

Crawley

Historic Character Assessment Report

December 2008



Sussex Extensive Urban Survey (EUS)

Roland B Harris

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in association with Crawley Borough 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.

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Cover photo: Crawley railway station: view looking east.

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1 INTRODUCTION

1.1 Background to the project

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

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 19th and 20th 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*,² 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 *Historic Environment Record* (HER) 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 Crawley 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 Crawley from 1839 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 Crawley 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

Crawley 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

There is no authoritative historical study of Crawley from its medieval origins onwards, based on primary research, although **Peter Gwynne** has written a wide-ranging history of the town, aspects of its medieval history have been explored by **Louis Salzman**,³ and **Nadine Hygate**,⁴ its Victorian revival has been examined by **John Lowerson** and his adult education class,⁵ and the post-war new town has been explored most notably by **Christopher Currie**,⁶ **Fred Gray** (again with an adult education class),⁷ and, with a strong pictorial focus, **Roger Bastable**.⁸

1.5.2 Archaeology

Crawley is fortunate in that there have been thirteen excavations, or other archaeological investigations, within or adjacent to the historic core of the town since 1995, with an earlier minor exaction in 1973. In chronological order, the published sites comprise:

Moot Hall, High Street – 1973⁹

Old Post Office site, High Street – 1995¹⁰

Pegler Way – 1995-6¹¹

Crawley Leisure Centre, London Road – 1997¹²

Kilnmead and High Street – 1998¹³

Denne Road – 2004¹⁴

The as yet unpublished sites comprise:

Orchard Street – 1997¹⁵

Victoria Road – 1998¹⁶

34 High Street – 1998¹⁷

28-32 High Street – 1999¹⁸

7 Woolborough Road – 2000¹⁹

Asda, Pegler Way – 2002²⁰

Pegler Way – 2004²¹

67 Ifield Road – 2006²²

1a-3a High Street – 2007²³

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

1.5.3 Historic buildings

Crawley's historic buildings are not as numerous as many other towns with medieval origins, but most of the surviving medieval or early post-medieval examples have been the subject of investigation by **Annabelle Hughes**,²⁴ **David and Barbara Martin**,²⁵ **Jean Shelley**, and the **Wealden Buildings Study Group**.²⁶ Buildings demolished or removed have also been the subject of studies by **Richard Harris**,²⁷ and **Andrew Harris**.²⁸

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 (1874 onwards) have proved invaluable, especially as these have been used in digital form, allowing overlaying with each other and with other data. The 1839 tithe maps of Ifield and Crawley (*West Sussex Record Office*) capture pre-railway Crawley at a large scale. These have been digitized, combined 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 Crawley covers the historic core of the town as defined by its extent in 1874.

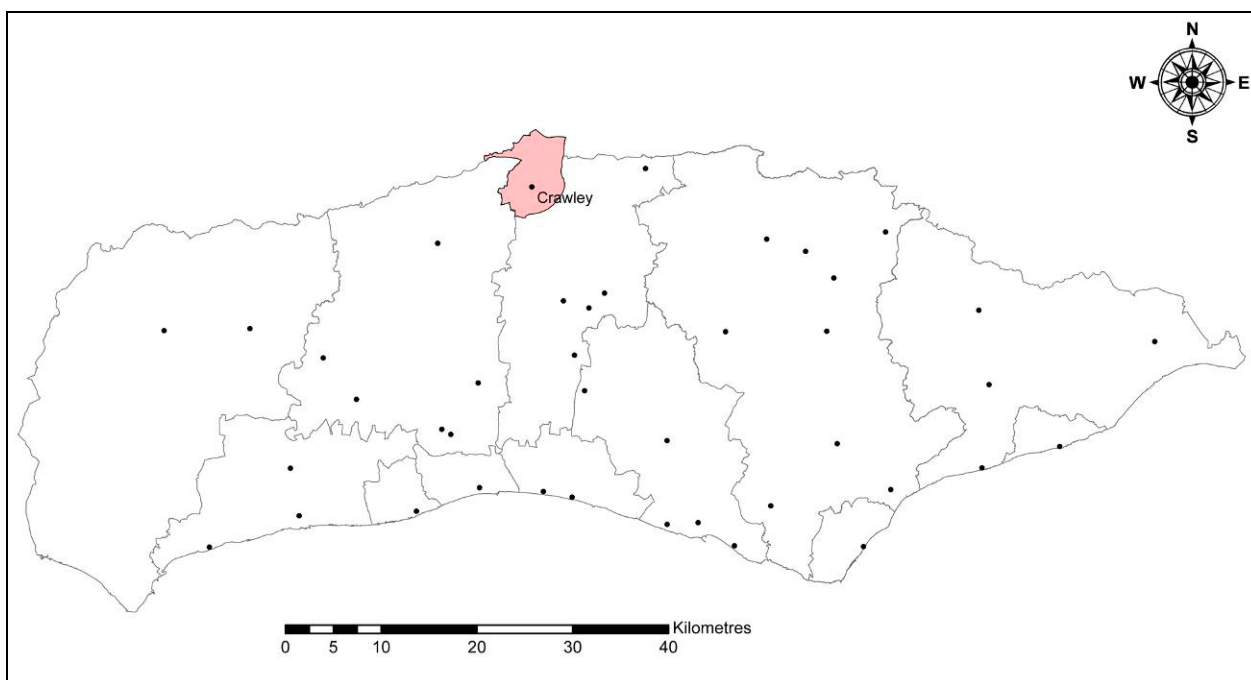


Fig. 1. Location of Crawley within Sussex. Crawley Borough is highlighted and points locate the 41 Sussex EUS towns.

2 THE SETTING



Fig. 2. View from the County Mall towards the North Downs.

2.1 Topography (Map 2)

Crawley is situated in the Low Weald, on the north-western edge of the High Weald, with the historic core of the town on a gentle slope falling from south to north, from c.77m OD at the junction of the High Street and the railway to c.67m OD at the junction of the High Street and Kilnmead. To the south of the town the land continues to rise reaching 153m at Handcross (4km south of the edge of modern Crawley), which forms the western end of the Forest Ridge extending as far as Cranbrook (Kent).

The street layout of the medieval town has largely survived, added to by the Victorian and Edwardian suburbs adjacent to the railway, although the High Street was bypassed unusually early (1939). The large-scale expansion of Crawley as a post-war new town has added considerably to the early streets in the town centre and has created extensive suburbs that extend in all directions from the historic core, up to 3.5km to the north-east of the High Street.

The town and its suburbs fill most of the southern two-thirds of the extensive civil parish

(which is coterminous with Crawley Borough), with much of the northern part occupied by Gatwick airport. The modern town crosses the historic boundaries of East Sussex, West Sussex and Surrey: in 1974 the area containing Gatwick airport was transferred from Surrey, and the whole of the newly created borough became part of West Sussex.²⁹

2.2 Geology (Map 2)

2.2.1 Solid geology

Along with the whole of Sussex, the rocks of the Crawley area are sedimentary. Descending the higher land of the High Weald into the Low Weald, the rocks get more recent.

Almost all the historic (i.e. pre-railway) core lies on the complex succession of sandstones, silty sandstones and mudstones (commonly clays) of the Upper Tunbridge Wells Sand Formation (Lower Cretaceous). The Victorian and Edwardian town expanded south of the railway line on to the more recent Weald Clay Formation (Lower Cretaceous). The extensive suburbs of Crawley are built principally on Upper Tunbridge Wells Sand Formation and the Weald Clay Formation, although there is a narrow band of the flaggy sandstone known as Horsham Stone and familiar – through its laminate properties – as a roofing material in West Sussex. This occurs within the southern suburbs, extending in a curving outcrop from Bewbush, through Broadfield, Tilgate and Furnace Green.

Clay ironstone, or siderite mudstone, provided ore for the Wealden iron industry, and there is a significant concentration of minepits in the Crawley area. Most of these are on the mudstones of the Upper Tunbridge Wells Sand Formation, immediately next to the silty sandstones. Similar concentration on the fringes of different rock types is also seen in the clay ironstone located within the Weald Clay Formation. Here it occurs within the mudstone adjacent to the Horsham Stone outcrops. The occurrence of clay ironstone in proximity to sandstone is due to the fact that iron carbonate was produced in certain environments where organic matter was abundant, such as 'in clays on the outer fringes of sandy deltas' that existed at the time these sedimentary rocks were formed.³⁰

2.2.2 Drift Geology

The drift geology of the Crawley area is limited in extent, reflecting the inland location of the town and absence of any major rivers. Alluvium and

river terrace deposits are found along tributaries of the River Mole, most noticeably on the east and south-east side of the suburbs.

2.3 Communications

2.3.1 Water

Crawley is not located on or near any navigable water. Waterways are limited to streams that trend northwards, forming tributaries of the River Mole, which flows from Gatwick via Horley and Dorking to join the River Thames near Hampton Court. The two main tributaries at Crawley comprises streams that flow past the medieval village of Ifield (forming part of the western side of the borough boundary) and through Three Bridges.

2.3.2 Road

Crawley lies on the A23 (in the medieval period the London-Shoreham road, since the 18th-century the London-Brighton road, and turnpiked in 1770³¹) and the A264 (the Horsham-Tunbridge Wells road). Since 1939 the main A23 through-route has bypassed the High Street, with residual local traffic routed via a High Street relief road (Pegler Way) since 1996. The western pre-war bypass has to a considerable extent been superseded for north-south through traffic by the M23 (begun 1971, opened 1974³²), which links the A23 just south of Crawley (at Pease Pottage) with the M25.

2.3.3 Railway

The London Brighton and South Coast Railway (LBSCR) opened the London-Brighton line in 1841, with a station near Crawley at Three Bridges. This was followed by the opening of a branch line from Three Bridges to Horsham in 1848, with a station built on the southern edge of Crawley itself. A line from Three Bridges to East Grinstead was added in 1855. Both the main line and the Horsham branch were electrified in the 1930s and remain in frequent use, but the East Grinstead line was not electrified and closed in 1967.³³

2.4 Evidence for pre-urban activity

2.4.1 Prehistoric

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

- 7 Woolborough Road – a residual prehistoric flint flake was found in 2000.³⁴
- Asda, Pegler Way – six residual or unstratified pieces of worked flint were found during excavations in 2002, the datable examples being from either the Mesolithic or the early Neolithic.³⁵
- Moot Hall, High Street – Late Iron Age pottery was discovered during excavations in 1973.³⁶

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

- Crawley area – four Palaeolithic (500000 BC to 10001 BC) axes were found (location and date of finding not recorded) [HER reference: 4036 – MWS686].

2.4.2 Romano-British

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

- Asda, Pegler Way – 17 sherds of residual Roman pottery were discovered during the extensive excavations in 2002.³⁷
- Moot Hall, High Street – Roman pottery was discovered during excavations in 1973.³⁸

Additionally, there have been numerous discoveries of Roman ironworkings in the area. There are three known bloomery sites of this period within 10km of Crawley,³⁹ including the excavated example at Broadfield, Crawley.⁴⁰

2.4.3 Early Anglo-Saxon

There have been no Early Anglo-Saxon finds 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 excavations within the EUS study area have failed to find significant evidence of prehistoric, Romano-British and Early Anglo-Saxon occupation, it is clear that there was human activity in the area in all these periods and the possibility of pre-urban finds and features should be anticipated in any archaeological excavations in Crawley.

3 HISTORY

3.1 Origins: 11th-16th centuries



Fig. 3. St John the Baptist: view from the south-east.

3.1.1 Place-name

The name *Crawley* is likely to relate to the area and to predate any nucleated settlement. The Old English form has been identified as *crow lēah* meaning ‘wood, glade or clearing frequented by crows’. Most names containing the *lēah* element originate from between c.750 and c.950.⁴¹

3.1.2 Church

A church at Crawley is recorded as early as c.1243-53.⁴² In a will of 1267 this is described as the chapel of St John the Baptist, and both in the will and in the *Taxatio Ecclesiastica* of Pope Nicholas IV in 1291 the chapel is described as being dependent on the church at Slaugham,⁴³ and, evidently, the chapel served what was then a detached part of Slaugham parish.⁴⁴ On topographic grounds it must be suspected that the church formed an early part of the

developing new town c.1200 (see below, section 4.1.3).

In 1410 St John’s is referred to as a free chapel or chantry, but by the time of the Dissolution of the Chantries (1547) it was treated as a parish church, with the chantry function evidently subsidiary.⁴⁵ A church in the adjacent ancient parish of Shelley was recorded in 1291 and c.1510 became a daughter chapel of that at Crawley.⁴⁶

3.1.3 Medieval market town

The earliest evidence for anything approaching urban activity at Crawley is the granting, in 1202-3, of a weekly Friday market.⁴⁷ Other early 13th-century development of markets in the Weald includes the granting of a market at Uckfield in 1220 and the establishment of boroughs at Horsham (by 1235, but probably from c.1200) and East Grinstead (by 1235).⁴⁸ The market appears to have been established at Crawley to create a town on the London-Shoreham road. Similar origins at the same period have been proposed for Uckfield, on the Lewes-Tonbridge road.⁴⁹

By 1296, however, the town had only achieved modest size, as the lay subsidy roll for the *Villat’ de Craule* lists 34 taxpayers, suggesting a population of perhaps around 170: Crawley is combined with Worth and Burleigh in the roll for 1327 and is not identified in that for 1332. The 1296 roll records the presence of a smith, a bellows-man, two bakers and a turner.⁵⁰ The concentration of the medieval Wealden iron industry in the Horsham and Crawley area is also evident from the records of court cases of the mid-13th century, which record a smithy in Crawley and the more specialized craft of arrow making.⁵¹ The 1379 poll tax return lists 72 taxpayers for Crawley (perhaps suggesting a total population of c.350). Trades represented include two ironmakers, along with three blacksmiths, while two dealers in skins and hides, a tanner and two shoemakers provide evidence of leatherworking, typical of the Wealden location.⁵² There were 80 taxpayers in 1524,⁵³ which could suggest late medieval stagnation at Crawley, although the fact that the western side of the town was in Ifield parish makes population estimates unusually difficult. Certainly, there is little or no reference to the market in the late medieval period,⁵⁴ and the town evidently failed to flourish in the manner of Horsham.

An annual two-day fair (28-9th August: the eve and feast of the Decollation [i.e. beheading] of St John the Baptist) was granted in 1272 to Luke

de Poynings.⁵⁵ The fair is referred to in 1400-1 and in the mid-15th century.⁵⁶

3.2 The village c.1540-1840

3.2.1 Economic history

Throughout most of this period Crawley was largely indistinguishable from a village. In the survey of inns and alehouses of 1686, it had modest provision of stabling and accommodation, consistent with its location on a minor trans-Weald route. With just over 20 stables and fewer than 20 guest beds, the town was on a par with Wealden towns such as Mayfield, Rotherfield, Cuckfield and Lindfield, but insignificant when compared to the major Wealden towns for travellers: Horsham provided 365 stables and 83 beds, on the main road from London to Brighton, via Steyning; and East Grinstead provided 247 stables and 103 beds, on the main road from London to Lewes and (increasingly) Newhaven and Brighton.⁵⁷ There has been no study of the development of inns in Crawley, but The George (first recorded as such by 1580, but probably functioning as an inn from the 15th century⁵⁸) appears to have been the principal inn (i.e. providing accommodation and stabling) throughout the period: in an inventory of 1689 it had a total of 15 beds (see Fig. 14).⁵⁹ The White Hart (i.e. 47-9 High Street, well south of the present public house of that name: see Fig. 4) was in existence by 1669, but appears to have ceased to be an inn during the early 18th century.⁶⁰

Although not shown as part of the primary road network on Budgen's map of Sussex (1724), with the growth of Brighton accelerating in the late 18th century, the potential of a more direct route to London via Crawley was realized and the route was turnpiked in 1770.⁶¹ Immediate impacts were the opening of the present White Hart in 1770, and the increase in stage coaches from one per day in 1756 to five by 1790 and 30 in 1815.⁶² The Sun Inn was established by 1828.⁶³ The road from Horsham to Pease Pottage (where it joined the Cuckfield to Crawley road) was turnpiked in 1771.⁶⁴

Wealden iron production again had a significant impact on the economy of the town, with the beginning of the period coinciding with the development of the blast furnace, expanding markets, and rapid growth in the industry. The first English blast furnace had been established 19km from Crawley, at Newbridge on Ashdown Forest, in 1496. The industry expanded rapidly in the 16th century, thereafter declining to the point of extinction by the end of the 18th century. There



Fig. 4. White Hart, High Street.

were 20 ironworks of this period within 10km of Crawley.⁶⁵ Local families were owners and operators of furnaces and forges in the late 16th and early 17th centuries: for example, Leonard Gale bought Tinsley forge in 1656, which remained in the family as late as 1736, and he acquired a forge at Cowden in the late 17th century:⁶⁶ he had acquired a house in Crawley by 1668 and his son, also Leonard, lived at Crabbet Park from 1698 and, in 1707, bought the Manor of Crawley.⁶⁷ The impact on local employment is less well documented, but was doubtless considerable.

Although the advent of the French Revolutionary and Napoleonic Wars (1793-1815) saw barracks concentrated on the coast, Crawley was used for billeting of troops, and it was possibly at this date that a munitions store was built at the corner of Kilmead and High Street: cottages in the area were known in the 19th century as 'The Magazines'.⁶⁸

Fairs continued throughout this period. By 1678 there were two annual fairs: the original fair of 29th August and an earlier fair on 27th April. The fairs continued to prosper and in the late 18th century appear to have had forty stalls or more.⁶⁹ The modest scale of permanent shops in the late 19th century is suggested by a list of only 10 traders in the 1797 directory: by 1845 this had risen to 39.⁷⁰

As for earlier periods the complication of the parish boundaries means that reliable estimates of population are particularly difficult for Crawley. In 1676 the population for Crawley parish appears to have been about 90, although it has been suggested that the hearth tax of 1662 allows easier identification of the village properties: this is broadly similar in that the 21 houses suggest a population of c.100. Evidently there was little change by 1724, when 21 families are recorded. Thereafter population started to grow, reaching 210 in Crawley parish by 1801:⁷¹ with maps by this date showing a roughly equal number of houses in Crawley village located within Ifield parish, the population was perhaps double this.

