Two years later soldiers embarked at Shoreham.<sup>111</sup> Shoreham received further defences in 1643.<sup>112</sup>

The advent of the French Revolutionary and Napoleonic Wars (1793-1815) heralded considerable change at Shoreham. There were no barracks in Sussex before 1793, at which point Shoreham gained a barracks for the militia, comprising prefabricated timber buildings made

and erected by the Woolwich-based Corps of Artificers. In 1794 the Shoreham and Southwick barracks accommodated 386 infantry, and 300 in 1798. There appear to have been barracks in June 1803, but with the renewed fear of invasion from that year, new barracks were built in 1804, and are recorded in 1808. By 1814 the barracks had been unoccupied for some years.<sup>113</sup>

### 3.3.4 Urban institutions

In 1680 there was a market house in the middle of the present High Street. This was destroyed by a storm in 1703 and replaced by another with an open ground floor also in the middle of the street, itself succeeded by a more modest brick building in 1823 (removed after 1845).<sup>114</sup>

A customs house is shown in Church Street on a plan of 1789 (Fig. 28). This was replaced by a new customs house in c.1830 on the quay, which later became the town hall and is now a restaurant.<sup>115</sup>

There was a charity school in New Shoreham in 1714-21, with pupils taught by the vicar. This may have been the same school for which a schoolmaster and school mistress were recorded c.1798, and for which a schoolmaster was recorded c.1805. A National School had been established in the south transept of St Mary de Haura by 1818, and had moved adjacent to the churchyard, in East Street, by 1833, when it had 115 children.<sup>116</sup>

A workhouse at Old Shoreham was in existence by 1803, when it had 12 inmates: this had fallen to two in 1815, and there was no workhouse in 1835.<sup>117</sup> New Shoreham acquired a workhouse in 1754.<sup>118</sup> Both parishes became part of the new Steyning Union created under the 1834 Poor Law Amendment Act,<sup>119</sup> which saw the building of the new union workhouse in Ham Road, Shoreham in 1836.<sup>120</sup>

Early sporting activities at Shoreham included a two-day race-meeting recorded in 1760.<sup>121</sup> Cricket was played within the parish of Old Shoreham from 1800,<sup>122</sup> and a cricket club was in existence from 1825.<sup>123</sup>

The Bridge Inn, High Street, provided a theatre from c.1785 to 1840.<sup>124</sup> The Swiss Cottage Assembly Room was built and in use as a theatre by 1836,<sup>125</sup> developing into an entertainment centre known as the Swiss Gardens, on the western edge of Shoreham. By 1843 it had a boating lake, aviary, library, ball-room, gardens and sports facilities.<sup>126</sup>

## 3.4 The town: c.1840-2008

### 3.4.1 Economic history



Fig. 10. Former Burrell Arms Hotel, built next to the railway station.

The opening of the first railway in the county – from Shoreham to Brighton in 1840, thence London in 1841 – at the beginning of this period had a significant effect on the town and, especially, the port.

By the beginning of this period Shoreham had overtaken Chichester as a port, with c.1,000 vessels carrying c.100,000 tons a year entering Shoreham harbour during the 1840s. The arm of the harbour lying east of the entrance was redeveloped from 1851 as a new floating dock: this physically extended the harbour eastwards into the modern area of Brighton and Hove by over 1km, and increased the overall length of (so-called) Shoreham harbour to 5.7km. On the shingle spit opposite Portslade-by-Sea the largest gasworks in Sussex was built (1874) followed by the Brighton Corporation electricity works in 1906.<sup>127</sup> The eastwards shift of the harbour was finally acknowledged in the relocating of the administrative buildings, so that the customs house was moved from Shoreham to Kingston in 1880, the coastguard station moved from Shoreham beach to Kingston in 1906, and the harbour commissioners offices built at Southwick by 1887.<sup>128</sup> In 1910, the

estimated aggregate tonnage of shipping movements at Shoreham was 104,000, a fraction of Newhaven's 858,000, but substantially more than Littlehampton, which was a poor third at 22,000.<sup>129</sup> By 1939 total cargoes were c.1,000,000 tons, with post-war trade recovering to this level by 1952.<sup>130</sup> In 2007 the port handled 1,990,200 tonnes of cargo,<sup>131</sup> and now also provides a base for fishing and, increasingly, leisure boating.

Shipbuilding continued into this period, with the population increase in the 1850s again attributed in part to the industry. Although the tide-free eastern arm had a shipyard in the 1860s, the Old Shipyard at New Shoreham continued in use, with Dyer & Co. building ships of 464 and 509 tons there in 1877 and 1878. With no adoption of iron construction, these were the last large ships built at Shoreham, although smaller vessels, including yachts, continued to be built.<sup>132</sup>

The fishing industry prospered in this period, largely on account of the expansion of oyster fishing. Already supplying Brighton and London in 1826, the industry took advantage of the new rail connection, with new beds developed in the 1850s, and holding ponds established within the harbour. The distance of the fishing grounds saw Shoreham lose out to steam-powered boats from other ports, and the industry had almost died out at the port by 1909. Other fishing took place – including that for whiting, sole, plaice, cod, herring and mackerel – with 184 boats in 1813: this represented a fall from the 295 fishing boats of 1869, however, and provided employment for half the number of fishermen. The decline continued, with only a modest fishing industry remaining since 1945.<sup>133</sup>

The town itself saw immediate expansion after the arrival of the railway, with the population of New Shoreham continuing its pre-railway growth, rising from 1,998 in 1841 to 2,590 in 1851 and 3,678 in 1871. Thereafter the population fell to 3,393 in 1891 before recovery and renewed expansion to 3,837 in 1901. Old Shoreham saw a similar modest dip in population in the 1870s and 1880s, with its population of 281 in 1910 almost identical to that in 1851-71. Comparison of later figures is complicated by the fact that in 1910 the urban district of New Shoreham was enlarged to include parts of Old Shoreham, Lancing (the Shoreham Beach area) and Kingston: of these, only the part of Kingston remained out of the newly named civil parish of Shoreham-by-Sea. In 1911 the new parish had a population of 4,562, rising to 5,713 in 1921 and, after further gains from Lancing parish in 1927, 6,945 in 1931. Post-war growth was more rapid with the



Fig. 11. Houseboats on the north side of Shoreham Beach retain the temporary feel of the original Bungalow Town.

population of 7,718 in 1951 rising to 17,410 in 1961. Abolition of all the civil parishes at the creation of Adur District in 1974, means that population figures are again hard to compare, but the 2001 population total for Buckingham Ward, Marine Ward, Southlands Ward, St Mary's Ward and St Nicholas Ward was 19,175.<sup>134</sup>

A tramway opened in 1884 extending eastwards along the coast road from Shoreham railway station (later from Southdown Road), before turning slightly inland at Portslade-by-Sea, and continuing eastwards to the Aldrington and Hove parish boundary (closed 1913).<sup>135</sup>

From the 1890s a scatter of housing began to be built on the shingle spit south of the River Adur and New Shoreham. This area became more populous as mostly temporary and holiday houses (many re-using old railway carriages) were built so that an almost continuous line had been established by 1910, when Bungalow Town, as it became known, was transferred from Lancing parish to Shoreham urban district. In the 1920s and 1930s Shoreham Beach, as the area became known, was built up with more solid houses, and much of the western part of the present road layout established. Following a setback at the outbreak of the Second World War, when much of the settlement was removed for defensive reasons, Shoreham Beach was redeveloped.<sup>136</sup> From the outset the informal development of Bungalow Town attracted those from the entertainment business, and during the period 1913 to 1922 was the home of film studios.<sup>137</sup>

The market declined early in this period, becoming fortnightly by 1849 and ceasing soon after. The annual fair carried on until 1887-91.<sup>138</sup>

### 3.4.2 Church and religion

The parish churches of St Nicholas and St Mary de Haura continued to serve Shoreham in this period. A new vicarage house was built by William Wheeler, vicar of Old Shoreham 1843-55, near Mill Lane, which remained the vicarage when the benefices of Old and New Shoreham were united in 1897. It had ceased to be a vicarage by 1931.<sup>139</sup> The parish churchyards were insufficient for the growing town, so a new cemetery was created in Mill Lane, between Old Shoreham and New Shoreham, in 1886.<sup>140</sup> The expanding town also saw the building of new Anglican churches: a mission from New Shoreham to Shoreham Beach (then part of Lancing parish) began c.1898, and resulted in the building of the church of the Good Shepherd, West Beach Road, in 1913: although the area became part of the parish of Shoreham-by-Sea in 1910 for secular administration, it was not until 1973 that a separate ecclesiastical parish was created for the Good Shepherd out of Lancing parish.<sup>141</sup> St Giles, Upper Shoreham Road, was built in 1906 as chapel of the union workhouse, and by 1935 it had been assigned a district partly formed out of the parish of Old Shoreham.<sup>142</sup>

Provision for Protestant Nonconformism and Roman Catholicism also developed in the later 19<sup>th</sup> century and early 20<sup>th</sup> century. A Roman Catholic congregation met at 2 Surry Street in the 1860s, moving to a former stable in John Street in 1870 and then to a permanent church of St Peter, Ship Street (opened 1875, with a presbytery added 1877: closed 1982, converted to flats 2002). The Independent chapel in Church Street continued in use until replaced in 1903-6 by a new Congregational chapel in Buckingham Road. Likewise the Wesleyan Methodist chapel in New Road was replaced in 1900 by a church in Brunswick Road. Primitive Methodists may have been meeting in the town before 1840, were meeting there by 1851 and registered a chapel in West Street in 1861-2 (sold in 1880 to the Salvation Army, later becoming the Shoreham Club): in 1879 they moved to a new chapel in High Street, which closed before 1935 (demolished in 1937). The Baptist congregation gained a home in Western Road in 1870, replaced by a chapel on the same site in 1880. A Providence Strict Baptist chapel opened in Ship Street in 1866, moving to a new chapel in John Street in 1867.<sup>143</sup>



Fig. 12. St Peter's church, Ship Street (now flats).

### 3.4.3 Defences

The French threat to channel ports made additional defences necessary, so the redeveloped and expanded harbour was provided with a fort, completed in 1857. This was located on the west side of the harbour mouth, c.1.75km east of New Shoreham itself. The lunette-shaped fort was equipped with three 64-pounders and two 80-pounders, and had a barracks suitable for two officers, a master gunner and 35 ordinary rankings. It continued to be manned until 1896 or later. The barrack block was demolished c.1960, but substantial remains of the fort survive.<sup>144</sup>

The First World War saw a large influx of troops with creation of a camp in September 1914 on Slonk Hill.<sup>145</sup> The airport – which had begun as a field used for test flights in 1910, being a proper airfield in 1911 – was requisitioned and used as a Royal Flying Corps training ground.<sup>146</sup>

In the Second World War the airport – which had lapsed after the previous war, but was re-opened in 1936 on a larger scale as the municipal airport serving Worthing, Brighton and Hove – was again requisitioned for use by 277 Squadron (an Air-Sea Rescue unit), working with high speed launches based in the harbour. The harbour also housed an experimental mine clearance centre



Fig. 13. Former Board School, Ham Road.

and was a major embarkation point for D-Day troops. Shoreham Fort saw re-use during the Second World War as a battery equipped with six-inch guns.<sup>147</sup>

### 3.4.3 Urban institutions

During the 19<sup>th</sup> and 20<sup>th</sup> centuries Shoreham has seen the development of a range of social and public functions that did not exist previously. The detail of these is beyond the scope of this brief account, but the principal institutions are included.

A local board of health was created in 1866 under the Local Government Act 1858, initially meeting in the Dolphin Chambers, moving to the old National School in East Street in 1875 and to the former customs house in the High Street in 1890. The board initially had a limited role – primarily focused on sanitation and street lighting – but the urban council that succeeded it in 1894 had wider powers.<sup>148</sup> Following the creation of Adur District in 1974, new council offices (Adur Civic Centre) were built in 1979-80 in Brighton Road.<sup>149</sup>

The workhouse in Ham Road was extended in 1882, with the original block demolished in 1906. The remaining wings became a children's home

(St Wilfrid's), after a new union workhouse was built to accommodate 480 inmates north-east of the town in Upper Shoreham Road in 1898-1901. This became Southlands Hospital in 1932.<sup>150</sup>

Following the Education Act 1870, a school board for New Shoreham was established in 1872, taking over the National Schools and replacing them with a new school in Ham Road in 1875. In 1915 older children went to the new Victoria Upper Council School. From 1937 senior boys went to Shoreham and Southwick Senior Boys' Council school, Middle Road, Kingston by Sea; and senior girls to Shoreham and Southwick Senior Girls' Council school, Southwick. With this change, the Ham Road school closed in 1938, and juniors and infants were accommodated in the extended Victoria Road site: the school buildings were re-styled Shoreham County Junior and Shoreham County Infant schools. In 1974 the infant school expanded to take over the whole site, and the juniors were transferred to Buckingham County Junior school, Buckingham Road (which had opened in 1958).<sup>151</sup>

Old Shoreham gained a church school by 1871, was enlarged c.1879 and moved to new buildings in 1914. It closed in 1971, being replaced by St Nicolas C of E school in Eastern Avenue.<sup>152</sup>



Fig. 14. 24 Church Street: mid-18<sup>th</sup>-century house, which in 1858 became St Saviour's School (later Ardingly College).

Of the various private schools, the most notable are the three Woodard schools, founded by the curate in Shoreham for the sons of ships' captains: that founded in 1847 relocated in 1857 to Lancing; that founded in 1849 relocated in 1850 to Hurspierpoint; and that founded in 1858 (at 24 Church Street: see Fig. 14) relocated in 1870 to Ardingly. All three public schools remain in existence. In 1842 a private school styled the Protestant Grammar School was founded to the north-west of St Mary de Haura, relocating to Worthing in 1965.<sup>153</sup> the school returned to Shoreham in 1968 (to St Julian's Lane) and is now known as Shoreham College.<sup>154</sup>

A community centre north of the church opened in 1974 on the site of the former Protestant Grammar School.<sup>155</sup> This development also included a health centre and a public library: previously the public library had been in New Road and, before this, in the school in Victoria Road (1930-8).<sup>156</sup>

Horse-racing on the Downs continued into the 19<sup>th</sup> century, with races recorded in 1854.<sup>157</sup> A football club was in existence from the 1880s.<sup>158</sup> The Swiss Gardens entertainment centre was expanded, gaining a theatre and museum by 1867.<sup>159</sup> The centre fell into decline, with the theatre closing c.1905 and the gardens closing in 1913: the twin towers of the entrance survived until 1980-2.<sup>160</sup> The Star Electric Picture Palace, Church Street, opened in 1910 (closed 1926; demolished in the 1930s), and was followed by the Bijou Electric Cinema, established by 1914. Thereafter came the Coliseum, built as a garrison theatre in 1916 and functioning as a cinema too from 1920 (closed c.1952, demolished c.1964). In the 1930s Shoreham gained the Duke of York's Cinema and, in 1935, the New Norfolk Cinema in Old Shoreham Road, but by 1958 had no theatre or cinema.<sup>161</sup>

## 4 ARCHAEOLOGY

### 4.1 The medieval town

#### 4.1.1 Buildings

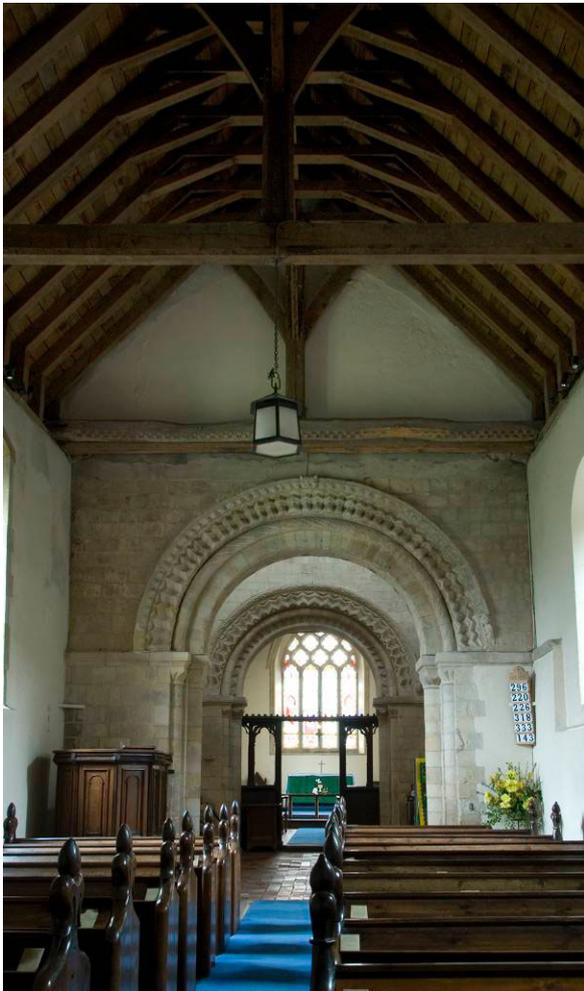


Fig. 15. St Nicolas: nave looking east.

The **church of St Nicolas** in Old Shoreham is the oldest surviving building in the modern town. The north wall and west walls of the nave appear to be pre-Conquest in date, although there are few diagnostic features. An offset in the north wall suggests that the narrower – but thicker walled and slightly misaligned – west end of the nave was originally a west tower. This tower most probably became part of the nave when the building was substantially remodelled c.1140. At this date the church gained a transept with a crossing tower (most probably replacing the Saxon chancel), with a chancel to the east. A heavily restored arch in the east wall of the north transept would have opened into a chapel, and it is almost certain that the mid-12<sup>th</sup>-century church had an apsidal chancel flanked by apsidal

chapels opening off both transepts. The chancel was remodelled or rebuilt in its present form in the 14<sup>th</sup> century, and the flanking chapels have gone, but the north and south transepts and crossing tower survive. The crossing tower arches are two-ordered, with chevron and roll mouldings and scalloped capitals. The exterior of the tower has two stages: the lower has a central double-opening flanked by blind arches (on the north elevation only on the east side, due to the presence of the stair turret on the west); and the upper has pairs of oculi. A tie-beam with billet moulding at the east end of the nave may be a rare 12<sup>th</sup>-century survival.<sup>162</sup>

The church of **St Mary de Haura** was built as the church for New Shoreham after c.1120, although, as we have seen above (section 3.1.2) it may have been preceded by a smaller chapel of c.1100. The earliest surviving fabric comprises the north, east and south crossing arches, which are low and suggest a single-storied transept, with the clerestory being a later addition. To the east, excavation in 1915 has shown that there was an apsidal eastern arm, the straight bays of which approximate to the two western bays of the present eastern arm. The surviving work of this phase dates to c.1130. Although the western arch of the crossing has similar capitals to the other arches, it is much taller, which suggests modification of the design to allow construction of the tall nave, of which the eastern bay only survives, although visible ruins in the churchyard mark the west end of what was a six-bay nave. Logically the transepts would have gained a clerestory at this point too, and the details certainly match those of the nave.<sup>163</sup> The present west doorway with beakhead decoration is *ex situ* and remodelled as a pointed arch, but is likely to derive from the demolished nave, perhaps even from a Norman west door. This, and the *in situ* details of the nave, suggest a date of c.1150: if there was a break in construction of the church prior to the building of the tall nave, it cannot have been very substantial, with work perhaps beginning at the east end of the church c.1120 and progressing westwards – in normal fashion – with the nave (and the lower stage of the crossing tower) completed by c.1150.<sup>164</sup>

Soon after completion of the church, the eastern arm was rebuilt on a much grander scale than before, with aisle, clerestory, square eastern end, and stone vaults. Work appears to have begun on the lower outer walls – i.e. outside the footprint of the early apsidal eastern arm – possibly in the 1170s.<sup>165</sup> The north and south internal elevations of the new eastern arm are very different from each other, with that on the



Fig. 16. St Mary de Haura: detail of pier in south arcade.