3.2.2 Church and religion

The parish church continued in use throughout this period. In the national religious census of 1676, 67 adult conformists and three Nonconformists were recorded for Crawley. For Ifield, in which Crawley village partly lay, there were 110 conformists and 40 Nonconformists.⁷² Certainly, there were Quakers living at Crawley in the late 17th century,⁷³ and there was a Friends Meeting House in Langley Lane, Ifield, from 1676.⁷⁴ Bishop Bowers' diocesan survey of 1724 records that in Crawley (and Shelley) there were 20 families one of which was Quaker, and in Ifield there were about 70 families, of which four were Presbyterian, seven Quaker and two Anabaptist.⁷⁵ A Bethel Independent Baptist congregation was meeting in Crawley by 1810, with a chapel established in the village c.1835.⁷⁶

3.2.3 Urban institutions

Crawley parish workhouse was acquired just north of the village, in a late 17th-century house (now called Fir Tree Cottage, London Road):⁷⁷ the exact date of its acquisition is unclear, but the workhouse was in existence by 1792.⁷⁸ Ifield parish workhouse was in existence by 1739, possibly on Ifield green (where it was located in 1793).⁷⁹

The complications for poor relief arising from Crawley straddling the parish boundary were not solved by the 1834 Poor Law Amendment Act, since the creation of the new large Unions (1835), saw Ifield parish (which included the west side the High Street, and the largely post-railway development of West Green and New Town: see below section, 3.3.1) become part of Horsham Union (which gained a new union workhouse in 1838-9⁸⁰) with Crawley parish (i.e. the east side of the High Street) become part of



Fig. 5. View across the site of the 19th-century railway station, towards the surviving Railway Hotel and signal box.

East Grinstead Union (which gained a new union workhouse in the town in 1859⁸¹).⁸²

A National School was founded in Ifield Road in 1831. In 1835 attendance comprised 90 boys and 42 girls.⁸³

3.3 The town: c.1840-1945

3.3.1 Economic history

The first main railway line in Sussex, between London and Brighton, was approved in 1837 and opened by the London Brighton and South Coast Railway (LBSCR) in 1841. This passed 1.8km east of the village at Crawley, where there was a station (at first known as East Crawley, then later Three Bridges⁸⁴). Crawley gained a station on the south side of the village itself when the branch line to Horsham was built from the main line at Three Bridges (opened 1848: Crawley station was demolished and replaced in 1968⁸⁵). A line from Three Bridges to East Grinstead followed in 1855 (closed 1967).⁸⁶ A railway works was established at the junction at Three Bridges, providing direct local employment and stimulating the development of housing at Three



Fig. 6. Albany Villa, 25 Horsham Road: late 19th-century detached villa.

Bridges itself (by 1861 a quarter of the population there worked for the LBSCR).⁸⁷

The impact of the railway was considerable. The town expanded rapidly on its southern edge, around the railway station, in the area called New Town. The population increase is difficult to calculate given that the oddity of the parish boundaries continued until 1993 (when Ifield parish was abolished and became part of Crawley). There was little rural development within Ifield parish, however, so the combined population totals for Ifield and Crawley parishes largely relate to the growing town: these show immediate growth from 1,559 in 1851, to 1,780 in 1861, 2,144 in 1871 and 2,494 in 1881. Growth accelerated in the 1880s, reaching 3,254 (an increase of 30.5%) in 1891, and continued thereafter, to 3,824 in 1901 and 4,421 in 1911.⁸⁸

The Victorian and Edwardian expansion of Crawley – mostly concentrated in the area called New Town – was largely achieved through small-scale piecemeal development. In the late 19th century larger builders became involved, including the local firms of Richard Cook & Sons and James Longley (who had moved his firm from Turner's Hill to Crawley in 1881⁸⁹), which together owned 13% of the 828 properties in New Town and West Green in 1909. The only

substantial plan for development was proposed in 1894, with 66 plots just east of St John's church and 50 plots at Three Bridges: significantly, the scheme failed and the land was sold in 1906.⁹⁰ The burgeoning population saw the arrival of commuters or those of independent means, living in detached and semi-detached villas. Necessarily this was balanced by those in service and in trades: the number of tradespeople in the directories rose from 32 in 1845 to 49 in 1882.⁹¹ New trades and facilities included photographers, cycle shops and accommodation (again much of this in 1890s focused on cyclists).⁹²

Provision for cyclists was stimulated by the new leisure pursuit in the 1880s and, especially, the 1890s, with Crawley well-located on the London-Brighton road. This then represented a revival of the importance of the road through Crawley that was maintained thereafter as the cyclists gave way, in the early 20th century, to the motor car.⁹³ The rising importance of the car and the A23 London-Brighton in the first half of the 20th century road is evident through the unusually early bypassing of Crawley. Doubtless stimulated by the traffic jams at the railway level crossing, the new bypass opened in 1939.⁹⁴

The inter-war period saw continuing development in Crawley and at adjacent Three Bridges: 229 houses were built at Northgate, 100 were built at West Green, 194 at Poundhill and 221 at Three Bridges. Most of these were built in the later 1930s as Crawley became an increasingly attractive alternative for commuters compared to the suburbs of London or Brighton.⁹⁵ In short, before the formal plans for a new town in the late 1940s (see below, section 3.4.1), Crawley and Three Bridges, already much expanded in the Victorian and Edwardian periods, were together emerging as a large unplanned urban area.

Within the town further change was evident with the demolition of cottages on the west side of the High Street, to be replaced by Grand Parade, begun 1938 and completed after the war.⁹⁶ The war also had a direct impact on the town with an air raid of 1943 seeing the High Street post office and adjacent shops bombed. Other buildings damaged or destroyed by the air raid included the Westminster Bank in the High Street, and Baptist church and houses in Station Road, where two people died. In 1944 two V1 flying bombs landed, with only that at the junction of West Street and Oak Road exploding, killing seven and injuring 44, and destroying 15 houses.⁹⁷



Fig. 7. St Peter's church, West Green.

The High Street fairs continued into the 20th century (relocated in 1922⁹⁸ to fields off the Ifield Road and ceasing soon after⁹⁹) and were held on 8th May and September 9th.¹⁰⁰ i.e. the same dates as previously, but adjusted in the light of adoption of the reformed calendar in 1752.

3.3.2 Church and religion

The parish church of Crawley continued to serve the east side of the High Street, and was largely rebuilt in 1879-80, in part to cope with the expanding congregation (see section 4.1.1).¹⁰¹ The west side of the High Street, West Green and New Town had its parish church c.2km to the north-west at Ifield. Given the growth of Crawley, the vicar of Ifield built a mission church at West Green in 1880. This became the parish hall when replaced by St Peter's church in 1893: St Peter's became a separate ecclesiastical parish in 1901.¹⁰² The parish churchyards at Ifield and Crawley were insufficient for the growing town, so Crawley cemetery was created in Ifield parish by 1932.¹⁰³

Provision for Protestant Nonconformism and Roman Catholicism also developed in the later 19th century and early 20th century. A Franciscan (Capuchin) mission was established in Crawley in 1861 (the Capuchin Franciscans left in 1980-1, transferring the church to secular clergy¹⁰⁴). Quakerism continued in Crawley, with the Friends' Meeting House remaining at Ifield. The

location of the Baptist chapel of c.1835 (see above, section 3.2.2) is not known, but it was succeeded by the Bethel Strict Baptist chapel, Robinson Road (1858: closed 1969, reopened 1971 by Cuckfield Strict Baptist Church, reconstituted as Crawley Reformed Baptist Church in 1975, closed by the mid-1990s and demolished 2000);¹⁰⁵ the Trinity Congregationalist church, Robinson Road (built 1863: demolished 1962 and replaced by a church in Ifield Drive);¹⁰⁶ and a Baptist church in Station Road (1883: bombed 1943, thereafter used as a public library then a boxing club, until demolished in 1985).¹⁰⁷

3.3.3 Urban institutions

In the absence of any urban government for the growing town, sanitation was split between the Horsham Union and East Grinstead Unions – which became rural sanitary authorities following the 1875 Public Health Act – until the whole town became part of Horsham Rural District Council in 1880. Division continued, however, with the formation of separate Ifield and Crawley parish councils in 1894, although there were joint committees:¹⁰⁸ although Ifield became part of Crawley in 1933 and parts of Slaugham and Worth were added in 1953, Crawley remained a mere parish until it became an urban district in 1956. It became a borough in 1974.¹⁰⁹

Crawley's first police station was built in Station Road c.1880.¹¹⁰

The National School in Ifield Road (see section 3.2.3) continued, and was rebuilt in 1873. It was supplemented by a largely Nonconformist British School. This was in operation in temporary accommodation by 1852, moving to a new building in Robinson Road in 1854. A school building for infants was added in 1857. Following Balfour's Education Act 1902, the county council assumed responsibility for education in Crawley.¹¹¹ There was modest and mostly short-lived provision of private schools, with, for example, eight recorded (though never more than three at a time) in the trade directories over the period 1887-1915.¹¹²

A cottage hospital was established in 1896 in Robinson Road. This was extended in 1908.¹¹³ the hospital was relocated in the 1930s to Ifield Lodge, West Green.¹¹⁴

Cricket, which is recorded as being played in Ifield parish as early as 1721,¹¹⁵ thrived in the late 19th century with a single team giving way to separate teams for Crawley and Ifield, followed, in the Edwardian period, by a Working Men's Cricket Club. By the 1890s there were two



Fig. 8. Former Imperial cinema, Brighton Road (1928).

football clubs. Athletics were popular from the 1860s, with a club formed in 1897:¹¹⁶ but had ceased by 1906, perhaps as a result of the founding of Crawley Harriers in c.1904.¹¹⁷ A bowls club was formed c.1913, with its green initially behind the George.¹¹⁸ A recreation ground (the Memorial Gardens) with adjacent tennis courts and a bowling green was established in Three Bridges Road during the 1920s.¹¹⁹

The Imperial Picture Theatre, Brighton Road opened in 1911-12 (burnt down and replaced 1928).¹²⁰ The Victoria Hall, High Street, opened as a theatre in 1920. During the Second World War it was used as a factory and then demolished.¹²¹ The Embassy cinema, High Street, opened in 1938 (closed late 1990s).¹²²

3.4 New Town: c.1946-2008

3.4.1 Economic history

Doubtless the rapid growth of Crawley in the immediate pre-war years, coupled, of course, with its rail and road connections, was a factor in the town being identified as one of six proposed new towns in the New Towns Act 1946. The act was followed by the contested Crawley New Town (Designation) Order, 1947, and a development corporation established that year,

leading to completion of a master plan (by Anthony Minoprio) in 1949 (approved by the government in 1950). The master plan provided for a town of 40,000, over a site of 4,000 acres that included historic Crawley near its centre, as well as Ifield village and Three Bridges. The plan was for nine residential areas, predominantly comprising housing provided by the public sector, each to comprise a balanced community with its own neighbourhood facilities such as shops, school and church; a new town centre, easily accessible from the nine neighbourhoods; and an industrial area, separated from the residential parts of the town.¹²³ The development commission was wound up in 1962, by which time the population of the town was 55,800.¹²⁴

Construction of the new town began in 1949 near the historic centre. West Green was the first residential area to be built, and was largely built by 1954, and Northgate was completed by 1955. East of historic Crawley, building of the residential area at Three Bridges began in 1952, and was largely completed by 1955 (when 982 houses had been built). Langley Green (north of the historic core) was the first of the entirely green field sites to be developed for residential use, with construction work in 1952-6. Pound Hill, on the east side of the town, was begun c.1953, with the southern half completed by 1956: the northern part was set aside for private middle-class housing (houses here were under construction in 1972). Building at Southgate began in 1955, with the eastern part mainly completed by 1957: again, part (Southgate West) had been reserved for private housing and here building was delayed until 1968, and was completed in 1972. Ifield was begun in 1954-5 and largely completed by 1957. Tilgate (on the south-east side of the town) saw house construction begin in 1956 and was completed in 1958. Gossops Green, on the south-west edge of the town, was planned as middle-class suburb and had a high number of private houses: building started in 1958 and was mainly completed by 1961. Further residential areas have been added to these original nine: for example, Furnace Green was begun in 1961, Broadfield was begun in 1969, and Bewbush was begun in 1974-5.¹²⁵ Despite plans for balanced communities, construction of the earlier estates – such as Northgate and Langley Green – coincided with the arrival of unskilled and semi-skilled workers needed for the factories, whereas estates begun later in the 1950s and thereafter saw a much higher proportion of white collar workers as expansion of offices and shops in the town saw a change in the labour demand.¹²⁶



Fig. 9. New town shopping: east end of Queen's Square.

Shopping areas were part of the early development of the post-war new town, with the Broad Walk (linking the old High Street to the proposed new centre) opening in 1954 and Queen's Square, to the east, opened in 1958. The shopping area expanded eastwards from the late 1960s.¹²⁷ Large chain stores began to open shops within the town centre from the late 1960s: Marks & Spencer opened in Queensway in 1968; Tesco opened in Queen's Square in 1969; and Sainsbury's opened in Queensway in 1969.¹²⁸ The historic High Street survived as a shopping street, although there were numerous demolitions to allow construction of new roads and the new link (the Broad Walk) as well as the demolition of the shops that formerly occupied an island site in the middle of the High Street.¹²⁹ More recent retail developments include the County Mall shopping centre (opened 1992).¹³⁰

On the north side of the town, the industrial area had begun to be set out and several factories had already been built by 1951: numerous factories opened during the 1950s.¹³¹ Early development of the industrial zone was seen as essential if Crawley New Town was to avoid become a dormitory town, and the success of

this is evident from the fact that by 1956 46% of workers were employed by newly established industries. These industries included manufacturing and, of course, the construction industries needed to create the new town. Many of the new businesses had simply transferred from London, bringing workforces with them: although there were no direct financial inducements, Crawley had the advantage of offering large sites and of being the only new town south of London. Arrivals in 1951 included Youngman's factory (from Wandsworth), the Aluminium Plant Vessel Company (better known as APV: from Wandsworth, White City and Slough), and F. H. Bourner (from Croydon). Although initially objected to by the development corporation, the expansion of the modest airport at Gatwick (first licensed in 1930¹³²) to international status was approved by the government in 1954 and the new airport opened in 1958. A second terminal was approved in 1982, by which point the airport employed c.14,000, of which just under a third lived in Crawley. The new town saw the building of extensive office space from the 1960s onwards, creating a wide range of non-manufacturing jobs within Crawley: examples of office-based employers include a government computing centre (the Paymaster General's Office at Three Bridges, opened 1969).¹³³



Fig. 10. Indoor shopping centre: County Mall (1992).

3.4.2 Church and religion

The new town saw the building of numerous new churches. These include the Anglican churches of St Richard's, Three Bridges (rebuilt in Gales Drive in 1954); St Elizabeth, Northgate (dedicated 1958); St Mary, Southgate (1958); and Christ the Lord, Broadfield (1980-1). Roman Catholic churches include Our Lady Queen of Heaven, Stagelands, Langley Green (1959); St Bernadette's church hall, Tilgate Way (1962); St Edward the Confessor, Hill Crest Close, Pound Hill (1965); and the chapel of St Theodore of Canterbury, Gossops Green (built by 1971). Protestant Nonconformist chapels include Southgate Hall (Plymouth Brethren: 1957); South Crawley Baptist church, Ashdown Road, Tilgate (1970); Christ Church Congregational church, Worth Park Avenue (1957); St Paul's Methodist church, Northgate (1953, rebuilt 1966).¹³⁴

3.4.3 Urban institutions

West Green Church of England School (the National School) closed in 1955, with pupils transferred to newly built St Margaret's Church of England School, lfield Road. The former British School in Robinson Road saw juniors and infants transferred to West Green county junior and infants' school in 1953 and c.200 older children transferred to Hazelwick county secondary modern school in 1954: this left the Robinson Road school as a county secondary school with first-year children who, in 1956, transferred to the new Sarah Robinson secondary modern school on lfield campus.¹³⁵ The former British School was demolished in 1995.¹³⁶ The new town was planned to have nine new secondary schools, located in three groups, and primary schools in each neighbourhood. The reality deviated somewhat from the detail of the master plan with, for example, no building of the planned technical high school or the nurseries.¹³⁷ Today there are 31 primary schools, six secondary schools, and two special schools, most of which originate from the 1950s.¹³⁸ Crawley College of Further Education, College Road, was opened in 1958.¹³⁹ Combined with Haywards Heath College in 2005, it is now part of Central Sussex College.¹⁴⁰

The master plan made provision for a new general hospital at the Hawth, but in the event the existing hospital at West Green was demolished and replaced in 1959-61, with expansions in 1966-70 and 1981. An adjacent nurses' home was added in 1963-5.¹⁴¹

A new police station with attached magistrates' courts was opened in Exchange Road, Northgate, in 1963.¹⁴²

Sporting and leisure provision increased with the development of numerous parks, for which the new town master plan made provision, reserving 351 acres for parks, 48 acres for children's playgrounds, 36 acres for a sports ground, and 153 acres for playing fields in the different residential neighbourhoods. The sports centre in Haslett Avenue included a swimming pool (opened 1964), an athletics track (opened 1967) and a sports hall (opened 1974).¹⁴³ Crawley Leisure Park opened in 1999, with sports and fitness facilities combined with ten-pin bowling and a 15-screen cinema.¹⁴⁴

Although part of the new town master plan had been for an arts and theatre centre on the Boulevard, this was never built,¹⁴⁵ and it was only in 1988 that The Hawth Theatre, Hawth Avenue was opened as a centre for ballet, drama and films.¹⁴⁶

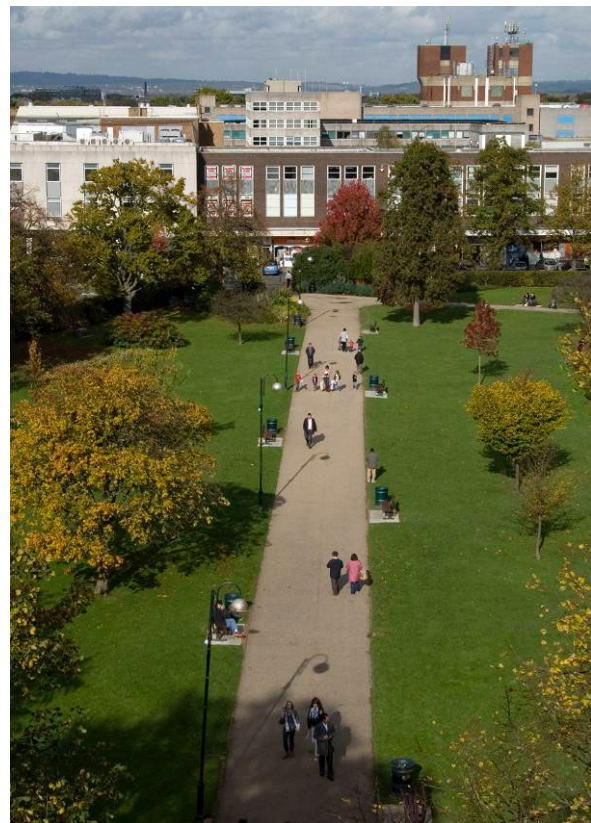


Fig. 11. Memorial Gardens incorporated within new town shopping centre.

4 ARCHAEOLOGY

4.1 The medieval town

4.1.1 Buildings



Fig. 12. St John the Baptist: 15th-century font.

The parish **church of St John the Baptist** is the oldest surviving building in Crawley. However, it saw restorations in 1804, 1828, 1845 and in 1880. The first and last were most significant: in 1804 the west tower (an addition of c.1470) was rebuilt, and in 1879-80 Henry Woodyer undertook a general restoration (including removal of the gallery of 1828), the addition of a north aisle and vestry, and rebuilding of the chancel (later extended).¹⁴⁷ As a result of all this restoration the only visible *in situ* masonry from the medieval period comprises the south wall of the nave. A blocked doorway, probably of the early 14th century, in this wall provides the only dating evidence, as the windows are Victorian. The roof of the nave probably dates from the 15th century, as does the reset west doorway: above the doorway, on the west face of the tower, three niches containing figures are probably also late medieval. The marble font is 15th century.

Despite the numerous demolitions before and, especially, during the creation of the post-war new town, several medieval houses survive.

The Tree, 103 High Street has the remains of a street frontage two-bay open hall (with a spere truss) of early 14th-century date. The service bay of this building – on the south side of the open hall – was replaced by the present two-storey cross-wing.¹⁴⁸ The cross-wing probably dates from the 15th century. To the rear a building variously known as Crawley Barn, the Moot Hall and Crawley Hall was dismantled in 1972 and re-erected at the Weald and Downland open Air Museum, Singleton. This building is of three bays (dating to 1494-1513), but formerly extended to the front and rear: the lost front part was angled to match The Tree and it is possible that the two buildings were joined, with the rear building – jettied on its north side – forming a range around a yard (consistent with, but not proof of, function of The Tree as an inn).¹⁴⁹

Ancient Priors, 47-9 High Street (currently called 'Ask') was restored c.1920 and is now one the most obviously medieval buildings in Crawley, with exposed timber framing. As built c.1450 the building had a two-bay open hall oriented parallel to the street. The two-bay gabled cross-wing on the north side of the hall is integral with the hall, but the southern three-bay cross-wing is separately framed and, thus, may be an addition. To the rear of the southern cross-wing, two bays survive of an earlier building –



Fig. 13. Ancient Priors, 47-9 High Street.



Fig. 14. The George, High Street.

probably of 14th-century date – that was of at least three-bays and oriented at 90° to the street. This comprised a two-storey bay adjacent to the later cross-wing with a two-bay open hall (of which one bay only survives to the rear, possibly with a two-storey element beyond).¹⁵⁰

The George, High Street, is now an extensive hotel, but at its heart contains the remains of a two-bay hall of late 14th or early 15th-century date, lying parallel to and directly on the street frontage. To the south was a two-storied parlour bay (replaced in the mid-15th century by the present cross-wing), while to the north was a cross-wing that partly survives. In the late 15th century a continuously-jettied two-storey range was added along the street frontage to the south of the southern cross-wing. Clear evidence survives to show that the ground floor of the northern bay of this addition was a covered wagon way, providing access to the rear yard. Around the same time or later, the northern cross-wing gained a wide three-bay rear extension (possibly initially detached).¹⁵¹

101 High Street (The Old Punch Bowl) lies parallel to the street, and comprises a four-bay Wealden House (the southern bay of which has been rebuilt in the 17th century), with the recessed two-bay hall and flanking two-storey parlour and service bays clearly visible. The building probably dates from the early 15th

century, with the timber-framed two-storey northern bay added later, probably in the early 16th century: there is no primary connection between this bay and the rest of the house, so it is likely to represent a different property.¹⁵²

85-7 High Street (Brewery Shades Inn) is a (much concealed) timber-framed building, the earliest part of which lies parallel to the street and possibly dates from c.1500.¹⁵³

The timber framing concealed by re-facing in the mid-19th century (itself renewed recently) at **39 High Street** apparently derives from a late medieval hall house.¹⁵⁴

In addition to the surviving buildings, several medieval buildings have been demolished in the 20th century. There was little detailed analysis prior to or during analysis, but several examples lost since 1945 can be identified (in addition to the relocated building behind The Tree – see above). **93-9 High Street** was demolished in 1965, and was a timber-framed house possibly of 15th-century or earlier date. It was of four bays (only later subdivided) and had a crown-post roof.¹⁵⁵ **91 High Street** was also demolished in 1965, and was a timber-framed house with a crown-post roof of possible 16th-century date.¹⁵⁶

At Vine Cottage, 16 High Street a timber-framed house was demolished in 1995 to make way for the High Street relief road (Pegler Way).



Fig. 15. The Old Punch Bowl, 101 High Street.

Recording prior to and during demolition showed this to be of Wealden type, with two timbers being dated by dendrochronology to 1472 and 1473: two timbers from a later cross-wing dated to 1548-80.¹⁵⁷

4.1.2 Excavations

The numerous archaeological investigations at Crawley that have produced evidence for medieval activity are distributed in three clusters, around the south end and north ends of the extent of the town as recorded prior to the railway, and at West Green.

The construction of the High Street relief road was preceded by an excavation in 1995-6 at its southern end (**Pegler Way**: Areas A, B1, B2 and D – for Area C, at the northern end of Pegler Way, see below). Area A was located to the rear of 16-30 Ifield Road (i.e. north-west of Spencers Road, near the location where, in 1988, iron slag and 10 sherds of medieval pottery had been found in the rear gardens of 5-7 Spencers Road¹⁵⁸) and revealed gullies, pits, post-holes, gullies and probable plough or spade marks. One gully contained pottery of 10th-11th-century date, but this may have been residual. The excavator suggests that medieval occupation may represent that at the rear of plots to either Ifield Road or High Street. Areas B1 and B2 were located nearer the High Street, but were small and heavily disturbed by modern construction, and there were no clearly medieval finds or features. Area D (immediately south-east of the junction of Spencers Road and Pegler Way) was also very disturbed, but features included pits and post-holes mostly dated to no later than the 14th century.¹⁵⁹ No archaeological features were found during a watching brief at **34 High Street**, in 1998, due to modern truncation.¹⁶⁰ The adjacent site at **28-32 High Street** (1999) was also heavily truncated, but a single shallow pit was excavated and this was found to contain pottery sherds of 13th-14th-century date, together with a small assemblage of smelting and forging slag.¹⁶¹ More substantial excavations on the site of **Asda, Pegler Way**, in 2002, produced numerous medieval features and finds. Although sherds were found from a single Saxo-Norman vessel and there was a single piece of Saxo-Norman smelting slag, the earliest features comprised pits and gullies dated to the late 12th to early 13th centuries. These features contained iron slag and fragments of hearth linings suggesting ironworking in the vicinity. Most of the features and finds, however, dated from c.1250-1375, and included gullies or ditches seemingly marking High Street tenement boundaries (and, possibly, the southern edge of

the town), rubbish pits, cess pits and post-holes. There was considerable evidence for ironworking, which included two ironworking hearths at opposite ends of the site (charcoal from one produced a radiocarbon date of cal AD 1040-1260) and widespread deposits of slag and hammerscale: it is clear that ironworking was taking place in the vicinity from the 12th century (possibly after 1150) to the late 15th/early 16th centuries, and was concentrated in the period from the mid-13th century to 14th/early 15th centuries. Excavation of a well, backfilled in the 14th century, produced remains of flax and hemp, suggesting other industry in the area.¹⁶²

Excavations took place in 1995 at the **Old Post Office site, 15-17 High Street** prior to redevelopment. Medieval features included two cesspits, a large rubbish pit, six smaller pits, five post holes, and a ditch. Most of the features contained pottery of 13th-14th-century date, and probably represent the use of the rear of the plot of a tenement fronting the High Street. Remains of the medieval building were probably destroyed by a 16th-century house (of which footings were excavated: a house is documented on the site in the early 16th century) and more recent buildings. Iron slag was present in most features and suggests iron working in the area.¹⁶³ An evaluation next to the Old Post Office site, at **1a-3a High Street** (2007), revealed no archaeological finds or features, probably due to truncation of deposits by the building of Victorian terraced housing.¹⁶⁴

A cluster of excavations at the northern edge of the known pre-railway extent of Crawley has revealed rare evidence of late medieval ironworking site and, equally importantly, evidence that shows this industry was developed over abandoned burgage plots. Excavations in advance of construction of **Crawley Leisure Centre, London Road** in 1997 revealed medieval occupation. The earliest features comprised a gully of 13th-14th-century date, possibly representing a boundary between properties oriented at 90° to London Road. To the west of this (i.e. west of the fire station, c.100m west of London Road), similarly dated ditches suggest a planned field system. Much more significant, however, was the extensive and unusual evidence for late medieval ironworking found on the London Road frontage (i.e. on the site now occupied by the roundabout at the junction of Kilnmead and London Road). This comprised evidence for smelting and forging being undertaken side by side, concentrated – on the basis of archaeomagnetic and pottery dating – in the late 14th and early 15th centuries. The workshop on London Road was a timber building probably measuring 10m or more

by c.5m, and had a clay floor.¹⁶⁵ The northern trench of the 1995-6 excavations on the line of the new High Street relief road (**Pegler Way Area C**: see above for other trenches along the road) revealed numerous pits, post-holes, gullies and a well. Pottery types dated to the 12th-14th centuries. A considerable amount of iron slag was found, together with *ex situ* fragments of hearth bottoms, which suggest that smelting and forging were carried out nearby. The gullies may represent plot boundaries to properties fronting the High Street.¹⁶⁶ Excavation on an adjacent site at the north end of **Pegler Way** in 2004 revealed six gullies, 52 pits and seven post-holes.¹⁶⁷ Two parallel gullies appeared to represent continuations of those found in the 1995-6 excavation, and are likely to be tenement plot boundaries perhaps dating from as early as the late 12th century. In the 13th century the putative tenement plot boundaries became redundant as the site was given over to industrial use. Evidence for linen production comprised a possible retting pond for flax preparation, and a modest amount of iron slag in pit fills suggests ironworking in the general vicinity. From the 14th century the site was abandoned, with urban land use only resuming in the 20th century.¹⁶⁸ Excavation on the southern corner of **Kilnmead and High Street** in 1998 revealed pits that contained modest amounts of 13th-14th-century pottery and substantial quantities of iron slag. The pits appear to have been dug for clay and the backfill – with the high concentration of slag and little domestic refuse – suggests deliberate use for disposal of waste from ironworkings in the immediate vicinity.¹⁶⁹ An archaeological evaluation (and a less productive watching brief during construction works thereafter) at **7 Woolborough Road** in 2000 revealed several pits, gullies, post-holes and ditches. There was little dating material, but the presence of some iron smelting and forging slag suggests that some at least were medieval: the presence of slag was consistent with, though here not clear proof of, ironworking nearby.¹⁷⁰

There has been limited investigation in the West Green area. An archaeological evaluation at **Victoria Road** in 1998 produced no evidence of concentrated medieval settlement in this area. Archaeological features were restricted to an undated ditch and spreads and fills of iron slag: while the slag is likely to be medieval in origins, on limited dating evidence it appears to have been re-deposited in the post-medieval period.¹⁷¹ An evaluation and subsequent watching brief at **67 Ifield Road** in 2006 revealed modest evidence for medieval features, comprising linear ditches (probably for drainage) and a large pit. These features contained iron slag, and

there were other spreads of slag on the site: while there was no evidence for ironworking on the site, this does suggest such activity in the area. There was no evidence of medieval tenement plots.¹⁷²

In addition to these clusters of archaeological investigations, in 1974 a small assemblage of early 14th-century pottery was discovered at the site of the so-called **Moot Hall, High Street**, to the rear of 103 High Street.¹⁷³

4.1.3 Topographic analysis (Maps 6-8)

It has been suggested that the documentary sources demonstrate that the earliest medieval settlement of Crawley was concentrated around West Green,¹⁷⁴ the evidence is far from conclusive and, tellingly, is contradicted by the standing and known demolished medieval buildings, the numerous excavations, and the historic maps. These all suggest that, from the outset, the principal focus of medieval Crawley was the High Street.

The 1839 tithe maps of Ifield and Crawley show a village concentrated on the High Street, with a smaller scatter of houses at West Green. Several features and anomalies stand out, which are of significance to the understanding of the medieval settlement. First, the High Street route itself appears to be a pre-settlement north-south trans-Weald London-Shoreham route,¹⁷⁵ crossed by a comparatively minor east-west route between Worth and Ifield. Although the crossing of the two routes is offset, it has been suggested that this results from modification of the east-west road in the 13th century. Certainly the northern kink of the east end of Ifield Road and, much more dramatically, the circuitous route of the road from Worth (i.e. following the course of what is now called Haslett Avenue West), suggests that the earlier arrangement has been lost: the path leading from the church to the High Street is consistent with the likely earlier route. Moreover, the path on the north side of the church marks the southern limit of the strongly defined burgage plots on the east side of the High Street (see below). Although the church is essentially on the line of the putative earlier route, it would necessarily have blocked the road and, as Mark Gardiner suggests, it is perhaps most likely that the chapel was built before Haslett Avenue was diverted southwards.¹⁷⁶ That the parish boundary follows modern Haslett Avenue West suggests that any re-routing is unlikely to be a late (e.g. post-medieval) event.

A second topographic feature of Crawley is the width of the High Street, which is up to c.34m wide. This area is consistent with a market place

at the centre of the town, and appears to have extended from Haslett Avenue West, at the south, to Ifield Avenue, at the north (the tithe

map clearly showing that narrowing of the High Street between The Driftway and Ifield Avenue is the result of encroachment). This north-south

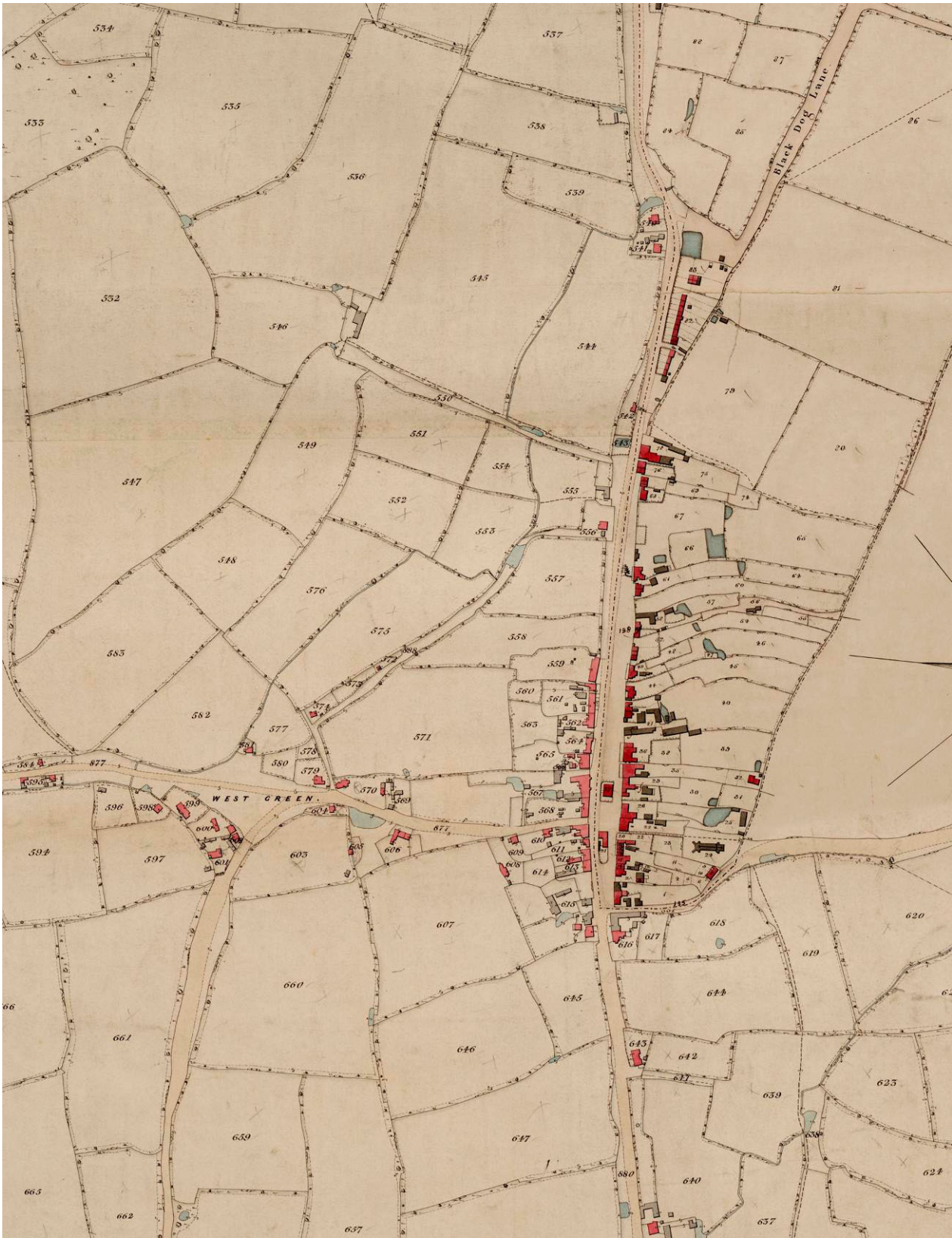


Fig. 16. Crawley and Ifield tithe maps, 1839 (combined version of the two maps held at West Sussex Record Office).

extent is consistent with the evidence from the archaeological excavations (see above section 4.1.2), significantly including those at the north end of Pegler Way (in 1995-6 and 2004), where early burgage plots gave way to industrial use in the 13th century: in short, the extent of the wide part of the principal north-south road appears to reflect the northern and southern limits of the town as it existed around 1200. Comparable wide high streets are seen in other Wealden towns: East Grinstead and Burwash are obvious examples. Although the presence of two islands of buildings in the middle of High Street at Crawley may have its origins in conversion of market stalls to permanent buildings, they were removed in the 20th century without investigation: the northern 'island' was an annexe of the George of apparent early 19th-century date (demolished 1934),¹⁷⁷ and the southern 'island' comprised a group expanded southwards in the 19th century, but with a potentially medieval building at the northern end.