Fig. 17. St Mary de Haura: detail of pier in north arcade.

south having compound piers for the arcade, with shafts rising from the floor to the springing of the vault, while the north side has alternating round and octagonal piers, with shafts only beginning at triforium level. These differences and the lack of close parallels have been the source of much debate on the relative and absolute date of the work. Similarities in the decorative detail – such as the stiff-leaf foliage of the capitals and the bases – and the fact that the eastern responds to both arcades are of identical form suggest, however, that the two arcades are contemporary and probably date from the 1180s or even the 1190s, with work on the higher parts at least (including the vaults) continuing beyond. The flying buttresses are an addition, possibly post-1220.<sup>166</sup> The upper stage of the crossing tower was either built – or remodelled – during the late 12<sup>th</sup>-century works. The Purbeck marble font is late 12<sup>th</sup> century. Recent investigation has shown widespread survival of pigment that appears to represent two successive polychrome decorative schemes in the early Gothic eastern arm, with wide use of ochre red and charcoal black.<sup>167</sup> Later medieval works include the re-set Perpendicular west window (almost certainly re-used from the demolished nave).

**Marlipins, High Street**, is the only secular medieval building identified in Shoreham. It represents a rare survival of a 12<sup>th</sup>-century townhouse substantially remodelled c.1300. Parts of the east and west walls survive from the 12<sup>th</sup> century, although the most distinctive feature from this period is a splayed round-headed window in the east wall. The original south-east internal quoins partly survive and reveal that the Romanesque building did not have a doorway close up to this corner in the manner of the later house. Dendrochronological dating of the common joists has dated two to the late 12<sup>th</sup> century, with a felling date of 1169-1201: this suggests that the joists are primary and probably *in situ*, which would preclude internal communication other than by a stair where the present (later) stair is located. Recent excavation has shown that the external ground level was identical to the internal floor level: the street level has since risen and the internal floor level was lowered later to create the current c.850mm difference. In general terms, the 12<sup>th</sup>-century building conforms to what can be called the 'ground-level' townhouse, which, given its location directly on a principal street front, is likely to have had a ground floor used for distributive trade. The probable lack of intercommunication between the ground floor and the upper floor is typical of such buildings on the continent and in England: Marlipins in its 12<sup>th</sup>-century form would have either had access



Fig. 18. Marlipins, High Street: 12<sup>th</sup>-century window.

to the first floor from a doorway at the west side of the street elevation or an external stair (as found at the Jew's House, Lincoln; Canute's Palace, Southampton; and, more comparably, the Music House, Kings Street, Norwich). A domestic function for the upper floor of such buildings is normal, and here is supported by recent discovery of a stone-built garderobe pit (almost certainly relating to a first-floor garderobe) at the rear of the building. There is no evidence in the walls for subdivision of the 12<sup>th</sup>-century first floor, but the rear third of the joists are set slightly higher: if they are in their primary positions this implies internal subdivision. Around 1300 the building was substantially remodelled. Dendrochronology has confirmed the previous dating of the central timber arcade (one of the posts producing a felling date of 1276-1308), which was inserted at this point. The floor of the building was lowered to its present level, and the southern street-facing elevation rebuilt in its present form. With one doorway leading down to a now semi-subterranean undercroft and another up to the first floor, Marlipins c.1300 has some attributes of split-level townhouses typical of this period, but lacks any evidence of commercial function for the upper floor: the arrangement of the front elevation is quite contrary to the provision of small shop units that are associated with split-level townhouses, and it is likely that the remodelled building perpetuated its earlier

function for the upper floor: certainly the step in floor level and likely associated subdivision existed by this period, and favours domestic use rather than other interpretations requiring a single space (such as possible function as a seld – i.e. an off-street bazaar comprising booths, and an important, although largely ignored, commercial element of medieval towns in England). The separate access to the self-contained ground floor, or undercroft, is, however, completely consistent with, and indeed good evidence for, commercial use. In its rebuilt form, therefore, Marlipins is closest to the nine 12<sup>th</sup> and 13<sup>th</sup> houses along the Western Esplanade at Southampton (preserved through being incorporated in the town wall in the 1360s) and this may well have applied in the 12<sup>th</sup> century. Evidence for the use of the ground floor, or undercroft, comprises the warehousing and sale of bulky and valuable goods, including wine: sale of the latter in some cases can be linked to taverns (at this period conventionally located in undercrofts). The rear (north) wall of Marlipins was rebuilt, shortening the building by c.1m, and the present roof constructed, probably in the late 15<sup>th</sup>-century.<sup>168</sup>

### 4.1.2 Excavations

Excavation prior to the building of a garage at **42 Southdown Road** in 1971 revealed a flat-bottomed ditch of 14<sup>th</sup>-century or later date. The purpose of the ditch was unclear and the extent of the excavation was limited.<sup>169</sup>

A watching brief at the **Royal Sovereign, Middle Street** in 1993 revealed no features, and medieval finds were limited to three sherds (from jugs of 13<sup>th</sup>-14<sup>th</sup>-century date) and part of a glazed ridge tile.<sup>170</sup>

A watching brief (1997) followed by a limited evaluation (1998) at **17-23 John Street** found a shallow pit with pottery dating from the 13<sup>th</sup>-14<sup>th</sup> centuries.<sup>171</sup> Further to the north, an archaeological watching brief at **45 John Street** in 1999 (i.e. on the north side of North Street) found no medieval archaeology.<sup>172</sup>

An evaluation followed by larger excavation in 2001 at **5 John Street** revealed several medieval features. Only two – a post-hole or small pit dated to the 12<sup>th</sup> or early 13<sup>th</sup> century, and an elongated pit of 12<sup>th</sup>-century date – were from the earliest period of the town, with the majority of datable features dating from 1250-1400. These included a partially stone-lined cesspit, and several pits. There was no evidence for decline of the town until the mid-15<sup>th</sup> century, with fewer late medieval features recovered. The

features and finds are consistent with a site located to the rear of street front buildings.<sup>173</sup>

In addition to discoveries relating to the standing building (see above section 4.1.1), excavations at **Marlipins, High Street** in 2002-3 revealed evidence of occupation immediately to the north (or rear) of the medieval townhouse. The earliest evidence is largely undated (but is earlier than features of c.1350-1500) and may represent occupation of the site from the late 12<sup>th</sup> century to c.1350. Features from this period comprise a group of shallow pits and post-holes c.9m to the north of the north-western corner of Marlipins itself. The period from c.1350-1500 saw construction of a free-standing timber-framed building, or buildings, of uncertain form or function, again well to the rear of Marlipins, with rubbish pits of this period between the two. The earliest pottery from the site is a single rim dated to the late 12<sup>th</sup> or early 13<sup>th</sup> centuries, with the majority coming from the mid/late 13<sup>th</sup> to 14<sup>th</sup> centuries.<sup>174</sup>

Two small sondages in the garden of the present vicarage (**33 Church Street**) in 2002-3 revealed a medieval pit, with finds including fragments of moulded Caen stone and medieval pottery.<sup>175</sup>

Following evaluation in 2000, the largest scale archaeological excavations in Shoreham took place in 2003 north and south of Little High Street, on what is known as the **Ropetackle** site. Numerous rubbish and cess-pits were recovered predominantly dating to the 13<sup>th</sup> and 14<sup>th</sup> centuries, although one earlier pit containing 14 cooking pot sherds of mid/late 11<sup>th</sup> to early/mid-12<sup>th</sup>-century date was excavated, and some 12<sup>th</sup> to 13<sup>th</sup>-century pottery was recovered in features of the mid-13<sup>th</sup> century. Elsewhere, residual Saxo-Norman pottery was widespread across the site. This material included chalk tempered wares with a potential date range from the mid-10<sup>th</sup> to early 12<sup>th</sup> century, although those sherds that allowed closer dating on this site suggested a date in the 12<sup>th</sup> century. Most of the other early residual pottery was of 12<sup>th</sup> to early 13<sup>th</sup>-century date, providing general evidence of occupation in the vicinity at this time. A mid-13<sup>th</sup> century gully (parallel to the Old Shoreham Road frontage, and at 90° to the Little High Street frontage) suggested land division, and was followed by more intensive occupation of the site: most features and finds date from between the mid-13<sup>th</sup> century and the early 15<sup>th</sup> century, with far fewer features and finds thereafter. High medieval features include numerous domestic rubbish pits scattered across the site. There was only very tentatively identified evidence of one possible building, which, if existed, was abandoned by the mid-14<sup>th</sup> century. Two small

hearths or kilns probably dated from the 13<sup>th</sup> or 14<sup>th</sup> centuries. Geological finds included imported stones such as re-used Quarr stone (from the Isle of Wight), West Country slate, Mayen Lava (from Germany: used for querns), and, most numerous, Caen stone. Analysis of assemblage of fish remains suggested that landed catch was predominantly of whiting and other inshore fish, consistent with local fishing: the lack of herring – which would have dominated fishing off the east coast may simply reflect that the fish were landed elsewhere, such as at Great Yarmouth (see section 3.2.1). Oyster dominated the shellfish finds, and probably derived from local, estuarine, beds, and was more heavily exploited from the 13<sup>th</sup> century onwards. Pottery finds – mostly comprising kitchen wares – were numerous for the period up to the mid-14<sup>th</sup> century and were dominated by local wares. More distant wares, however, were found and include pottery from Scarborough (chiefly an aquamanile, reflecting coastal trade with Yorkshire), considerable quantities from Surrey (reflecting inland trade), and about 16% from the continent, including Saintonge wares from south-west France, as well as wares from Rouen/Normandy/the Seine Valley.<sup>176</sup> The predominance of wares from south-west France presumably reflects the wine trade – and related exports (predominantly grain) – and English interests after the loss of Normandy. The Ropetackle site thus offers a considerable insight into the trade and general occupation of Shoreham, although the absence of significant evidence of buildings, plots or specific maritime or industrial activity suggests that it lay on the edge of the town.

Excavation at **94-6 High Street** in 2006 revealed a group of heavily truncated pits of medieval date. The earliest pottery dates from as early as the late 12<sup>th</sup>-century, but finds before the 13<sup>th</sup> century appear residual: the majority of pottery dates from the later 13<sup>th</sup> to 14<sup>th</sup> centuries, with some possibly dating to the beginning of the 15<sup>th</sup> century.<sup>177</sup>

In addition to these more recent archaeological excavations in New Shoreham, the digging of a service trench in 1968 along the west side of **58 High Street** produced a stone cresset (i.e. lamp), of probable 13<sup>th</sup>-century date, and Saintonge jug, probably dating from the late 13<sup>th</sup> or early 14<sup>th</sup> century.<sup>178</sup>

Archaeological investigation of Old Shoreham has been more limited than that at New Shoreham, although construction of a new vestry at **St Nicolas's church** was preceded by excavation in 2003. This revealed graves as little as 250mm below the modern surface. 21



Fig. 19. Yeakell and Gardner 1778 map (detail).

complete or partial skeletons were identified, although dating them proved problematic: all were earlier than the mid-19<sup>th</sup> century and it is possible that some at least were Saxon.<sup>179</sup>

#### 4.1.3 Topographic analysis (Maps 5-6)

The earliest detailed and reliable plans of New Shoreham (i.e. of 18<sup>th</sup>-century date) show the street plan as it survived prior to post-railway expansion: that is, the current High Street set back slightly from the river edge, joined by seven roughly parallel streets on the north side. Further streets parallel to the High Street were set c.190m to the north (currently part surviving as North Street and St Mary's Road) and, less well aligned, c.80-140m north of that (currently part surviving as Hebe Road and the eastern part of Western Road), making an approximately gridded plan, with the 18<sup>th</sup>-century town largely confined to the area south of North Street and St Mary's Road. These elements of a gridded plan

almost certainly date from the foundation and early setting out of New Shoreham c.1100.

Henry Cheal argued in 1921 that this plan represents only part of the town in its 13<sup>th</sup>-century heyday, given the decline in the 14<sup>th</sup> century and the specific references to the late medieval destruction, or erosion, of the town. Cheal reconstructed the earlier town by extending the town southwards, mirroring the side streets on the north side of the High Street. With an early 14<sup>th</sup>-century reference to a furlong lying south of the High Street, his reconstruction appears to have some documentary support. Cheal also argued that in the 13<sup>th</sup> and 14<sup>th</sup> centuries the River Adur debouched directly into the sea west of the town, and that there was no shingle spit deflecting it eastwards. He located the harbour immediately north-west of the town.<sup>180</sup> While the abandonment or loss of part of New Shoreham seems unequivocal, the detail of Cheal's hypothesis – although widely and

often uncritically accepted, and much repeated<sup>181</sup> – is less than convincing.

A key problem with Cheal's interpretation is that it is founded on the supposition that there was direct egress of the Adur and there was no shingle spit until the late medieval period. Subsequent analysis of historic coastal change has shown this to be highly implausible: almost certainly the shingle spit had established itself across the mouth of the river – pushing its course to the east side of the estuary, and stimulating the process of silting of the valley – by the time New Shoreham was founded. Indeed, the failure of the shingle spit may have been the cause of destruction at New Shoreham.<sup>182</sup>

Christopher Elrington presented an alternative model in the *Victoria County History* in 1980, in which the medieval high street was the street partly surviving today as North Street and St Mary's Road, the present High Street (then known as Procession Street: a name usually applied to a peripheral road) was an important thoroughfare along the commercial waterfront, and that the late medieval loss of town was concentrated at the east end of Shoreham (i.e. to the east of East Street). Although this northerly High Street has yet to be proven, Elrington's hypothesis is more plausible than Cheal's in that it better explains the northwards extent of the sub-gridded plan, the coincidence of the present High Street and the waterfront (i.e. as a deliberate setting out rather than a remarkable result of chance erosion) and the location of St Mary de Haura (i.e. on the main street, rather than on the north-eastern edge of the town), and is more consistent with the presence of a shingle spit from the founding of the town. Elrington also makes an important point in that should any evidence emerge to support Cheal's suggestion of a harbour around the mouth of the Northbourne (i.e. at the boundary of New Shoreham and Old Shoreham parishes), the location there of a haven would not remotely preclude commercial wharves on the south and south-western side of the town.<sup>183</sup>

The excavated archaeological evidence of recent years (see above, section 4.1.2) is insufficient to identify the changing extent or focus of the medieval town: the sites have produced little evidence of 12<sup>th</sup> or early 13<sup>th</sup>-century occupation, burgage plots or the most intensely commercialized street frontages, and have almost all been located in the undisputed core of the medieval town. Only the Ropetackle site offers any indication of the limit of the occupied area, with the lack of evidence for buildings or plots suggesting that it was on the

western edge of the town: this might be expected given the location just west of the gridded streets, and, although consistent with a greater eastwards extent of the medieval town, can hardly be adduced as evidence of this. The architectural evidence provided by Marlipins, at least in its c.1300 form, is more consistent with the single-storey commercial townhouses on the Western Esplanade at Southampton than the principal commercial streets of the town (where conventional split-level townhouses with shops over an undercroft – such as at 58 French Street – predominated), and could suggest similar proximity to the quayside. One building, however, is insufficient evidence to prove the Elrington model.

## 4.2 The town c.1540-1840

### 4.2.1 Buildings



Fig. 20. Old Malt Cottage, Connaught Avenue.

In contrast to the medieval period Shoreham has numerous buildings that date from between 1540 and 1800: three from the mid to late 16<sup>th</sup> century, two from the 17<sup>th</sup> century, and 30 from the 18<sup>th</sup> century. Four of the five pre-1700 buildings are within Old Shoreham, so there is almost no architectural evidence for the early post-medieval revival of New Shoreham (see section



Fig. 21. Indian Cottage Tandoori, 74-6 High Street.

3.3.1). The four houses in Old Shoreham are all consistent with their rural origins, and comprise: Tudor Cottage, Upper Shoreham Road, which is a rendered but probably timber-framed thatched cottage of 16<sup>th</sup>-century date; Hunter's Moon Cottage and 9 The Street, which now comprises a pair of thatched cottages, with south-western cottage having exposed timber framing of probable 16<sup>th</sup>-century date; 110 Connaught Avenue, which is a 17<sup>th</sup> or even late 16<sup>th</sup>-century rendered and thatched cottage; and Old Malt Cottage and Walnut Cottage, 104-6 Connaught Avenue, which are two cobbled and thatched cottages, that appear to be a 20<sup>th</sup>-century conversion of a 17<sup>th</sup>-century barn (see Fig. 20). Within New Shoreham the only building evidently of this period is 74-6 High Street, which comprises a pair of 17<sup>th</sup>-century timber-framed cottages (now combined as the Indian Cottage Tandoori restaurant).

Although the large number of 18<sup>th</sup>-century houses includes seven within Old Shoreham, the majority were built within New Shoreham, with particular concentrations on West Street (where there are rows of modest cobble and brick cottages from the early 18<sup>th</sup> century at 14-16, from the middle of the century at 6-12, and from later in the century at 46-54) and Church Street

(where the predominantly mid-18<sup>th</sup>-century houses are more substantial, and include examples with parapets – such as 18 and 20 Church Street – and mansard roofs – as at Old Swan Cottages and 22 Church Street). The more notable examples include 24 Church Street (which has an arched opening to the courtyard behind, with an oval window over). Flint cobble construction – often coupled with mansard roofs – predominates, with brick largely restricted to quoins, bands (or stringcourses) and cornices.

By contrast, the early 19<sup>th</sup> century saw wider use of the brick – such as at Shoreham House, 21-3 John Street (Gault brick, 1806<sup>184</sup>). Although Shoreham failed to develop as a seaside resort, 55-7 New Road survives as modest example of a house reflecting the Regency style of the nearby resort at Brighton: its south-facing front elevation is stuccoed, with a pilastered upper floor and a verandah on the ground floor (see Fig. 8). Surviving civic buildings of this period include Sydney Smirke's custom-house on the High Street (now the town hall), with a plain rendered Classical façade: it probably dates to the 1830s (see Fig. 9).<sup>185</sup> The stuccoed Neo-Classical toll house of 1833 survives at the northern end of the contemporary, but since replaced, Norfolk suspension bridge.



Fig. 22. 14-16 West Street.



Fig. 23. 18 Church Street.



Fig. 24. Shoreham House, 21-3 John Street.

#### **4.2.2 Excavations**

The archaeology of post-medieval Shoreham has been explored to a lesser degree than that for the medieval period (see above 4.1.2). A watching brief at the **Royal Sovereign, Middle Street** in 1993 produced an assemblage of post-medieval pottery (predominantly dating from the later 17<sup>th</sup> to the end of the 18<sup>th</sup> centuries), as well as numerous clay pipe stems, of similar date.<sup>186</sup> The site at **94-6 High Street** excavated in 2006 produced post-medieval pottery, clay pipe, brick, tile and mortar.<sup>187</sup> At **Marlipins, High Street**, the excavations of 2002-3 to the north of the medieval building produced two large pits of c.1550-1650, followed by a short-lived period of development of a garden soil c.300mm deep, c.1650-1700, followed by construction of a series of workshops and storerooms into the modern period.<sup>188</sup> The more extensive excavations at the **Ropetackle** site in 2000 and 2003 produced little evidence of activity for the period c.1550-1650. The 18<sup>th</sup> century was represented by slightly more activity, with pits containing domestic rubbish and, possibly, of this date, a saw pit, the latter offering the only – and very slight – indication of industrial, and possibly maritime, activity on the site.<sup>189</sup>

#### **4.2.3 Topography (Map 7)**

Whatever the exact form of the more extensive street plan of New Shoreham before the mid to late 14<sup>th</sup> century (see above, section 4.1.3), by 1540 the town appears to have contracted to the plan recorded in 18<sup>th</sup>-century maps. That is, a town with its commercial focus along the present High Street, and extending to cover most of the block from the High Street/water frontage to the south, as far north as North Street and St Mary's Road, perhaps with some limited occupation between the grid of roads to the north of this. The rise of population from c.100 in 1524 to 770 in 1811 was largely accommodated within this area, although the more rapidly increasing population thereafter saw expansion of the town: for example, building of seaside villas just to the east of the town on New Road and Lower (now Brighton) Road from c.1815.