A third topographic feature of Crawley was the strongly defined burgage-like plots on the east side of the High Street, which survived until the building of the post-war new town. These extended c.150-230m to a back or service lane, diverging from the High Street (and coincident with the parish boundary). There is no surviving, archaeological or cartographic evidence for similar regular plots on the west side of the High Street, although there is ample architectural, documentary, and archaeological evidence for medieval occupation there too. Gardiner suggests that this reflects that the two sides of the street, which lay in different rapes as well as different parishes, had different lords and slightly different histories.¹⁷⁸ A comparable plan at 13th-century Sedlescombe Street has been closely related to different lordship, with the less regular western side developing piecemeal following the planned development of the east side.¹⁷⁹ At Crawley, however, archaeological excavations on the west side of the High Street have shown that occupation here may date from as early as the late 12th century, and certainly by the early 13th century, and, thus, there is no clear evidence for the relative chronology of the two sides of the street. Likewise, although evidence for ironworking has been concentrated on the west side of the High Street, this may reflect the concentration of excavations. Nonetheless, it must be suspected that the strongly defined regular plots on the east of the street were established as a primary element of the planned market town of c.1200.

Whilst regular, the burgage-like plots of Crawley were not of exact uniform width, nor entirely



Fig. 17. 46-8 High Street.

consistent from front to rear. This suggests the possibility of subdivision or combination of plots. Subdivision is perhaps more likely given the late medieval stagnation of the town, and there is tantalizing evidence from 47-9 High Street that may support this: as we have seen (above, section 4.1.1), this wide mid-15th-century building includes an earlier, probably 14th-century, building set back behind the later southern cross-wing and oriented at 90° to the street. Combined with a boundary (the line of which runs through the middle of the modern rectory) recorded on the tithe and the pre-new town large-scale Ordnance Survey maps, this suggests that 47-9 High Street occupies more than one of the earlier burgage plots.

4.2 The village c.1540-1840

4.2.1 Buildings

Crawley has few surviving buildings that date from between 1540 and 1840: two from the mid to late 16th century, four from the 17th century, and one from the 18th century.

Although clad externally and much modified, **46-8 High Street** is a substantial four-bay timber-framed building of the mid to late 16th century. Built on a prime corner site, it has continuous jetties on both its street frontages. Less evident today is the fact that originally the building was of three storeys, with the full-height upper floor comprising a single open space (the upper floor was removed in the 19th century).¹⁸⁰ At west



Fig. 18. 34-6 High Street.

Green, 60-2 Ifield Road is a late 16th-century timber-framed farmhouse, converted to a pair of cottages in the 19th century and refaced with brick and tile-hanging.¹⁸¹

At 29 High Street modern cladding hides a three-bay timber-framed building of two storeys and an attic, which dates from c.1620.¹⁸² At the White Hart, the southern part of the building is a timber-framed three-bay house of c.1600, with an external stair turret.¹⁸³ Boscobel, 109 High Street, is a 17th-century timber-framed cottage, re-fronted in the 18th century. 10 Ifield Road apparently hides a mid-17th-century timber frame behind its mid-19th-century exterior.¹⁸⁴

Despite its revival in the 18th century, Crawley has only one building obviously originating from this period, in the form of 34-6 High Street. This substantial brick-built house is directly on the street front, and is of six bays, with a parapet. The ground floor was to shop fronts in the 19th century. Additionally, several surviving earlier buildings were modified, refaced or extended in this period (such as Boscobel, The Tree, and the White Hart, High Street). It is evident from historic photographs that the demolitions of the 20th century account for much of the lack of Georgian architecture in the town.

4.2.2 Excavations

The archaeology of post-medieval Crawley has been explored to a lesser degree than that for the medieval period (see above 4.1.2). Excavations on the west side of **London Road** in 1997 revealed that, following abandonment of the iron-working site in the 15th century, a building – possibly a farmhouse rather than anything more urban – was built in the 17th century: in the 19th century this building became the Sun Inn.¹⁸⁵ Excavations on the site of **Asda, Pegler Way**, in 2002 produced numerous medieval finds and features (see above, section 4.1.2), but suggested that there was little activity on the site between the 16th and 19th centuries.¹⁸⁶

4.2.3 Topography (Maps 8-10)

There was insufficient growth or other impetus for the re-organization of Crawley between 1540 and 1840, so that the town, or village, as recorded in the tithe map of 1839 probably differs little in extent or layout from that of the mid-16th century.

4.3 Expansion: c.1840-2008 (Maps 3, 11 and 12)

4.3.1 Buildings and topography



Fig. 19. Mid-Victorian villas at 17-19 Brighton Road.



Fig. 20. Late 19th-century terraced housing, West Street.

The majority of the buildings in Crawley 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 and, especially, in the creation of the post-war new town.

Population growth was evident from the 1850s and by 1874 the town had expanded the short distance southwards to the railway (including the creation of Church Road – later Robinson Road), and for c.300m southwards along Brighton Road. These developments largely comprised substantial detached villas, with more modest workers' terraced housing built to the west of Brighton Road in West Street. North-east of the station was a timber yard and the monastic buildings of the Franciscan (Capuchin) mission, established in 1861. At West Green a scatter of additional houses included those built on the former green, on the north side of Ifield Road. There was little significant change on the north side of Crawley, with the exception of the building of a new rectory at the rear of the burgage plots on the east side of the High Street (on the site now occupied by Woodall-Duckham House, The Boulevard). Although the original railway station was demolished in 1968 and replaced by a new station just to the east, the adjacent signal box survives (dating from 1877: decommissioned in the 1980s – see Fig. 5).¹⁸⁷

The period 1875-1900 also saw little change on the northern side of Crawley, but growth on the south and west was significant. South of the railway line and station, New Town was further developed with the extension of West Street and Springfield Road, now linked by Oak Road. Housing here mainly comprised more terraces, although substantial semi-detached villas were built in Springfield Road. To the south, detached villas were built in Perryfield Road, Goff Parks Road, and along Brighton Road. East of Brighton Road, a new area – East Park – was under construction, mainly comprising terraced housing in East park and small semi-detached houses in Malthouse Road. Immediately north of the station, semi-detached houses (and a police station) were built on Station Road. At West Green housing expanded slightly along the pre-existing roads, but more significant was the new development of West Park, south-west of historic West Green, with small-scale terraces and semi-detached houses in Albany Road, Alpha Road and Westfield Road. Within the previously built-up area, commercial redevelopment of the town focused on the southern end of the High Street. At 34-6 High Street, for example, shops were created in the 1890s within the substantial late 18th-century house, and the shop dividers from this period survive (see Fig. 18).

The following decade saw further commercialization, for example with the villas on



Fig. 21. Edwardian semi-detached housing, Spencers Road.



Fig. 22. Former London & County bank, Brighton Road.

the east side of the High Street and south of Haslett Avenue West converted to a row of shops (demolished in the 1990s).¹⁸⁸ Commercial buildings of this period south of the railway include the surviving London & County Bank (1901: now an estate agency). More significant was the continuing residential expansion of the town, again focused in the vicinity of the railway. East Park was expanded, mainly with houses built along an extended Malthouse Road; New Town was further developed, with semi-detached and detached villas in Perryfield Road, Springfield Road and Horsham Road, and further terraces in West Street; and West Park saw modest semi-detached houses built in Albany Road, Princess Road, Spencers Road and Victoria Road.

The 1920s saw the creation of more scattered suburbs. These included extensive ribbon development along Ifield Road and Three Bridges Road. As we have seen (above, section 3.3.1), the 1930s saw more substantial building on the periphery of Crawley and adjacent Three Bridges. Inside the EUS study area there were significant changes, some of which have survived and which presaged the later new town. Remodelling of the High Street was particularly evident and included the demolition of cottages

for larger-scale commercial buildings: surviving examples include the art deco styled brick and stucco Embassy cinema, 100 High Street (1938: now 'Bar Med'); and the substantial brick façade of Grand Parade (begun in 1938, with the central block – now the Jubilee Oak pub – occupied by Woolworths¹⁸⁹). To the south of the railway the Imperial cinema survives as rebuilt in brick and stucco Classical style in 1928 (the ground floor remodelled for its current use as a car showroom).

The development of the new town from the late 1940s has had a profound effect on the pre-existing topography and the built environment of Crawley. Almost all the medieval and post-railway streets survived, although the subsequent creation of the High Street relief road (Pegler Way: 1995-6) and the adjacent development of the Asda site (2002-3) have modified Ifield Road and Spencers Road, and entirely removed Robinson Road (a key element of the Victorian and Edwardian town). Survival of most of the pre-1945 street plan, however, does not equate with survival of earlier buildings. The process of piecemeal demolitions begun in the 1930s became more organized under the new town development corporation, with compulsory purchase and demolition of High Street buildings both for the immediate needs of the new shopping centre (e.g. to allow the connection of



Fig. 23. Grand Parade, High Street.



Fig. 24. North side of Queen's Square.

the old and new retail areas via the Broad Walk and the Boulevard, both in the early 1950s), but also simply to modernize the High Street (e.g. the removal of the remaining island of historic buildings in the middle of the street in 1957¹⁹⁰). To the rear of the High Street buildings, the development of the new shopping centre swept away most of the distinctive burgage plots (and their archaeology) by 1958, so that only fragments of one or two plot boundaries survive just north-west of the church. The impact of the new town on the historic core was followed by later redevelopment, with examples including demolition of High Street cottages north Bank Lane in 1965 for the construction of Tesco, 91 High Street (immediately north of Bank Lane); demolition of the bow-fronted Regency house known as Camfield's in 1965 (now a 1980s office block at 82-92 High Street); demolition of the weatherboarded Bay Tree Coffee House, 60 High Street in the 1980s (now a restaurant); and, as noted above, the loss of Robinson Road, which entailed demolition of the former British School (1995) and the Bethel chapel (2000).¹⁹¹

Despite this impact on the pre-existing town, the development of the new town of Crawley has been primarily a story of construction, although most of the building – especially the nine planned residential neighbourhoods (subsequently added to by other estates), the

industrial zone and much of the central shopping area – was outside the earlier town and, thus, outside the EUS study area (and is summarized above, section 3.4.1). Nonetheless, significant parts of the 1950s shopping centre were built over historic plots. These elements – comprising Broad Walk (linking the old High Street to the new centre), the Broadway (parallel to the High Street) and Queen's Square (opened in 1958) – survive largely intact from the 1950s, with the main change being the addition of a block at the west end of Queen's Square. Building materials principally comprise steel frame, with cladding in brick and concrete. Building forms are generally large cuboids with flat roofs (although pitched roofs are a feature of the area between the Broadway and the High Street), and some arcades or covered walkways. Decorative elements include strong articulation by metal and concrete window mullions, and a limited amount of sculpture. A surviving example of the latter is the 'The Family' sculpture by Richard Browne added c.1961 to the eastern façade of the 1957 Co-op store (now T. J. Hughes) in the Broadway.¹⁹² Also inside the EUS study area is the polychrome brick-built church of St Francis and St Anthony (H S Goodhart-Rendell, 1958-9), which replaced the earlier Roman Catholic friary (reordered in 1988 and in 2008).¹⁹³



Fig. 25. Former Co-op (now T J Hughes), Broadway.

The new buildings on the High Street initially followed similarly modern designs to those within the wholly new-built shopping centre. For example, the Tesco building (now the Rat and Parrot pub) of 1965 was built as a flat-roofed steel-framed building clad in plain brick. By the 1980s buildings such as 82-92 High Street were of a similarly large-scale and of the same materials, but with more articulation. The 1990s and 2000s, however, have seen large-scale developments adopt vernacular elements in an attempt to blend in with the historic buildings: a

good example is the large block at 28-32 High Street (of c.2000), which presents its High Street elevation as if four separate buildings, with different planes, two gables, tile-hanging, brickwork, and mock sash windows (with a more elaborate turreted façade to modern Pegler Way: see Fig. 26). Away from the High Street, more unambiguously modern designs have been built: within the EUS study area, examples include the unadorned warehouse style of Asda, Pegler Way (2002-3).



Fig. 26. 28-32 High Street (right) with Asda, Pegler Way beyond (left).

5 STATEMENT OF HISTORIC URBAN CHARACTER

5.1 Town summary

5.1.1 Historic environment overview

Although well known as one of the six new towns proposed in the New Towns Act 1946, Crawley has a much longer history involving creation of an earlier planned town on the London-Shoreham road c.1200 and considerable expansion following the arrival of the railway (1848). Several buildings and much of the street pattern survive from the pre-railway town, although the building of the new town – essentially completed between 1949 and 1962, though expanded and in part redeveloped since – has resulted in considerable losses of buildings along the High Street and almost complete removal of the distinctive medieval burgage-like plots on the east side of the street. The post-1848 Victorian and Edwardian developments have also survived in part: although notable losses include the original railway station, Robinson Road and the southern end of the High Street, much survives in the vicinity of the railway line. Less visible is the archaeological evidence of the medieval town, and, while much of the evidence was destroyed without archaeological investigation during initial construction of the new town, more recent redevelopments within the town centre have been accompanied by archaeological excavation that have begun to realize the potential of the buried archaeology.

5.1.2 Historic environment designations (Map 4)

There are 18 listed buildings or monuments in the EUS study area itself (four Grade II* and 14 Grade II). Of these, seven predate 1500; two are 16th century; four are 17th century; one is 18th century; one is from 1841-80; one is from 1881-1913; one is from 1914-45; and one is from after 1945.¹⁹⁴

Crawley Borough has seven Conservation Areas, two of which are within, or partly within, the EUS study area. There are no Scheduled Monuments within the EUS area, although there are three within the modern suburbs (all moated sites).

5.1.3 Historic building materials

Although the survival of identified pre-railway buildings is modest, there are 12 examples of traditional timber framing, with the most notable and visible examples comprising Ancient Priors, 47-9 High Street; the Old Punch Bowl, 101 High Street; and The George, High Street. Local sandstone survives rarely, with visible examples being the parish church (the rubble south wall of the nave being the main medieval survival); the south wall/chimney of The Tree, 103 High Street; and some sandstone plinths for timber-framed buildings (e.g. at the Old Punch Bowl, 101 High Street). Horsham Stone is a flaggy sandstone outcropping locally and used for roofing (three surviving examples, all pre-1700 buildings; with two more examples re-roofed since listed in 1948). Brick used for the one wholly 18th-century building (34-6 High Street) and in the 19th century and early 20th century was the principal building material in the town. The construction of the new town brought new materials, with wide use – especially in the large commercial and civic buildings of the town centre – of steel, concrete and glass.

5.2 Historic Character Types

5.2.1 Historic Character Types and chronology (Maps 6-10)

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 20th-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 6-10) 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 Crawley (Maps 11 and 12)

Although Historic Character Types represent county-wide types, modern Crawley 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 13)

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 1 in Crawley combines four Historic Character Types that represent *regular burgage plots*, *irregular historic plots* and the *market place* that date from Period 6 (1150-1349), and

retail and commercial areas that date from Period 15 (1946-present).

Combining this complexity into a single HUCA called *High Street* reflects the largely coherent character of the area 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 19th and 20th-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 14)

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 Crawley Borough.

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 Crawley (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 Crawley's Historic Urban Character Areas (Map 13)

The following assessments of the Historic Urban Character Areas (HUCAs) of Crawley 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 wide High Street of Crawley, which was the centre of the medieval town and – it appears – its market place. Despite the creation of a new shopping to the east of the High Street as part of the post-war new town, this HUCA remains commercial in nature combining shops, businesses, and, perhaps most notably, several historic inns.