During the later part of this period there were significant changes to routes to and through Shoreham. The building of the bridge at Old Shoreham (1782) was followed by building of a new sea wall along the east side of the estuary between Old and New Shoreham in 1793, with a new route approximating to the Old Shoreham Road created. The importance of this road was increased with the turnpiking of the riverside route to Beeding in 1807, and the consequent

decline of the more easterly route via Beeding Hill (which entered New Shoreham via Erringham Road/Mill Lane/Southdown Road). These changes had an impact on Old Shoreham too, with the Old Shoreham/Steining Road becoming more important. However, more significant was the re-routing of the Brighton road so that it took a more direct route towards the bridge (i.e. along Upper Shoreham Road and St Nicolas Lane), with the result that The Street was no longer on a main road. Elrington has dated this change to 1782,<sup>190</sup> but it appears to have occurred later as it is not shown on the Ordnance Survey 2" draft map (1805), and first appears on a map of 1810 (which refers to this as a new turnpike, presumably created under the 1807 act).<sup>191</sup> Although further improvement to the coastal route saw the opening of the Norfolk bridge in 1832, at the west end of the High Street, the impact in the plan of the town – in this area constrained by the waterfront – was minimal other than the modest amount of demolition necessary for the access road.

### 4.3 Expansion: c.1840-2008 (Maps 3, 8 and 9)

#### 4.3.1 Buildings and topography



Fig. 25. 34 John Street (c.1860).

The majority of the buildings in Shoreham date from this period, both as a result of loss of earlier buildings, but mainly through expansion of the town in the post-railway period. This expansion has seen Old Shoreham and New Shoreham joined by suburbs, with the two becoming part of a 32km long built-up coast extending from Brighton to Littlehampton.

The population growth after the arrival of the railway in 1840 was immediate (see section 3.4.1), and is reflected in the early expansion of the town. By 1875, New Shoreham had seen further building on the east side of the town (in the Ham Road, New Road and Lower/Brighton Road area), with other foci of suburbs near the station (Brunswick Road, Buckingham Lane [now Road], Western Road, and Queen's Place), and on the north-west side of the town (from Southdown Road, westwards to, and slightly beyond, Swiss Gardens). Nearly all these houses were terraces, with those in Brunswick Road including shops (giving Shoreham a second retail area, which survives today: see Fig. 26). David Mocatta's original railway station of 1840 itself was later replaced,<sup>192</sup> but the surviving cluster of pre-1875 buildings around the station includes the Burrell Arms Hotel and the Buckingham Arms. Shoreham has no especially noteworthy examples of ecclesiastical architecture of this period, although the church Charles Buckler's former Roman Catholic church of St Peter, Ship Street (1875) survives as flats (converted 2002); as does the simple Neo-Classically styled former Primitive Methodist chapel in West Street (1861-2).

With a fall in population and recovery and only slight growth by 1901, the last quarter of the 19<sup>th</sup>-century saw little increase in the suburbs of New Shoreham. Exceptions include the surviving semi-detached villas at 13-27 Raven's Road, the detached villa to the north (Ravenscroft: now demolished), and small semi-detached houses at 45-77 Victoria Road. The period from 1901 to 1914 saw renewed growth, and this is reflected in the building of new roads of modest-sized semi-detached houses north of the station (Gordon Road and Rosslyn Road). We have seen (above, section 3.4.1) that Bungalow Town emerged during this period on the shingle spit south of the River Adur. Within the earlier core of the town south of the railway, some of the still vacant spaces saw more redevelopment, with the most substantial building being the block of terraced and semi-detached houses between West Street and Victoria Road. Throughout the period from the building of the railway until after the First World War, the village of Old Shoreham remained substantially unchanged.



Fig. 26. Brunswick Road: east side.

The inter-war period saw considerable suburban development, mostly outside the EUS study area. Old Shoreham and New Shoreham were linked at last by small terraced housing along the Old Shoreham Road; the northern suburbs of New Shoreham were extended, with small detached houses along Buckingham Road and newly created Windlesham Gardens; the development alongside the railway at Gordon Road and Rosslyn Road was extended to Eastern Avenue on the boundary with Kingston-By-Sea, which – along with Southwick, Portslade, Aldrington and Hove – had developed so that coast and railway line was built-up from Shoreham to Brighton; and scattered suburbs began to emerge north of New Shoreham and east of Old Shoreham, further blurring the distinction between the two (along Mill Hill, the Upper Shoreham Road, Buckingham Avenue, Erringham Road).

Within the town centre – and the EUS study area – there was also considerable change during the inter-war years. Almost all remaining vacant areas within the town saw infill development, most significantly between Old Shoreham Road and Hebe Gardens/Hebe Road, and at 25-43 John Street. Increasing traffic had seen the propping of the Norfolk suspension bridge, which was then replaced in 1922-3 by a girder bridge (itself replaced by the present concrete bridge in

1987):<sup>193</sup> this increase in traffic also had a major effect on the High Street in the 1930s, when street-widening schemes were undertaken. To the east of Church Street buildings (including the former Dolphin Inn) on the south side of the street were removed, creating an open space between the road and the river (now Coronation Green). To the west of the town hall all the buildings on the south side of the High Street were demolished. The post-war period has seen further redevelopment in the core of the town. For example, terraced housing in Surry Street and New Road has been demolished to make way for blocks of flats; the Protestant Grammar School was replaced by the community centre, health centre and library in 1974; early 19<sup>th</sup>-century seaside villas were removed for the building of the Civic Centre (1979-80); and the King's Arms and two mid-19<sup>th</sup>-century storehouse buildings were demolished, prior to the substantial development of the Ropetackle site at the west end of the High Street in 2003-6. Outside the EUS study area, the post-1945 expansion of the town has been considerable, with suburbs extending north of New Shoreham to fully engulf Old Shoreham (other than on its western river-facing side) and extending up the Downs (towards Slonk Hill) as far as the A27(T) bypass (opened 1968, with the fly-over replacing the 1782 toll bridge): these suburbs continue seamlessly into neighbouring Kingston-by-Sea, and on to Brighton and Hove.



Fig. 27. Ropetackle development from the River Adur.

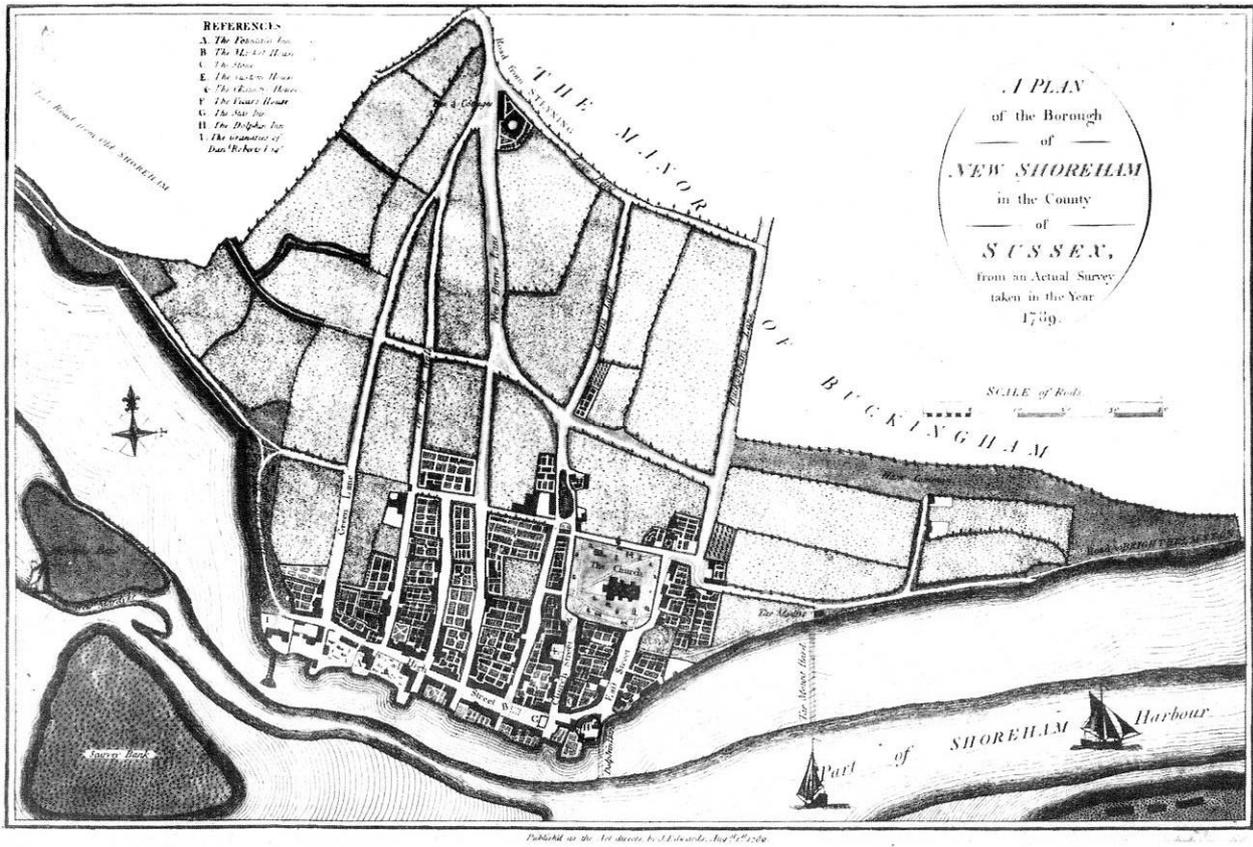


Fig. 28. 1789 Edwards map of New Shoreham.

## 5 STATEMENT OF HISTORIC URBAN CHARACTER

### 5.1 Town summary

#### 5.1.1 Historic environment overview

The churches of New Shoreham and Old Shoreham and the medieval townhouse of Marlipins, High Street, are amongst the very best survivals of medieval Sussex, and reflect the Saxon and Norman origins of modern day Shoreham-by-Sea. Late medieval decline – which included physical loss of part of the earlier town – followed by later revival, however, has meant that there is surprisingly little other above-ground survival of pre-1700 Shoreham. There is considerable survival of historic fabric from the 18<sup>th</sup> century and, especially, from the 19<sup>th</sup> century. Less visible is the archaeological evidence of the earlier town and village, and the potential of this archaeology has begun to be realized through a series of excavations.

#### 5.1.2 Historic environment designations (Map 4)

There are 47 listed buildings, or groups of buildings, in the EUS study area (two Grade I, two Grade II\*, and 43 Grade II). Of these, three predate 1500; three are 16<sup>th</sup> century; two are 17<sup>th</sup> century; 30 are 18<sup>th</sup> century; five are early 19<sup>th</sup> century; three are later 19<sup>th</sup> century; and one (a telephone box) is 20<sup>th</sup> century.<sup>194</sup>

There are two Conservation Areas, one each for the historically discrete settlements of Old Shoreham and New Shoreham. There is one Scheduled Monument in the town, comprising Marlipins, High Street (also listed Grade II\*).

#### 5.1.3 Historic building materials

With the modest survival of pre-1700 buildings, it is perhaps unsurprising that there are only three identified timber-framed buildings. These are of 16<sup>th</sup> and 17<sup>th</sup>-century date. More notable is the survival of medieval stone buildings in the form of the two parish churches and the 12<sup>th</sup>-century (though remodelled c.1300) townhouse of Marlipins. Of the more numerous 18<sup>th</sup>-century survivals, 23 are built of flint cobble, reflecting the coastal location, and brick is largely a subsidiary material used for stringcourses, quoins and chimneys. Brick became the predominant building material from the early 19<sup>th</sup> century. Horsham Stone is a flaggy sandstone

used for roofing (four surviving examples, all pre-1700 buildings). Thatch is also used for roofing on four buildings, again all pre-1700 in date.

### 5.2 Historic Character Types

#### 5.2.1 Historic Character Types and chronology (Maps 5-9)

Historic Character Types (HCTs) for Sussex EUS
Lane/road [includes all historic routes]
Major road scheme [modern ring roads, motorways etc.]
Bridge/causeway
Regular burgage plots
Irregular historic plots [i.e. pre-1800]
Proto-urban
Vacant [reverted from built-up to fields etc.]
Market place
Church/churchyard [i.e. parish]
Cemetery
Religious house [abbey, priory, convent etc.]
Great house
Castle
Town defences
Other fortification
Barracks
School/college
Public
Farmstead/barn
Mill
Suburb [estates and individual houses]
Retail and commercial [i.e. post-1800]
Extractive industry [e.g. sand pit, brickfield]
Heavy industry [e.g. steel or automotive industry]
Light industry [e.g. industrial estates]
Utility
Quay/wharf [inc. boatyards]
Harbour/marina/dock
Station, sidings and track
Inland water
Orchard
Market garden [inc. nursery]
Allotments
Race course
Sports field [inc. stadia, courts, centres etc.]
Park
Informal parkland [e.g. small civic areas, large grounds]
Seafront [piers, promenades etc.]
Beach/cliffs

Table 1. Sussex EUS Historic Character Types.

**Historic Character Types** have been developed in the Sussex EUS to describe areas of common character by reference to generic types found across all 41 towns. Historic function is often the

key determinant of character type, hence the term ‘Historic Character Types’ and the time-depth implicit in many of the types in Table 1 (e.g. *regular burgage plots*). The types also reflect the character of these towns, and, thus, they are different from those that would be applied nationally or to another county.

The Historic Character Types have been mapped to areas within the towns (polygons in the Geographical Information System that underpins the Sussex EUS). Whilst character type can prove consistent throughout a large area (for example, across a late 20<sup>th</sup>-century housing estate), different historic use of part of that area has been used as a basis for subdivision. This is to allow the application of the types in Table 1 to the mapped polygons throughout the 15 periods of the **EUS chronology** (Table 2). This means that for any area within the town, or mapped polygon on the Geographical Information System, both the present Historic Character Type and the past land use(s) are defined.

This approach gives time-depth to the map-based character component of the Sussex EUS, and is structured to take account of both upstanding and buried physical evidence of the past. It enables the generation of maps (e.g. Maps 4-7) showing the changing land use of the urban area throughout the history of each town, and, through use of the Geographical Information System developed as part of this assessment, for simple interrogation of any area in the town to show all its known past land uses.

Period	Date
Period 1	500,000BC-AD42
Period 2	43-409
Period 3	410-949
Period 4	950-1065
Period 5	1066-1149
Period 6	1150-1349
Period 7	1350-1499
Period 8	1500-1599
Period 9	1600-1699
Period 10	1700-1799
Period 11	1800-1840
Period 12	1841-1880
Period 13	1881-1913
Period 14	1914-1945
Period 15	1946-present

Table 2. Sussex EUS chronology.

### 5.2.2 Historic Character Types in Shoreham (Maps 8 and 9)

Although Historic Character Types represent county-wide types, modern Shoreham is characterized by its particular concentration of some types and the comparative rarity, or absence, of others. For example, the identification of large areas of *retail and commercial* even within the historic core defined by the EUS study area reflects the redevelopment of what were hitherto *regular burgage plots* as part of the creation of a shopping centre for the new town.

## 5.3 Historic Urban Character Areas (Map 10)

### 5.3.1 Defining Historic Urban Character Areas (HUCAs)

Whereas Historic Character Types have been applied to areas of the Sussex towns with consistent visible character and historical development – and are mapped across the whole history for each town – **Historic Urban Character Areas (HUCAs)** represent meaningful areas of the modern town. Although similar areas are found in many towns, HUCAs are unique, can include components of different history and antiquity, and usually represent amalgamation of several Historic Character Types.

Thus, HUCA 9 in Shoreham combines four Historic Character Types that represent the *church* dating from Period 4 (950-1065) or earlier, *irregular historic plots* of Period 4 (950-1065) to Period 10 (18<sup>th</sup> century), a *bridge/causeway* of Period 10 (18<sup>th</sup> century), and a *suburb* from Period 15 (1946-present). Combining this complexity into a single HUCA called *Old Shoreham* reflects the largely coherent character of the area historic core of the former village today. This coherence renders HUCAs suitable spatial units for describing the historic environment of the EUS towns, for assessing their **archaeological potential**, **Historic Environment Value** and for linking to **research questions**.

Some components of the towns are not included as HUCAs: roads (other than those that were built as part of a particular development or which constitute market places) and waterways are kept separate as they frequently antedate surviving buildings or the known urban activity.

### 5.3.2 Archaeological potential

Whilst the nature and extent of areas to which Historic Character Types have been applied is closely related to the survival of buried archaeology, this assessment considers the archaeological potential at the larger scale of the HUCAs. The reasons are twofold: first, the typically smaller scale of areas of common Historic Character Type could misleadingly imply that high, or even low, archaeological potential is precisely confined, or that archaeological value is exactly coterminous with the edge of specific features (standing or buried); and, second, most Sussex towns have had insufficient archaeological investigation to support this precision. For this reason, too, there is no grading or ranking of archaeological potential. Rather, the summary of archaeological potential is used to inform the overall (graded) assessment of **Historic Environment Value** of each HUCA (see below).

When considering the archaeological potential of the towns, it is important to recognize that archaeology often survives 19<sup>th</sup> and 20<sup>th</sup>-century development and that it is misleading to assume complete destruction. Also, whilst pre-urban archaeology tells us little about the towns themselves, it contributes to wider archaeological research.

In assessing the likelihood of buried archaeology within areas in the towns there has been consideration of the potential for archaeology 'buried', or hidden, within later buildings and structures, as well as that for below-ground features.

### 5.3.3 Historic Environment Value (Map 11)

The **Historic Environment Value (HEV)** of each HUCA is assessed here, and expressed as a value from 1 (low) to 5 (high). Such values are iniquitous to some and always subjective, but here provide a necessary means of consistently and intelligently differentiating (for the purposes of conservation) the upstanding fabric, boundaries and archaeology that form the historic urban environment. The Historic Environment Value (HEV) of each HUCA is based on assessment of:

- Townscape rarity
- Time-depth or antiquity
- Completeness.

Lesser additional considerations in the assessment comprise:

- Visibility
- Historic association.

The full methodology for assessing Historic Environment Value forms part of the annexe to the historic environment management guidance for Adur District.

### 5.3.4 Vulnerability

The vulnerability of each HUCA is also considered, although many future threats cannot be anticipated. These brief analyses mean that this Statement of Historic Urban Character can be used to focus conservation guidance.

### 5.3.5 Research questions

Where relevant, reference is made to questions in the **Research Framework** for Shoreham (below, section 6). This referencing links these key questions to specific HUCAs, helping ensure that any investigation of the historic environment (such as that as a condition of development, under PPG15 or PPG16) is properly focused.

### 5.3.6 Shoreham's Historic Urban Character Areas (Map 10)

The following assessments of the Historic Urban Character Areas (HUCAs) of Shoreham commence with those that make up the historic core. Inevitably, these assessments are more extensive than those that relate to recent expansion of the town.

#### HUCA 1 High Street (HEV 3)

HUCA 1 comprises much of the High Street of Shoreham, which was an important road – though not necessarily the High Street (see section 4.1.3) – in the pre-1350 town of New Shoreham, although it was such by the end of the medieval period. Despite emergence of an additional commercial centre by the railway station in the 19<sup>th</sup> century, the High Street remains the retail centre of Shoreham today.