There are 13 listed buildings (three Grade II*; and 10 Grade II) of which one is Period 6 (1150-1349), five are Period 7 (1350-1499), one is Period 8 (16th century), three are Period 9 (17th century), one is Period 10 (18th century), one is Period 13 (1881-1913) and one is Period 14 (1914-45). These buildings are mostly scattered along the High Street frontage, representing sporadic survivals amongst modern buildings, and are most numerous on the eastern side of the High Street – i.e. that side where clearly defined burgage-like plots survived until the building of the new town shopping centre. The much restored Ancient Priors, 47-9 High Street and The Old Punch Bowl, 101 High Street (both Grade II*) are the most obviously medieval survivals, with exposed timber-framed frontages to the street. Ancient Priors has a hall with a northern cross-wing of c.1450, to which was added a southern cross-wing, behind which partly survives an earlier building of probable 14th-century date. The Old Punch Bowl is a Wealden house of early 15th-century date. The George (Grade II*) also has exposed timber framing, although the remains of its late 14th or early 15th-century hall and cross-wing and its late 15th-century continuously-jettied south range (originally containing a wagon way, consistent with early use as an inn) are less easily discernible. Also noteworthy are The Tree, 103 High Street, which has the remains of a two-bay open hall of early 14th-century date lying parallel to the street; and, for Crawley, a rare example of an 18th-century house in the form of brick-built 34-6 High Street (the ground floor being modified for shop fronts in the 1890s): both are Grade II.

Survival of historic plots is poor. Although regular burgage plots do not appear to have been present on the west side of the High Street, clearly defined plots – perhaps representing combining of narrower plots – survived on the east side of the High Street until the building of the post-war new town. Nonetheless, some truncated parts of the western end of these plots survive behind 45-65 High Street.

There has been little excavation within this HUCA – mainly due to the fact that most of the new town related redevelopment preceded

modern developer-funded archaeology – but excavations on the west side of the High Street at nos. 28-32 and 34 showed considerable truncation of deposits caused by Victorian and later development. This is likely to be the case through most of the HUCA, but, equally, there are likely to be pockets of better-preserved (and extremely important) archaeology in the immediate vicinity and within the surviving historic buildings suggest the **archaeological potential** of this HUCA is moderate.

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 20th century, most notably the demolition of numerous historic buildings, some demonstrably of medieval date and some of more uncertain and uninvestigated origins, both during the 1930s and, more especially, during the building of the post-war new town. This has continued with more recent redevelopment such as at 28-32 High Street (c.2000). Although the demolition of historic buildings has been extensive and is largely historic and many of the remaining earlier buildings are listed, there remain some Victorian and Edwardian 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 market place, and the regular burgage-like plots on the east side of the High Street and the less regular plots on the west (RQ2; RQ5; RQ7; RQ8; RQ11).

HUCA 2 Churches (HEV 3)

HUCA 2 lies on the south-east side of the medieval town, and comprises the medieval parish church and, on the opposite side of the medieval road to Worth (now a busy inner relief road called Haslett Avenue West), the modern Roman Catholic church.

The two churches are the only listed buildings within this small HUCA. The parish church of St John the Baptist (Grade II*) was founded as a chapel perhaps as early as c.1200, and is the oldest surviving building in Crawley, although little medieval survives drastic restorations in 1804, 1828, 1845 and 1880. Most notably the west tower (an addition of c.1470) was rebuilt in 1804, and in 1879-80 Henry Woodyer undertook a general restoration, the addition of a north

aisle and vestry, and rebuilding of the chancel (later extended). As a result the only visible *in situ* masonry from the medieval period comprises the south wall of the nave, and a blocked doorway, probably of the early 14th century, in this wall provides the only dating evidence. 15th-century features include the roof of the nave, the reset west doorway: and the font. The Roman Catholic church of St Francis and St Anthony (Grade II) is of polychrome brick and was built by H S Goodhart-Rendell in 1958-9 to replace the Franciscan (Capuchin) mission established in 1861: the Capuchin Franciscans left in 1980-1, transferring the church to secular clergy.

Building on the friary site in the 20th century, the fact that this part of the HUCA lies outside the known medieval extent of Crawley, and the modern widening of Haslett Avenue West, suggest that archaeology is likely to be limited to the area around the parish church and that, therefore, the **archaeological potential** of this HUCA is likely to be moderate.

The survival of one medieval building (the parish church); the architectural interest of the modern Roman Catholic church; and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 2 has seen significant post-1945 development in the form of widening of Haslett Avenue West, and infill of the former friary. The protected nature of the parish church, however, and the lack of scope for significant further development mean that **vulnerability** is low.

Research questions especially relevant to this HUCA relate to origins of the church and the parish boundary encompassing it (RQ2; RQ3; RQ4).

HUCA 3 Railway (HEV 1)

HUCA 3 comprises the railway and the area lying to the north. Although medieval occupation of the southern part of the High Street is suggested by archaeological excavations on the Asda site, this area was largely unoccupied at the time of the opening of the railway line and station (1848), and was built up in the mid to late 19th century.

Today the railway remains, but the original station has been demolished and replaced by the present station further to the east (1968). Almost all the Victorian and Edwardian houses and shops have been lost to redevelopment – including the entire removal of Robinson Road (which housed the Bethel Strict Baptist chapel, 1858; Trinity Congregationalist church, 1863; the

British School, 1854; and the cottage hospital, 1896) – so that the area now largely comprises large-scale offices and the Asda supermarket. There is one listed building, comprising the brick and timber signal box adjacent to the railway crossing, which dates from 1877 and which was decommissioned in the 1980s.

Although excavations on the site of Pegler Way and Asda have shown that the density of 19th-century development did not remove all medieval archaeology, the late 20th-century redevelopment of most of the area suggests that the **archaeological potential** of this HUCA is limited.

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

The Historic Environment Value of the HUCA means that its **vulnerability** is low, with the greatest threat being that to the probably limited archaeology.

Broad, or Crawley-wide, **research questions** only apply to this area.

HUCA 4 West Green (HEV 2)

HUCA 4 lies to the west of the medieval town. Although there is some documentary evidence for medieval occupation in the vicinity, there is no archaeological or topographic grounds to suppose that this was substantial and by 1840 this area comprised a scatter of houses located around – and partly representing (probably post-medieval) encroachment on the green or common. Being near to the railway, there was further encroachment on the green in the second half of the 19th century and expansion of the area towards the railway line. After 1900 infill joined the area more fully to the rest of the town, and today the HUCA comprises a largely residential suburb of Crawley.

There is one listed building (Grade II): 60-2 Ifield Road is a late 16th-century timber-framed farmhouse, converted to a pair of cottages in the 19th century and refaced with brick and tile-hanging. St Peter's church (which gained its separate ecclesiastical parish in 1901) dates from 1893. Much of the pre-1914 development survives, such as the semi-detached Edwardian houses in Victoria Road.

The density of late 19th and early 20th-century development, subsequent post-1945 redevelopment, and the non-urban nature of this area before 1840 suggests that **archaeological potential** of this HUCA is limited. This is supported by the modest results of

archaeological investigations at 67 Ifield Road and Victoria Road.

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, mostly in the form of piecemeal redevelopment, but also with larger schemes such as the Crawley Foyer on the corner of Ifield Road and Horsham 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.

Research questions especially relevant to this HUCA relate the early routeways in the town and the origins of West Green (RQ2; RQ10).

HUCA 5 Brighton Road (HEV 2)

HUCA 5 lies immediately south of the railway and along the Brighton Road (including streets off). Prior to 1840 there were two houses in the area (one certainly a farm or smallholding), but after the arrival of the railway (1848) the Brighton Road was quickly colonized by detached villas and – opposite the station itself, the Railway Hotel, with more modest workers terraces built in newly laid out West Street. Further infill occurred by 1914, with the northern part of the Brighton Road having a more commercial function. Today, the structure and many of the buildings remain, although nearly all the villas along the Brighton Road have been subdivided, converted to commercial use, or replaced.

There are no listed buildings, but several buildings are noteworthy. Commercial buildings at the northern end of Brighton Road are well represented by the Railway Hotel; the London & County Bank (1901: now an estate agency); and Imperial cinema (originally 1911-12, but rebuilt in 1928 following fire).

The density of late 19th and early 20th-century development, subsequent post-1945 redevelopment, and the largely agricultural use of this area before 1840 suggests that **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 2.

HUCA 5 has seen significant change since 1945, with blocks of flats in Brighton Road replacing many of the 19th-century detached villas. The modest Historic Environment Value of the area,

however, means that **vulnerability** is medium, with perhaps the greatest threats being to the coherent groups (or continuous street frontages) of surviving late Victorian and Edwardian buildings, and to further loss of the unlisted large villas.

Broad, or Crawley-wide, **research questions** only apply to this area.

HUCA 6 New town shopping centre (HEV 1)

HUCA 6 formed the main part of the burgh-like plots of medieval Crawley as established c.1200. These plots – possibly with some amalgamation – remained intact to the rear of the High Street frontages until the development of the new town shopping centre.

Today, the area forms the western part of the shopping centre, from west to east comprising the Broad Walk (linking the old High Street to the proposed new centre: opened 1954), north-south Broadway, and Queen's Square (opened in 1958). To the north, the east-west Boulevard links to the High Street and is largely used for offices (with the new town hall just to the east of the HUCA). Although some historic buildings were kept along the east side of the High Street (see HUCA 1) much of the west edge of this HUCA consists of 1950s and 1960s buildings built along the older frontage: examples include the former Tesco building (now the Rat and Parrot pub) of 1965. Building materials principally comprise steel frame, with cladding in brick and concrete. Building forms are generally large cuboids with flat roofs (although pitched roofs are a feature of the area between the Broadway and the High Street), and some arcades or covered walkways. Decorative elements include strong articulation by metal and concrete window mullions, and a limited amount of sculpture. A surviving example of the latter is the 'The Family' sculpture by Richard Browne added c.1961 to the eastern façade of the 1957 Co-op store (now T. J. Hughes) in the Broadway. There is one listed building: Boscobel, 109 High Street, is a 17th-century timber-framed cottage, re-fronted in the 18th century.

The density and constructional form of the new town shopping centre buildings and streets suggests that the **archaeological potential** of this HUCA is limited, although, given the fact that it overlies a key and unexplored element of the medieval town, this should perhaps be tested through excavation.

The lack of pre-1945 historic buildings and plots; and the archaeological potential give this HUCA

an **Historic Environment Value (HEV)** of 1, although it should be noted that the HUCA includes a key part of the post-war new town and that this is become of increasing architectural interest.

HUCA 6 has seen radical change since 1945, with almost all features – except for Boscobel, High Street – dating from c.1950 and later. Although the buildings and design of the new town shopping centre are of interest the modest Historic Environment Value of the area means that **vulnerability** is low, with perhaps the greatest threat being to any archaeological deposits that may (however unlikely) have survived the redevelopment of the 1950s.

Research questions especially relevant to this HUCA relate to the origins of the regular burgage-like plots on the east side of the High Street (RQ7; RQ11).

HUCA 7 High Street – north (HEV 1)

Although HUCA 7 appears through cartographic evidence to lie north of the medieval town – having in 1839 building restricted to 18th-century encroachment on wayside land on the east side of the High Street/London Road and a 17th-century farmstead (by then the Sun Inn) – excavations at the north end of Pegler Way, on the site of Crawley leisure centre and at Kilnmead have shown that this area had tenement plots as early as those to the south (i.e. probably established c.1200), which were succeeded by an industrial ironworking area in the 13th-15th centuries, before becoming vacant.

Today the area almost entirely comprises large late 20th-century office blocks, with associated car parks. There are no historic buildings or plots.

Although the construction of the modern office blocks and the roadways and roundabouts in this area is likely to have destroyed most archaeological deposits, previous excavations have shown the considerable archaeological interest of this area and it is possible that pockets of archaeology survive. This suggests that the **archaeological potential** is limited to moderate.

The quality of the late 20th-century development, the absence of historic buildings or historic boundaries, and archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low.

Broad, or Crawley-wide, **research questions** only apply to this area.

5.3.7 Summary table of Historic Urban Character Areas (HUCAs) for Crawley

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 Crawley				
<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 Irregular historic plots Market place Retail and commercial	1. High Street	Moderate	3	Medium
Church/churchyard Religious house Irregular historic plots Retail and commercial	2. Churches	Moderate	3	Low
Station, sidings and track Retail and commercial Public Suburb	3. Railway	Limited	1	Low
Church/churchyard Informal parkland Irregular historic plots Retail and commercial School/college Suburb	4. West Green	Limited	2	Low
Irregular historic plots Retail and commercial Suburb	5. Brighton Road	Limited	2	Medium
Retail and commercial Regular burgage plots	6. New town shopping centre	Limited	1	Low
Retail and commercial Suburb	7. High Street – north	Limited to moderate	1	Medium

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

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 Crawley should address:

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

6.2 Origins

RQ2: What was the routeway arrangement as the town was established? Consider especially the suggested cross-roads and the possible rerouting of the Worth road (and realignment of the parish boundary) to follow modern Haslett Avenue West.

RQ3: What was the form and construction detail of the medieval chapel/church?

RQ4: What was the extent of the churchyard when first established, and was it coeval with the burgrave plots to the north??

RQ5: What evidence is there for a market or focal place prior to the town?

RQ6: What evidence is there for occupation at Crawley prior to c.1200?

RQ7: What is the date of the burgrave-like plots on the east side of the High Street and what was the original extent of these regular plots?

RQ8: What was the form and date of plots outside the area of the regular burgrave-like plots (especially considering the west side of the High Street)?

RQ9: What was the role of the iron industry in the origins and earliest development of the town?

RQ10: What was the nature of the West Green area in the 13th century?

6.3 Later medieval town

RQ11: How have tenements/burgrave plots developed to form the plots that survived into the 20th century and which only partly survive today

(e.g. possible amalgamation of originally narrower plots)?

RQ12: What is the evidence for economic decline and physical shrinkage of the initial town of c.1200, and the utilization of former tenements for industrial purposes?

RQ13: What evidence is there for zoning in the medieval town (especially considering the iron industry)?

RQ14: What is the precise chronology of the decline of the iron industry at Crawley?

RQ15: What evidence can the standing buildings provide for their function and date (i.e. through dendrochronology), especially those on the main High Street?

6.4 Post-medieval town

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

RQ17: How were the medieval and early post-medieval buildings adapted for new functions and changing status (e.g. creation of carriageways, or subdivision of hall houses)?

RQ18: What is the evidence for the revitalization of Crawley in the 18th-century as a town on the burgeoning coaching route to Brighton?

7 Notes

¹ 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.

² 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).

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¹⁸ Stevens, S., *An Archaeological Evaluation (Stage 1) 26-36 High Street, Crawley, West Sussex* (unpubl. Archaeology South-East report, project no. 848a, 1999).

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²² Worrall, S., *An Archaeological Evaluation at 67, Ifield Road, Crawley, West Sussex* (unpubl. Archaeology South-East report, project no. 2340, 2006); Whittaker, D., *An Archaeological Watching Brief on Land at 67, Ifield Road, Crawley, West Sussex* (unpubl. Archaeology South-East report, project no. 2695, 2007).

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- ⁸⁹ Bastable, R., *Crawley: the Making of a New Town* (1986), caption to Fig. 19.
- ⁹⁰ Lowerson, J., (ed.), *Crawley: Victorian New Town* (University of Sussex Centre for Continuing Education Occasional Paper 12, 1980), 13-14.
- ⁹¹ Gwynne, P., *A History of Crawley* (1990), 119.
- ⁹² Lowerson, J., (ed.), *Crawley: Victorian New Town* (University of Sussex Centre for Continuing Education Occasional Paper 12, 1980), 21-3.
- ⁹³ Gwynne, P., *A History of Crawley* (1990), 125-30.
- ⁹⁴ Bastable, R., *Crawley: the Making of a New Town* (1986), captions to Fig. 115.
- ⁹⁵ Gray, F., (ed.), *Crawley: Old Town, New Town* (University of Sussex Centre for Continuing Education Occasional Paper 18, 1983), 13-15; Gwynne, P., *A History of Crawley* (1990), 145.
- ⁹⁶ Hygate, N. D., *The Manor of Crawley 1200-1792* (2003), 103; Bastable, R., *Crawley: the Making of a New Town* (1986), captions to Figs. 116 and 145.
- ⁹⁷ Bastable, R., *Crawley: the Making of a New Town* (1986), captions to Figs. 123-9; Gwynne, P., *A History of Crawley* (1990), 151-2.
- ⁹⁸ Gwynne, P., *A History of Crawley* (1990), 149.
- ⁹⁹ Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 63-7.
- ¹⁰⁰ Hygate, N. D., *The Manor of Crawley 1200-1792* (2003), 90.
- ¹⁰¹ Gwynne, P., *A History of Crawley* (1990), 120.
- ¹⁰² Salzman, L. F., *Victoria County History* 7 (1940), 144; Lowerson, J., (ed.), *Crawley: Victorian New Town* (University of Sussex Centre for Continuing Education Occasional Paper 12, 1980), 30.
- ¹⁰³ Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 68.
- ¹⁰⁴ Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 70-1.
- ¹⁰⁵ Jones, G., and Sibun, L., *An Archaeological and Historical Survey of the Bethel Chapel Graveyard, Crawley, West Sussex* (unpubl. Archaeology South-East report, project no. 1169, 2000)
- ¹⁰⁶ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 18.
- ¹⁰⁷ Bastable, R., *Crawley: the Making of a New Town* (1986), caption to Fig. 128; Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 18.
- ¹⁰⁸ Lowerson, J., (ed.), *Crawley: Victorian New Town* (University of Sussex Centre for Continuing Education Occasional Paper 12, 1980), 24-5.
- ¹⁰⁹ Currie, C. R. J., 'Crawley New Town', in Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 74.
- ¹¹⁰ Bastable, R., *Crawley: the Making of a New Town* (1986), caption to Fig. 16.
- ¹¹¹ Lowerson, J., (ed.), *Crawley: Victorian New Town* (University of Sussex Centre for Continuing Education Occasional Paper 12, 1980), 33-5; Gwynne, P., *A History of Crawley* (1990), 132,
- ¹¹² Lowerson, J., (ed.), *Crawley: Victorian New Town* (University of Sussex Centre for Continuing Education Occasional Paper 12, 1980), 32.

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¹¹⁵ McCann, T. J., *Sussex Cricket in the Eighteenth Century* (SRS 88, 2004), xlix.

¹¹⁶ Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 53-60.

¹¹⁷ Lowerson, J., (ed.), *Crawley: Victorian New Town* (University of Sussex Centre for Continuing Education Occasional Paper 12, 1980), 41-2.

¹¹⁸ Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 53-60.

¹¹⁹ Bastable, R., *Crawley: the Making of a New Town* (1986), caption to Fig. 71; Ordnance Survey 1:2500 Epoch 3 mapping.

¹²⁰ Bastable, R., *Crawley: the Making of a New Town* (1986), caption to Fig. 99; Gwynne, P., *A History of Crawley* (1990), 140.

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¹²² Bastable, R., *Crawley Then & Now* (2004), 20.

¹²³ Currie, C. R. J., 'Crawley New Town', in Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 74-5; Gray, F., (ed.), *Crawley: Old Town, New Town* (University of Sussex Centre for Continuing Education Occasional Paper 18, 1983), 16-26.

¹²⁴ Kay, Charles, 'Crawley New Town 1947-2000', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 122-3.

¹²⁵ Currie, C. R. J., 'Crawley New Town', in Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 77-80.

¹²⁶ Gray, F., (ed.), *Crawley: Old Town, New Town* (University of Sussex Centre for Continuing Education Occasional Paper 18, 1983), 30-1.

¹²⁷ Currie, C. R. J., 'Crawley New Town', in Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 77.

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¹³⁰ Kay, Charles, 'Crawley New Town 1947-2000', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 122-3.

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¹³² Gwynne, P., *A History of Crawley* (1990), 146-7.

¹³³ Currie, C. R. J., 'Crawley New Town', in Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 84-7; Gray, F., (ed.), *Crawley: Old Town, New Town* (University of Sussex Centre for Continuing Education Occasional Paper 18, 1983), 8; Gwynne, P., *A History of Crawley* (1990), 164-5; Gray, F., (ed.), *Crawley: Old Town, New Town* (University of Sussex Centre for Continuing Education Occasional Paper 18, 1983), 33-8.

¹³⁴ Currie, C. R. J., 'Crawley New Town', in Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 92-3.

¹³⁵ Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 72-3.

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¹³⁸ A detailed discussion of the development of education provision in Crawley New Town can be found in: Currie, C. R. J., 'Crawley New Town', in Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 93-5.

¹³⁹ *Ibid.*, 95.

¹⁴⁰ *Crawley College and Haywards Heath College (Dissolution) Order 2005.*

¹⁴¹ Currie, C. R. J., 'Crawley New Town', in Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 90.

¹⁴² Currie, C. R. J., 'Crawley New Town', in Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 90.

¹⁴³ Currie, C. R. J., 'Crawley New Town', in Hudson, T. P., (ed.), *Victoria County History* 6:3 (1987), 82-3.

¹⁴⁴ Kay, Charles, 'Crawley New Town 1947-2000', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 122-3.

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¹⁴⁸ Wealden Buildings Study Group, *Site Visit Notes: The Tree, Crawley* (unpubl. notes, undated: supplied by Annabelle Hughes).

¹⁴⁹ I am grateful to Richard Harris, director of the Weald & Downland Open Air Museum, for supplying details of the building, its dendrochronological dating (by Ian Tyers) and his interpretation. Note that published accounts of evidence for the building having been moved to 103 High Street, have no basis: as Richard Harris has pointed out, the primary canted western truss matches the change in angle of the plot at this point and it is implausible that a similar change in angle of the building would have been necessary in a previous location.

¹⁵⁰ Hughes, A. F., *The Ancient Priors, High Street, Crawley* (unpubl. report 1994). Annabelle Hughes' analysis is reproduced in abridged form in: Hygate, N., *49 High Street, Crawley* (1994).

¹⁵¹ Martin, D., and Martin, B., *An Archaeological Interpretative Survey of The George, High Street, Crawley, Sussex* (unpubl. Archaeology South-East report, project no. 2768, 2007).

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¹⁵⁴ Pers. comm. Annabelle Hughes, citing research undertaken by Jean Shelley.

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¹⁵⁷ Harris, A., *Description and Analysis of Buildings Formerly at 16 High Street, Crawley, Sussex* (unpubl. Lawson-Price Environmental report, 1995); Miles, D. W. H. *The Tree-Ring Dating of Vine Cottage, 16 High Street, Crawley, West Sussex* (unpubl. report, 1996). The dendrochronological dates used here are not those from Dan Miles's draft report (above), but from his more recent listing in *Vernacular Architecture* 28 (1997), list 82.

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¹⁶³ Stevens, S., 'Excavations at the Old Post Office site 15-17 High Street, Crawley, West Sussex', SAC 135 (1997), 193-208.

¹⁶⁴ Hawtin, T., *An Archaeological Evaluation at 1a-3a High Street, Crawley, West Sussex* (unpubl. Archaeology South-East report, project no. 3042, 2007).

¹⁶⁵ Cooke, N., 'Excavations on a late medieval ironworking site at London Road, Crawley, West Sussex, 1997', SAC 139 (2001), 147-67.

¹⁶⁶ Saunders, M. J., 'Archaeological investigations on the route of the Crawley High Street relief road, Crawley, West Sussex', SAC 136 (1998), 81-94.

¹⁶⁷ Hammond, S., *Land at Pegler Way, Crawley, West Sussex: Post-Excavation Assessment* (unpubl. Thames Valley Archaeological Services Report, site code PWC04/90, 2005).

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¹⁷¹ James, R., *An Archaeological Evaluation in Victoria Road, Crawley, West Sussex* (unpubl. Archaeology South-East report, project no. 941, 1998).

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Crawley, West Sussex (unpubl. Archaeology South-East report, project no. 2695, 2007).

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¹⁷⁴ Hygate, N. D., *The Manor of Crawley 1200-1792* (2003), 70-91.

¹⁷⁵ Note, Nadine Hygate suggests that London Road immediately north of Crawley 'did not exist in the medieval period', although the dog-legged route that she suggests as an alternative seems convoluted and implausible: Hygate, N. D., *The Manor of Crawley 1200-1792* (2003), 21-2.

¹⁷⁶ Gardiner, M., in Stevens, S., 'Excavations at the Old Post Office site 15-17 High Street, Crawley, West Sussex', SAC 135 (1997), 194.

¹⁷⁷ Bastable, R., *Crawley Then & Now* (2004), 30.

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¹⁷⁹ Gardiner, M., 'Trade, Rural Industry and the Origins of Villages: some Evidence from South-East England', in de Boe, G., & Verhaeghe, F., (eds.), *Rural Settlements in Medieval Europe: Papers of the Medieval Europe Brugge 1997 Conference* 6 (1997), 63-73, at 68.

¹⁸⁰ Martin, D., and Martin, B., *An Archaeological Interpretative Survey of 44, 46, 48 High Street, Crawley, Sussex* (unpubl. Archaeology South-East report, project no. 2664, 2006).

¹⁸¹ English Heritage listed building description, ref. no. 363365.

¹⁸² Hughes, A. F., *29 High Street, Crawley* (unpubl. report 2007).

¹⁸³ As identified by Jean Shelley: Hygate, N. D., *The Manor of Crawley 1200-1792* (2003), 113.

¹⁸⁴ English Heritage listed building description, ref. no. 363418.

¹⁸⁵ Cooke, N., 'Excavations on a late medieval ironworking site at London Road, Crawley, West Sussex, 1997', SAC 139 (2001), 147-67.

¹⁸⁶ Stevens, S., *Archaeological Investigations at the Asda Site, Crawley, West Sussex* (unpubl. Archaeology South-East report, project no. 1563, 2006), 48.

¹⁸⁷ Bastable, R., *Crawley Then & Now* (2004), 55, 58.

¹⁸⁸ Bastable, R., *Crawley Then & Now* (2004), 50-1.

¹⁸⁹ Bastable, R., *Crawley Then & Now* (2004), 25.

¹⁹⁰ Bastable, R., *Crawley: the Making of a New Town* (1986), caption to Fig. 156.

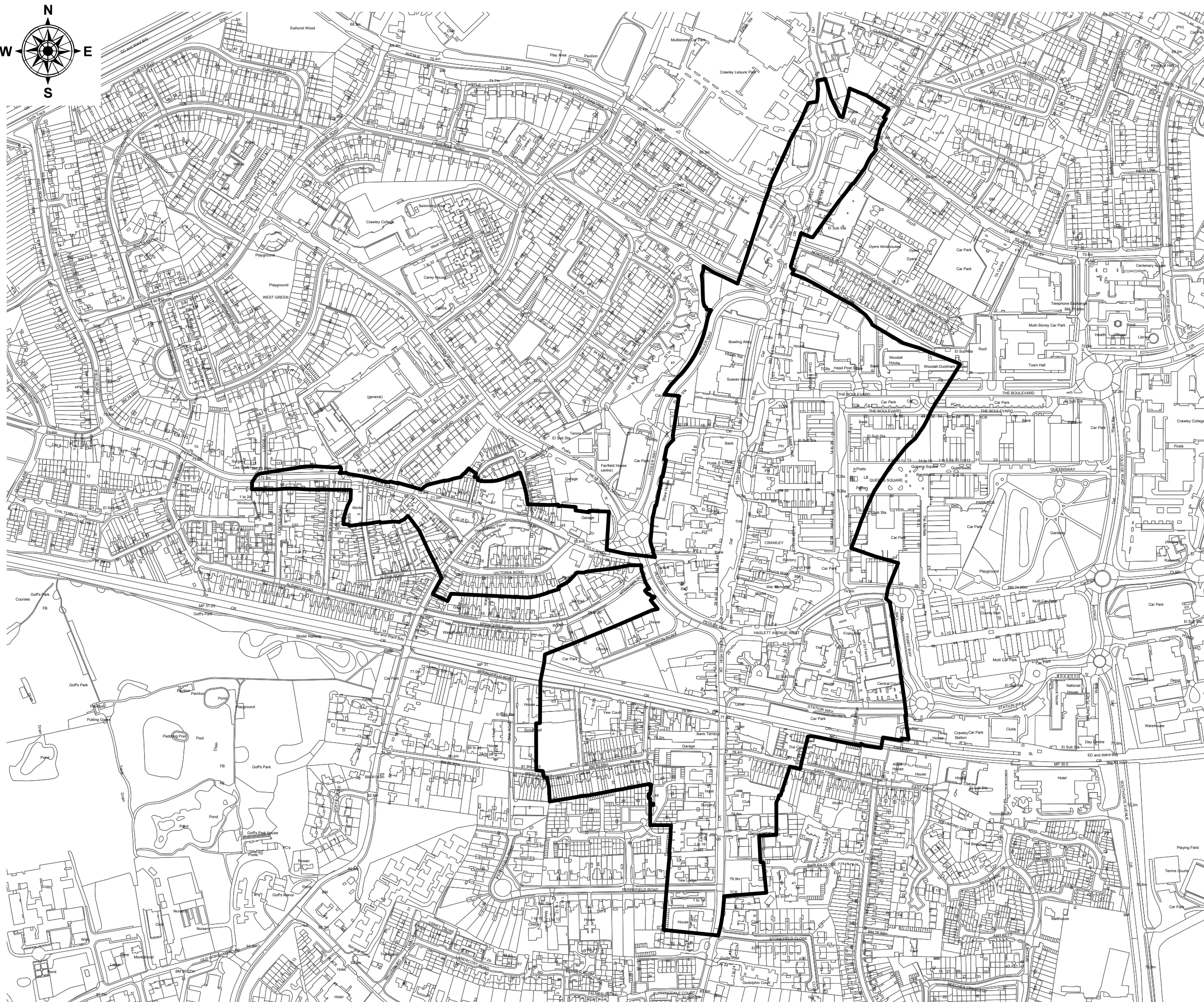
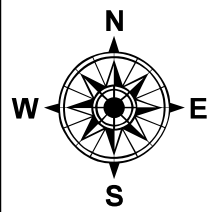
¹⁹¹ Bastable, R., *Crawley Then & Now* (2004), 21, 23, 28, 46-7.

¹⁹² Bastable, R., *Crawley Then & Now* (2004), 91.

¹⁹³ Sladen, T., and Antram, N., *Architectural & Historic Review of Churches in the Roman Catholic Diocese of Arundel & Brighton* (2005), 8, 27.

¹⁹⁴ 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

CRAWLEY MAP 1

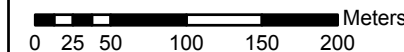
Extent of Crawley EUS study area

KEY

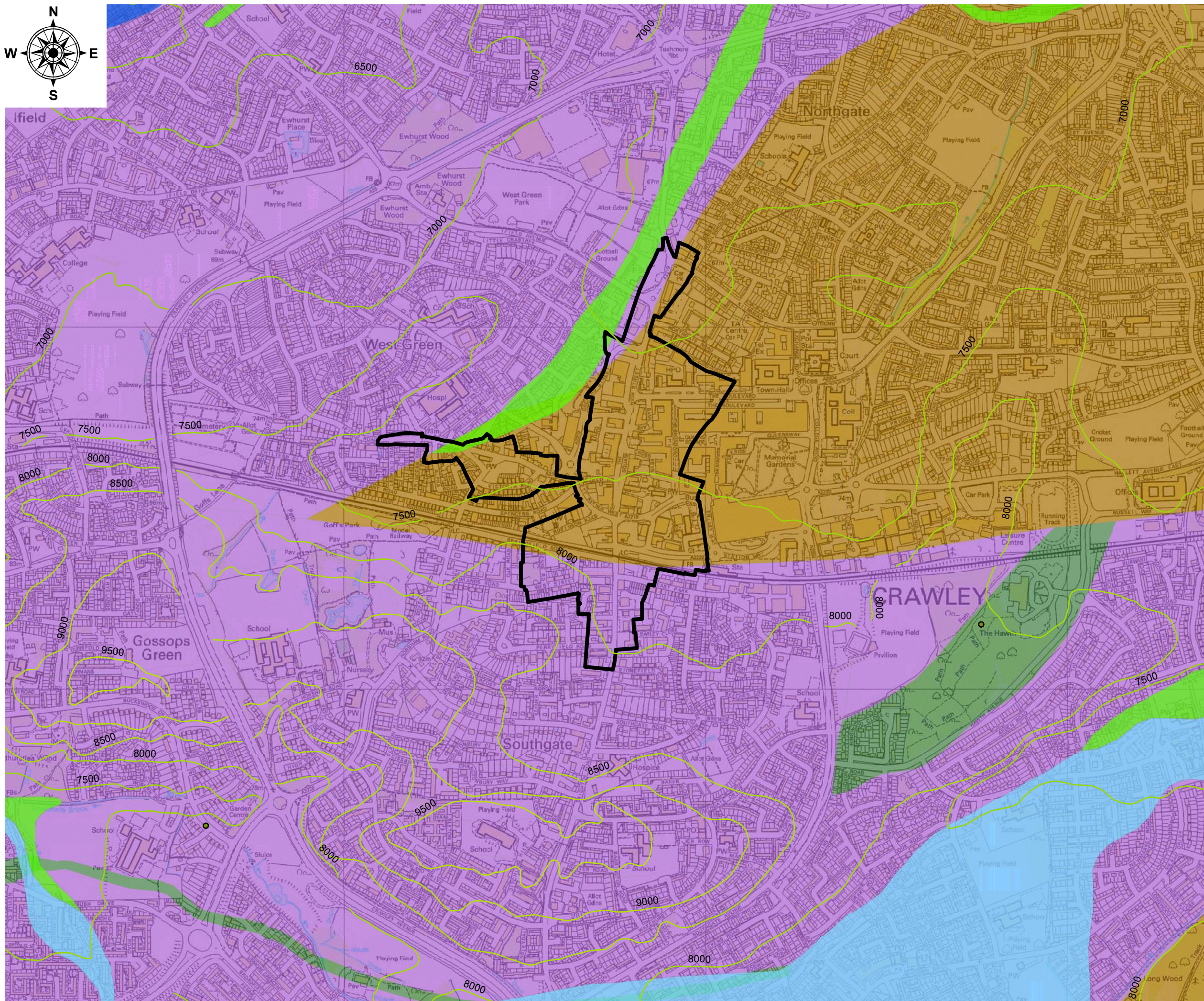
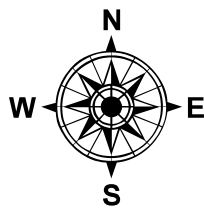
 EUS boundary

EUS research and mapping:
Dr Roland B Harris BA DPhil MIFA
December 2008

SCALE 1:5,000



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Sussex EUS



ENGLISH HERITAGE

CRAWLEY MAP 2

Solid geology with
5m contours

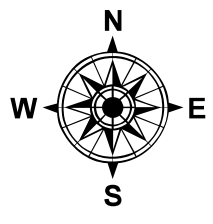
- KEY
- Drift geology**
 - ALLUVIUM
 - RIVER TERRACE DEPOSITS, 1 [MOLE]
 - RIVER TERRACE DEPOSITS, 2 [MOLE]
 - Solid geology**
 - HORSHAM STONE
 - UPPER TUNBRIDGE WELLS SAND
 - WEALD CLAY FORMATION
 - EUS boundary