There are four listed buildings (one Grade II\*; and three Grade II) of which one is Period 6 (1150-1349), one is Period 9 (17<sup>th</sup> century), one is Period 10 (18<sup>th</sup> century), and one is Period 11 (1800-40). Of these, Marlipins (Grade II\*, and a Scheduled Monument) is especially noteworthy as a well-preserved 12<sup>th</sup>-century stone-built townhouse, substantially remodelled c.1300: in its remodelled form – and probably from the outset – it comprised a self-contained commercial lower storey with a probably domestic first-floor. Although rendered, 74-6 High Street, conceals a pair of 17<sup>th</sup>-century

timber-framed cottages (now combined as the Indian Cottage Tandoori restaurant: Grade II). The former Town Hall (now also converted to a restaurant), with its simple Classical façade, was built in the 1830s by Sydney Smirke as a custom-house (Grade II). West of this, the south side of the High Street has been rebuilt since widening in the 1930s. Survival of historic plots elsewhere in the HUCA is reasonable, although there has been considerable combining of smaller tenements (e.g. on the block between Ship Street and John Street).

There have been two excavations within this HUCA – to the rear of Marlipins and at 94-6 High Street. Both showed survival of medieval and post-medieval finds and features, although there was considerable truncation at 94-6 High Street. This suggests that the **archaeological potential** of this HUCA is high, although evidently locally poor where there has been more extensive 20<sup>th</sup>-century development.

The surviving medieval and post-medieval buildings, and some early plot boundaries, combine with the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 1 has seen considerable change in the 20<sup>th</sup> century, most notably through the widening of the High Street and through the replacement of many historic buildings. Although the demolition of historic buildings has been extensive and is largely historic, there remain several 19<sup>th</sup> and 20<sup>th</sup>-century unlisted buildings that, given the pressure for commercial redevelopment and the significant historic environment value of the area, suggest that the HUCA has a medium **vulnerability**.

**Research questions** especially relevant to this HUCA relate to the origins of the street plan and built-up frontages, and the port (RQ6; RQ10).

### **HUCA 2 Church (HEV 4)**

HUCA 2 lies to the north of the High Street (HUCA 1) and comprises the grid of streets and the churchyard of St Mary de Haura that form the central part of the historic town as it survived prior to 19<sup>th</sup> and 20<sup>th</sup>-century expansion: as such it was also at the centre of the medieval town. Today the area is still central, but has a largely residential element: only the easternmost of the north-south streets (i.e. East Street) is largely commercial in nature (this street linking the High Street to the Brunswick Road shops and the railway station).

There are 26 listed buildings (one Grade I and 25 Grade II), of which one is Period 5 (1066-

1149), 20 are Period 10 (18<sup>th</sup> century), two are Period 11 (1800-40), two are Period 12 (1841-80), and one is Period 14 (1914-45). The most important of these buildings is the church of St Mary de Haura, begun after c.1120 (Grade I): the earliest surviving fabric comprises the lower parts of the transept and the crossing, followed by the clerestory and the nave (of which only the eastern bay survived post-medieval demolition: ruins of the former nave a visible in the churchyard). The present eastern arm – forming the main part of the surviving church – was probably begun in the 1170s, with the main and very different arcades probably dating from the 1180s or 1190s. Although no other individual buildings stand out, the HUCA is notable for the survival of numerous 18<sup>th</sup>-century houses. There are concentrations on West Street (where there are rows of modest cobble and brick cottages from the early 18<sup>th</sup> century at 14-16, from the middle of the century at 6-12, and from later in the century at 46-54) and Church Street (where the predominantly mid-18<sup>th</sup>-century houses are more substantial, and include examples with parapets – such as 18 and 20 Church Street – and mansard roofs – as at Old Swan Cottages and 22 Church Street). Flint cobble construction – often coupled with mansard roofs – predominates, with brick largely restricted to quoins, bands (or stringcourses) and cornices.

Although pre-1800 plots are moderately well preserved, especially in the southern part of the HUCA (which did not become vacant during the late medieval decline of New Shoreham), it is difficult to recognize a clear pattern of regular burgrave plots.

There have been three excavations within this HUCA – at 5 John Street, 17-23 John Street and the Royal Sovereign, Middle Street – and a small sondage at the present vicarage (33 Church Street), with variable results. The excavation at 5 John Street was most productive revealing features from the 12<sup>th</sup>-century onwards, while the Royal Sovereign site produced no features, and the 17-23 John Street site revealed a single shallow medieval pit: these excavations – and the evident potential of the churchyard – suggest that the **archaeological potential** of this HUCA is high but variable.

The survival of the church and numerous 18<sup>th</sup>-century buildings, together with some preservation of historic plots, and the archaeological potential give this diverse HUCA a high **Historic Environment Value (HEV)** of 4.

HUCA 2 saw considerable change in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, with building of housing in the vacant plots of the northern part

of the HUCA (mainly west of the church), but with more modest subsequent redevelopment. The Historic Environment Value of the area and its centrality, however, mean that **vulnerability** is still relatively high as these make the HUCA especially vulnerable to small-scale infill development, minor structural additions, replacement of unlisted buildings, and Internal and shop-front refitting of business premises.

**Research questions** especially relevant to this HUCA relate to the origins of the street plan and built-up frontages, and the church (RQ6; RQ8; RQ9).

### **HUCA 3 New Road (HEV 2)**

HUCA 3 lies on the eastern edge of the mapped extent of the historic town, with only its western end occupied in the late 18<sup>th</sup> century. However, we have seen (section 4.1.3) that this is likely to a result of late medieval decline, which probably included physical erosion of the eastern part of the earlier town and, thus, the whole HUCA may lie within the extent, or on the edge, of pre-1350 New Shoreham. The area was largely (re)developed c.1815 with lodging houses along New Road and Lower (now Brighton) Road, although Shoreham failed to develop as a seaside resort. Today the area remains largely residential.

There is one listed building comprising early 19<sup>th</sup>-century 55-7 New Road (Grade II), which survives as a modest example of a house reflecting the Regency style of the nearby resort at Brighton: its south-facing front elevation is stuccoed, with a pilastered upper floor and a verandah on the ground floor. Other unlisted early and later 19<sup>th</sup>-century houses survive to the west of this.

The 19<sup>th</sup>-century expansion of the town in this HUCA, the density of some of that development (i.e. the terrace housing) and the nature of some 20<sup>th</sup>-century development (such as the telephone exchange in Tarmount Lane) suggests that, notwithstanding the likely eastwards extent of the medieval town into this area, the **archaeological potential** of the HUCA is moderate.

The combination of early 19<sup>th</sup>-century buildings, considerable late 19<sup>th</sup> and 20<sup>th</sup>-century development, and moderate archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 2.

HUCA 3 has seen considerable change in the 19<sup>th</sup> and 20<sup>th</sup> centuries, with infill development north and south of Tarmount Lane. The lack of scope for further infill and moderate Historic

Environment Value of the area mean that **vulnerability** is low, with the greatest threat being redevelopment of unlisted 19<sup>th</sup>-century lodging houses.

**Research questions** especially relevant to this HUCA relate to the medieval and post-medieval extent of the town and economic zones (RQ5; RQ7; RQ12; RQ14; RQ16).

### **HUCA 4 Station (HEV 2)**

HUCA 4 lies to the north-west of the built-up extent of New Shoreham in the late 18<sup>th</sup> century. However, the likely erosion of the eastern part of the more extensive pre-1350 town (see section 4.1.3) means that the western part at least of the HUCA may have been occupied before being abandoned. 19<sup>th</sup>-century development of the area was in part stimulated by the building of the railway (opened 1840), but was preceded by the building of lodging houses east of Surry Street from c.1815 and the opening of a union workhouse in Ham Road in 1836. Today, the railway station and associated development remains – including the former Burrell Arms Hotel, the Buckingham Arms, and late 19<sup>th</sup>-century shops along Brunswick Road – although the workhouse has given way to a police station and shops and most of the housing on Surry Street and to the east has been replaced by blocks of flats and the Civic Centre. There are no listed buildings or historic plots.

The location of the HUCA outside the late 18<sup>th</sup>-century extent of the town, the likely peripheral relationship of the area to the medieval town, the extensive 19<sup>th</sup>-century development and the considerable 20<sup>th</sup>-century redevelopment mean that the **archaeological potential** of this HUCA is limited.

The lack of many historic buildings and plots; and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 2.

HUCA 4 has seen considerable change since 1945, with the almost complete redevelopment of the extensive area south of Ham Road. The modest Historic Environment Value of the area, however, means that **vulnerability** is low, with the main threat being further losses to redevelopment of unlisted Victorian and Edwardian houses and shops on Brunswick Road and to the west.

**Research questions** especially relevant to this HUCA relate to the medieval and post-medieval extent of the town and economic zones (RQ5; RQ7; RQ12; RQ14; RQ16).

### **HUCA 5 Ropetackle (HEV 1)**

HUCA 5 lies on the western edge of the medieval and modern town, on the eastern bank of the River Adur and immediately north of the Norfolk bridge (the first of which was opened in 1832). Recent excavation suggests that it was not densely occupied in the medieval period, and when first mapped in detail in the 18<sup>th</sup> century only the southern part of the HUCA (i.e. north and south of Little High Street) was built up, with storehouses to the north-west following in the early 19<sup>th</sup> century and further development in the 20<sup>th</sup> century. By the late 20<sup>th</sup> century much of the area was vacant or derelict, and today has been redeveloped as the Ropetackle site, comprising housing and, at the west end of the High Street, an arts centre (opened 2007). The main survival of earlier buildings comprises the inter-war housing of 1-23 Old Shoreham Road. There are no listed buildings or historic plots.

Whilst the recent excavations on the site have demonstrated good survival of medieval and post-medieval features and finds, the recent redevelopment means that the **archaeological potential** of this HUCA is limited.

The lack of many significant historic buildings and plots; and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 1.

HUCA 5 has seen radical change since 1945, with dereliction and demolitions followed by redevelopment of much of the HUCA. Coupled with the lack of historic buildings and plots this means that **vulnerability** is low.

**Research questions** especially relevant to this HUCA relate to the medieval and post-medieval extent of the town and economic zones (RQ5; RQ7; RQ12; RQ14; RQ16).

### **HUCA 6 North Street (HEV 2)**

HUCA 6 lies within the gridded town plan of medieval New Shoreham, lying mostly to the north of the east-west street surviving as North Street and St Mary's Road, which may have been the pre-1350 high street, although it is possible that the HUCA was more peripheral to the early town (see section 4.1.3). With the late medieval decline of the town, however, it became largely abandoned to gardens and semi-agricultural plots and was largely unoccupied by buildings when mapped in the 18<sup>th</sup> century, before being redeveloped by the railway line and by houses (and the Protestant Grammar School of 1842) in the 19<sup>th</sup> and 20<sup>th</sup> centuries. Today the area remains largely residential and dominated by the embanked

railway line, but also includes public buildings in the form of a community centre (1974) with an adjacent health centre and a public library. There are no listed buildings, although late Victorian and Edwardian houses survive in John Street and Victoria Road.

An archaeological watching brief at 45 John Street (i.e. on the north side of North Street) found no medieval archaeology, and the density of 19<sup>th</sup> and 20<sup>th</sup>-century development suggest that the **archaeological potential** of this HUCA is limited, although, given the fact that it overlies a potentially key and largely unexplored element of the medieval town, pockets of significant archaeology may well survive and this should perhaps be tested through further excavation.

The lack of pre-1840 historic buildings and plots; and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 2.

HUCA 6 has seen significant change in the late 20<sup>th</sup> century, with building of the present St Peter's Roman Catholic church, community centre, health centre and public library. With little scope for further infill and the modest Historic Environment Value of the area, this means that **vulnerability** is low, with perhaps the greatest threats being to any archaeological deposits that may have survived the 19<sup>th</sup> and 20<sup>th</sup>-century redevelopment, and the potential redevelopment of unlisted Victorian and Edwardian terraced and semi-detached houses in John Street and Victoria Road.

**Research questions** especially relevant to this HUCA relate to the medieval and post-medieval extent of the town and economic zones (RQ5; RQ7; RQ12; RQ14; RQ16).

### **HUCA 7 Riverfront (HEV 2)**

HUCA 7 comprises the river frontage to the Adur along the south side of the town, extending from the Norfolk bridge to the Ham. Although, it has been long suggested that pre-1300 New Shoreham extended further south into what is now the river area – and thus that the present river frontage is later – it is more likely that the loss to erosion largely applies to the area east of Church Street only (see section 4.1.3). Thus, the part of the HUCA south of the High Street is likely to have been the site of wharves and quays, as it was when mapped in the 18<sup>th</sup> century. In the 19<sup>th</sup> century the whole HUCA was used as such, and today – whilst not forming part of the main commercial harbour (which is concentrated in the eastern none-tidal basin, east of Kingston-by-Sea) – retains a string maritime element. This is especially the case to

the east of the footbridge/East Street, where there are commercial boatyards, slipways, pontoon moorings, and a yacht club, although many of the modern commercial buildings fronting Brighton Road have no maritime function. West of the footbridge/East Street, there are several minor slipways providing access to the river – and the drying moorings there on the mudflats – although the former quays are given over to modern flats and non-maritime commercial buildings and offices. There is one listed building, comprising the stuccoed Neo-Classical toll house of 1833 at the northern end of the contemporary, but since replaced, Norfolk suspension bridge (Grade II).

There has been no archaeological investigation in this HUCA, although the density of modern development is such that the **archaeological potential** is likely to be limited. That said, the area west of the footbridge/East Street appears to represent the approximate location of the late medieval waterfront, and may be that in the 12<sup>th</sup> and 13<sup>th</sup> centuries: combined with the fact that any surviving waterfront archaeology (such as timber quays) could be deep and well-preserved in waterlogged conditions, it is evident that significant archaeology may well survive and this should perhaps be tested through excavation.

The lack of historic buildings and plots; and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 2.

HUCA 7 has seen radical change in the 20<sup>th</sup> century, with demolition of the Dolphin Inn (to allow street widening in the 1930s) giving rise to the open space of Coronation Green, replacement of commercial docks and wharves to the south of the High Street by modern offices and flats, and redevelopment of the wharves along Brighton Road. Coupled with the lack of historic buildings and plots this means that **vulnerability** is low, with the principal threat being to any surviving subsurface archaeology.

**Research questions** especially relevant to this HUCA relate to the location of the port (RQ10).

### ***HUCA 8 Southdown Road (HEV 2)***

HUCA 8 forms the northern part of the gridded streets of medieval New Shoreham, although it is unclear as to how much – if any – of the HUCA was occupied by the buildings of the medieval town at its greatest extent. By the 18<sup>th</sup> century, the area was almost entirely unoccupied. The part between Southdown Road and Raven's Road saw brief use as a barracks from 1793 until c.1814, and then was gradually developed in the 19<sup>th</sup> and early 20<sup>th</sup> centuries,

principally with housing (mainly terraced and semi-detached), but also including the Swiss Gardens entertainment centre. There are two listed buildings, both Grade II: rendered cottages of probable 18<sup>th</sup>-century date at 44-6 Southdown Road, and a substantial mid-19<sup>th</sup>-century villa at 53 Southdown Road.

Excavation prior to the building of a garage at 42 Southdown Road revealed some Roman and medieval features, suggesting that, despite extensive development in the 19<sup>th</sup> and 20<sup>th</sup> centuries, the **archaeological potential** of this HUCA is moderate: this is likely to be concentrated towards the southern part of the area (i.e. nearer the centre of the medieval town).

The lack of pre-1840 historic buildings and plots; and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 2.

HUCA 8 has seen modest change since 1945, mainly comprising small-scale infill development. With little scope for further infill and the modest Historic Environment Value of the area, this means that **vulnerability** is low, with perhaps the greatest threat being to any archaeological deposits that may have survived the 19<sup>th</sup> and 20<sup>th</sup>-century development.

**Research questions** especially relevant to this HUCA relate to the medieval and post-medieval extent of the town and economic zones (RQ5; RQ7; RQ12; RQ14; RQ16).

### ***HUCA 9 Old Shoreham (HEV 3)***

HUCA 9 comprises the extent of the village of Old Shoreham as it survived in the 18<sup>th</sup> and 19<sup>th</sup> centuries, prior to being engulfed by the expanding suburbs of Shoreham-by-Sea in the inter-war period and since 1945. The village is of pre-Conquest origins and its maximum medieval extent is likely to have been greater than that of the HUCA (and the coterminous Old Shoreham EUS study area).

There are 13 listed buildings (one Grade I, one Grade II\* and 11 Grade II), of which one is Period 4 (950-1065), three are Period 8 (16<sup>th</sup> century), one is Period 9 (17<sup>th</sup> century), and eight are Period 10 (18<sup>th</sup> century). The most important of these buildings is the church of St Nicolas, which is the oldest surviving building in the modern town. The north wall and west walls of the nave appear to be pre-Conquest in date, and includes evidence for the west end of the nave originally being a west tower. This tower most probably became part of the nave when the building was substantially remodelled c.1140. At this date the church gained a transept with a

crossing tower (most probably replacing the Saxon chancel), with a chancel to the east: in turn this chancel was remodelled or rebuilt in its present form in the 14<sup>th</sup> century, and the flanking chapels have gone, but the north and south transepts and crossing tower survive. The group of early post-medieval houses in Old Shoreham (all Grade II) is noteworthy and is consistent with the rural origins of the HUCA. The houses comprise: Tudor Cottage, Upper Shoreham Road (a rendered, but probably timber-framed, thatched cottage of 16<sup>th</sup>-century date), Hunter's Moon Cottage and 9 The Street (a pair of thatched cottages, with the south-western cottage having exposed timber framing of probable 16<sup>th</sup>-century date), 110 Connaught Avenue (a 17<sup>th</sup> or even late 16<sup>th</sup>-century rendered and thatched cottage), and Old Malt Cottage and Walnut Cottage, 104-6 Connaught Avenue (a pair of cobbled and thatched cottages, which are a 20<sup>th</sup>-century conversion of a 17<sup>th</sup>-century barn). Of the 18<sup>th</sup>-century survivals the bridge of 1782 is especially noteworthy as, though heavily rebuilt in the early 20<sup>th</sup> century and further repaired in 2008, is a rare survival of a large-scale timber trestle road bridge. Some historic plots boundaries survive.

Archaeological investigation within the HUCA has been limited to an excavation within the churchyard – which found numerous skeletons, possibly as early as Saxon in date – but, given the general lack of major redevelopment and the long occupation (which includes a pre-Conquest church), the **archaeological potential** is high. There are likely to be areas of lower potential, however, such as the areas of 20<sup>th</sup>-century redevelopment on Upper Shoreham Road and Connaught Avenue.

The survival of the church and numerous 16<sup>th</sup>-18<sup>th</sup>-century buildings (and the bridge), together

with some preservation of historic plots, and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 3.

Old Shoreham has seen considerable change in the 20<sup>th</sup> century in its conversion from small detached village to forming part of the large suburbs of Shoreham-by-Sea. Within the HUCA itself changes have included the creation of the present western end of the Upper Shoreham Road, and since 1945 there has been infill residential development. There is little scope for further infill and most of the historic buildings are listed, so that the **vulnerability** of the HUCA is low.

**Research questions** especially relevant to this HUCA relate to the church, to the origins of Old Shoreham, and to its relationship with New Shoreham (RQ2; RQ3; RQ15; RQ17).

### **5.3.7 Summary table of Historic Urban Character Areas (HUCAs) for Shoreham**

Table 3 summarizes the assessments made in the individual Historic Urban Character Area descriptions (above). It provides a simplified comparison of the assessments across different parts of the town, and helps to draw out key points. As such it supports the preparation of guidance for the town (see section 1.3).

The table shows how Historic Character Types combine into more recognizable Historic Urban Character Areas (HUCAs). It summarizes the archaeological potential that, along with historic buildings and boundaries, contributes to the assessment of the Historic Environment Value of each HUCA. The assessment of vulnerability of each HUCA is important for developing guidance.