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0 50 100 200 300 400 Meters

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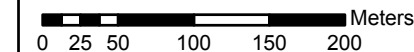
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CRAWLEY MAP 3

Ordnance Survey
1st series 25" (1874)

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CRAWLEY MAP 5 Historic buildings

KEY

Crawley buildings

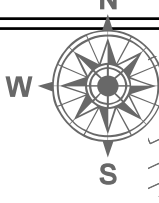
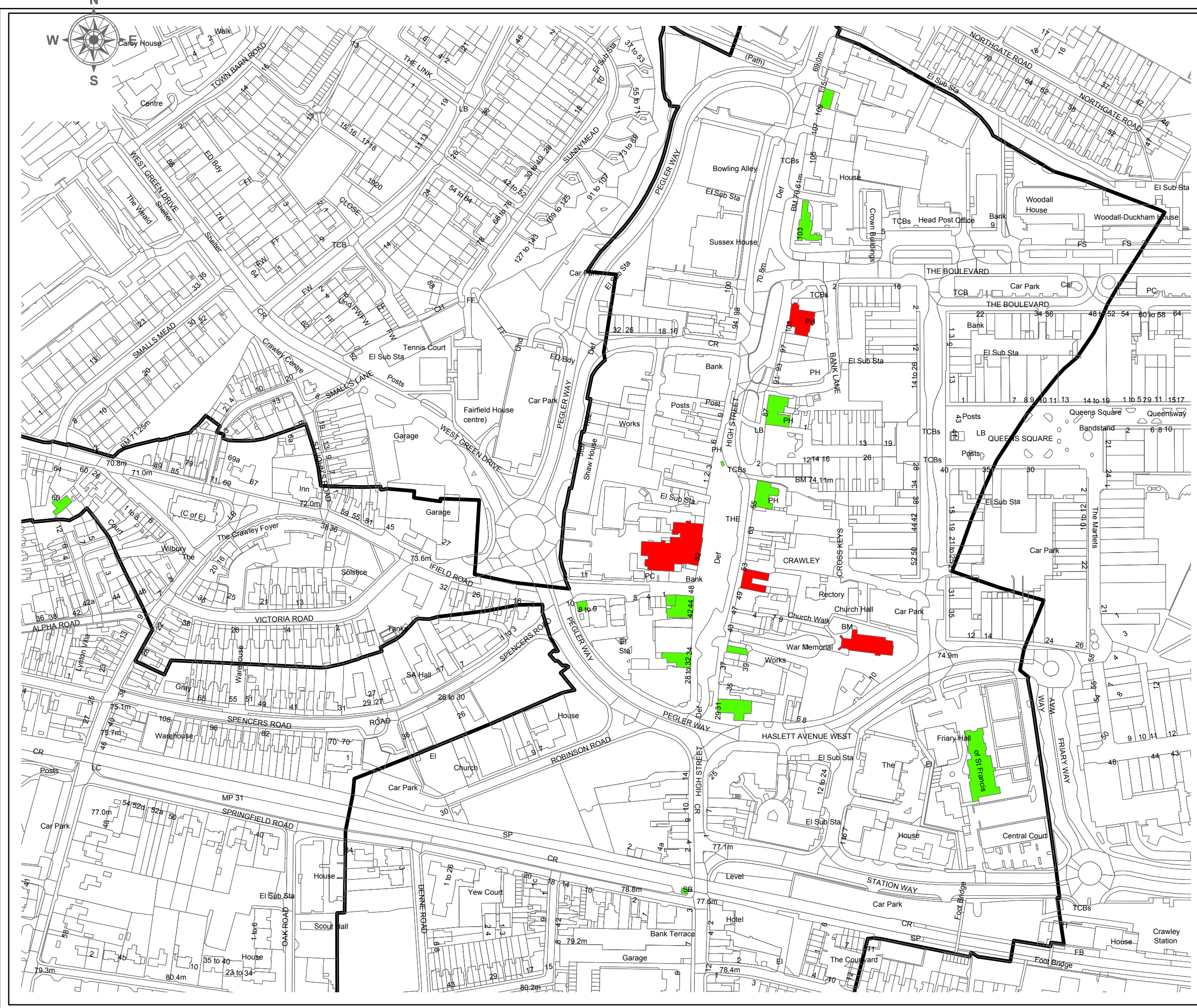
Listing grade

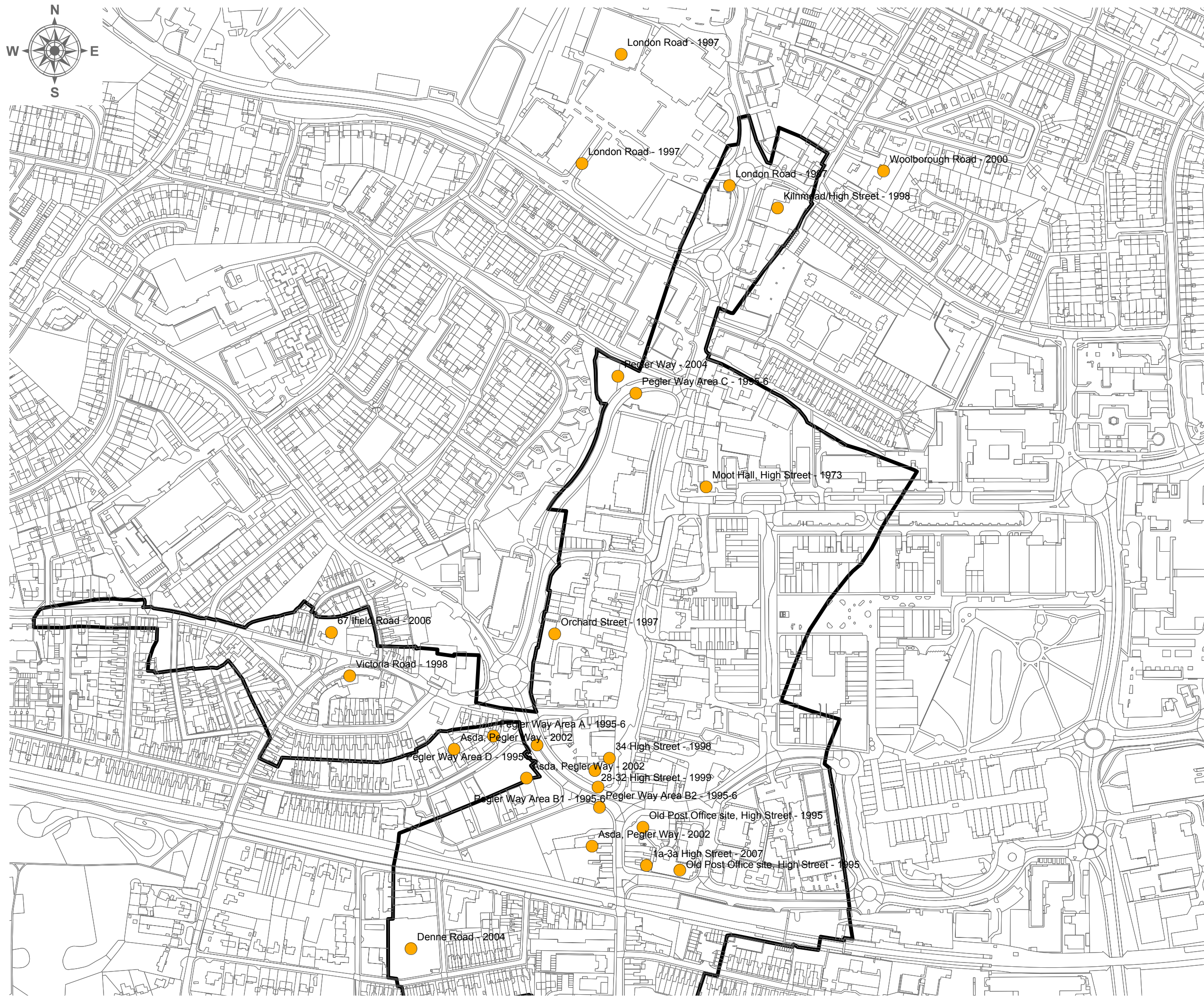
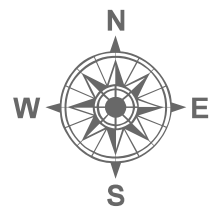
- II
- II*
- EUS boundary

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CRAWLEY MAP 5

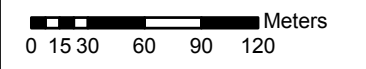
Archaeological investigations in and adjacent to the EUS study area from 1973

KEY

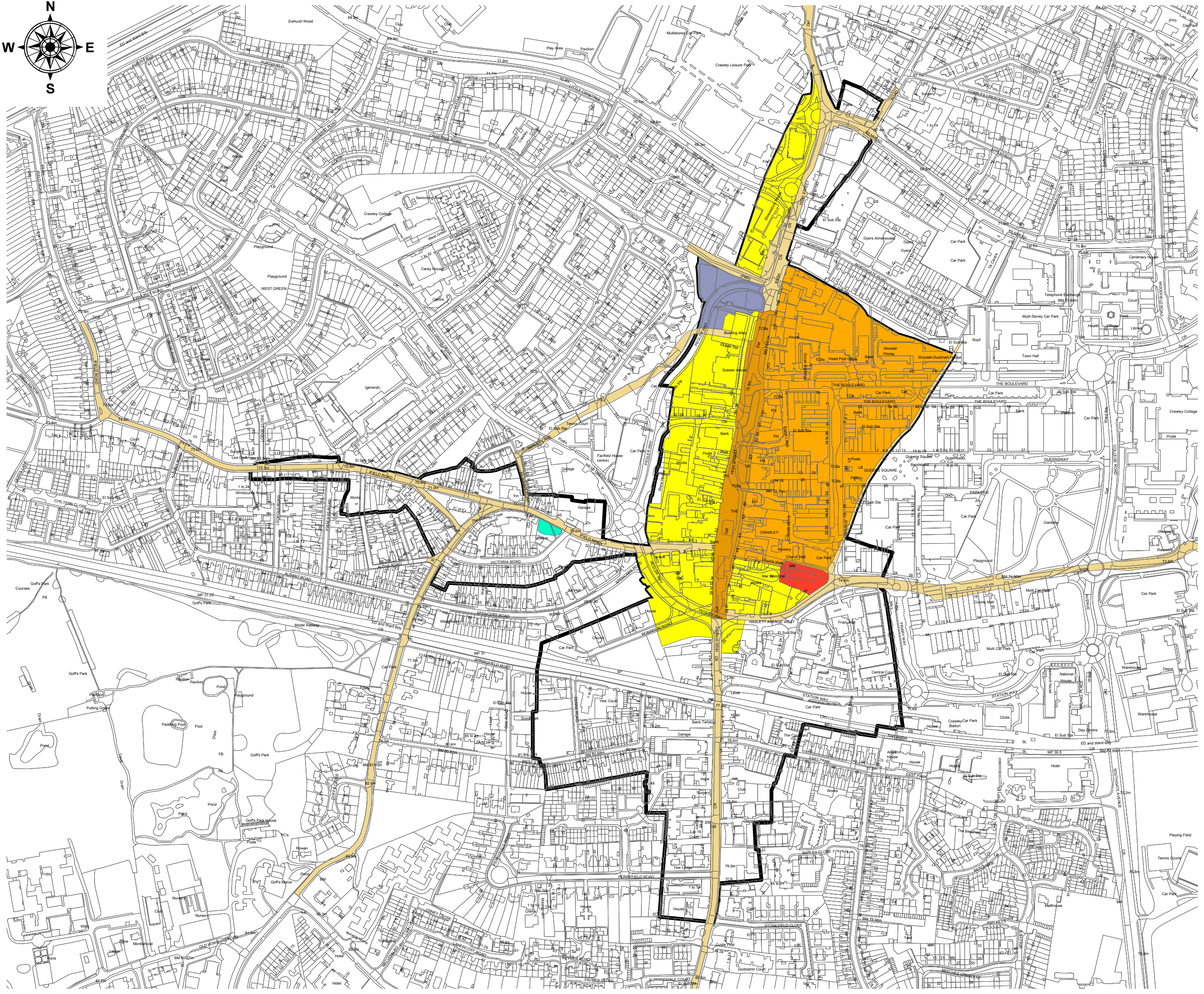
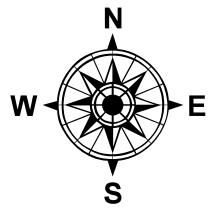
- EUS boundary
- Crawley excavations

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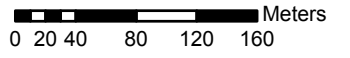
CRAWLEY MAP 6 Period 6 (1150-1349)

KEY

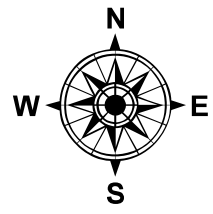
- Crawley EUS HCT**
- Church/churchyard
- Inland water
- Irregular historic plots
- Lane/road
- Light industry
- Market place
- Regular burgage plots

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CRAWLEY MAP 7

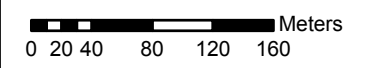
Period 7 (1350-1499)

KEY

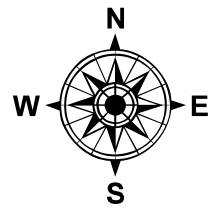
- Crawley EUS**
- HCT**
- Church/churchyard
- Inland water
- Irregular historic plots
- Lane/road
- Light industry
- Market place
- Regular burgage plots
- Vacant

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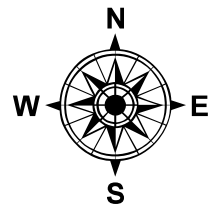
CRAWLEY MAP 8 Period 8 (1500-1599)

- KEY**
- Crawley EUS**
- HCT**
- Church/churchyard
 - Inland water
 - Irregular historic plots
 - Lane/road
 - Market place
 - Regular burgage plots
 - Vacant

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ENGLISH HERITAGE

CRAWLEY MAP 9

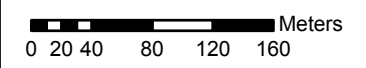
Period 9 (1600-1699)

KEY

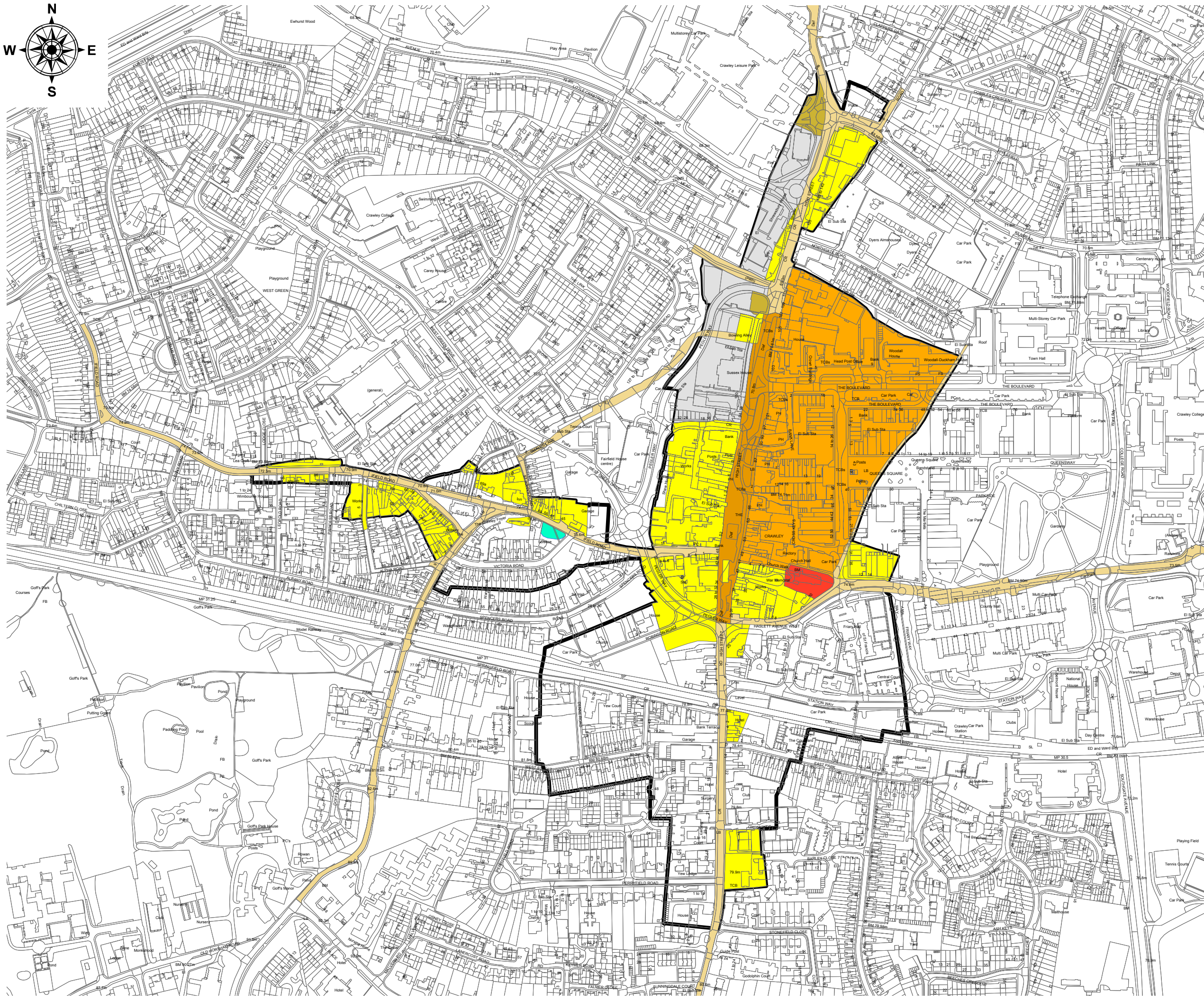
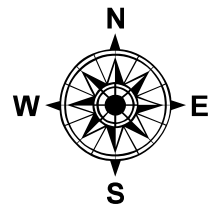
- Crawley EUS**
- HCT**
- Church/churchyard
- Farmstead/barn
- Inland water
- Irregular historic plots
- Lane/road
- Market place
- Regular burgage plots
- Vacant

EUS research and mapping:
Dr Roland B Harris BA DPhil MIFA
December 2008

SCALE 1:5,000



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Sussex EUS



Brighton & Hove



ENGLISH HERITAGE

CRAWLEY MAP 10

Period 10 (1700-1799)

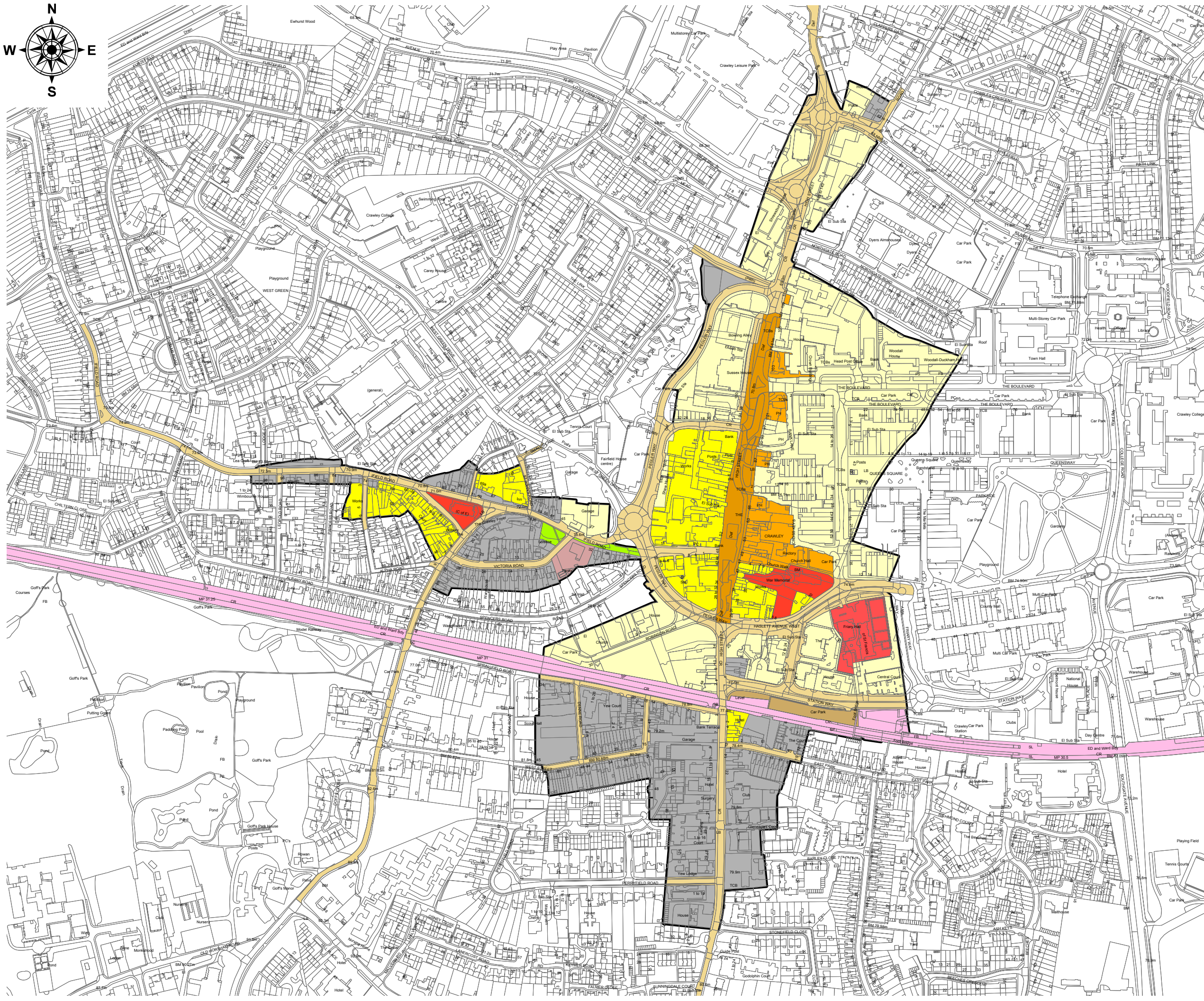
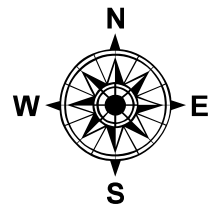
KEY

- Crawley EUS HCT**
- Church/churchyard
 - Farmstead/barn
 - Inland water
 - Irregular historic plots
 - Lane/road
 - Market place
 - Regular burgage plots
 - Vacant

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Sussex EUS



ENGLISH HERITAGE

CRAWLEY MAP 11 Historic Character Types (2008)

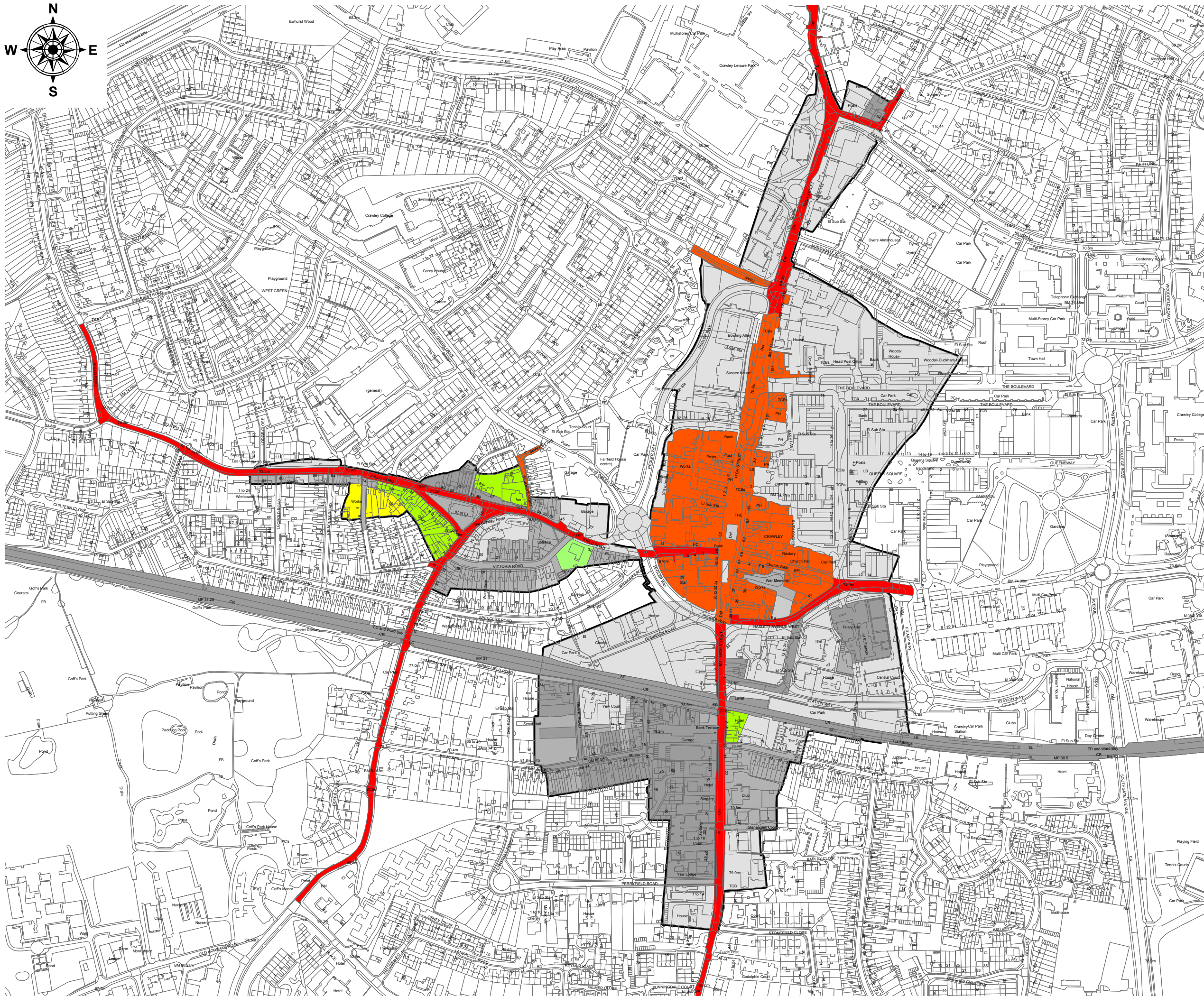
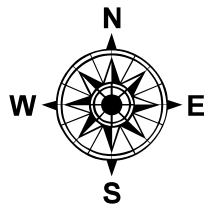
KEY

- Crawley EUS**
- HCT**
- Church/churchyard
- Informal parkland
- Irregular historic plots
- Lane/road
- Market place
- Public
- Regular burgage plots
- Religious house
- Retail and commercial
- School/college
- Station, sidings and track
- Suburb

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0 20 40 80 120 160 Meters

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ENGLISH HERITAGE

CRAWLEY MAP 12

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

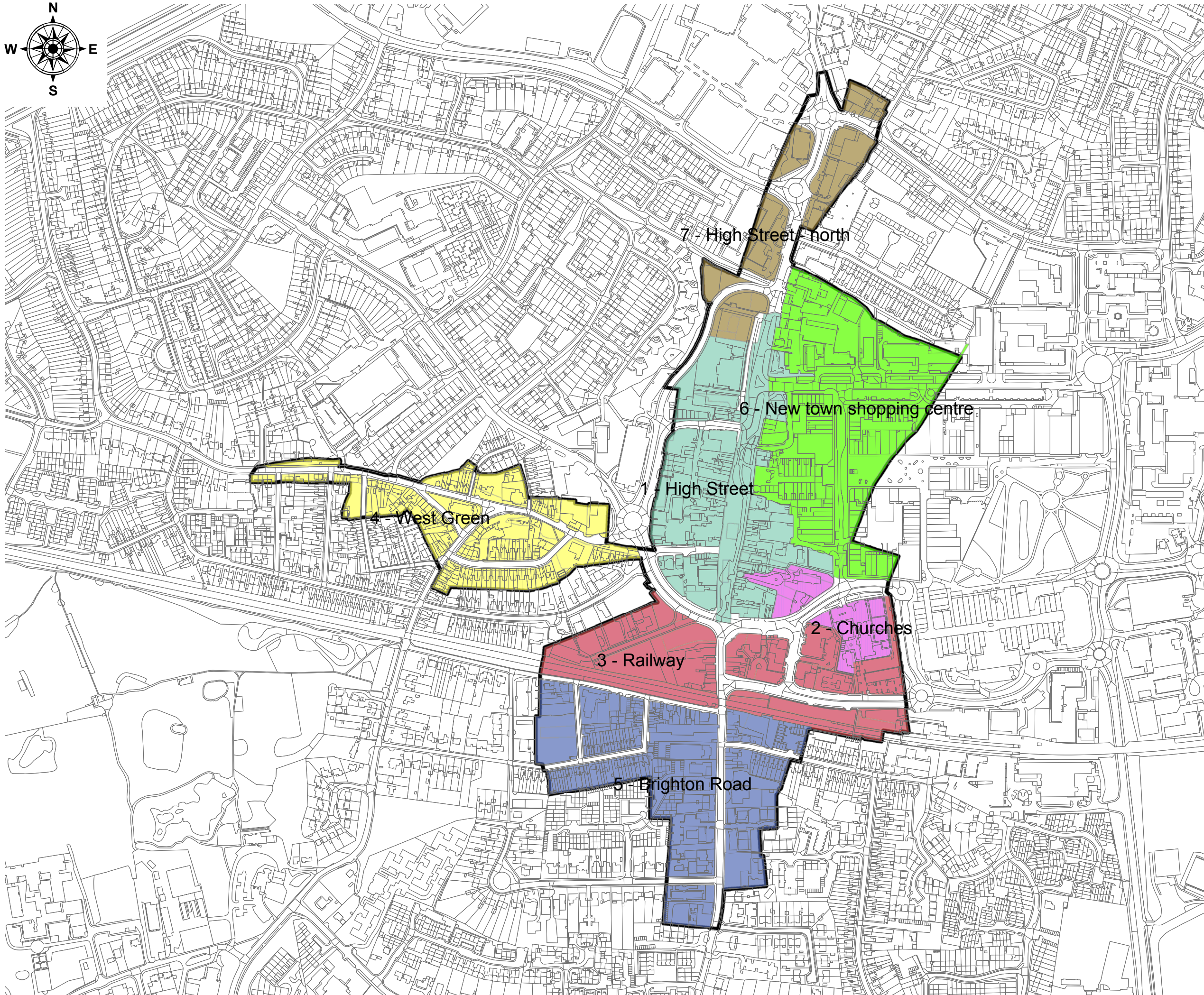
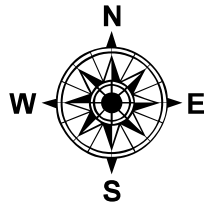
KEY
Crawley EUS PERIOD

- 5
- 6
- 8
- 10
- 11
- 12
- 13
- 14
- 15

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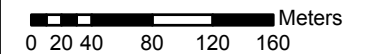
CRAWLEY MAP 13

Historic Urban Character Areas (HUCAs)

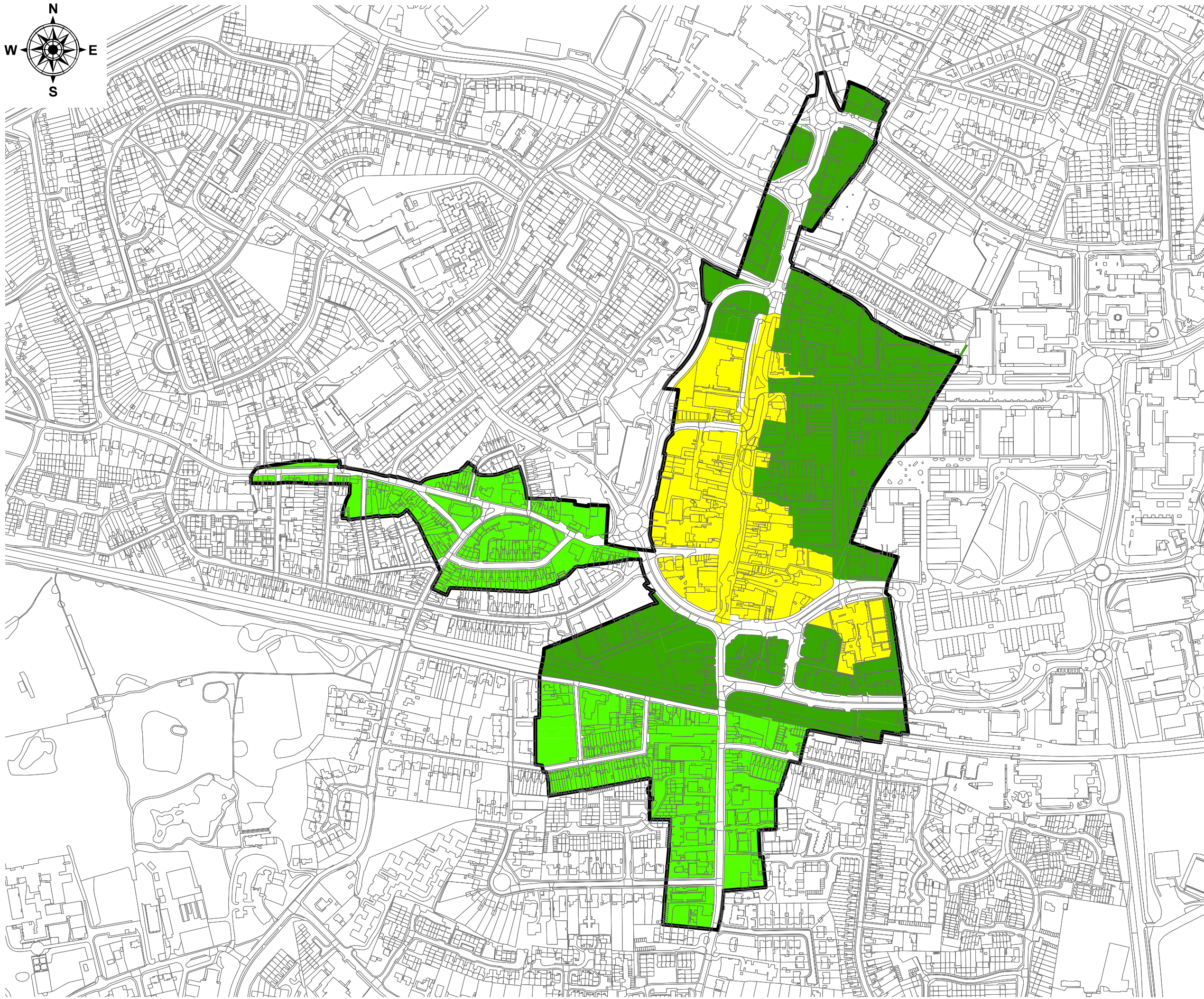
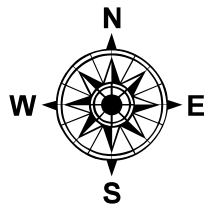
KEY	
Crawley EUS	
HUCA	
	1 - High Street
	2 - Churches
	3 - Railway
	4 - West Green
	5 - Brighton Road
	6 - New town shopping centre
	7 - High Street - north

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CRAWLEY MAP 14
Historic Environment Value (HEV)

KEY

Crawley EUS

HEV

- 1
- 2
- 3

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0 20 40 80 120 160 Meters

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