Summary of assessment of Historic Urban Character Areas (HUCAs) for Shoreham				
<i>Historic Character Types (HCTs)</i>	<i>Historic Urban Character Area (HUCA)</i>	<i>Archaeological potential</i>	<i>Historic Environment Value (HEV)</i>	<i>Vulnerability</i>
Regular burgage plots Retail and commercial	<b>1. High Street</b>	High	3	<b>Medium</b>
Church/churchyard Regular burgage plots Irregular historic plots	<b>2. Church</b>	High (but variable)	4	<b>High</b>
Public Suburb Utility	<b>3. New Road</b>	Moderate	2	<b>Low</b>
Station, sidings and track Retail and commercial Public Suburb	<b>4. Station</b>	Limited	2	<b>Low</b>
Suburb	<b>5. Ropetackle</b>	Limited	1	<b>Low</b>
Station, sidings and track Public Suburb	<b>6. North Street</b>	Limited	2	<b>Low</b>
Quay/wharf Informal parkland Retail and commercial Suburb	<b>7. Riverfront</b>	Limited (but perhaps locally high)	2	<b>Low</b>
Informal parkland Irregular historic plots School/college Suburb	<b>8. Southdown Road</b>	Moderate	2	<b>Low</b>
Church/churchyard Bridge/causeway Irregular historic plots Suburb	<b>9. Old Shoreham</b>	High	3	<b>Low</b>

Table 3. Summary of assessment of Historic Urban Character Areas (HUCAs) for Shoreham

## 6 HISTORIC ENVIRONMENT RESEARCH FRAMEWORK

### 6.1 Pre-urban activity

Development pressure and opportunities for developer funding mean that archaeological excavations in the town, or prior to expansion of the town, are more likely to occur than in the surrounding area. Thus, archaeological excavations in Shoreham should address:

**RQ1:** What was the nature of the palaeo-environment (ancient environment), and the prehistoric, Roman, and early to mid-Anglo-Saxon human activity in the area?

### 6.2 Origins

Archaeological and historical analysis has provided insufficient understanding of the origins of the settlements at both old Shoreham and New Shoreham. Key questions include:

**RQ2:** What was the form, construction detail and date of the first church of St Nicolas?

**RQ3:** What was the extent, form, and economic nature of the earliest settlement at Old Shoreham?

**RQ4:** What was the extent, form, and economic nature of the earliest settlement at New Shoreham?

### 6.3 Early medieval town

Archaeological excavations have yet to locate the extent of the town or the quay:

**RQ5:** What was the extent of the town from its origins c.1100 to c.1350, and to what degree did it change over this period?

**RQ6:** What evidence is there for the evolution of the street plan during this period, and when and where did built-up street frontages first occur?

**RQ7:** What different economic zones were there during this period, and how did they change?

**RQ8:** What evidence is there for a chapel pre-dating the surviving fabric at St Mary de Haura?

**RQ9:** What was the form of St Mary de Haura during, and as a result of, its 12<sup>th</sup>-century and c.1200 construction and modifications?

**RQ10:** What was the location and form of the port (and river), and what was the nature of the seaborne trade?

**RQ11:** What evidence is there for the economy of the town, especially with regard to its relationship with Bramber and Steyning?

### 6.4 Later medieval town

**RQ12:** How severe was the decline of the town in the 14<sup>th</sup> century, and what long-term impact did this, and the nature of the revival, have on its economic basis and its topography and buildings?

**RQ13:** What evidence is there for loss of part of the town to the sea?

**RQ14:** What different zones (e.g. social differentiation, or types of activity: especially consider industry), were there during this period, and how did they change?

**RQ15:** What was the nature of the adjacent settlement of Old Shoreham, and how did its economy relate to that of Shoreham?

### 6.5 Post-medieval town

**RQ16:** What different zones (e.g. social differentiation, or types of activity), were there during this period, and how did they change?

**RQ17:** What was the nature of the adjacent settlement of Old Shoreham, and how did its economy relate to that of Shoreham?

## 7 Notes

<sup>1</sup> The 41 towns of the Sussex EUS are: Alfriston, Arundel, Battle, Bexhill, Bognor Regis, Bramber, Brighton, Burgess Hill, Crawley, Crowborough, Cuckfield, Ditchling, Eastbourne, East Grinstead, Hailsham, Hastings, Haywards Heath, Heathfield, Henfield, Horsham, Hove, Lewes, Lindfield, Littlehampton, Mayfield, Midhurst, Newhaven, Peacehaven, Petworth, Pevensey, Pulborough, Robertsbridge, Rotherfield, Rye, Seaford, Shoreham, Steyning, Storrington, Uckfield, Wadhurst and Worthing. Chichester and Winchelsea are omitted as they are the subjects of more intensive studies.

<sup>2</sup> The *Character of West Sussex Partnership Programme* is led by West Sussex County Council in conjunction with the borough and district councils, AONB agencies and stakeholders. The main aims of the partnership are to produce a range of interlocking characterization studies; to produce planning and land management guidance; and to raise public and community awareness of character as a vital and attractive ingredient of the environment of the county. The full range of characterization studies comprise:

*Landscape Character Assessments and Landscape Strategy for West Sussex (2005).*

*Historic Landscape Characterisation (HLC) of Sussex (2003-8).*

*Sussex Extensive Urban Survey (EUS) (2004-8).*

*Intensive Urban Survey of Chichester/Fishbourne (2005-6) (Chichester District Council).*

*Local Distinctiveness Study of West Sussex (2004-6).*

<sup>3</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 138-73.

<sup>4</sup> Witten, F. H., 'Excavations in Southdown Road, Shoreham-by-Sea', SAC 116 (1978), 393-6.

<sup>5</sup> Thomas, G., 'Refining the biography of a marketplace tenement: a recent excavation and archaeological interpretative survey at 'The Marlipins', Shoreham-by-Sea, West Sussex', SAC 143 (2005), 173-204.

<sup>6</sup> Stevens, S. G. L., *A Watching Brief at the Royal Sovereign Public House, Middle Street, Shoreham-by-Sea*, (unpubl. South Eastern Archaeological Services Report, project no. 1993/63, 1993).

<sup>7</sup> Bashford, L., *An Archaeological Watching Brief at 17-23 John Street, Shoreham, West Sussex* (unpubl. Archaeology South-East report, project no. 737, 1997); Kirk, L., *An Archaeological Evaluation at 17-23 John Street, Shoreham, West Sussex* (unpubl. Archaeology South-East report, project no. 852, 1998).

<sup>8</sup> Stevens, S., *An Archaeological Watching Brief at 45 John Street, Shoreham-by-Sea, West Sussex* (unpubl. Archaeology South-East report, project no. 1131, 1999).

<sup>9</sup> Stevens, S., *Excavations at No. 5 John Street, Shoreham-by-Sea, West Sussex* (unpubl. Archaeology South-East report, project no. 1433, 2005).

<sup>10</sup> Standing, G., *Archaeological excavation at The Vicarage, 33 Church Street, Shoreham-by-Sea, West Sussex* (unpubl. report, 2003: copy held as part of WSCC HER).

<sup>11</sup> Stevens, S., *Archaeological Investigations at the Ropetackle site Shoreham-by-Sea, West Sussex* (unpubl. Archaeology South-East report, project no. 1639, draft text Dec 2008).

<sup>12</sup> Stevens, S., *An Archaeological Excavation at 94-96 High Street, Shoreham-by-Sea, West Sussex: Post-excavation Summary and proposals for publication* (unpubl. Archaeology South-East report version 2, project no. 2111, 2007).

<sup>13</sup> Griffin, N., *An Archaeological Watching Brief at St Nicholas' Church, Shoreham, West Sussex* (unpubl. Archaeology South-East report, project no. 1665, 2005).

<sup>14</sup> Thomas, G., 'Refining the biography of a marketplace tenement: a recent excavation and archaeological interpretative survey at 'The Marlipins', Shoreham-by-Sea, West Sussex', SAC 143 (2005), 173-204.

<sup>15</sup> Woodcock, S., 'The Building History of St Mary de Haura, New Shoreham', *Journal of the British Archaeological Association*, CXLV (1992), 89-103.

<sup>16</sup> Fielding, S., *Church of St Mary de Haura, New Shoreham, West Sussex: Recording during rebuilding of the West Vault* (unpubl. Wessex Archaeology report, 2003).

<sup>17</sup> Hassall, C., *St Mary's Church, Shoreham-by-Sea: Medieval Paint Analysis Report* (unpubl. report 2006); Standing, G., 'Red-and-Black Painted Medieval Architecture: St Mary's Church, New Shoreham, Sussex', *Archaeological Journal* 163 (2006), 92-121.

<sup>18</sup> *Sussex: Shoreham-by-Sea. Plan of a proposed new entrance to the harbour, showing soundings. Scale: 1 inch to 400 feet.* Surveyed by J P Desmaretz, August 1753; copied by W Read, 1796. TNA MR 1/906 (formerly WO 78/1522).

<sup>19</sup> SMR 1928 - WS5531; *Victoria County History* 6:1 (1980), 234.

<sup>20</sup> Griffiths, I. L., 'Road and rail in Sussex', in Geography Editorial Committee (eds.), *Sussex: Environment, Landscape and Society* (1983), 239; Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 80-1; Mitchell, V. & Smith, K., *Branch Lines to Horsham* (1982).

<sup>21</sup> Griffiths, I. L., 'Road and rail in Sussex', in Geography Editorial Committee (eds.), *Sussex: Environment, Landscape and Society* (1983), 239; Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 80-1; Mitchell, V. & Smith, K., *Branch Lines to Horsham* (1982).

<sup>22</sup> Stevens, S., *Archaeological Investigations at the Ropetackle site Shoreham-by-Sea, West Sussex* (unpubl. Archaeology South-East report, project no. 1639, draft text Dec 2008), 10.

<sup>23</sup> Griffin, N., *An Archaeological Watching Brief at St Nicholas' Church, Shoreham, West Sussex* (unpubl. Archaeology South-East report, project no. 1665, 2005), 9.

<sup>24</sup> Hartridge, R., 'Excavations at the Prehistoric and Romano-British Site on Slonk Hill, Shoreham, Sussex', SAC 116 (1978), 69-141.

<sup>25</sup> Witten, F. H., 'Excavations in Southdown Road, Shoreham-by-Sea', SAC 116 (1978), 393-6.

<sup>26</sup> Stevens, S., *Archaeological Investigations at the Ropetackle site Shoreham-by-Sea, West Sussex* (unpubl. Archaeology South-East report, project no. 1639, draft text Dec 2008), 10-11.

<sup>27</sup> Griffin, N., *An Archaeological Watching Brief at St Nicholas' Church, Shoreham, West Sussex* (unpubl. Archaeology South-East report, project no. 1665, 2005), 9.

<sup>28</sup> Shields, G., 'The Roman roads of the Portslade/Aldrington area in relation to a possible Roman port at Copperas Gap', SAC 143 (2005), 135-49.

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- <sup>31</sup> Gelling, M. & Cole, A., *The Landscape of Place-names* (2000), 46-55; see also, Coates, R., 'Place-Names before 1066', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 32.
- <sup>32</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 167.
- <sup>33</sup> Salzman, L. F., (ed.), *The Chartulary of the Priory of St Peter at Sele* (1923), 3.
- <sup>34</sup> E.g. *ibid.*; Cheal, H., *The Story of Shoreham* (1921), 181; Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 168.
- <sup>35</sup> Salter, H. E., *Facsimiles of Early Charters in Oxford Muniment Rooms* (1929). No. 8; Woodcock, S., 'The Building History of St Mary de Haura, New Shoreham', *Journal of the British Archaeological Association* 145 (1992), 89-103, at 91-2.
- <sup>36</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 143.
- <sup>37</sup> Not 'by 1070' as in Gardiner, M., 'Economy and landscape change in Post-Roman and Early Medieval Sussex, 450-1175', in Rudling, D. (ed.), *The Archaeology of Sussex to AD 2000* (2003), 151-60, at 158.
- <sup>38</sup> Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 209.
- <sup>39</sup> Gem, R., 'Canterbury and the Cushion Capital: a Commentary on the Passages from Goscelin's De Miraculis Sancti Augustini', in Stratford, N. (ed.), *Romanesque and Gothic: Essays for George Zarnecki* 1 (1987), 83-101, at 85 and 99.
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- <sup>41</sup> Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 201 and 234; Hudson, T. P., 'The origins of Steyning and Bramber', *Southern History* 2 (1980), 23 and 14.
- <sup>42</sup> Cownie, E., 'Conquest, lordship and religious patronage in the Sussex rapes. 1066-1135', *SAC* 136 (1998), 111-22, at 114; Salzman, L. F., (ed.), 'The Chartulary of the Priory of St Pancras of Lewes: Part II', *SRS* 40 (1934), 72.
- <sup>43</sup> Horsfield, T. W., *The History, Antiquities and Topography of the County of Sussex* (1835), 213; Stevens, S., *Was there a Norman Castle at New Shoreham?* (unpubl. BA dissertation, University of York, 1992). Note the *Calendar of Inquisitions Post Mortem* source that Stevens and Horsfield cite is from 1325-6, and relates to the death of a later William de Braose, not his 11<sup>th</sup>-century ancestor.
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- <sup>45</sup> Dullely, A. J. F., 'The Level and Port of Pevensey in the Middle Ages', *SAC* 104 (1966), 26-45, at 44-5.
- <sup>46</sup> Pelham, R. A., 'The Exportation of Wool from Sussex in the Late Thirteenth Century', *SAC* 74 (1933), 131-9.
- <sup>47</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 157-8.
- <sup>48</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 156; Thomas K. Keefe, 'Henry II (1133-1189)', *Oxford Dictionary of National Biography*, Oxford University Press, Sept 2004; online edn, Jan 2008 [<http://www.oxforddnb.com/view/article/12949>, accessed 5 Dec 2008].
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- <sup>50</sup> Painter, S., *The Reign of King John* (1979), 15-16.
- <sup>51</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 163.
- <sup>52</sup> Dullely, A. J. F., 'The Early History of the Rye Fishing Industry', *SAC* 107 (1969), 36-64, at 37, 44.
- <sup>53</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 161.
- <sup>54</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 145.
- <sup>55</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 139-40, 157, 161.
- <sup>56</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 157-8, 164.
- <sup>57</sup> Cornwall, J., 'Sussex Wealth and Society in the Reign of Henry VIII', *SAC* 114 (1976), 1-26.
- <sup>58</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 157-8.
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- <sup>60</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 142.
- <sup>61</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 142.
- <sup>62</sup> Cornwall, J. (ed.), 'The Lay Subsidy Rolls for the County of Sussex 1524-25', *SRS* 56 (1956), 81.
- <sup>63</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 156; Letters, S., *Gazetteer of Markets and Fairs in England and Wales to 1516* (Centre for Metropolitan History, 1998-2007: on-line at <http://www.history.ac.uk/cmh/gaz/gazweb2.html>).
- <sup>64</sup> Beresford, M., and Finberg, H. R. P., *English Medieval Boroughs: a handlist* (1973), 172; Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 165.
- <sup>65</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 167.
- <sup>66</sup> Hudson, W. H. (ed.), 'The three earliest subsidies for the County of Sussex in the years 1296, 1327, 1332', *SRS* 10 (1910), 58, 278; Cornwall, J. (ed.), 'The Lay Subsidy Rolls for the County of Sussex 1524-25', *SRS* 56 (1956), 73.

- <sup>67</sup> Holden, E. W. & Hudson, T. P., 'Salt making in the Adur Valley, Sussex', SAC 119 (1981), 117-48.
- <sup>68</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 167.
- <sup>69</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 168-9.
- <sup>70</sup> Page, W., (ed.) *Victoria County History* 2 (1973), 106; Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 146, 153.
- <sup>71</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 169.
- <sup>72</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 144.
- <sup>73</sup> Pugh, R. B., 'Mediaeval Sussex Prisons', SAC 97 (1959), 69-81, at 78.
- <sup>74</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 165.
- <sup>75</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 144.
- <sup>76</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 172.
- <sup>77</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 158-9; Pennington, J. and Sleight, J., 'Steining Town and its Trades 1559-1787', SAC 130 (1992), 164-88, at 165.
- <sup>78</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 144.
- <sup>79</sup> Farrant, J. H., 'The Evolution of Newhaven Harbour and the Lower Ouse before 1800', SAC 110 (1972), 44-60, at 53.
- <sup>80</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 161-4.
- <sup>81</sup> Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', SAC 118 (1980), 331-50, at 335.
- <sup>82</sup> Johnston, G. D., *Abstract of Turnpike Acts relating to Sussex* (transcript at SAS, c.1948), 18; Farrant, J. H., 'The Seaborne Trade of Sussex, 1720-1845', SAC 114 (1976), 97-120; Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 160.
- <sup>83</sup> Skempton, A. W., and Chrimes, M., *A Biographical Dictionary of Civil Engineers in Great Britain and Ireland: 1500 to 1830* (2002), 179.
- <sup>84</sup> Brookfield, H. C., 'A Critical Period in the History of Shoreham Harbour: 1760-1816', SAC 88 (1949), 42-50; Farrant, J. H., 'The Seaborne Trade of Sussex, 1720-1845', SAC 114 (1976), 98.
- <sup>85</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 161.
- <sup>86</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 156.
- <sup>87</sup> Johnston, G. D., *Abstract of Turnpike Acts relating to Sussex* (transcript at SAS, c.1948), 7.
- <sup>88</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 143.
- <sup>89</sup> *Ibid.*, 141.
- <sup>90</sup> Johnston, G. D., *Abstract of Turnpike Acts relating to Sussex* (transcript at SAS, c.1948), 18.
- <sup>91</sup> Colquhoun, E., *Shoreham – in times of change* (2008), 6.
- <sup>92</sup> Pennington, J., 'Inns and Taverns of Western Sussex, England, 1550-1700: A Documentary and Architectural Investigation', in Kümin, B., & Tlustý, B. A., (eds.), *The World of the Tavern: Public Houses in Early Modern Europe* (2002), 116-35, at 120; see also, Pennington, J., 'Inns and Alehouses in 1686', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 68-9. The Swan Inn (at 46-52 High Street) is documented from 1609: pers. comm. Janet Pennington.
- <sup>93</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 147.
- <sup>94</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 147.
- <sup>95</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 142.
- <sup>96</sup> Cornwall, J. (ed.), 'The Lay Subsidy Rolls for the County of Sussex 1524-25', SRS 56 (1956), 81; Cooper, J. H., 'A Religious Census of Sussex in 1676', SAC 45 (1902), 142-8, at 145; Ford, W. K. (ed.), 'Chichester Diocesan Surveys 1686 and 1724', SRS 78, 150-1.; Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 142. The calculations for total populations are the author's (except for those for 1660-70, which are Elrington's) and are necessarily indicative, with the following multipliers used: 131% for surveys of adults (1676), 450% for families (1724) and 490% for taxpayers (1524).
- <sup>97</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 167.
- <sup>98</sup> Giles Standing has attempted to resolve the uncertainty, and favours deterioration leading to possibly collapse in the mid to late 17<sup>th</sup> century, followed by final demolition in 1714-15. However, his *terminus post quem* of the 1630s is based on the use of Flemish bond in the patching of the truncated south arcade of the nave and this is problematic in that, whilst Flemish bond brickwork does make its first documented use in England in the early 1630s, he fails to address the possibility that this patching may be later (even re-using earlier material), why the bond is different from similar patching with the same type of bricks on the north arcade, and the dating of the bricks, which Tim Tatton-Brown quite reasonably takes as late medieval (Tatton-Brown, T., and Crook, J., *The English Church: England's 100 Finest Parish Churches* (2005), 102-3); in short, the patching appears to be of two different types of workmanship and very possibly of two different dates, the southern one at least re-using earlier material, and one or both areas of patching could date from a period substantially later than the removal/collapse of the nave. Equally, Standing's reading of the 1676 presentment for Old Shoreham as being a mistake for New Shoreham (and thus evidence for the collapse of the nave at the latter), is highly questionable, not least as it is in part based on the assertion that there is no evidence for the recorded ruination of the vicarage house at Old Shoreham at this date: this is plainly wrong, since in 1686 both the vicarage houses at Old and New Shoreham were recorded as being 'wholly ruinate' (Ford, W. K. (ed.), 'Chichester Diocesan Surveys 1686 and 1724', SRS 78, 34-5); Standing, G., *An Archaeological Reappraisal of the Loss of the Nave of the Parish Church of St Mary de Haura, New Shoreham, Sussex* (unpubl. University or London BA dissertation, 2004). For dating of the loss of the nave see also: Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 171.
- <sup>99</sup> Ford, W. K. (ed.), 'Chichester Diocesan Surveys 1686 and 1724', SRS 78, 35.

- <sup>100</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 168.
- <sup>101</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 169.
- <sup>102</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 171.
- <sup>103</sup> Cooper, J. H., 'A Religious Census of Sussex in 1676', *SAC* 45 (1902), 145.
- <sup>104</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 171.
- <sup>105</sup> Ford, W. K. (ed.), 'Chichester Diocesan Surveys 1686 and 1724', *SRS* 78, 150-1.
- <sup>106</sup> Homan, R., 'Mission and fission: the organization of Huntingonian and Calvinistic Baptist causes in Sussex in the 18<sup>th</sup> and 19<sup>th</sup> centuries', *SAC* 135 (1997), 265-82, at 282.
- <sup>107</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 171.
- <sup>108</sup> Hickman, M. R., 'The role of soldiers in the origins of Wesleyan Methodism in Brighton and other towns on the Sussex Coast', *SAC* 143 (2005), 257-66, at 262, 264.
- <sup>109</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 171-2.
- <sup>110</sup> Lower, M. A., *A Survey of the Coast of Sussex made in 1587* (1870).
- <sup>111</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 159.
- <sup>112</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 144.
- <sup>113</sup> Hudson, A., 'Napoleonic Barracks in Sussex', *SAC* 124 (1986), 267-8; Hudson, A., *Gazetteer of Barracks in Sussex During the Revolutionary and Napoleonic Wars (1793-1815)* (typescript at Barbican House, Lewes, 1986), 12.
- <sup>114</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 146-7.
- <sup>115</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 147.
- <sup>116</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 172-3.
- <sup>117</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 164-5.
- <sup>118</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 165.
- <sup>119</sup> Wells, R., 'The Poor Law 1700-1900', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 70-1.
- <sup>120</sup> Morrison, K., *The Workhouse: A Study of Poor-Law Buildings in England* (1999), 211.
- <sup>121</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 148.
- <sup>122</sup> McCann, T. J., *Sussex Cricket in the Eighteenth Century* (SRS 88, 2004), xlix.
- <sup>123</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 148.
- <sup>124</sup> Elleray, D. R., *Sussex Theatres: An Illustrated Survey and Gazetteer c.1750-2000* (2006), 35.
- <sup>125</sup> Elleray, D. R., *Sussex Theatres: An Illustrated Survey and Gazetteer c.1750-2000* (2006), 34.
- <sup>126</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 149.
- <sup>127</sup> Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 80-1.
- <sup>128</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 161.
- <sup>129</sup> Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 80-1.
- <sup>130</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 161.
- <sup>131</sup> *Shoreham Port: Annual Report and Accounts* (2007), 3.
- <sup>132</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 162.
- <sup>133</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 163.
- <sup>134</sup> Decennial census statistics from the Office of National Statistics; Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 138-9.
- <sup>135</sup> Colquhoun, E., & Nethercoate-Bryant, K. T., *Shoreham-by-Sea Past & Present* (1997), 34; Colquhoun, E., *Shoreham – in times of change* (2008), 83.
- <sup>136</sup> Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 34-53; Colquhoun, E., & Nethercoate-Bryant, K. T., *Shoreham-by-Sea Past & Present* (1997), 89-106; Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 34-53.
- <sup>137</sup> Colquhoun, E., & Nethercoate-Bryant, K. T., *Shoreham-by-Sea Past & Present* (1997), 107-24. It is evident that some films were made at Shoreham Beach after 1922: Wolters, N., *Bungalow Town Theatre & Film Colony* (1985).
- <sup>138</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 156.
- <sup>139</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 168.
- <sup>140</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 166.
- <sup>141</sup> Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 34-53; Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 49.
- <sup>142</sup> Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 138.
- <sup>143</sup> Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 49-50; Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 171-2.
- <sup>144</sup> Aldsworth, F. G., 'A Description of the Mid Nineteenth Century Forts at Littlehampton and Shoreham, West Sussex', *SAC* 119 (1981), 181-94.
- <sup>145</sup> Cheal, H., *The Story of Shoreham* (1921), 259-63.
- <sup>146</sup> Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 34-53; Grieves, K., 'Sussex in the First World War', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 116-17.
- <sup>147</sup> Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 34-53; Leslie, K., and Mace, M., 'Sussex Defences in the Second World War', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 118-19; Aldsworth, F. G.,

'A Description of the Mid Nineteenth Century Forts at Littlehampton and Shoreham, West Sussex', *SAC* 119 (1981), 181-94.

<sup>148</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 166.

<sup>149</sup> Colquhoun, E., & Nethercoate-Bryant, K. T., *Shoreham-by-Sea Past & Present* (1997), 11.

<sup>150</sup> Morrison, K., *The Workhouse: A Study of Poor-Law Buildings in England* (1999), 115-16, 119, 172, 211; Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 166; White, J., *Southlands: Workhouse and Hospital* (1990), 23.

<sup>151</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 172-3.

<sup>152</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 173.

<sup>153</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 173.

<sup>154</sup> Colquhoun, E., *Shoreham – in times of change* (2008), 52.

<sup>155</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 148.

<sup>156</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 149.

<sup>157</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 148.

<sup>158</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 148.

<sup>159</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 149.

<sup>160</sup> Elleray, D. R., *Sussex Theatres: An Illustrated Survey and Gazetteer c.1750-2000* (2006), 35; Colquhoun, E., & Nethercoate-Bryant, K. T., *Shoreham-by-Sea Past & Present* (1997), 83.

<sup>161</sup> Elleray, D. R., *Sussex Theatres: An Illustrated Survey and Gazetteer c.1750-2000* (2006), 34; Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 149; Colquhoun, E., & Nethercoate-Bryant, K. T., *Shoreham-by-Sea Past & Present* (1997), 22; Colquhoun, E., *Shoreham – in times of change* (2008), 32.

<sup>162</sup> Note: Elrington – with no cited reasoning – suggests that this tie-beam probably dates to the 16<sup>th</sup> or 17<sup>th</sup> centuries: Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 170.

<sup>163</sup> Woodcock, S., 'The Building History of St Mary de Haura, New Shoreham', *Journal of the British Archaeological Association*, CXLV (1992), 89-103, at 95.

<sup>164</sup> Sally Woodcock suggests that the nave dates from c.1160, and that the raising of the transepts followed in the 1160s. Her dating of these works is perhaps a little late, and I concur with Fernie that construction of the nave may have been completed by 1150: *ibid.* 95 and 100; Fernie, E., *The Architecture of Norman England* (2000), 228.

<sup>165</sup> Woodcock's argument that the blind arcading of the aisles – the source of a date in earlier studies such as Kusaba's (op. cit.) for the start of work on the eastern arm c.1160 – is re-used from an unidentified source is less than wholly convincing on archaeological or stylistic grounds: as Roger Stalley has pointed out, the aisle details could well be slightly later – and thus less problematic – than Woodcock considered: Stalley, R., 'Choice and Consistency: The Early

Gothic Architecture of Selby Abbey', *Architectural History* 38 (1995), 1-24, at 17, 24 (n. 65). In his recent summary of the building, Tim Tatton-Brown considered that work on the new eastern arm began with the outer wall of the aisles c.1170 (Tatton-Brown, T., and Crook, J., *The English Church: England's 100 Finest Parish Churches* (2005), 102-3). A start of work with the lower part of the aisle walls c.1170 or during the 1170s is not that difficult to reconcile with a date for the main arcades of the 1180s, especially if work began around a functional eastern arm of the earlier 12<sup>th</sup> century.

<sup>166</sup> Woodcock, S., 'The Building History of St Mary de Haura, New Shoreham', *Journal of the British Archaeological Association*, CXLV (1992), 96-100, n. 59. Earlier dating for the work has been suggested, however, with, for example, Yoshio Kusaba dating the periphery walls to the late 1160s to early 1170s, the south arcade to the 1170s to early 1180s and the north arcade to c.1180-7 (Kusaba, Y. L., *The Architectural History of the Church of the Hospital of St. Cross in Winchester and its place in the Development of English Gothic Architecture* (unpubl. University of Indiana PhD thesis, 1983), 297-301. The earlier date and, especially, the argument for the successive nature of the arcades, however, is less than convincing.

<sup>167</sup> Hassall, C., *St Mary's Church, Shoreham-by-Sea: Medieval Paint Analysis Report* (unpubl. report 2006); Standing, G., 'Red-and-Black Painted Medieval Architecture: St Mary's Church, New Shoreham, Sussex', *Archaeological Journal* 163 (2006), 92-121.

<sup>168</sup> This analysis of Marlipins derives from original study of the building undertaken by the author for his doctoral research (Harris, R. B., *The Origins and Development of English Medieval Townhouses Operating Commercially on Two Storeys* (unpubl. University of Oxford DPhil thesis, 1994), 92-3, 365-7), modified in the light of recent archaeological findings and dendrochronological dating by Gabor Thomas, David and Barbara Martin, and Martin Bridge: Thomas, G., 'Refining the biography of a marketplace tenement: a recent excavation and archaeological interpretative survey at 'The Marlipins', Shoreham-by-Sea, West Sussex', *SAC* 143 (2005), 173-204. Thomas's overall discussion – such as that considering the possibility of a first-floor hall (a now almost entirely discounted architectural element) – is inhibited by almost exclusive reference to works pre-dating advances in the last 15 years in the study of urban and rural domestic architecture (and tenement histories) in England and on the continent.

<sup>169</sup> Witten, F. H., 'Excavations in Southdown Road, Shoreham-by-Sea', *SAC* 116 (1978), 393-6.

<sup>170</sup> Stevens, S. G. L., *A Watching Brief at the Royal Sovereign Public House, Middle Street, Shoreham-by-Sea*, (unpubl. South Eastern Archaeological Services Report, project no. 1993/63, 1993).

<sup>171</sup> Bashford, L., *An Archaeological Watching Brief at 17-23 John Street, Shoreham, West Sussex* (unpubl. Archaeology South-East report, project no. 737, 1997); Kirk, L., *An Archaeological Evaluation at 17-23 John Street, Shoreham, West Sussex* (unpubl. Archaeology South-East report, project no. 852, 1998).

<sup>172</sup> Stevens, S., *An Archaeological Watching Brief at 45 John Street, Shoreham-By-Sea, West Sussex* (unpubl. Archaeology South-East report, project no. 1131, 1999).

<sup>173</sup> Stevens, S., *Excavations at No. 5 John Street, Shoreham-By-Sea, West Sussex* (unpubl. Archaeology South-East report, project no. 1433, 2005).

<sup>174</sup> Thomas, G., 'Refining the biography of a marketplace tenement: a recent excavation and archaeological

interpretative survey at 'The Marlipins', Shoreham-by-Sea, West Sussex', SAC 143 (2005), 173-204.

<sup>175</sup> Standing, G., *Archaeological excavation at The Vicarage, 33 Church Street, Shoreham-by-Sea, West Sussex* (unpubl. report, 2003: copy held as part of WSCC HER).

<sup>176</sup> Stevens, S., *Archaeological Investigations at the Ropetackle site Shoreham-By-Sea, West Sussex* (unpubl. Archaeology South-East report, project no. 1639, draft text Dec 2008).

<sup>177</sup> Stevens, S., *An Archaeological Excavation at 94-96 High Street, Shoreham-By-Sea, West Sussex: Post-excavation Summary and proposals for publication* (unpubl. Archaeology South-East report version 2, project no. 2111, 2007).

<sup>178</sup> Evans, K. J., 'A Discovery of Two Unusual Objects in New Shoreham', SAC 107 (1969), 79-86.

<sup>179</sup> Griffin, N., *An Archaeological Watching Brief at St Nicholas' Church, Shoreham, West Sussex* (unpubl. Archaeology South-East report, project no. 1665, 2005).

<sup>180</sup> Cheal, H., *The Story of Shoreham* (1921), 19-31.

<sup>181</sup> E.g. Aldsworth, F., and Freke, D., *Historic Towns in Sussex: an archaeological survey* (1976), 61; Barge, M., *Ropetackle, Shoreham-by-Sea, West Sussex: Report on an Archaeological Desk-Based Assessment* (unpubl. Gifford and Partners Ltd. report, 2000), 9.

<sup>182</sup> Brookfield, H. C., 'The Estuary of the Adur', SAC 90 (1951-2), 153-63; Woodcock, A., 'The archaeological implications of coastal change in Sussex', in Rudling, D., (ed.), *The Archaeology of Sussex to AD2000* (2003), 1-16, at 12.

<sup>183</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 145-6.

<sup>184</sup> Rees, A. I., *Shoreham House 1806-2006* (unpubl. report by the owner, 2006: copy held as part of WSCC HER).

<sup>185</sup> It has been dated by Elrington to c.1830 (op. cit.,147), but this appears rather too early in the career of Smirke, who had his first major commission in 1833-4, and probably dates from the later 1830s: Denis V. Reidy, 'Smirke, Sydney (1798-1877)', *Oxford Dictionary of National Biography*, Oxford University Press, 2004 [<http://www.oxforddnb.com/view/article/25764>, accessed 23 Dec 2008].

<sup>186</sup> Stevens, S. G. L., *A Watching Brief at the Royal Sovereign Public House, Middle Street, Shoreham-by-Sea*, (unpubl. South Eastern Archaeological Services Report, project no. 1993/63, 1993).

<sup>187</sup> Stevens, S., *An Archaeological Excavation at 94-96 High Street, Shoreham-By-Sea, West Sussex: Post-excavation Summary and proposals for publication* (unpubl. Archaeology South-East report version 2, project no. 2111, 2007).

<sup>188</sup> Thomas, G., 'Refining the biography of a marketplace tenement: a recent excavation and archaeological interpretative survey at 'The Marlipins', Shoreham-by-Sea, West Sussex', SAC 143 (2005), 173-204.

<sup>189</sup> Stevens, S., *Archaeological Investigations at the Ropetackle site Shoreham-By-Sea, West Sussex* (unpubl. Archaeology South-East report, project no. 1639, draft text Dec 2008).

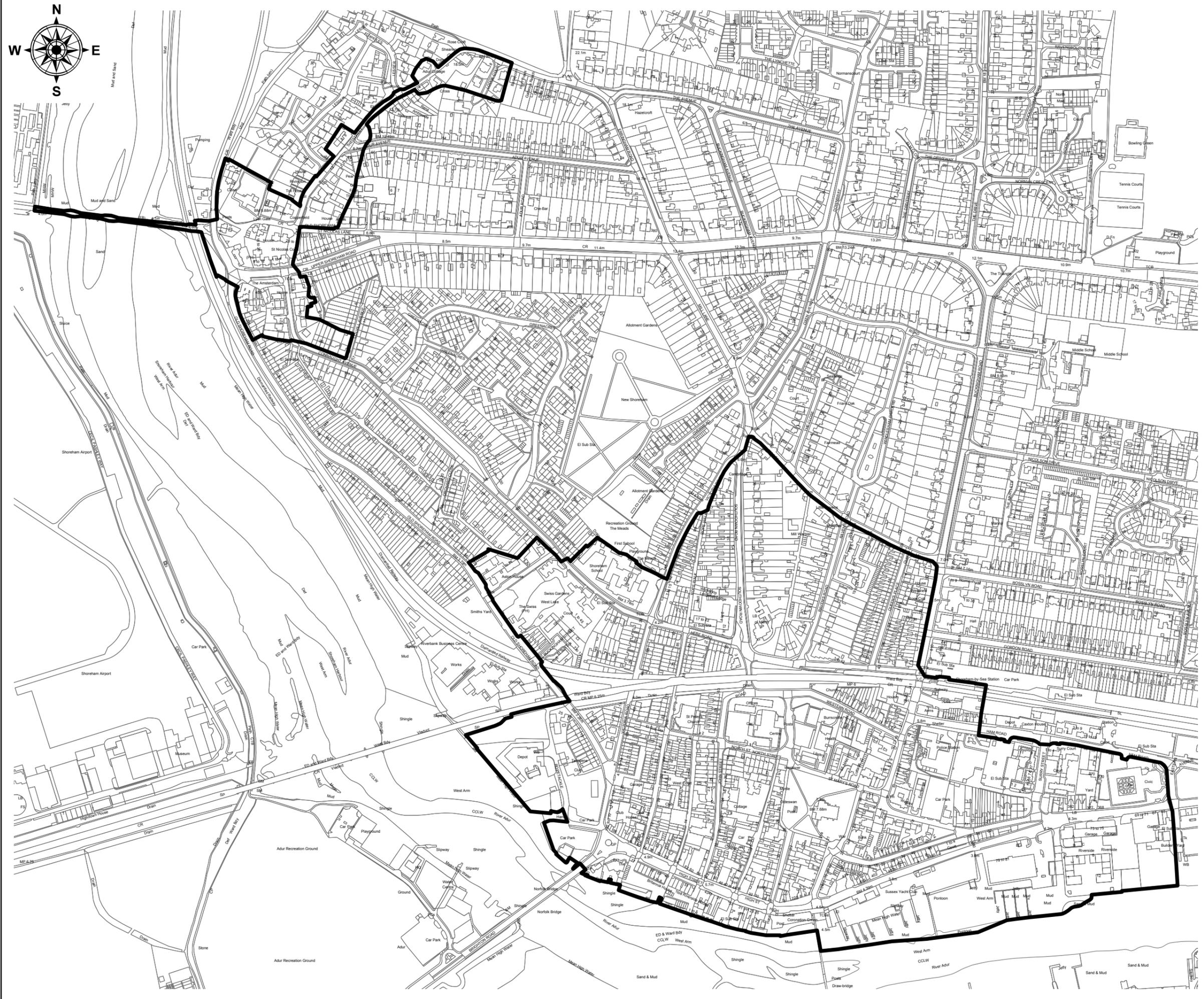
<sup>190</sup> Elrington, C. R., 'Old and New Shoreham', in Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 141.

<sup>191</sup> WSRO QR/W.670 folio 88.

<sup>192</sup> Colquhoun, E., *Shoreham – in times of change* (2008), 72.

<sup>193</sup> Colquhoun, E., *Shoreham – in times of change* (2008), 8-9.

<sup>194</sup> Listed building data is drawn from the statutory lists produced by English Heritage, but has been amended – especially in regard to the dating – during the Sussex EUS. The GIS data prepared during the Sussex EUS contains the full references to the sources for revised dates: in many cases these come from fieldwork undertaken by the author.



Sussex EUS



ENGLISH HERITAGE

### SHOREHAM MAP 1

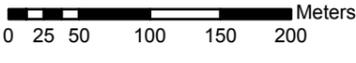
Extent of Shoreham EUS study areas

**KEY**

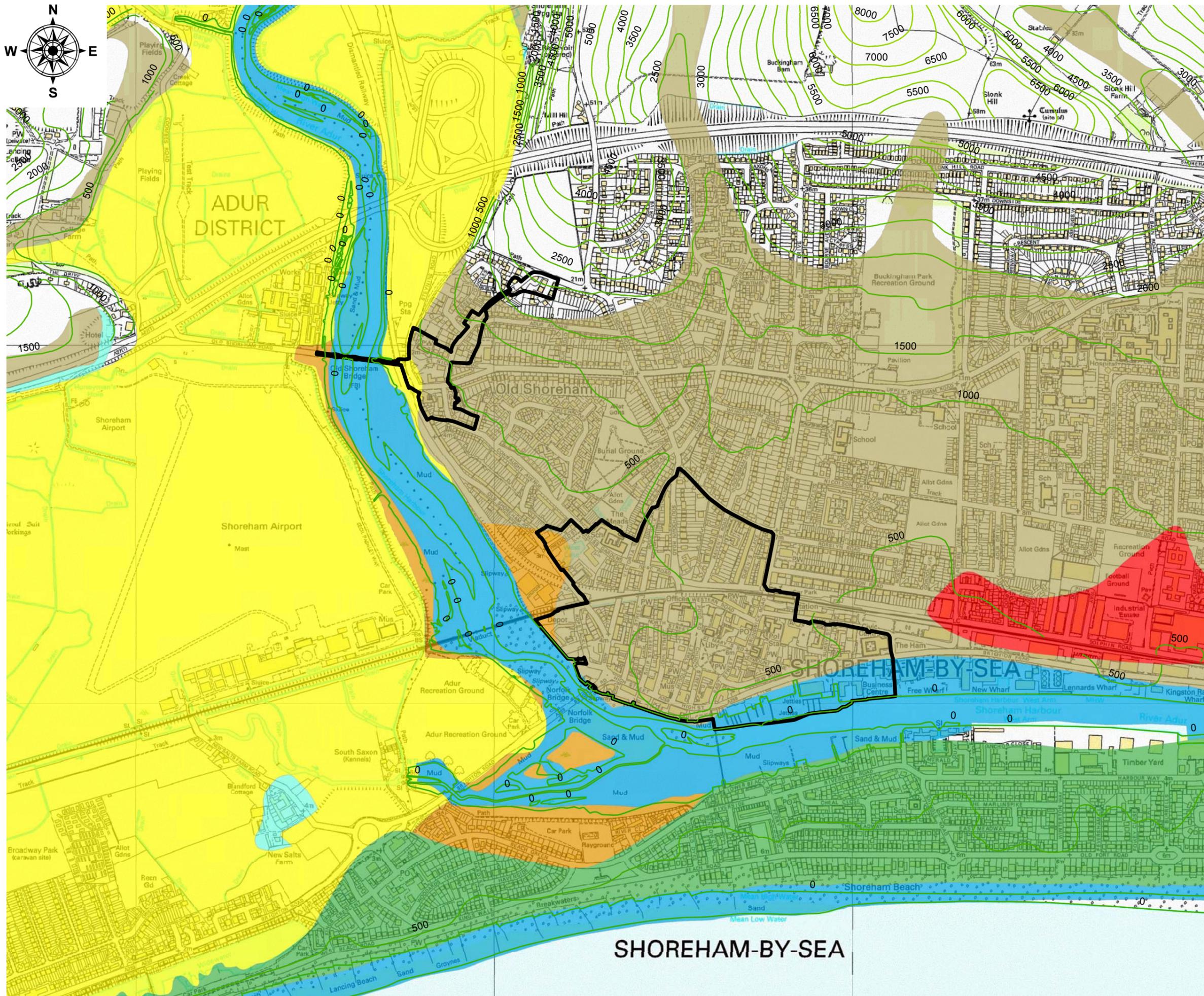
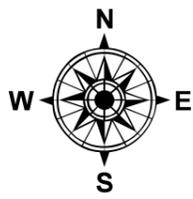
 EUS boundary

EUS research and mapping:  
Dr Roland B Harris BA DPhil MIFA  
January 2009

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Sussex EUS



ENGLISH HERITAGE

## SHOREHAM MAP 2

### Drift geology with 5m contours

**KEY**

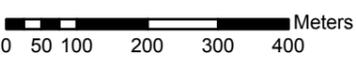
**Drift geology**

- ALLUVIUM
- BEACH & TIDAL FLAT DEPOSITS
- BRICKEARTH
- HEAD [UNDIFFERENTIATED]
- RAISED BEACH DEPOSITS
- STORM BEACH DEPOSITS
- TIDAL FLAT DEPOSITS
- EUS boundary

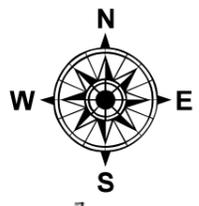
**NB Solid geology throughout mapped area comprises the Upper and Middle Chalk Formation**

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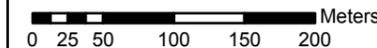
ENGLISH HERITAGE

### SHOREHAM MAP 3

Ordnance Survey  
1st series 25" (c.1875)

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**SHOREHAM MAP 4**  
Historic buildings

**KEY**

Shoreham buildings

Listing grade

I

II

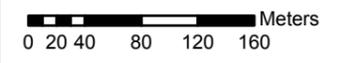
II\*

EUS boundary

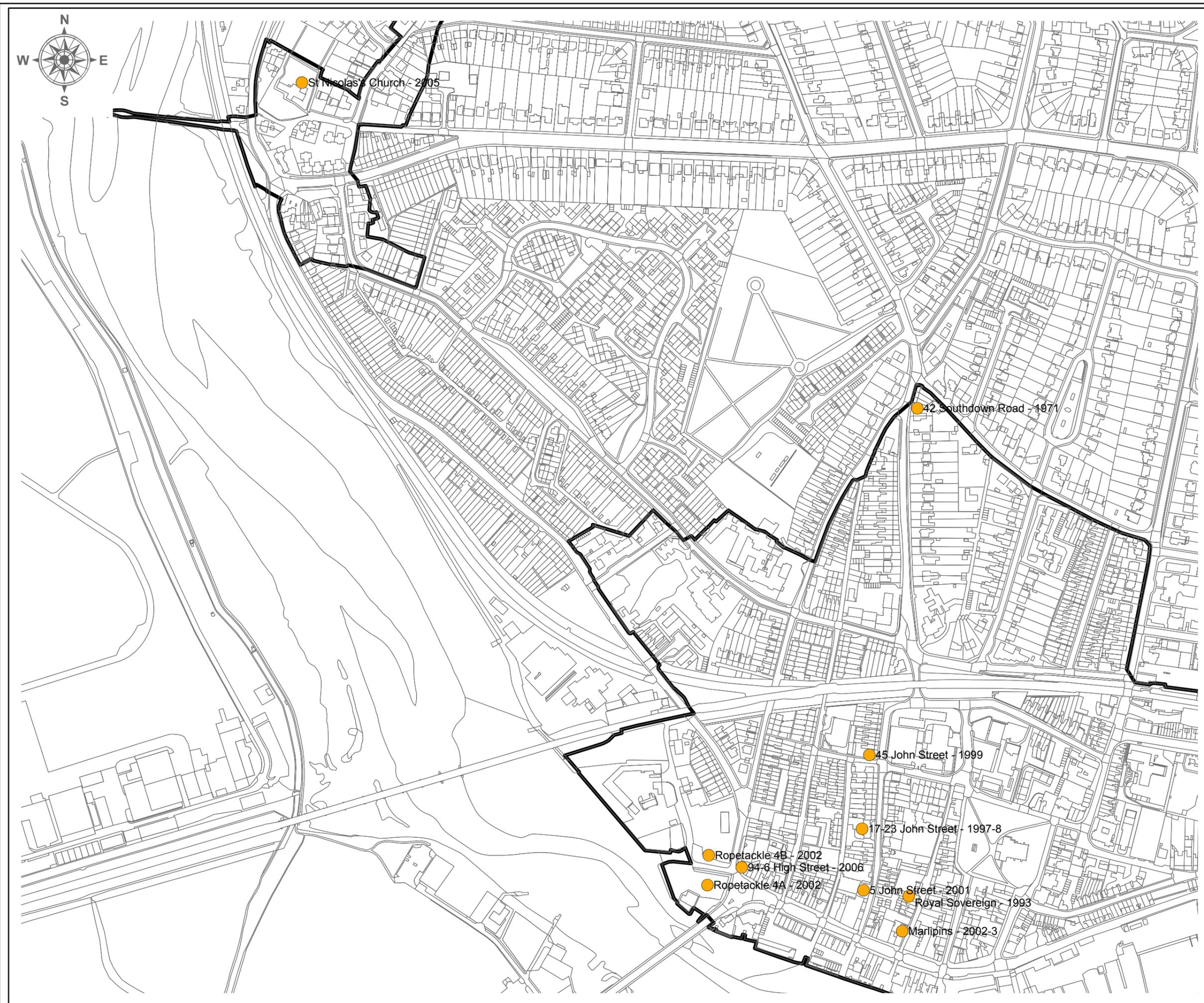
**NB Marlipins, High Street is a Scheduled Monument as well as a Grade II\* listed building**

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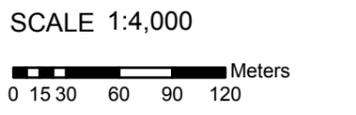
### SHOREHAM MAP 5

Archaeological investigations in and adjacent to the EUS study areas from 1971

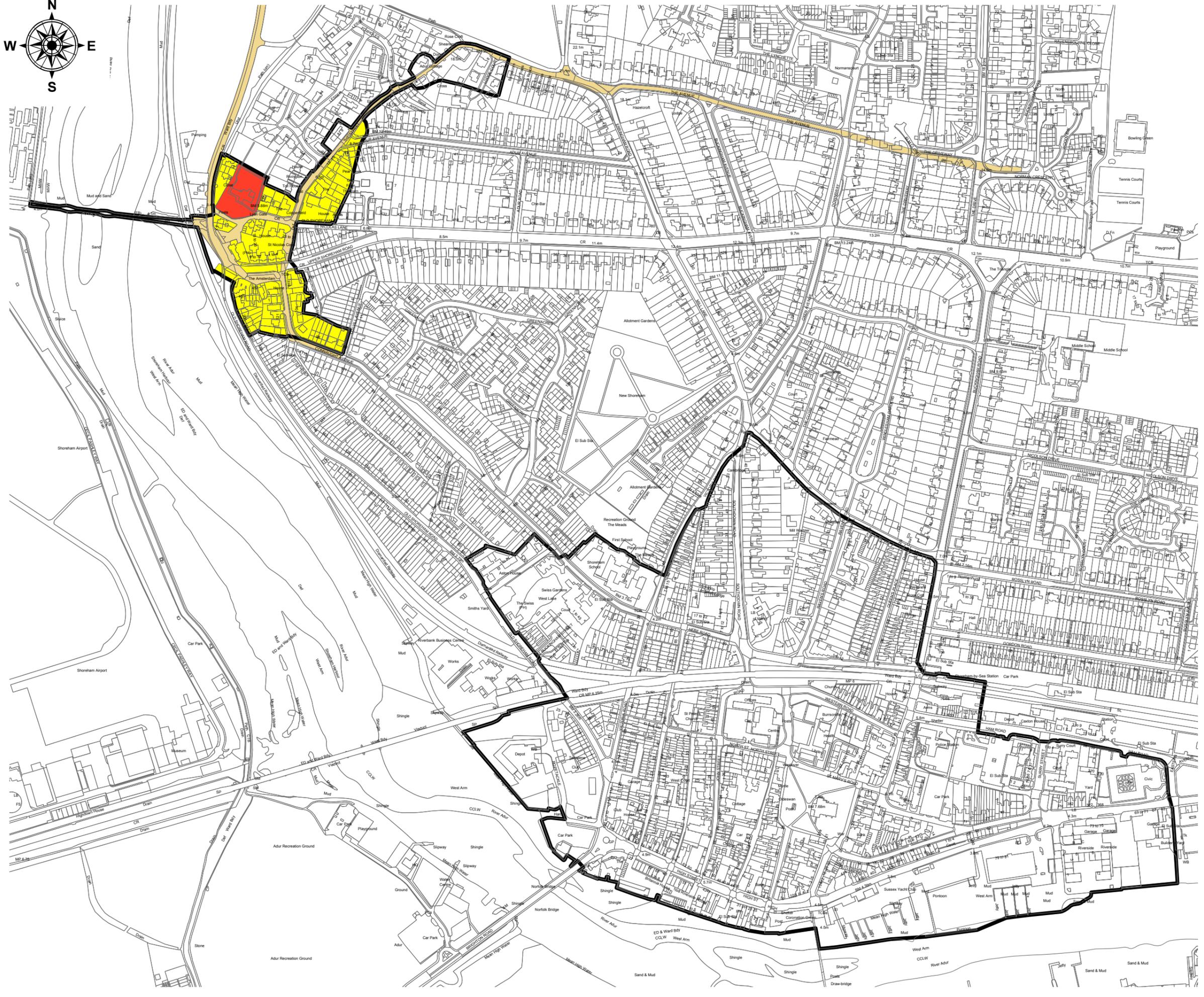
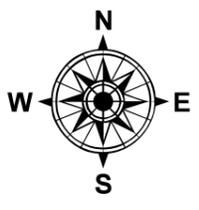
**KEY**

- EUS boundary
- Shoreham excavations

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Sussex EUS



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### SHOREHAM MAP 6 Period 4 (950-1065)

#### KEY

- Shoreham EUS
- HCT
- Church/churchyard
- Irregular historic plots
- Lane/road

**NB the extent and layout of Late Saxon (Old) Shoreham and the exact route of the river at this time are not known**

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### SHOREHAM MAP 7

Period 5 (1066-1149)

#### KEY

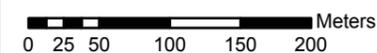
##### Shoreham EUS

- HCT
- Church/churchyard
- Irregular historic plots
- Lane/road
- Quay/wharf
- Regular burgage plots

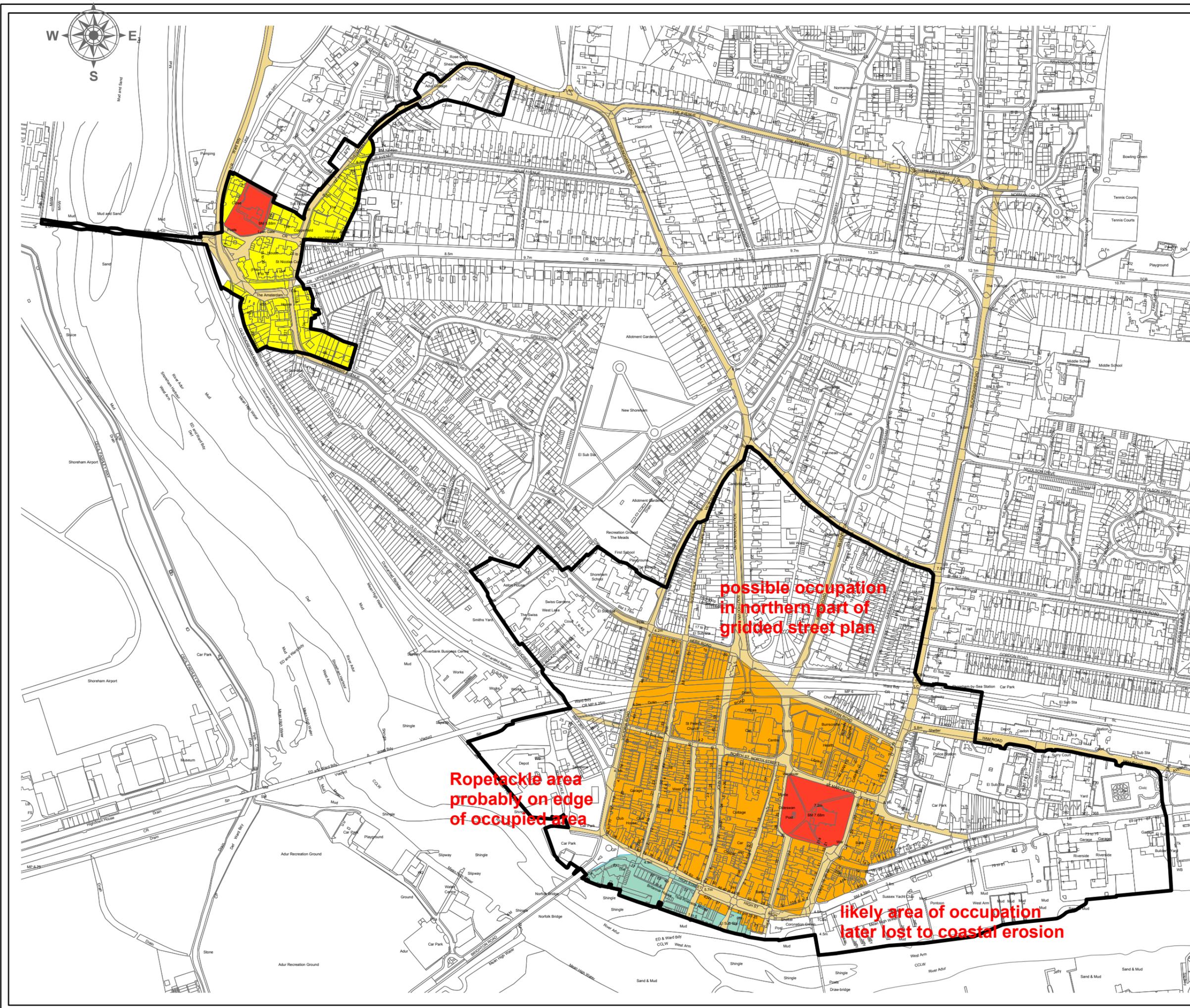
NB the extent and layout of Old Shoreham village, the exact route of the river and the extent of New Shoreham at this time are not known, although it is likely that the town extended as indicated

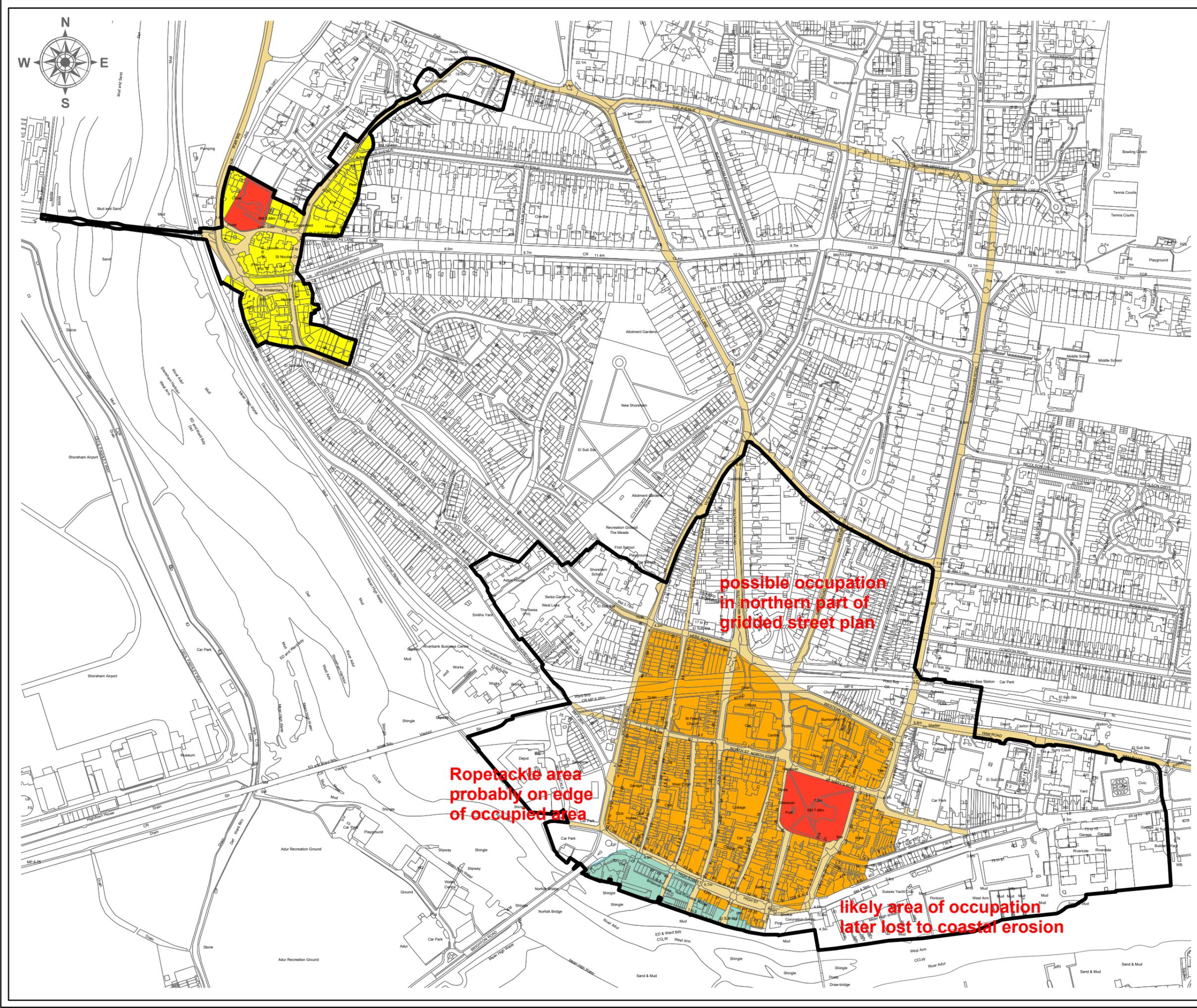
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**SHOREHAM MAP 8**  
**Period 6 (1150-1349)**

**KEY**

**Shoreham EUS**

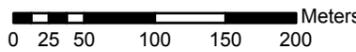
**HCT**

- Church/churchyard
- Irregular historic plots
- Lane/road
- Quay/wharf
- Regular burgage plots

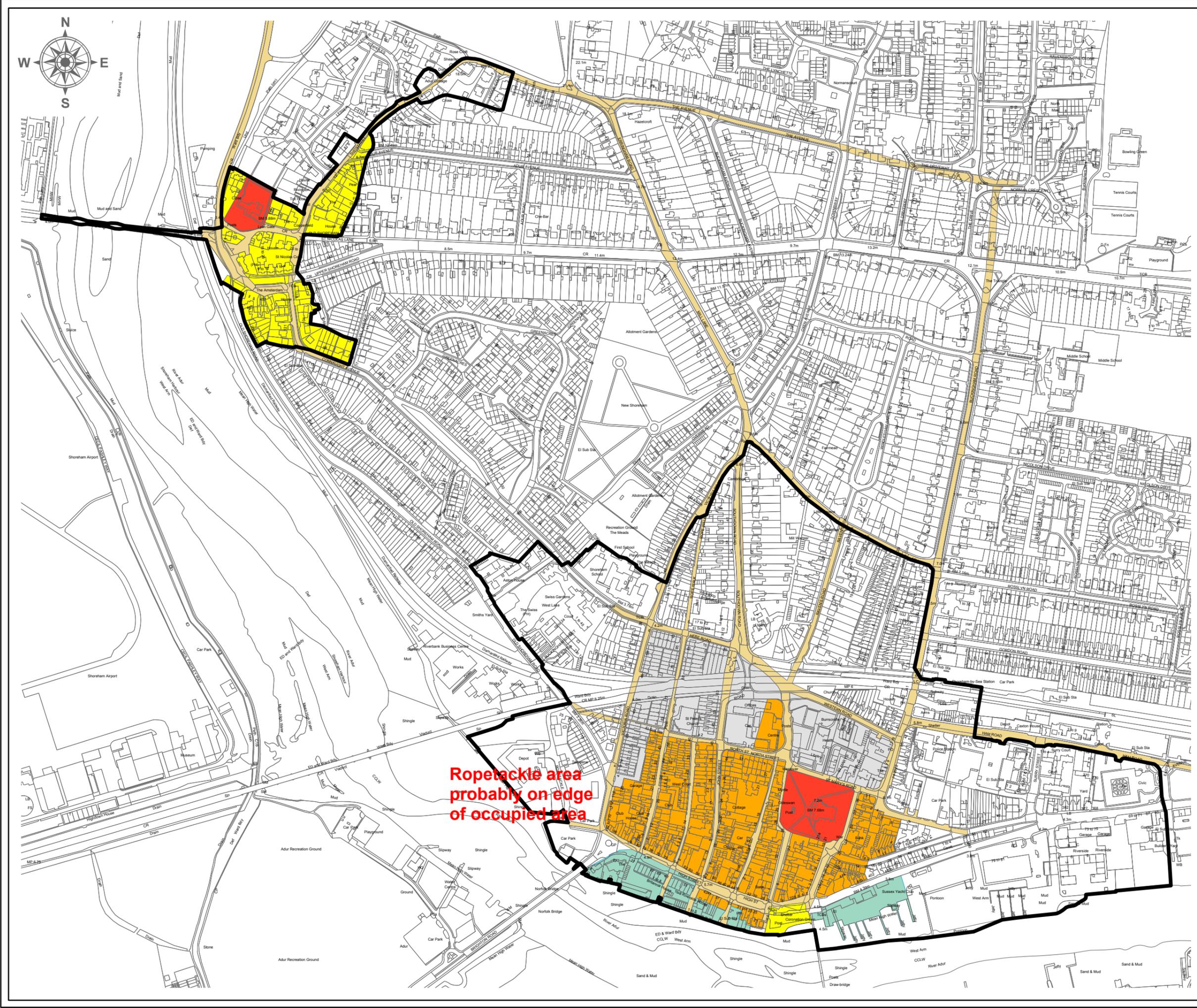
**NB the extent and layout of Old Shoreham village, the exact route of the river and the extent of New Shoreham at this time are not known, although it is likely that the town extended as indicated**

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**SHOREHAM MAP 9**  
**Period 7 (1350-1499)**

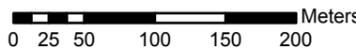
**KEY**

- Shoreham EUS
- HCT
- Church/churchyard
- Irregular historic plots
- Lane/road
- Quay/wharf
- Regular burgage plots
- Vacant

**NB the extent and layout of Old Shoreham village, the exact route of the river and the extent of New Shoreham at this time are not known**

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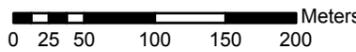
**SHOREHAM MAP 10**  
**Period 8 (1500-1599)**

**KEY**

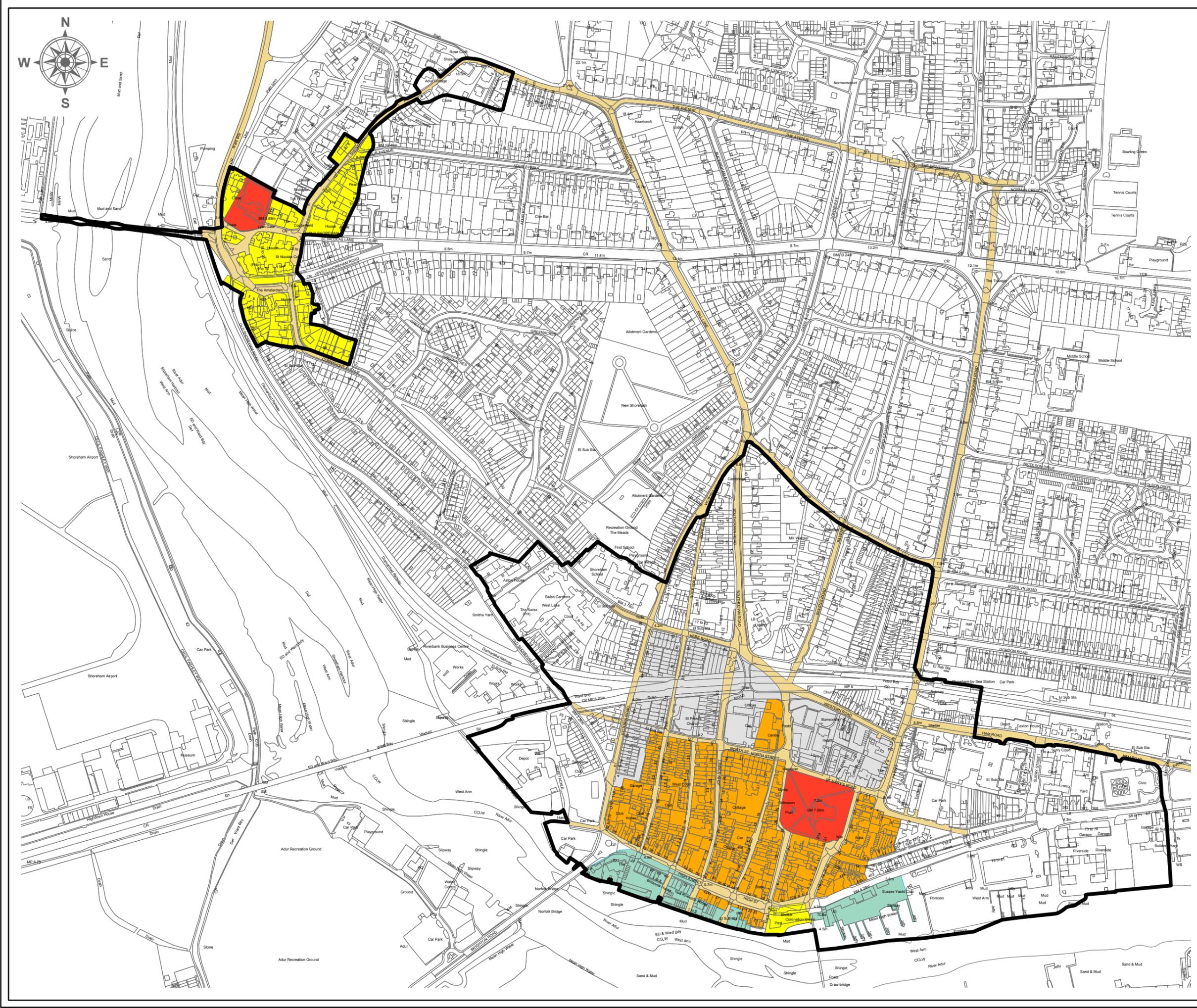
- Shoreham EUS**  
**HCT**
- Church/churchyard
  - Irregular historic plots
  - Lane/road
  - Quay/wharf
  - Regular burgage plots
  - Vacant

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**SHOREHAM MAP 11**  
**Period 9 (1600-1699)**

**KEY**

**Shoreham EUS**

**HCT**

- Church/churchyard
- Irregular historic plots
- Lane/road
- Quay/wharf
- Regular burgage plots
- Vacant

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0 25 50 100 150 200 Meters

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**SHOREHAM MAP 12**  
**Period 10 (1700-1799)**

**KEY**

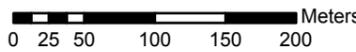
**Shoreham EUS**

**HCT**

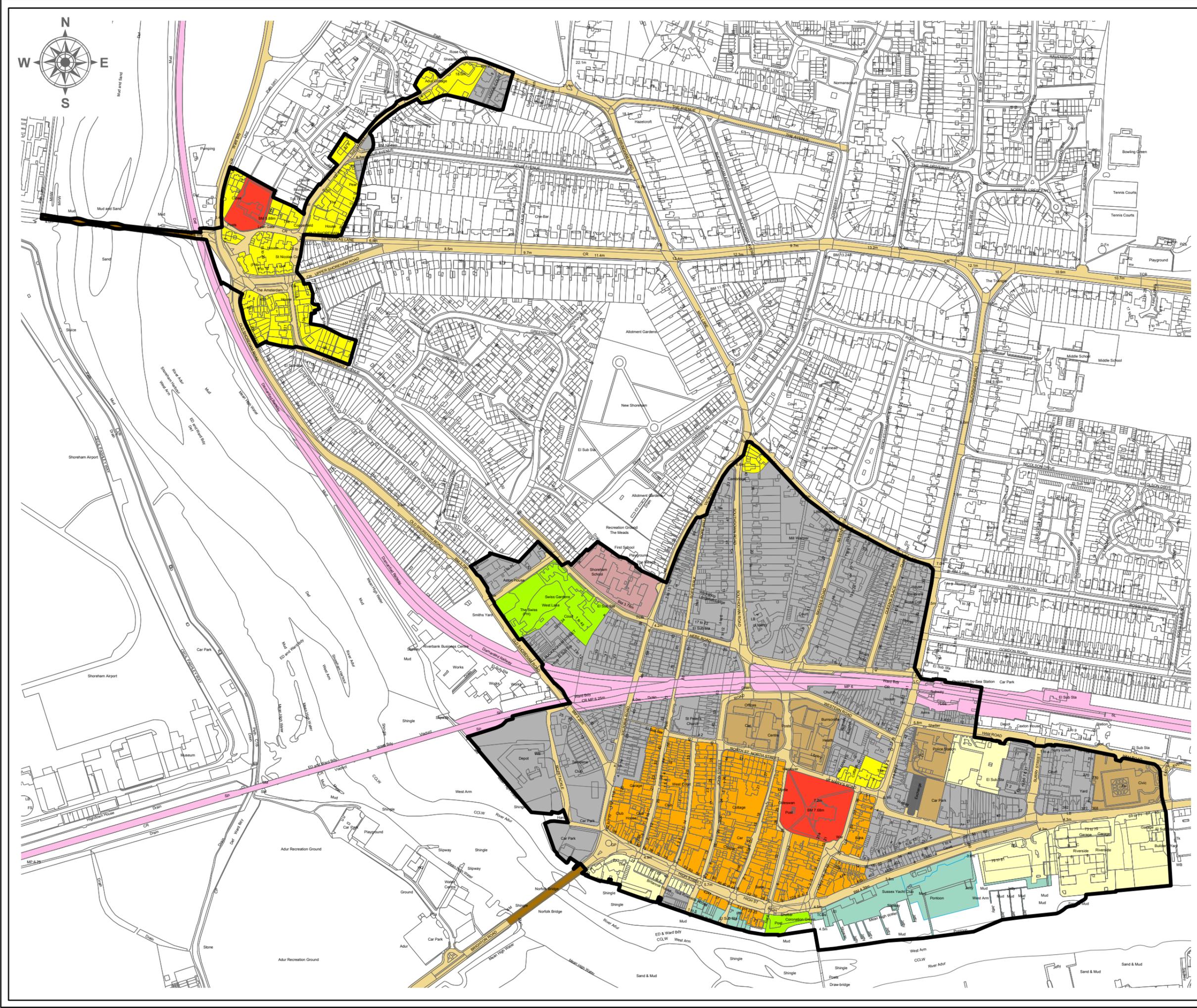
- Barracks
- Bridge/causeway
- Church/churchyard
- Irregular historic plots
- Lane/road
- Quay/wharf
- Regular burgage plots
- Vacant

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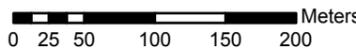
**SHOREHAM MAP 13**  
**Historic Character**  
**Types (2009)**

**KEY**

- Shoreham EUS**
- HCT**
- Bridge/causeway
  - Church/churchyard
  - Informal parkland
  - Irregular historic plots
  - Lane/road
  - Public
  - Quay/wharf
  - Regular burgage plots
  - Retail and commercial
  - School/college
  - Station, sidings and track
  - Suburb
  - Utility

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**SHOREHAM MAP 14**

**Historic Character Type areas showing principal period from which present character is derived**

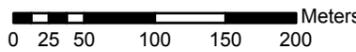
**KEY**

**Shoreham EUS PERIOD**

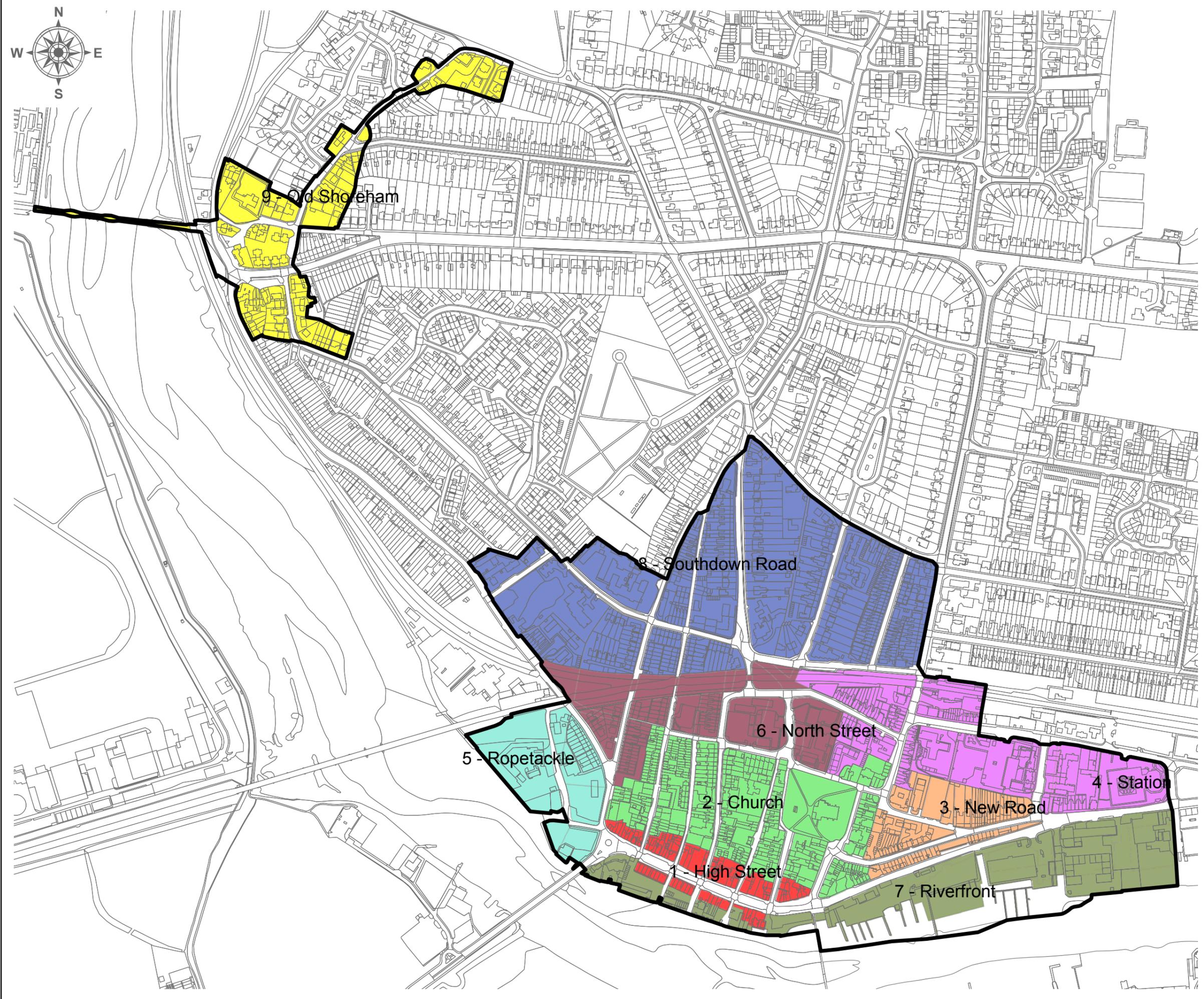
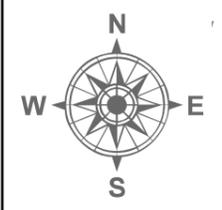
4
5
7
8
10
11
12
13
14
15

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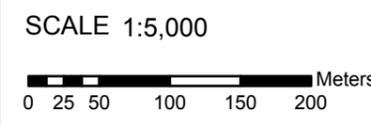


### SHOREHAM MAP 15

#### Historic Urban Character Areas (HUCAs)

KEY	
<b>Shoreham EUS</b>	
<b>HUCA</b>	
	1 - High Street
	2 - Church
	3 - New Road
	4 - Station
	5 - Ropetackle
	6 - North Street
	7 - Riverfront
	8 - Southdown Road
	9 - Old Shoreham

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Sussex EUS



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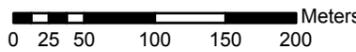
**SHOREHAM MAP 16**

**Historic Environment Value (HEV)**

KEY	
Shoreham EUS	
HEV	
	1
	2
	3
	4

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